

# PLANNING RATIONALE

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**35 Kawartha Lakes County Rd  
4  
City of Kawartha Lakes**

*Prepared For: XYZ investments*

**December 2025**

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*This Planning rationale has been prepared by Harvey in support of the application by XYZ investment, on behalf of registered owner, \_\_\_\_\_, to amend the City- wide Zoning By-law 2000-75 and City of Kawartha Lakes Official Plan – Office Consolidation, March 2025 amendment with respect to a 0.99-hectare site on the east side of Angeline Street North. The rezoning application proposes to develop the subject site with a 6-storey purpose Mid-rise residential building. A total of 260 residential units are proposed out of which 60% 1-Bedroom, 30% 2-Bedroom and 10% will be 3-Bedroom appartements.*



1

# Introduction

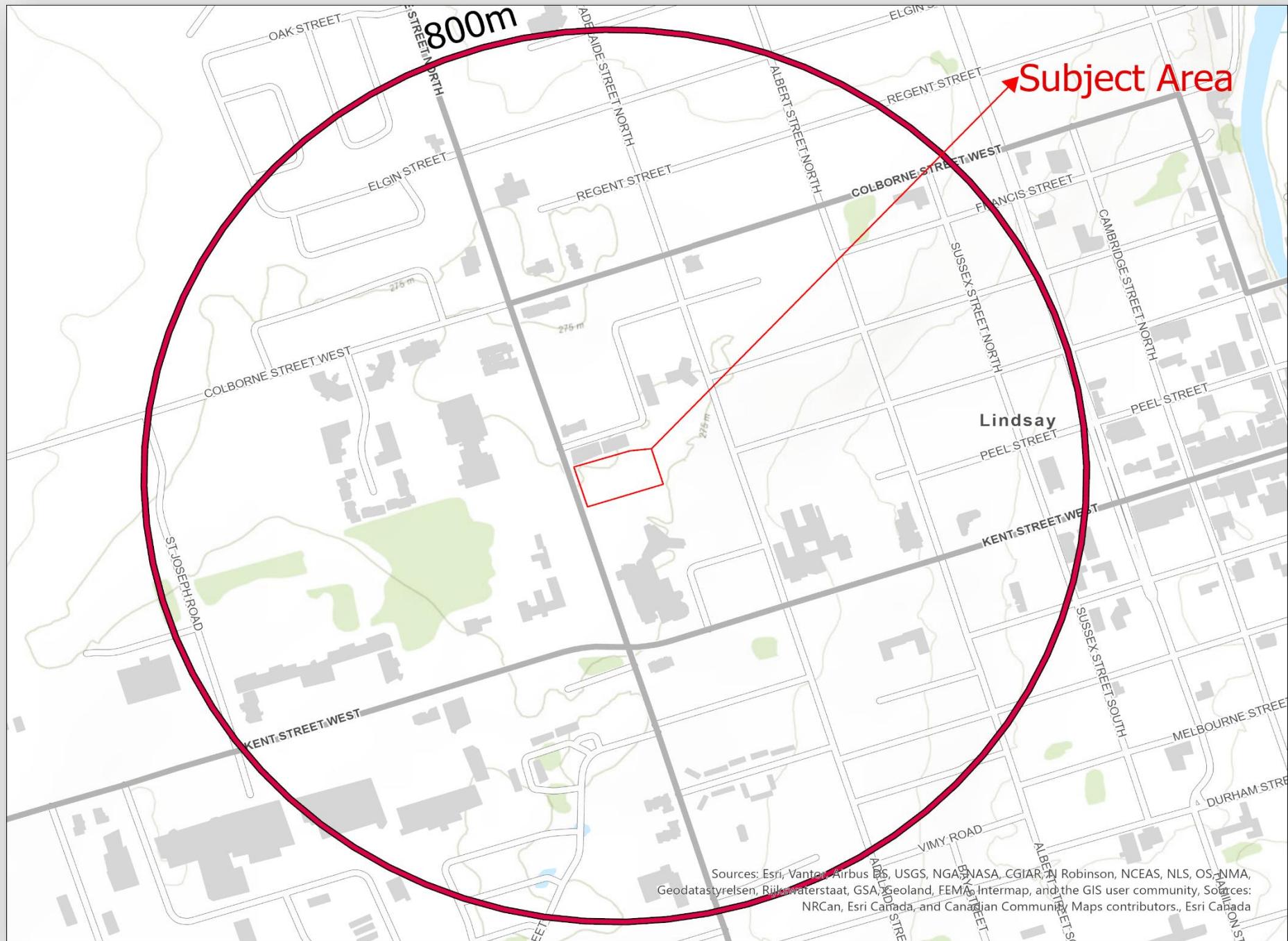


Figure 1: Subject Site

This Planning rationale has been prepared by Harvey in support of the application by XYZ investment, on behalf of registered owner, \_\_\_\_\_, to amend the city- wide Zoning By-law 2000-75 with respect to a 0.99-hectare site on the east side of Angeline Street North, municipally known as 35 Kawartha lakes county road 4 (See Figure1).

The subject site is currently open space with the area of approximately 9955.94 m<sup>2</sup> and is surrounded by residential development to the north and parking space in the south.

The zoning by-law amendment and Official plan amendment application proposes to redevelop the subject site with a 6 storey residential building which will contain 1,2- and 3-bedroom apartments. Overall the proposed development will have a proposed Gross floor area of 25,556 m<sup>2</sup>, resulting in density of 2.6 residential FSI . A total of 260 number of apartments are proposed. The proposed development will be complemented by public realm and landscape improvements including single rows of trees along the Angeline street N.

The report concludes that the proposal is in the applicable provincial and municipal framework as well as urban design guidelines. From a planning perspective, the proposal is in compliance with the Provincial Planning statement (PPS 2024) and conforms to the City of Kawartha lakes Official plan and City of Kawartha Lakes Secondary plan, which promotes intensification within the built-up area. The development will be served by the municipal infrastructure will be provided after the careful calculation by the city and removal of Holding symbol from the property's zoning (H1). The site is close to already built transit system provided by the city which makes it a ideal site for this development.

Further , the development parcel is designated as *Urban Settlement areas* in the official plan and *RH1-S5(H1) Zone* according to Lindsay Zoning By-law.

Given that the site is currently underutilised as an open space, its proximity to the nearest transit order and amenities within the Town of Lindsay, an important opportunity to develop the site with transit supportive development that optimises and makes efficient use of the land and existing and proposed infrastructure.

From the built form perspective, the proposal represents the appropriate design response to the subject site's transit supportive location while contributing public realm improvements along Angeline Street N. The proposal has been sited and designated to appropriately limit impacts on the streetscapes, existing and planned development.

For all the foregoing reasons, it is our opinion that the proposed development represents good planning and urban design and according, It is recommend approval of the rezoning application and OPA amendment application .

*[This report is a desktop analysis and no on ground surveys has been conducted. Therefore, all distance and area stated in this report are approximate and is collected from data available on web and using spatial analysis techniques and software.]*



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# Site and Surrounding

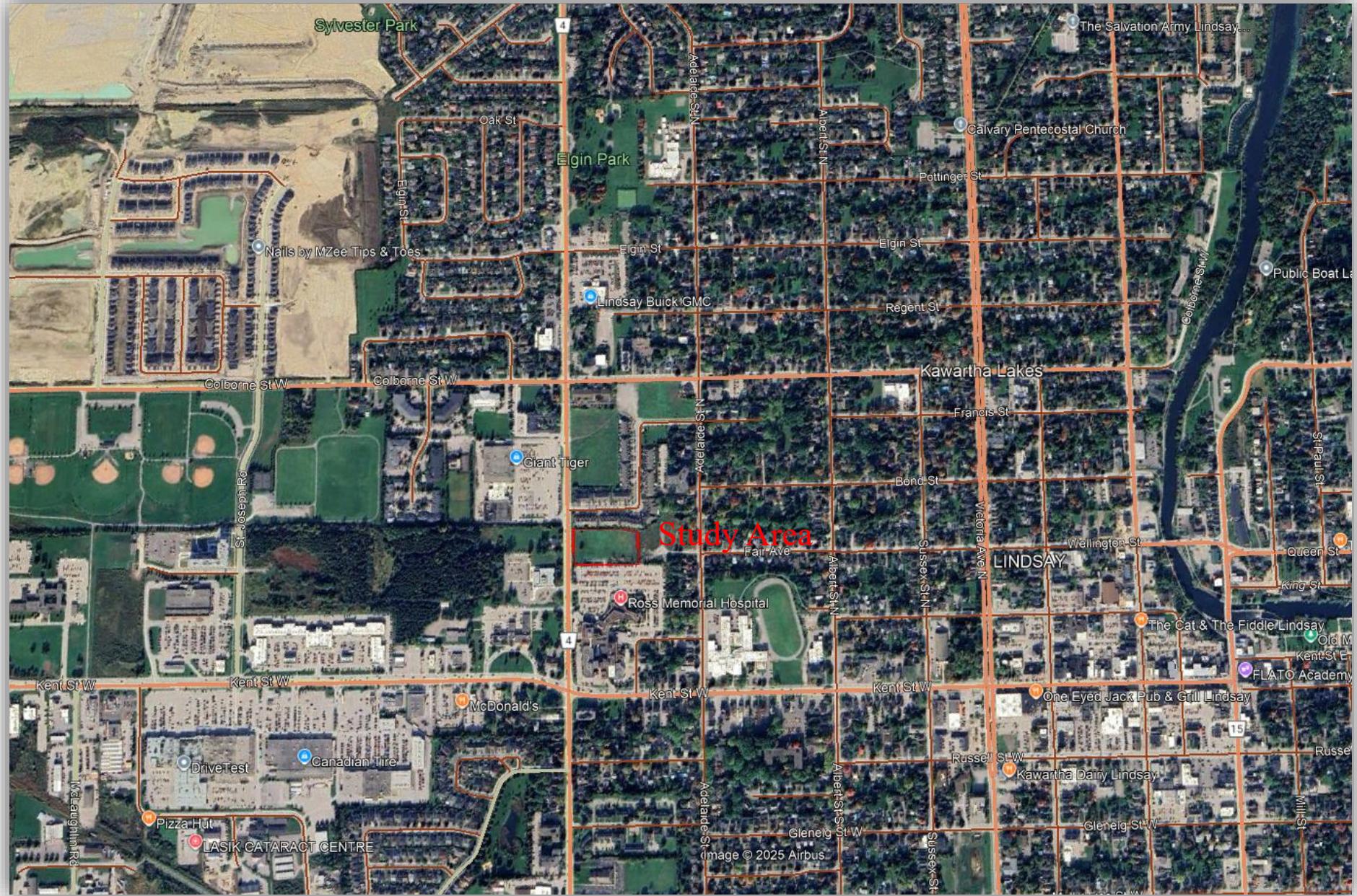


Figure 2: Aerial imagery

## **2.1 Subject Site**

The study parcel is located on east side of Angeline Street N, to south side of Chadwin drive. It is currently vacant land. The study area is generally rectangular in shape, with the northern lot line oriented at a slight angle relative to true north. The subject site is about 9955.94 meters<sup>2</sup> in area. The subject site has a frontage of about 75.66 meters along Angeline Street N, southern lot line about 135.06 m, eastern lot line about 67.15 m and northern lot line about 136.55 m of which the angle lot line is about 36.61 m in length.

The subject lands contain some larger trees, interspersed between grassed areas with smaller vegetation.

The Subject site is situated in ward 5 of City of Kawartha lakes, municipally known as Block 14 PLAN 57M782 and falls within the Lindsay secondary plan.



35 Kawartha Lakes County Rd 4



Exit Street View

Figure 3: Frontage View from Angeline Street N

## 2.2 Immediate Surroundings

The following land uses surrounds the subject site:

### NORTH:

To immediate north of the subject site is a series of 2-story townhouses along the Chadwin drive which stretches along Chadwin drive (1,3,5,7,9,11,15,19,21,23,25,27,29,33,35,37, 39 and 41 chadwin drive ).These stacked townhouses have a setback of approximately 7.5 m from the southern lot line. The townhouses are built on both sides of the road which connects with the Angeline Street N and Adelaide Street N. Further north to Chaplin drive Townhouses is open space.

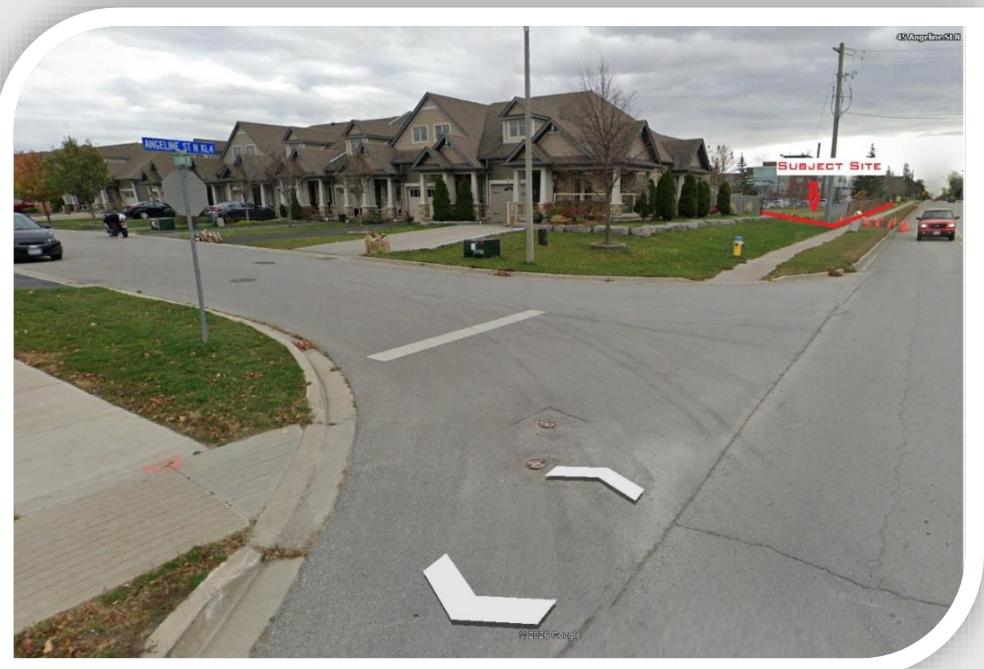
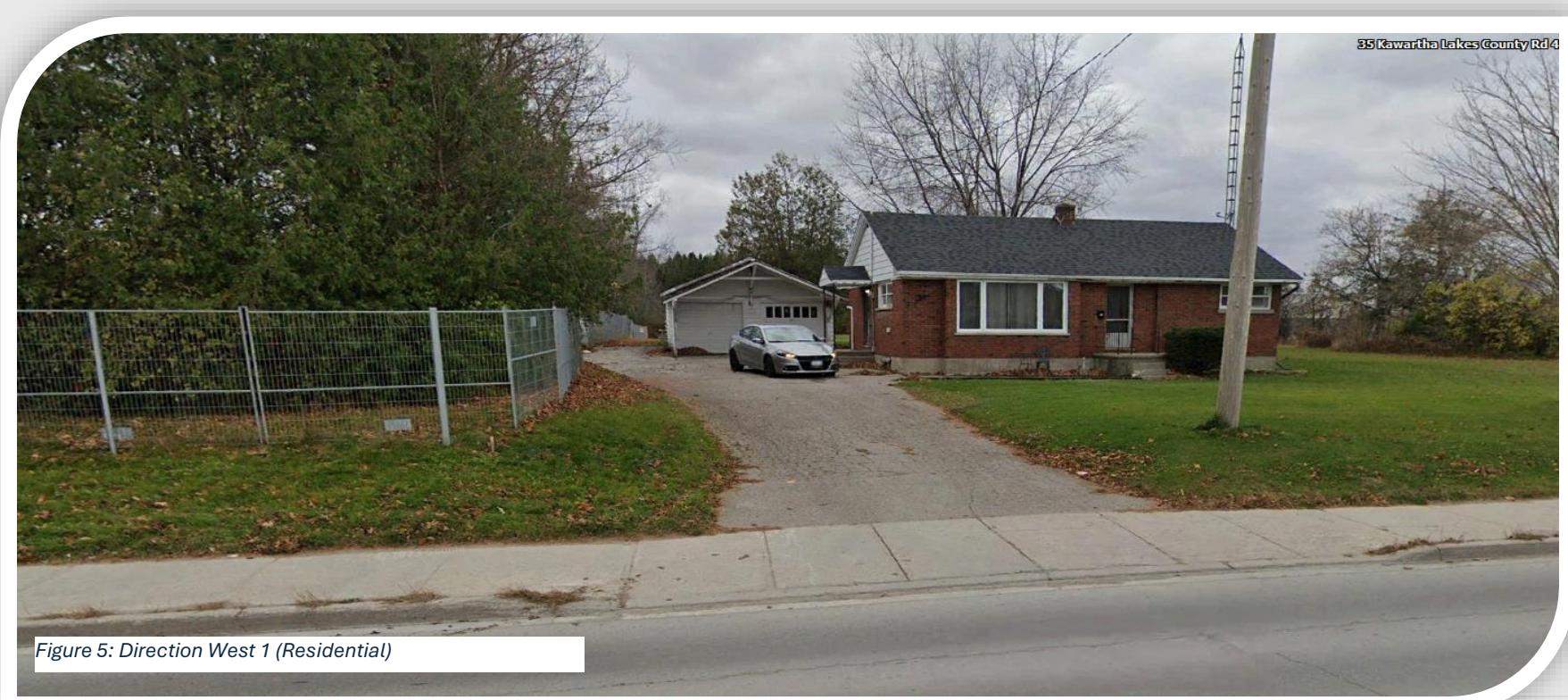


Figure 4: Angeline and Chadwin st Intersect, looking southeast

## WEST:

To the immediate west of the site is 35 Angeline Street N, a single detached residential house and 21 Angeline st N, City of Kawartha Lakes Community Care (Community Facility). Further north to these immediate Surrounding landforms that is to the northwest of the Subject site is Town and Country centre which has two retail stores (Giant Tiger and Wholesale Club), a thrift store (Re-Store), a pharmacy store (Pharmasave) and a medical clinic (CKL walk-in clinic), with a sufficiently spaced parking lot. To the south of the Retirement home Community care is Ontario Court of Justice.



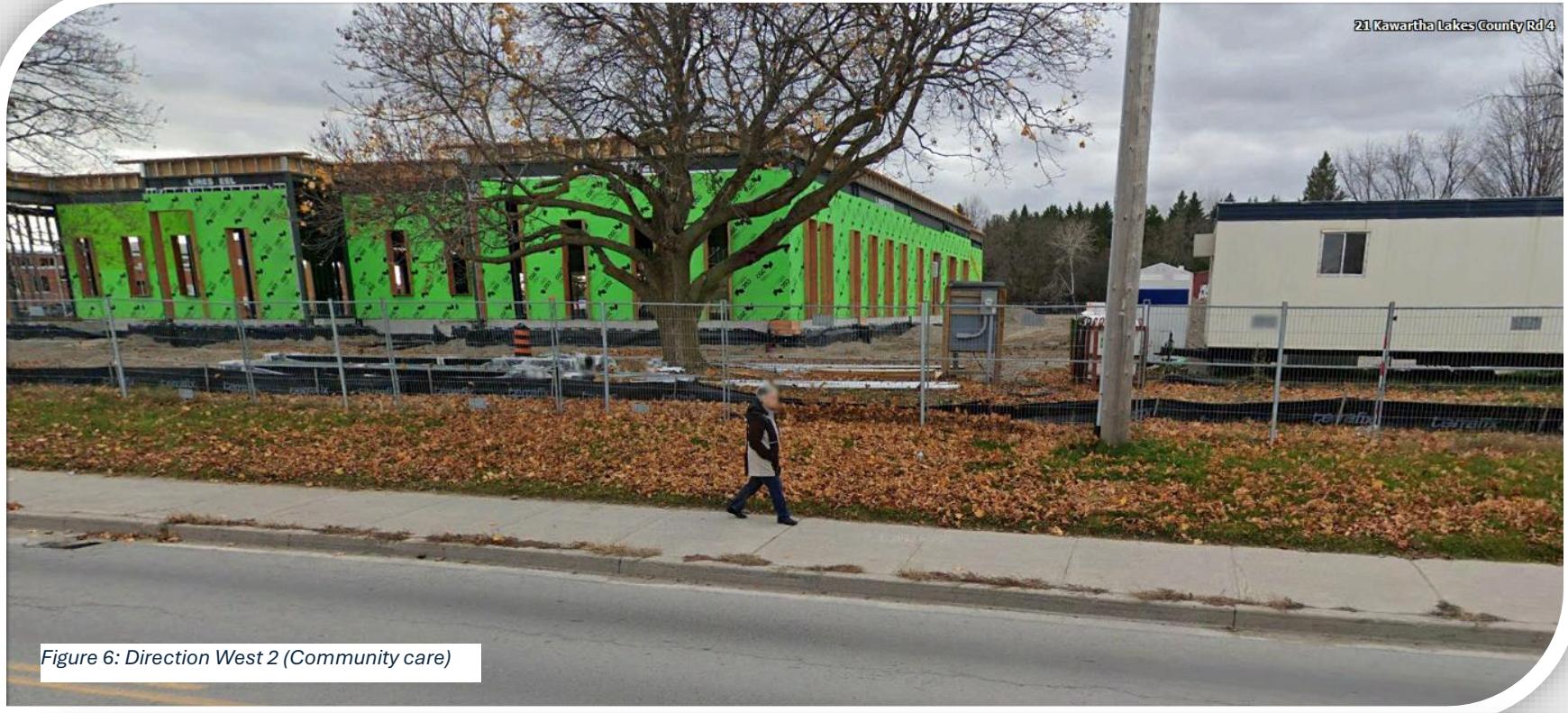


Figure 6: Direction West 2 (Community care)

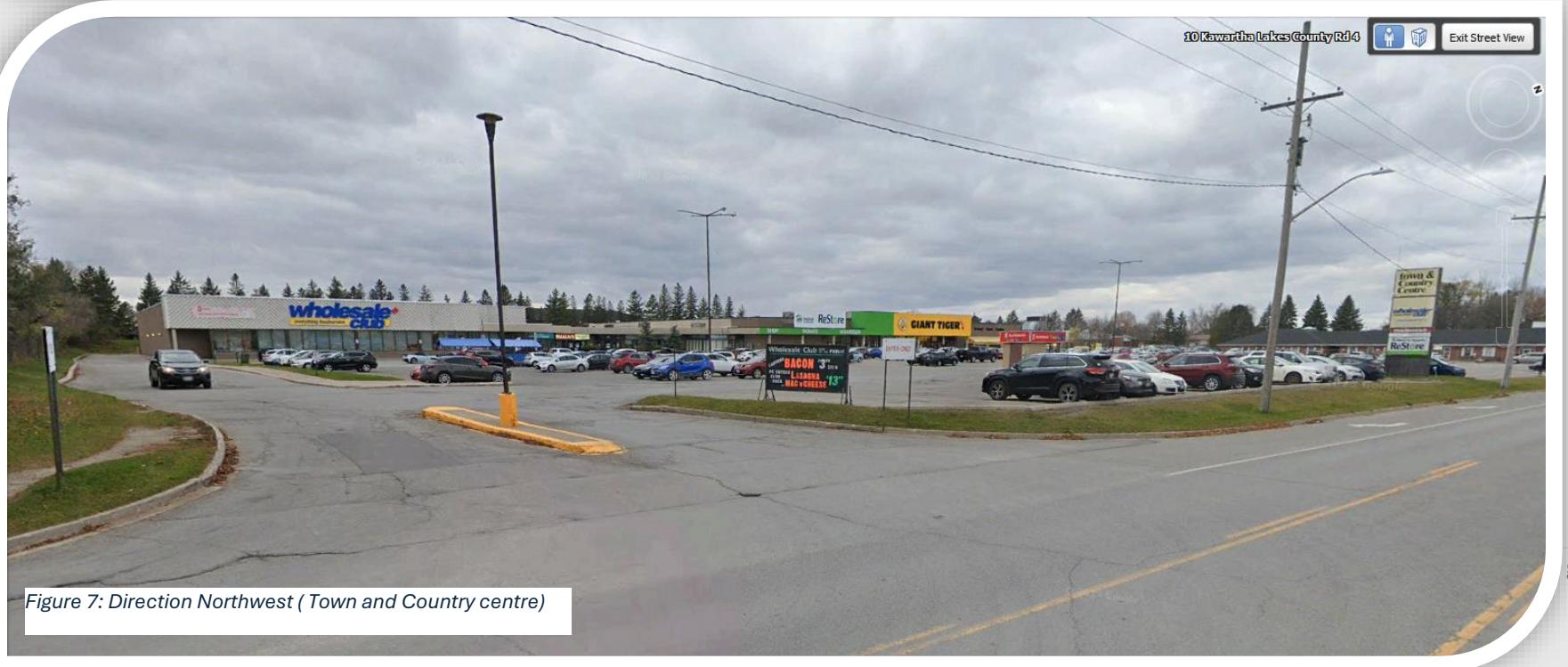


Figure 7: Direction Northwest ( Town and Country centre)



## EAST:

To the immediate east of the subject site is the open space municipally known as 37 Adelaide St N, assessable from Adelaide St N which is about 1.13ha. To the immediate north (north west of subject property) of 37 Adelaide St N is a detached single house municipally known as 51 Adelaide street N and further north is Mid rise residential building (53 Adelaide Street N). To the southeast of the site is single detached residential developments.

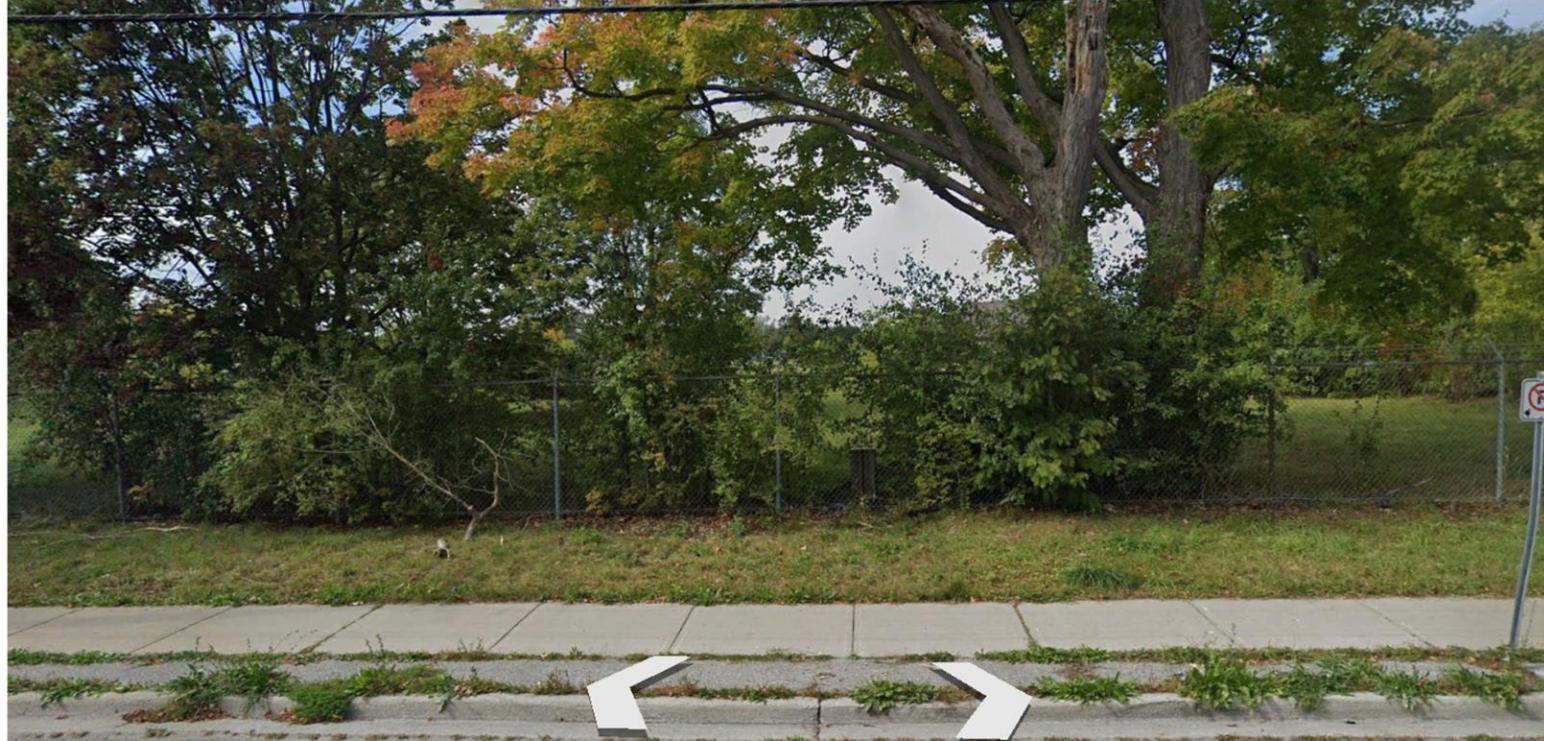


Figure 9: East of study area (looking from Adelaide st N)

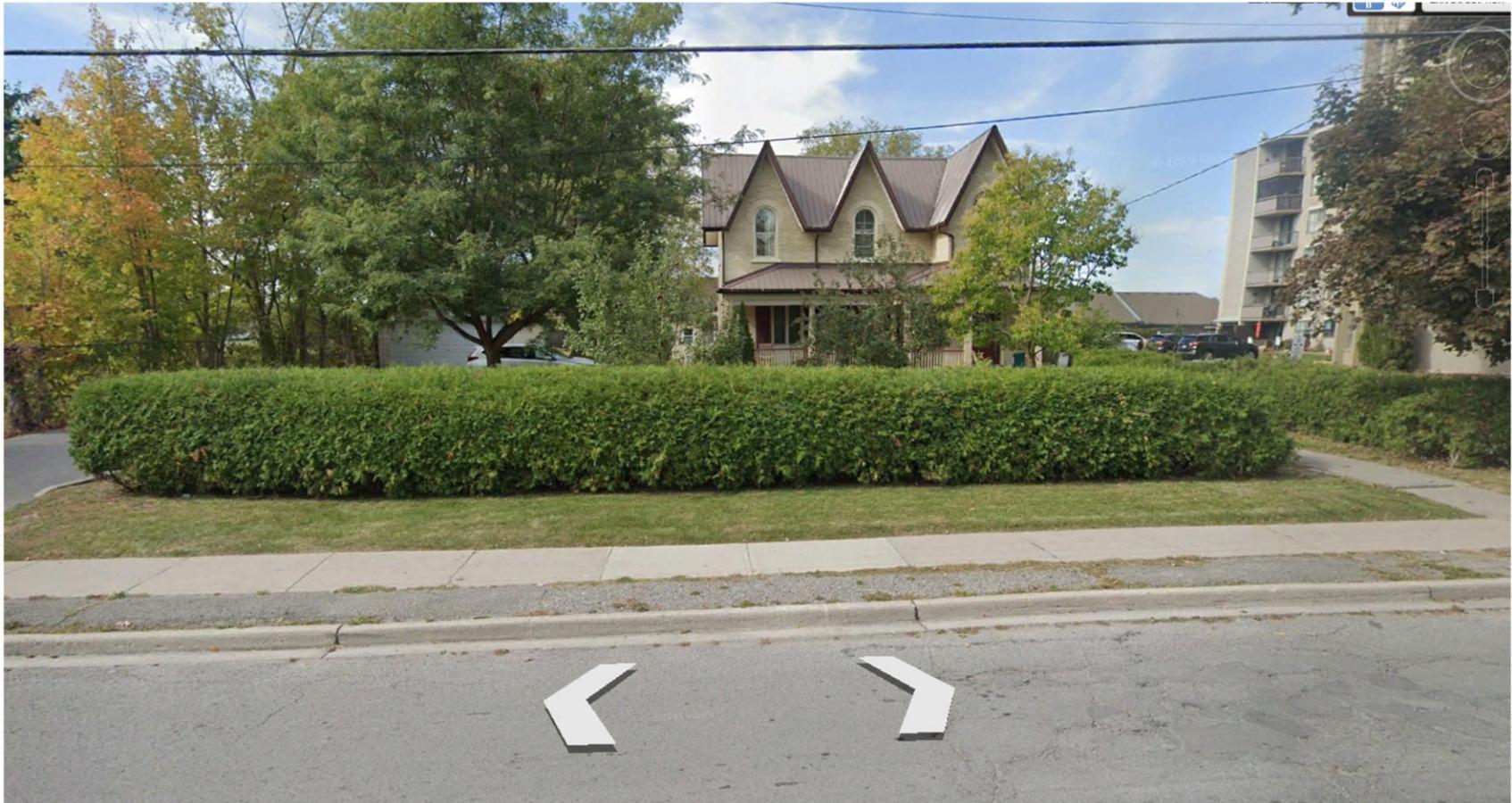


Figure 10: NW of study site (view from Adelaide street N)



Figure 11: NW of study parcel (view from Adelaide st N)



Figure 6: South west residential ( view from Adelaide street)

## SOUTH:

To the immediate south of the study parcel is Ross memorial Hospital which is about 4.32 ha, and the property parcel is municipally known as 296 Kent St W. Further south of the hospital is Kent Street W and then apartment style mid rise residential development.



Figure 7: Immediate south (Ross memorial Hospital)



Figure 8: Further south to study area (Kent Street)

## **2.3 Transport Context**

### **2.3.1 Road context**

The study area has direct access to Angeline Street north on the eastern side of the parcel. Angeline street S is a north-south classified as an arterial road according to City of Kawartha lakes road classification and connects to highway 35 to the north and Kent Street W (arterial), and further Highway 7 to the south. Angeline street is a two-way road and has a width of about 12.50 m that abuts study area.

The city has regulatory parking By-Laws which prohibits motorists from parking on City streets overnight between 11pm and 6am from November 1 to April 30 annually. However, the part of road that abuts the study area has no parking at any time. Sidewalks are located on both sides of the street.

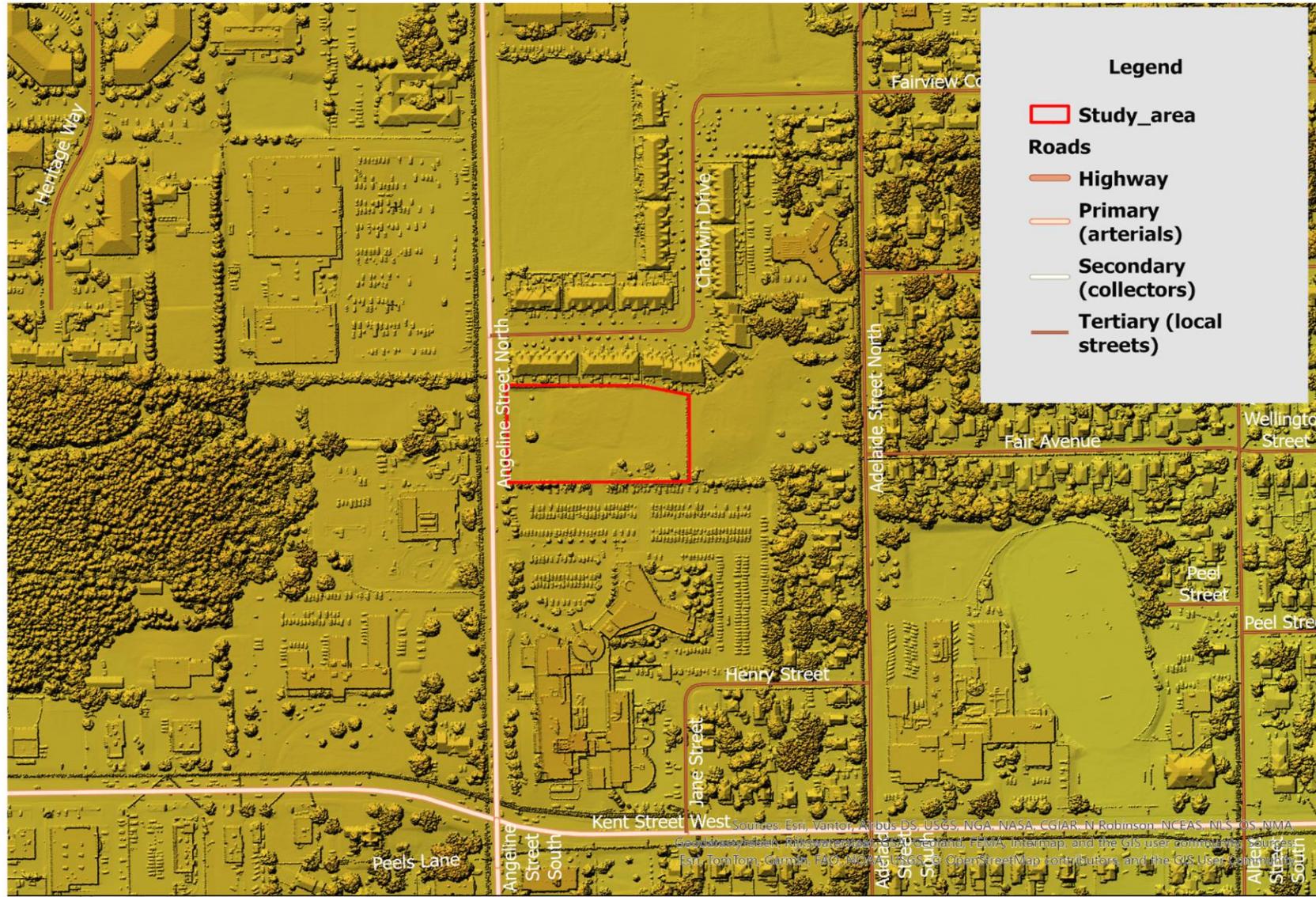


Figure 9: road network near subject area

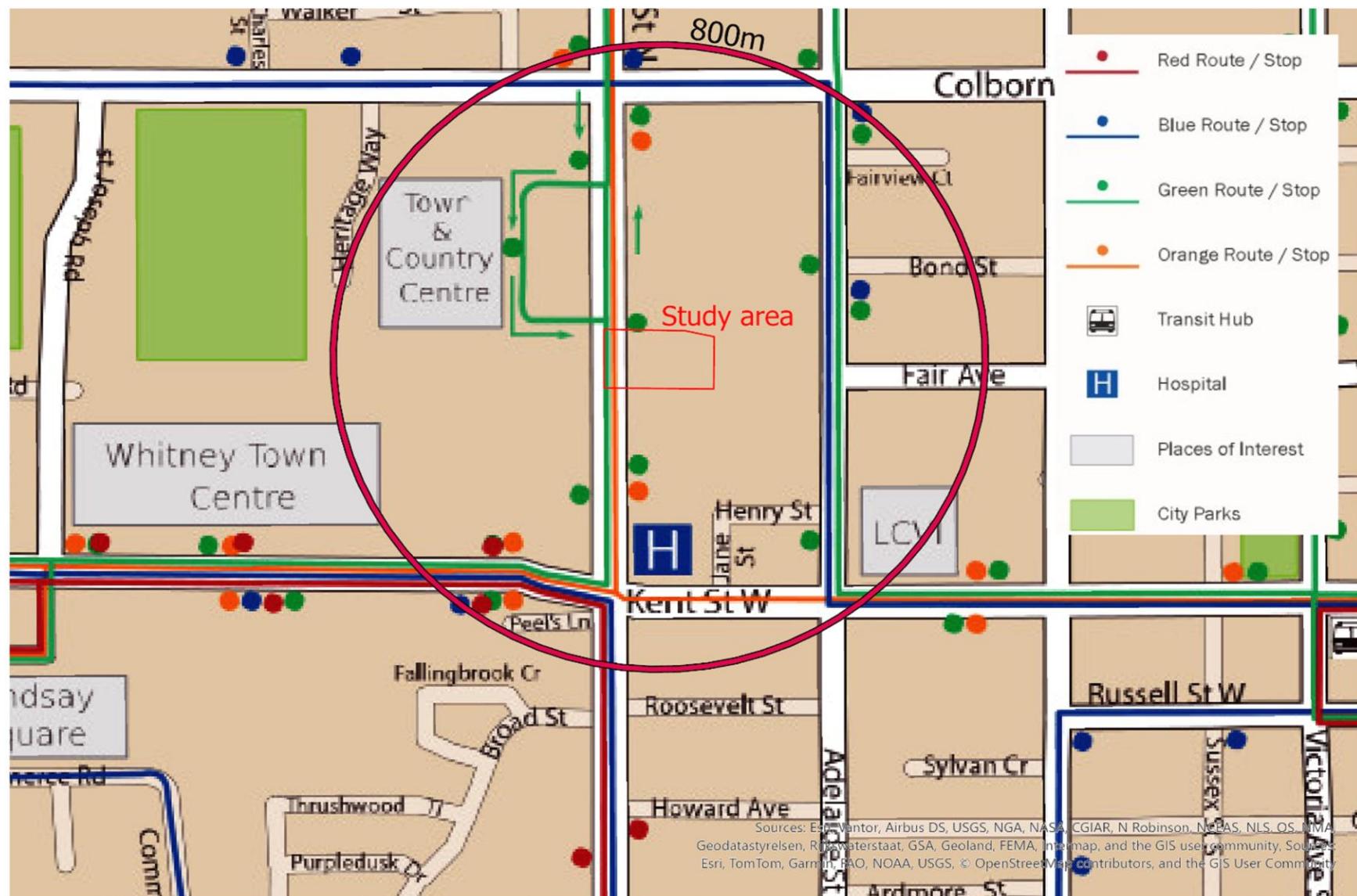
Scale: 1:5,000

0 0.07 0.15 0.3 0.45 0.6 Kilometers



### **2.3.2 Transit context**

From a public transit perspective, the site has excellent access to existing surface transit. The City of Kawartha Lakes have bus transit only, which is divided into 4 colors, Red, Blue, Green and Orange (shown in figure:\_\_), and has different routes throughout the town of Lindsay. Within 800 meters of site, all bus routes have stops, making the site ideal place according to perspective of transit-oriented development context.



Scale: 1:8,500

0 0.07 0.15 0.3 0.45 0.6 Kilometers



## **Green**

The green bus route is nearest, and most accessible stops close to study area with walking distance of 50 meters or walking time of about 1 minute near chadwin drive. The bus stops at this location at about 0:33 minutes every hour and directs towards Adelaide Street and finally reaching to Kent Street. Within 800 m, green bus has 8 walking distance stops to go either way.

## **Blue**

The nearest Blue Bus stop near the subject site is about 400 meters or 9-minute walk located at intersection at intersection of Angeline Street N and Colbourne Street W. Another stop is also present at intersection between Kent Street W and Angeline Street N located at about 470 meters or 12 minutes walk from subject site.

## **Orange**

4 Orange bus stops are available within 800 meters of subject site. Nearest bus stop is available at about 170 m or 4 minutes walk from the Site outside Ross Memorial Hospital at Angeline Street.

## **Red**

Two red bus Route Stop are present at intersection between Kent street W and Angeline Street N at Kent Street W, both at a walking distance of about 500 meters or 13 minute walk from the site.

*All route Schedules are available of City of Kawartha Lakes Lindsay-transit Page  
[\(https://www.kawarthalakes.ca/property-environment/transportation-and-transit/lindsay-transit/\)](https://www.kawarthalakes.ca/property-environment/transportation-and-transit/lindsay-transit/)*



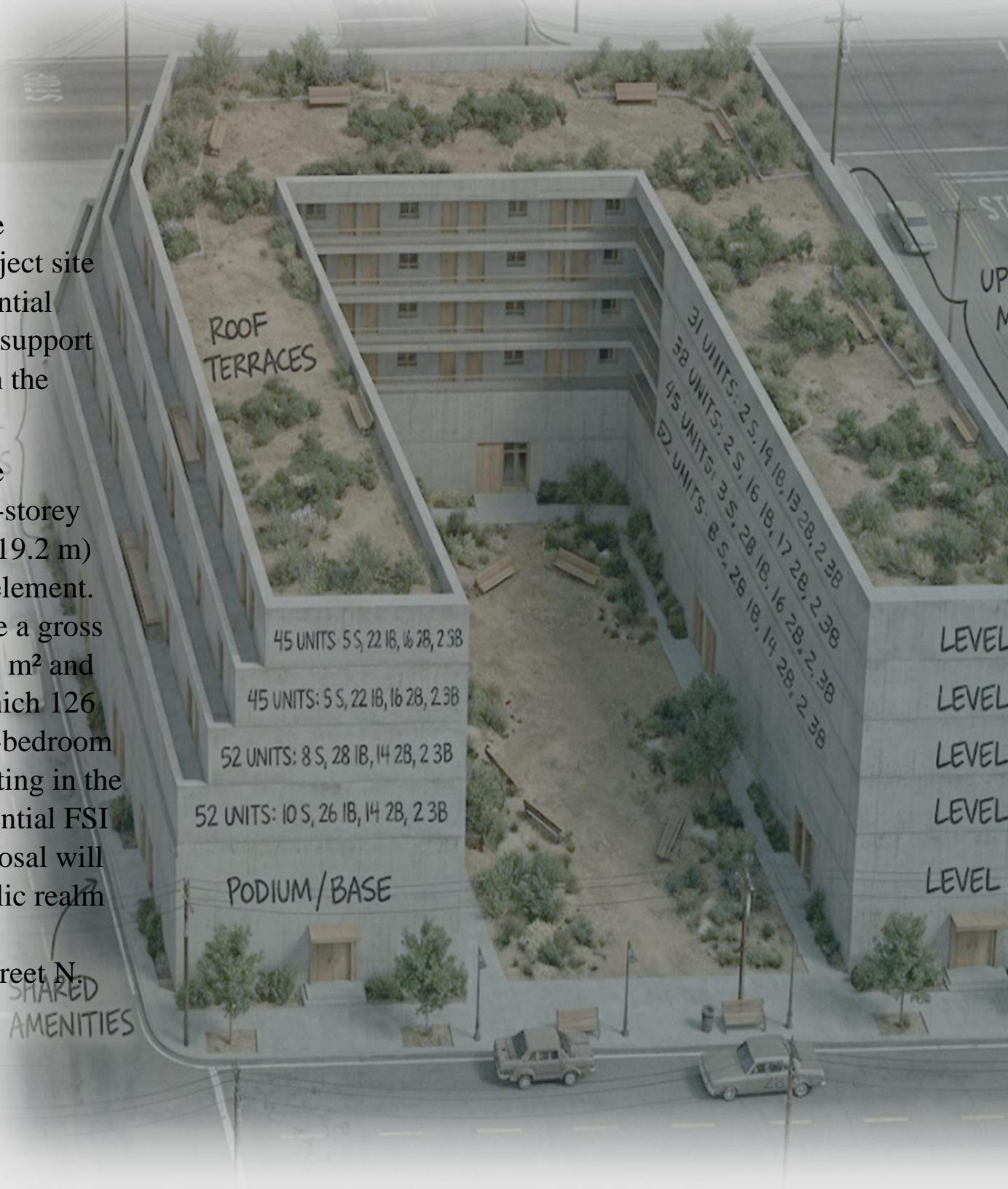
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# Proposal

### 3.1 Description of Proposal

The proposal contemplates the development of subject of subject site with a 6- storey step up residential building. The proposal would support existing transit services within the Town of Lindsay.

The proposal contemplates the development of infill with a 6-storey purpose built rental building (19.2 m) with 2 storey podium ( 8 m ) element. Overall, the proposal will have a gross floor area (GFA) of 25,458.47 m<sup>2</sup> and 260 residential units out of which 126 units will be 1-bedroom, 91 2-bedroom and 13 3-bedroom units, resulting in the density of ~ 2.6 (=2.57) residential FSI of development site. The proposal will also be complemented by public realm and landscape improvements particularly along Angeline Street N.



***Base Building (ground floor and floor 1)***

The base building has been carefully designed that achieves an appropriately scaled street wall condition along the Angeline Street frontage that respects the character of the road. At grade, the base building will have a setback of 16.45 meters from West (front) line and 13 meters from East (rear) line. The interior setback of 9 meters is left according to zoning by laws on both north and south line .

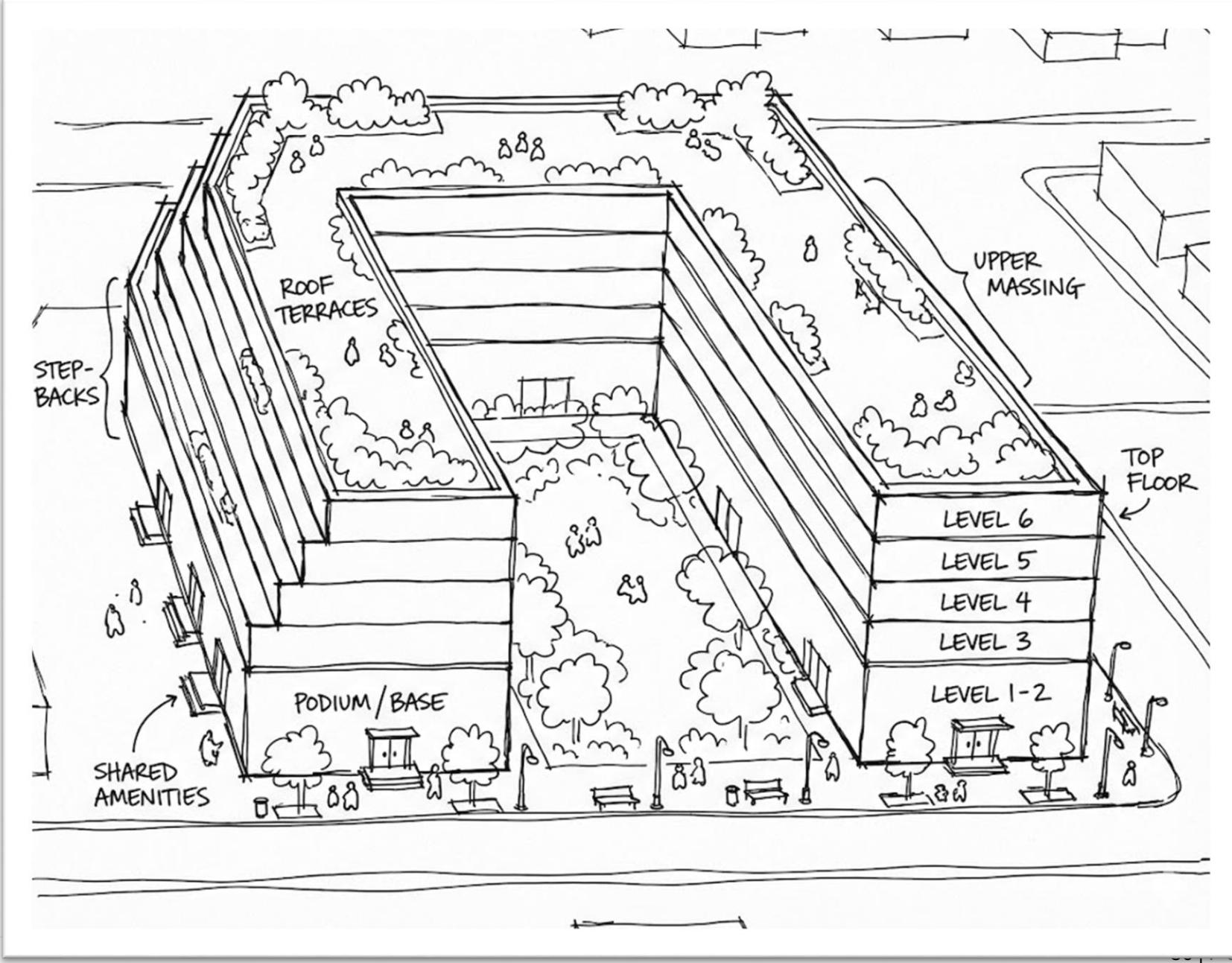
Ground floor will be programmed for reception area and 52 residential units. Floor 1 is exclusively planned to be residential with 52 units same as ground floor.

***Floor 2 to 5***

This element of the building will have a gross construction area of 16,520.95 m<sup>2</sup>. The step-up element of the building starts from floor 3 with a floor plate of about 4229.47 m<sup>2</sup> decreasing to 4012.52 m<sup>2</sup> (floor 4) and for floor 5 to 3810.20 m<sup>2</sup>.The setback from north line increases from floor 3 to 10.75 m, 12.75 to floor 4 and 14.25 m to floor 5 making a stet-up transitioning from the north lot line. All these floors were programmed for residential units only.

The proposed Development includes 260 residential, purpose build market rental units. The rental units will have a mix of residential unit sizes including 126 1-bedroom units, 98 2-bedroom units and 36 3-bedroom units.

Pedestrian and vehicular access will be provided directly to Angeline street. The proposal will be served by 190 underground parking spaces and 45 surface grade parking totaling 235 parking spaces.



### 3.2 Key statistics

The summary of key project statistics is provided below:

Site Area	9955.95 m <sup>2</sup>
Total GFA	25,458.47 m <sup>2</sup>
Residential Density	2.57 FSI
Total units	260
One bedroom	126
Two bedroom	98
Three Bedroom	36
Outdoor amenity space	1625.57m <sup>2</sup>
Vehicular parking	235

Figure 10: Summary Statistics

### **3.3 Required approvals**

The subject site is designated as “*Institutions and Community Facilities*” in Lindsay secondary plan and “*Urban settlement areas*” in City of Kawartha Lakes official Plan. An official plan amendment (OPA) is required to redesignate the site to residential to obtain permit for proposed transit oriented high-rise development.

The subject lands are designated Residential the Lindsay Secondary Plan and zoned the Residential High Rise One Holding One (RH1-S5(H1)) Zone in the former Town of Lindsay Zoning By-law. The proposal also requires an amendment to **Lindsay Zoning By-Law 2000-75** as amended to increase the height, to increase lot coverage, increase gross floor area as % of lot area and other development regulation as necessary to accommodate the proposal.



**4**

# Planning & Regulatory Context

## **4.1 Overview**

As set out below, the proposal has regard for matters for provincial interest and is supportive of numerous policy directions set out in the Provincial Planning Statement (PPS 2024), the City of Kawartha Lakes official Plan and Lindsay Secondary Plan, all of which promotes efficient use of land and infrastructure in built up areas.

## **4.2 Provincial and Municipal Housing Targets**

In October 2022, the province of Ontario introduced Bill 23, the *More Homes Built Faster Act, 2022*, and got Royal Assent on November 2022. The bill introduced legislative changes to facilitate the permit process and construction of new houses over next 10 years. It aimed to permit the construction of 1.5 million homes by 2031, including 6500 in the City of Kawartha Lakes. The main purpose of Bill 23 was to provide long term strategy for housing supply and provide attainable housing options as the population of Ontario continues to grow.

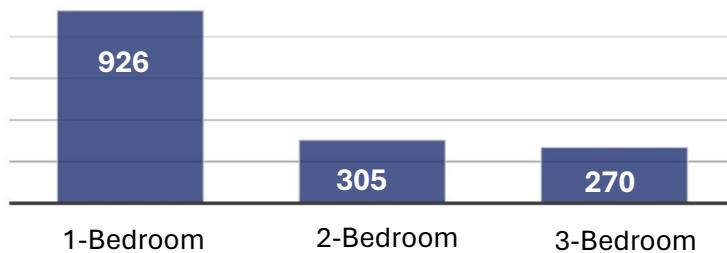
In response, the planning and development division of City of Kawartha Lakes created *Kawartha Lakes municipal Housing Pledge* in which the city aimed to complete its target and committed to forward thinking and looking at every option or initiative to innovate, integrate and enable housing development across the continuum of housing to meet the needs by 2031.

In the pledge, it is stated that city targets to permit the development of new 477 in 2023, 542 in 2024 and 650 in 2025 residential units. The city's proportion is approximately less than 1% of province's 110,000 new housing starts(2023), 125,000 new housing starts (2024), and 150,000 new housing starts (2025).

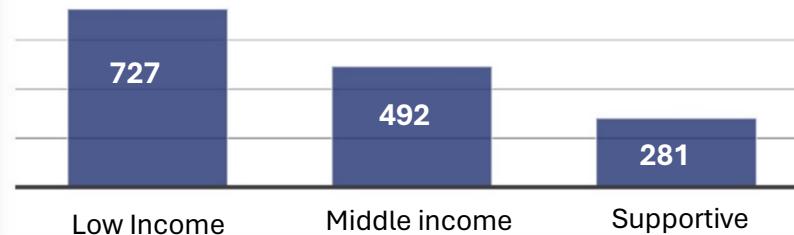
In 2019, city of Kawartha Lakes adopted revised *10-year Housing and Homelessness Plan*. The *HPP* includes objective to address affordable housing and to support homelessness prevention initiatives between the years 2020-2029. Within the *HPP*, Kawartha Lakes for first time sets out targets for affordable housing for rental units.

However, according to *Municipal Housing pledge* only 35 new affordable housing units have been achieved, resulting in 1245 affordable units still to be achieved by 2029.

### **Additional rental units to be created by 2031, by bedroom size**



### **Additional Rental Units to be created by 2031, by category**



## **4.3 Provincial Planning Statement, 2024**

The provincial planning statement, 2024 came into force in October 2024. It provides a policy framework for land use within the Province of Ontario. It is the responsibility of the local planning authority, in this case the City of Kawartha Lakes, to uphold the policies of the PPS pertaining to land use planning and development. In particular, the planning authority must ensure that their decisions are consistent with key provincial interests including policies related to settlement areas in urban communities, the wise use and management of resources, and public health and safety (Section 6.1).

PPS 2024 replaces Provincial policy statement 2020 and 2019 Growth plan, the 2024 PPS is intended to reduce and streamline planning rules, simplifying approvals to build homes and eliminate duplication between planning documents. It also emphasises on flexibility to ensure more homes are build faster across the province while protecting agricultural land and environment.

Chapter 1 of the PPS sets out Province's scope and vision for Ontario, stressing the importance of building homes with rapidly growing province.

*“More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.*

*Ontario’s land use planning framework, and the decisions that are made, shape how our communities grow and prosper. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians. Cultural heritage and archaeology in Ontario will provide people with a sense of place. And while many Ontarians still face a complex range of challenges, municipalities will work with the province to support the long term prosperity and well-being of residents through the design of communities responsive to the needs of all Ontarians.”*

With respect to providing housing, Policy 2.1.1 (a) provided that planning authorities shall provide for an appropriate range of housing options and densities to meet the projected need of the current and future residents of regional market area by establishing minimum targets.

The subject property is located within a settlement area (Lindsay) and is therefore subject to Section 2.3 of the PPS. Section 2.3.1 states that: “*Settlement areas shall be the focus of growth and development.*”

Additionally, Section 2.3.2 of the PPS states: “*Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources, optimize existing and planned infrastructure and public service facilities and support active transportation*”. Further, it is stated that “*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*”.

Section 2.4 includes policies regarding “Strategic Growth Areas” which is relevant to subject area as lands along major roads, arterials or other areas with existing and planned transit areas may also be identified as strategic growth areas. Section 2.4.1.3 encourages development in strategic growth areas as

*“Planning authorities should:*

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
- d) consider a student housing strategy when planning for strategic growth areas; and*
- e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

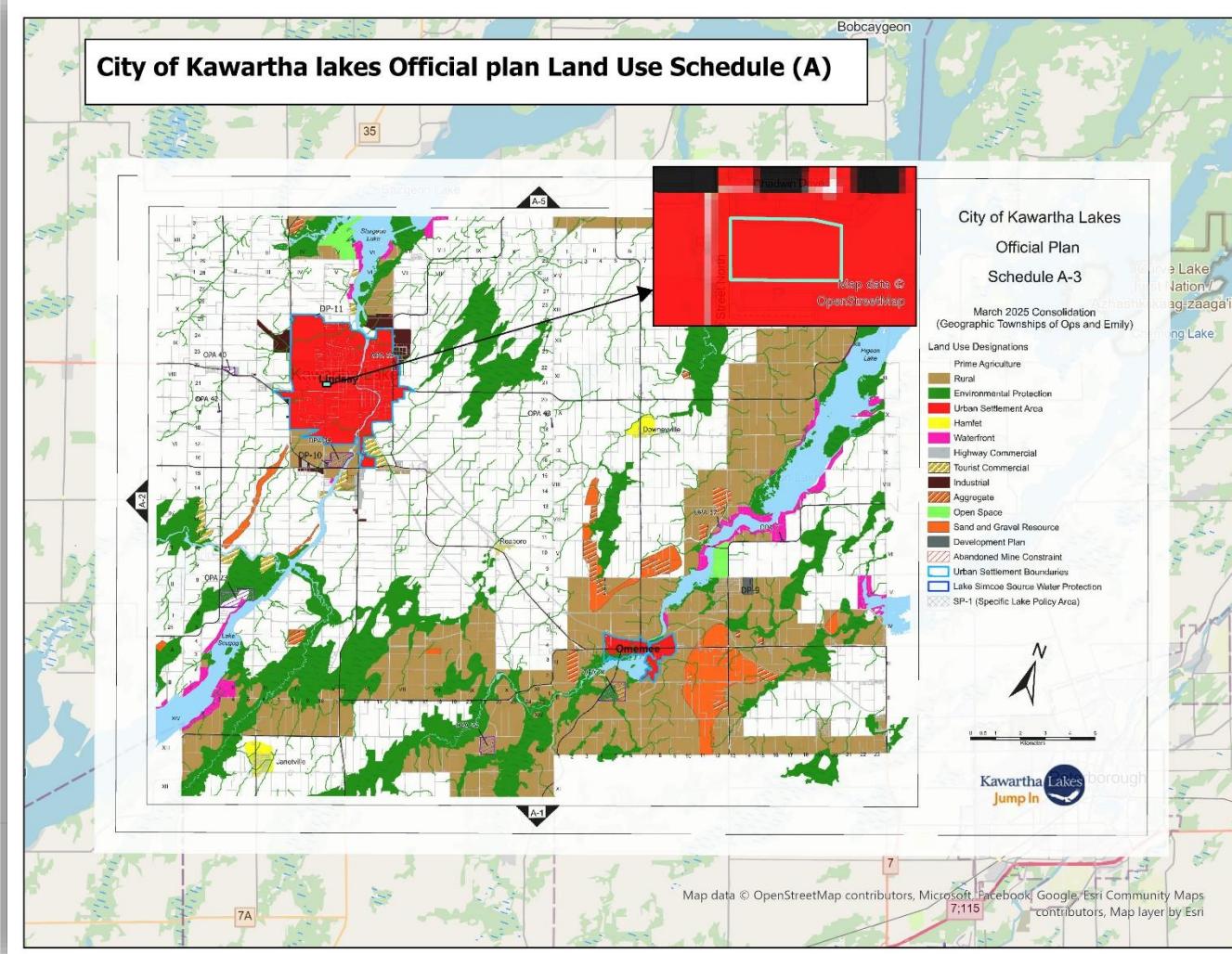
Further, Implementation policy 6.1.12 clarifies that density targets represent minimum standards and encourages municipality to go beyond these targets, where appropriate, except where doing so would conflict with Provincial Planning statement or any other provincial plan.

It is important to note that we have reviewed this proposal through a PPS lens, independent of approved and adopted OP policies. In our opinion, the proposed development, requested official plan amendment and Zoning By-Laws amendment are in compliance with Provincial Planning Statement, 2024.

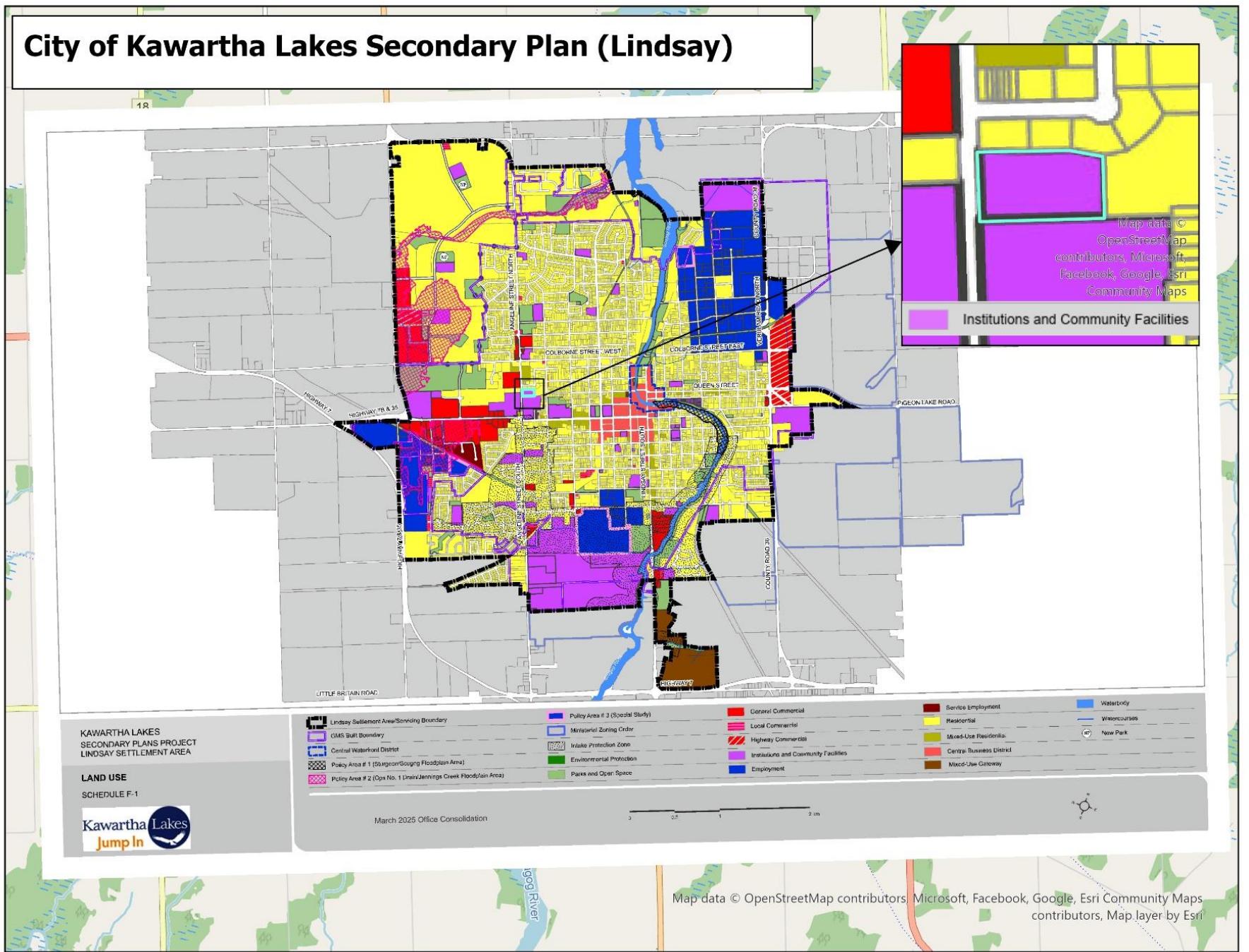
## 4.4 City of Kawartha Lakes Official Plan – 2012

The City of Kawartha Lakes Official Plan (2012) Updated March 2025, Office Consolidation was adopted on September 21, 2010. The Ministry of Municipal Affairs and Housing approved this Official Plan with modifications on January 11, 2012. This Official Plan, excepting those sections appealed to the Ontario Land Tribunal, came into effect on June 8, 2012.

The subject property is designated *Urban Settlement Area* according to Schedule “A” to the City of Kawartha Lakes Official Plan (CKLOP) and as *Institutions and Community Facilities* in the Lindsay Secondary Plan.



# City of Kawartha Lakes Secondary Plan (Lindsay)



#### 4.4.1. Housing Policies

Section 5 of official plan encourage the provision of a wide range of residential types and tenures to ensure access to housing for all segments of the population. This includes housing for families, persons with disabilities, long-term care facilities and other housing options, which encourage independent living. It aims to fulfill the needs of existing and future population of the residents of city.

The housing policies is mainly stated in section 18 of the plan which aims to manage growth through efficient land use and development that supports strong, liveable and healthy communities.

The official plan also supports intensification in the built-up settlement areas as mentioned in Section 18.4 which states:

*“a) Encourage smart growth that is fiscally responsible, financially sustainable, respects the uniqueness of each community and protects the natural environment.*

*h) Provide a sustainable framework for accommodating growth within the settlement areas.*

*i) Integrate intensification with the local character of the settlement areas historic downtowns and main streets and established neighbourhoods.*

*j) Provide opportunities for active transportation supportive, mixed use, compact development.*

*l) Make efficient use of infrastructure.”*

The plan also indicates the increase in population from 20,713 in 2016 to 31,002 by 2031 and increases in residential units from 9,085 to 13,657 from 2016 to 2031 respectively.

It is in our opinion that the proposed development supports city's housing target in Lindsay by providing mix options of housing units, particularly in high-density category.

#### **4.4.2 Parking Policies**

Section 18.16 of the Plan speaks about the parking regulations as “*The City will encourage the development of active transportation, namely transit supportive communities, where feasible, pedestrian friendly urban environments, expansion and improvement of the existing trail and cycling network and provide for a range of transportation choices for all ages*”.

Further it says “*Parking areas shall be designed as functional areas and shall reduce their environmental and visual impact. Low Impact Development measures, such as pervious paving, bioswales, and landscaping islands with trees, should be incorporated to minimize stormwater runoff and reduce heat island effect.*”

The proposed parking in development will be majorly underground to serve the residents and some parking for residents and visitors distributed across surface on site.

#### **4.5 Lindsay Secondary plan**

Section 31.2.2.1 of COKLOP prioritizes development on Infill sites and brownfield sites and sites located along Provincial highways, arterial roads, collector roads, and intensification corridors within the built-up area.

However, according to section 31.2.3.1.2.3, the high-density policy of the plan also mentions that:

“*High density residential uses shall be developed at a minimum density of 61 dwelling units per net hectare of land and a maximum density of 125 dwelling units per net hectare of land.*”

For development, this part of COKLOP must be site-specifically amended as the probable reason for this policy is the issues of casting of shadows, obstruction of views, and privacy for adjacent lots.

The development take into consideration of shadows and a step-up design of the building is proposed that will minimally obstruct the view and shadow casting even in peak hours.

The Subject site is in abutting arterial road Angeline Street N and is in compliance with high rise policy that states

*“High Density Residential uses will generally be located close to, or along arterial roads, along existing or planned transit corridors”*

Given above, it is in our opinion that proposed development is in compliance with most of secondary plan policies.

#### **4.6 Town of Lindsay Comprehensive Zoning By-law #2000-75**

The subject site is zoned as Residential High rise One (RH1-S5 (H1)) zone according to Town of Lindsay Comprehensive Zoning By-law #2000-75.

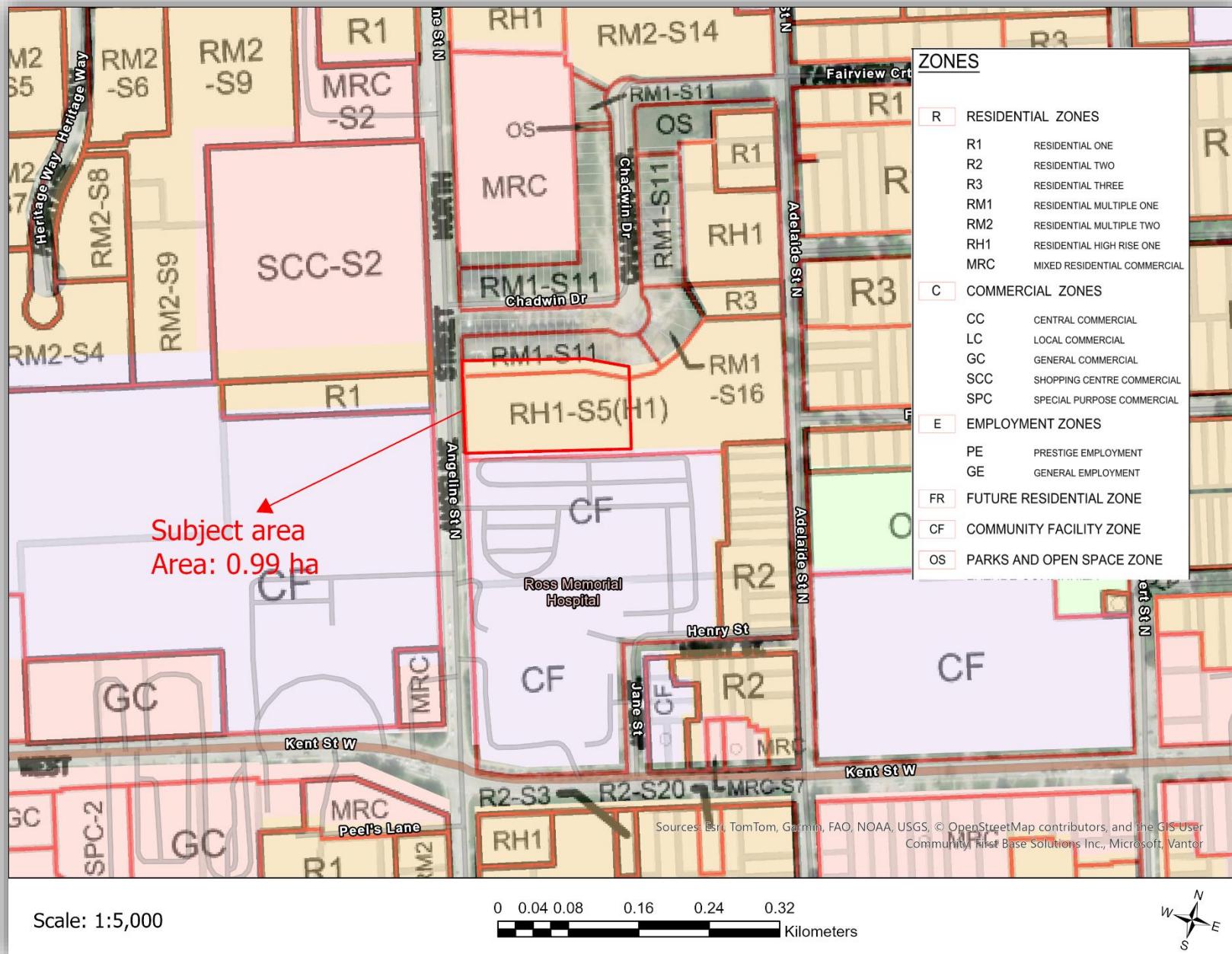
The holding symbol indicates that Council shall allocate an adequate supply of municipal water and sewer servicing to the proposed development and after appropriate allocation of municipal infrastructure, the holding symbol might be removed.

According to Section 11.3.7, the permitted uses on site are apartment building, Senior Citizens' Home and an accessory convenience retail and/or personal service establishment in a permitted use containing more than 15 dwelling units. As such, the proposed development of 6-Storey high rise residential building is not permitted under current zoning.

Given above, it is of our opinion that Zoning By-Law amendment is required to rezone the property to permit the proposed development.

It is in our opinion, that the proposed development will enhance public realm and provides transit-oriented mixed use housing supply within town of Lindsay and therefore, certain regulations (***Bold and Italic***) should be site specifically amended to permit development as shown below:

<b>Regulation</b>	<b>RH1-S5(H1) Requirement</b>	<b>Proposed</b>
Permitted Uses	Apartment Building, Senior Citizens' Home, accessory convenience retail/personal service (within building >15 units)	Apartment Building
Minimum Lot Frontage	45.0 m	105.0 m
Minimum Front Yard Setback	12.0 m	15.0 m
Minimum Exterior Side Yard Setback	3.0 m per storey	N/A
Minimum Interior Side Yard Setback	1.5 m per storey	9.0 m (6 storey)
Minimum Rear Yard Setback	12.0 m	12.5 m
Maximum Building Height	18.0 m	<b>19.2 m (6 storeys)</b>
Maximum Lot Coverage	45%	<b>48%</b>
Maximum Gross Floor Area (% of Lot Area)	150%	<b>257%</b>
Maximum Density	125 units per gross hectare	<b>260 units per hectare</b>
Minimum Landscaped Open Space	40%	<b>32%</b>
Min Distance to Low Density (Single/Semi/Duplex/Triplex)	Equal to height of apartment building	<b>15 m provided</b>





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# Planning and Urban design analysis

## **5.1 Intensification**

The subject site is located within the **built-up** areas and City of Kawartha Lakes Official Plan encourages intensification in built up and main street areas. The proposal is in accordance with section 18.6 of COKLOP which promotes intensification as it says:

*(Section 18.6.2) To promote intensification and achieve the intensification target of the City it is the policy of this plan to:*

- *encourage intensification generally throughout the built-up area;*
- *identify intensification areas to support achievement of the intensification target;*
- *plan for a range and mix of housing, taking into account affordable housing needs;*

*(Section 18.6.3) All intensification areas will be planned and designed to:*

- *provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;*
- *provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places;*
- *support transit, walking and cycling for everyday activities;*
- *generally achieve higher densities than the surrounding areas; and*
- *achieve an appropriate transition of built form to adjacent areas.*

*(Section 18.6.4) While intensification is encouraged within a settlement area's existing built boundary, the strategic location for intensification projects should generally be within the downtowns (while not undermining the heritage value of the downtown), **on main streets**, and on brownfield sites and other large sites, to maximize potential for intensification within the settlement areas, as these areas are considered to be the most appropriate locations for intensification. Furthermore, it is expected that the majority of the intensification will occur in Lindsay.*

*(Section 18.6.5) Intensification corridors are generally located along arterial roads, and along main streets within the settlement areas' built-up area as delineated in the Secondary Plans. Intensification corridors will be planned to:*

- *achieve increased residential and employment densities;*
- *Support and ensure the viability of existing and planned transit service levels where applicable*

The proposal respects the above policy guidelines and selects a site that is strategically favourable for high rise development and intensification due to its transit-oriented nature, unique built form that will significantly improves surrounding public realm while providing everyday necessities within walking distance to subject site.

The Proposed development also fulfills the infill development guidelines provided in Official plan which states:

*Intensification or infill in residential areas may require a different lot pattern and configuration, but should address the following principles:*

- a) Land use and neighbourhood character compatibility;*
- b) Pedestrian connectivity and accessibility;*
- c) Parking requirements;*
- d) Appropriate on-site vehicular circulation;*
- e) Potential for transit ridership in communities where transit is provided;*
- f) Natural (including natural hazards) and built heritage conservation / protection, and where appropriate, enhancement;*
- g) Available servicing capacity of municipal infrastructure; and (Will be determined by municipality)*
- h) Residential intensification targets identified in this Plan.*

Residential intensification on the subject site is appropriate, desirable and in keeping with the policy framework set out in the City of Kawartha Lakes Official Plan, which promote intensification on sites that are within built-up areas, particularly existing and planned higher-order public transit. The proposal will redevelop the subject site with an appropriately scaled transit-supportive development.

*(Section 18.11.1) The downtowns and main streets are where commercial retail, office, and service uses are focused in a pedestrian-oriented environment. As mixed use areas, these areas function as the cultural, community and administrative centres of the settlement areas and the entire City of Kawartha Lakes. The city will support investments in the downtowns and main streets so that they continue to be attractive and viable hubs for residents, destinations for visitors, and function as vibrant, mixed-use neighbourhoods linked to the recreation opportunities in, and around, the settlements.*

## **5.2 Housing**

Given the ongoing affordability crisis in the Province and City, the Proposal has taken cues from recent federal, provincial and municipal pledges to expedite and further incentivise housing initiatives where adequate housing opportunities are required to accommodate existing and anticipated population growth. For example, the Provincial government has committed to an action plan to tackle the housing supply crisis and reach the goal of building at least 1.5 million homes by 2031 by incentivising 21 municipalities across the Province (with a population projected to be 50,000 or more by 2031) to develop tools and strategies to achieve their housing targets.

As discussed above, in response to provincial legislations the city has prepared a housing pledge that aimed to provide nearly 6500 housing units to future and existing residents.

The Housing Pledge outlines the strategies and actions that the City will take to accelerate housing development, across the spectrum of need and income levels. The Pledge sets out a Municipal Housing Target to 2031, and the strategies and actions needed to realize and accelerate housing development. The Pledge also identifies the tools and strategies needed to achieve their housing targets. Pledges may include, but are not limited to, priorities for site-specific planning decisions to expedite housing in priority areas, plans to streamline the development approval process, commitments to plan, fund and build critical infrastructure to support housing, and strategies to use municipal surplus lands. The City percentage is estimated at about less than 1/10 th of the 110,000 new housing starts in the province (2023), 125,000 new housing starts in the province (2024), and 150, 000 new housing starts

in the province (2025). In the case of Kawartha Lakes, it will be 477, 542, and 650 new housing starts, respectively.

### **5.3 Built Form and Public Realm Design**

The City of Kawartha Lakes Official Plan sets out urban and public realm design guidelines for developments in urban settlement areas designated in official plan (Schedule F-1) as follows:

*(Section 18.13.1) It is the policy of this Plan to consider urban and community design as an integral component of new development and redevelopment in the settlement areas. The preparation of a set of Urban Design Guidelines for sub-areas within settlement areas to ensure that new development and redevelopment are attractive and consistent with the Policies of this Plan is encouraged, but shall not be required prior to advancement of individual development applications.*

*(Section 18.12.3) It is the policy of this Plan to ensure that new development and redevelopment considers the range of elements that contribute to an aesthetically pleasing and architecturally appropriate character in the settlement areas.*

The Subject Lands represent a contextually appropriate location for a high-rise built form, given they are located:

- The Subject Lands are well-served by transit supporting a high-density, transit-oriented development.
- The tall built form aligns with the City's objectives for complete communities, housing supply, and public realm improvements.
- The proposed built form will not create any unacceptable impact on the surrounding streets.

Therefore, the site demonstrates appropriate built form design as per the proposed development.

The Proposal incorporates a high-quality landscape design that enhances the character of the Subject Lands and surrounding area, while strengthening the relationship between the building and the public realm. Streetscape

improvements along Angeline Street N will include widened sidewalks, planters, trees, and outdoor seating areas, creating an inviting pedestrian environment and a strong visual connection to the building's main entrance. These improvements will elevate the landscaped character of the Subject Lands while contributing to the emerging urban fabric of the area.

Plant species will be selected for their visual appeal, resilience, and compliance with City requirements, with an emphasis on native and drought-tolerant species that can withstand seasonal changes and urban roadside conditions. Landscaped planters and softscape elements within Internal landscaped courtyard and outdoor amenity areas will provide year-round greenery and seasonal interest, softening the built form and improving pedestrian comfort.

Pedestrian-scaled lighting will be located along the building perimeter and outdoor amenity areas to enhance safety and visibility. Fixtures will be chosen to complement the building's architectural design and will incorporate cut-off features to minimize light spill onto adjacent properties.

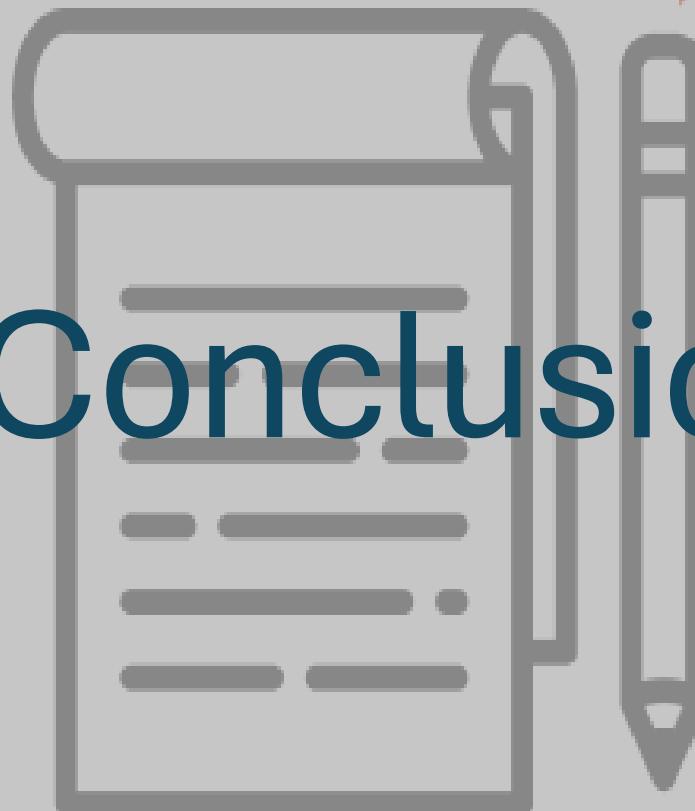
## **5.4 Transportation and vehicular parking**

The proposed development is a transit-oriented development with ample on site- parking amenities for residents and visitors. The site is located within all surface transit route stops. Town of Lindsay basically have green, blue, red and orange bus routes that takes you to all major spots within town like Fleming college, downtown Kent street, Uptown Kent Street and other destinations.

Furthermore, the site has ample of 190 underground parking spaces and 45 surface parking spots. This supply is intentionally modest, given the Subject Lands' location within a transit-supportive area in close proximity to higher-order transit services. The proposed parking supply balance the needs of residents and visitors with broader City goals for transit oriented development and Transportation Demand Management.

# 6

# Conclusions



Redevelopment of the Subject Site with a tall residential building is supportive of numerous policy directions articulated in the Provincial Policy Statement and the City of Kawartha Lakes Official Plan, both of which support and promote intensification on underutilized sites that are well served by municipal infrastructure, including public transit.

From a land use perspective, the proposal is supportive of numerous policy directions promoting intensification of underutilized sites within settlement areas. The proposed grade-related and apartment residential uses will contribute to a vibrant complete community in Lindsay, with a range of new housing options. Additionally, it will contribute to the creation of an attractive, safe and comfortable pedestrian environment that encourages walking, strengthens local retailing and promotes the use of public transit and active transportation.

From a built form and urban design perspective, the proposal is contextually appropriate and will represent a high-quality addition to the area. The proposal will fit harmoniously with the existing and planned built form context and will be compatible with the height and massing of existing and approved tall building developments, both on the Overall Site, and in the surrounding area.

For all of the foregoing reasons, it is our opinion that the proposed development is appropriate and desirable in planning and urban design terms and, accordingly, we recommend approval of the requested Official Plan Amendment and Zoning Bylaw Amendment.

