



3030 St. Joseph Boulevard

Planning Rationale Addendum No. 1
Official Plan Amendment + Zoning By-law Amendment + Site Plan Control
March 18, 2024



Prepared for 3030 St. Joseph Inc.

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) previously prepared a Planning Rationale dated June 9, 2023, to support an Official Plan Amendment (OPA), Zoning By-law Amendment (ZBLA), and a Site Plan Control (SPC) application (File #: D07-12-23-0090, D01-01-23-0010, D02-02-23-0057) for the lands known as 3030 St. Joseph Boulevard in the City of Ottawa (the “subject site”).

This Planning Rationale Addendum No. 1 has been prepared in response to comments provided in a letter dated September 28, 2023.

This Report should be read in conjunction with the original June 2023 Planning Rationale. All opinions and findings of the original report remain valid, except as otherwise described below.

1.1 Changes to the Proposed Design

Changes to the proposed development are as follows:

- / **Revised parking garage layout**, including a drop-off area due to anticipated carshare, taxi, food delivery, and courier short-term pick-ups and drop-offs. The design has been tested with a truck turning template. The ground floor façade has been simplified, with fewer setbacks, and the parking garage is now set deeper into the building to provide for delivery parking within the property;

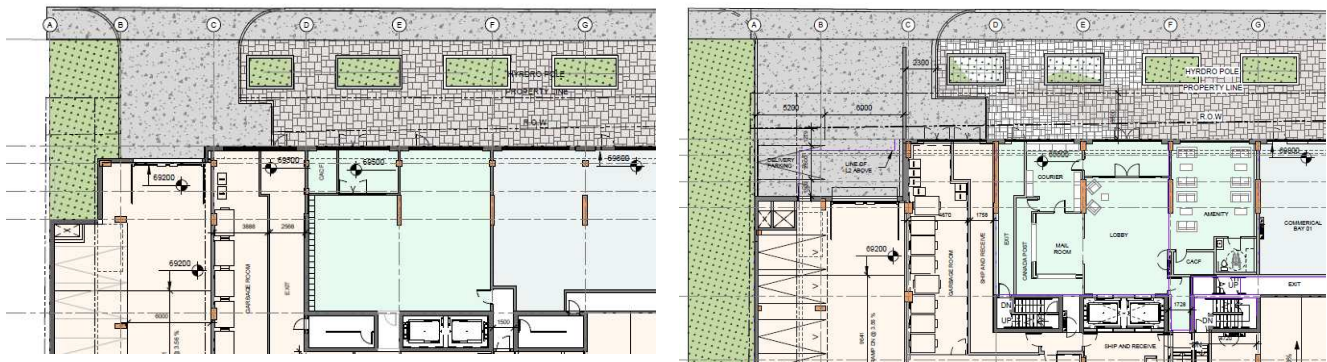


Figure 1: Ground floor of Submission 1 (left) and Submission 2 (right) comparing how the entrance to the parking garage and ground floor has changed.

- / **Changes to Landscaping**: per comments provided by the city during the review process and by the Urban Design Review Panel (UDRP), multiple changes have been made to the Landscape Plan, including:
 - Consolidating and expanding the planters on St. Joseph Boulevard to create more space for tree and other plantings;
 - Implementing recommendations per the Geotechnical Report, including planting trees more than 4.5 metres from the foundation wall of the building to avoid “long-term differential settlements of the structures” due to the site’s silty clay deposit. Along Duford Drive and in the plaza at the corner of Duford Drive and St. Joseph Boulevard, trees have been moved away from the building foundation and instead planted in the rear of the property;
 - Introducing more native plant species, with five (5) of the six (6) proposed tree species being native to Ontario;

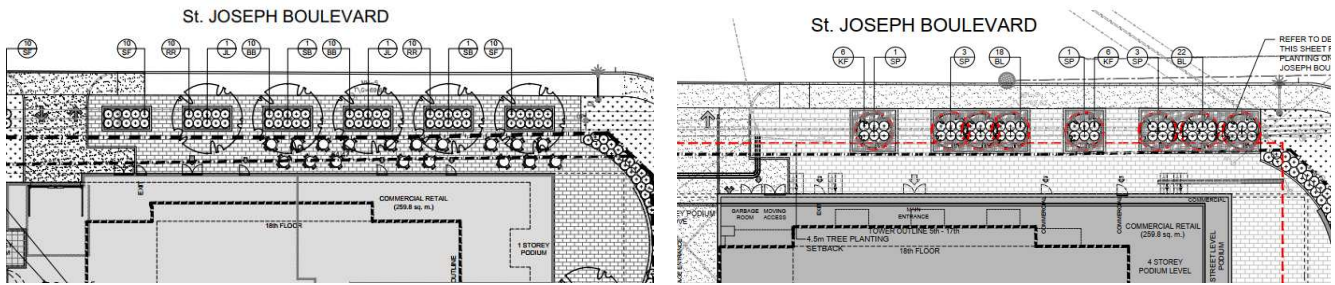


Figure 2: Landscape Plan from Submission 1 (left) and Submission 2 (right), comparing the at-grade planters on St. Joseph Boulevard

- / **Changes to the Building Design:** various elements of the building design have been adjusted resulting from comments from the Urban Design Review Panel. Changes include:
 - Adding additional masonry has been added to further differentiate the podium massing to that of the tower;
 - Elimination of glass in multiple areas, such as by replacing glassy expanses with punch windows, which improves the building's responses to the Bird Safe Design Guidelines;
 - Higher contrast between the glass and other materials, which also improves the building's response to the Bird Safe Design Guidelines;
 - Relocation of some balconies from the north façade facing St. Joseph Boulevard to the west façade;



Figure 3: View Looking Southwest from across St. Joseph Boulevard, with the original design (left) and revised design (right)



Figure 4: View Looking Southeast from across St. Joseph Boulevard, with the original design (left) and revised design (right)

Proposed Zoning By-law Amendment

The zoning by-law amendment is proposed to firstly, amend the zoning of the subject site to “Arterial Mainstreet, Subzone 3, Exception XXXX, Schedule YYY (AM3[XXXX] SYYY)” from the current “Arterial Mainstreet, Subzone 3, Urban Exception 2705, Schedule 438” (AM3[2705] S438). The change will permit the construction of a high-rise apartment building which aligns with the Official Plans goals of increased density along Mainstreet Corridors on appropriately sized sites. Secondly the amendment is seeking site-specific exceptions that will provide the necessary relief from provisions of the proposed new zone as detailed below:

Maximum Building heights of Schedule 438 do not apply to permitted projections under Section 65

This exception is proposed to be carried over from the originally approved zoning exception.

An indoor rooftop amenity space is not considered a storey for the purposes of zoning

It is proposed that the rooftop amenity area incorporate both indoor and outdoor portions. No living area is proposed as part of this level.

Remove Floor Space Index (FSI)

Floor space index is no longer commonly used as a metric for assessing density. Density for this site will be managed by the zoning schedule applicable to the site.

New Schedule

Minimum required yard setbacks and building setbacks and maximum permitted building heights are as per Schedule 438. Fotenn and the project architect would work with City staff to template a new zoning schedule that facilitates the establishment of the proposal as laid out in the site plan and supporting drawings.

Exempt site from Table 186A

Table 186A provides setbacks and other built form provisions specific to the AM3 zone. In order to illustrate that Schedule 438 takes precedence over these provisions, it is recommended that it is noted clearly that it does not apply.

3.0 Plans & Studies

3.1 Landslide Hazard Assessment

Per the comment letter dated September 28, 2023, the Rideau Valley Conservation Authority (RVCA) requested a retrogressive landslide analysis be added to the Geotechnical Report. Paterson Group prepared a Landslide Hazard Assessment dated February 12, 2024.

It is understood that a slope failure occurred in close proximity to the subject site. Based on our review, this failure may have occurred as a consequence of a drastic change of slope resulting from excavation works completed during the construction of Duford Drive. However, the current conditions differ from those encountered at the time of the slope failure. At the moment, the slope is terraced, and grass covered with mature trees which stabilizes the reinstated slope. Further, the vegetative cover increases the slope stability by promoting surficial run-off of rainwater during precipitation events. Furthermore, field investigations and reconnaissance completed by Paterson at the subject site did not indicate signs of movement, activity, or cause of concern with respect to landslide susceptibility. Therefore, the existing slope failure is not considered an indicative feature for a higher likelihood of a landslide to occur throughout the subject site.

The report concludes that the probability for a large landslide to occur at or impact the site is less than 1:10,000 per annum. Therefore, the subject site is considered safe and suitable for the proposed development.

3.2 Transportation

CGH Transportation has prepared a Transportation Impact Assessment (TIA) dated March 2024 as well as a Technical Memorandum titled "Re: 3030 St-Joseph Blvd – Duford Dr Access Potential Review" dated March 4, 2024. Memorandum conclusions are summarized as follows:

- / The right-of-way protection for St-Joseph Boulevard from the Official Plan Schedule C16 is being reserved and is noted on the site plan;
- / Internal site paths of travel meet Accessibility for Ontarians with Disabilities Act (AODA), the City's Accessibility Design Standards, and Official Plan policy;
- / Required minimum sight distances cannot be met for accesses along Duford Drive; and
- / No feasible grading solution is possible for a ramp given the 10-metre grade change between the two frontages.

4.0 Conclusion

Considering the comments received from the City's circulation of the Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications for a high-rise, apartment building, it remains Fotenn's professional opinion that these applications represent good land use planning and are in the public interest. Having assessed the resubmission package against the applicable planning framework, the revised proposed remains appropriate for the site for the following reasons:

Conforms to the Intent of the City of Ottawa Official Plan

The proposed mixed-use, high-rise development is permitted within this segment Suburban Transect, and particularly through the Corridor, Hub, and PMTSA policies that apply to the site. The development achieves the City's objectives for intensification by revitalizing an under-utilized property with a compact, mixed-use, and pedestrian-friendly development that is compatible with its surroundings and provides an appropriate transition to the surrounding uses.

The proposed development will not generate undue adverse impacts on the neighbouring properties and fulfills the compatibility objectives and design principles outlined in Section 4.6 of the Official Plan.

Proposes an Appropriate Amendment to the Orléans Corridor Secondary Plan

The proposed development meets the intent of the Orléans Corridor Secondary Plan with the exception being the site-specific building height limitation to 16 storeys, for which an Official Plan Amendment is proposed. The proposed development implements defined rooflines, articulate tower design, underground parking, well accentuated entrances, and an active ground level podium to contribute to the Secondary Plan design criteria and demonstrate the suitability of the site for 18-storeys alongside the underlying height designation.

Proposes an Appropriate Amendment to the Zoning By-Law

The proposed rezoning to AM3[XXXX] SYYY is appropriate given the planned function of the site as part of the Orléans Corridor. The proposed amendments are within the intent of the AM3 zoning and facilitate the site-specific nature of the proposed development.

Supported by Technical Studies

The reports and studies required by the City of Ottawa for this submission were prepared and are submitted alongside this Planning Rationale. These materials are supportive of the proposed development subject to the recommendations and guidelines detailed therein.

Represents Good Planning

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, and contributing to the range and availability of housing for all ages and incomes.

Based on the above analysis, it is our opinion that the proposed development represents good planning and is therefore in the public interest.

Should you have additional questions or require clarification on any of the information provided herein, please do not hesitate to contact the undersigned.

Sincerely,



Tamara Nahal, MPI
Planner



Scott Alain, MCIP RPP
Senior Planner