FOTENN

8600 Jeanne d'Arc Boulevard

Planning Rationale Addendum
Official Plan Amendment, Zoning By-law Amendment + Plan of Subdivision
May 30, 2025

FOTENN

Prepared for 11034936 Canada Inc.

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May 2025

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1.0 Introduction

Fotenn Planning + Design ("Fotenn") has been retained by 11034936 Canada Inc. to prepare this Planning Rationale Addendum in support of Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision applications to facilitate the proposed development at the property municipally known as 8600 Jeanne d'Arc Boulevard (the "subject property") in the City of Ottawa.

1.1 Application History

Official Plan Amendment (D01-01-23-0018) and Plan of Subdivision (D07-16-23-0021) applications were submitted on December 22, 2023. The Official Plan Amendment (OPA) application was deemed complete on January 18, 2024, while the Plan of Subdivision application was deemed complete on March 13, 2024.

A requirement of both applications was to attend the Urban Design Review Panel (UDRP). The applications were presented to the UDRP on June 7th. As a result of the UDRP recommendations, the demonstration plan has been revised as follows:

- Rotated Building B2 to locate the potential pops on the east side of the building;
- Staggered the podium heights of Building C2 and D1 to create a "campus edge";
- Increased the building separation between Building B2 and Building B3 to 31 metres to match the north-south building separation of the buildings to the east;
- Extended the proposed public road south to improve access to Building D1 and D2; and
- Relocated density to the podium of Building B3.

In addition to updating the Demonstration Plan to reflect the UDRP recommendations, the Demonstration Plan along with the Plan of Subdivision have been updated to reflect minor changes to the hazard line. These changes were confirmed through site visits and field work during the spring and summer of 2024.

11034936 Canada Inc. has continued to be involved in conversations with the abutting landowner, Collège La Cité, regarding the future multi-use pathway that will connect the subject property to the Trim O-Train station. Additionally, the applicant continues to be involved in conversations with the City of Ottawa regarding their appeal of the Orléans Corridor Secondary Plan. It is understood that the next Case Management Conference has been set for July 30th, 2025, with the hopes of a settlement in principle to have been reached by that time.

1.2 Application Overview

Through Fotenn, 11034936 Canada Inc. is resubmitting Official Plan Amendment and Plan of Subdivision applications in response to the first round of technical circulation comments received in February 2024 and April 2024, respectively. In addition to responding to these comments, a Zoning By-law Amendment application is also being submitted currently.

The applicant continues to propose to develop the subject site with a largely residential subdivision consisting of low-rise (4 storeys), mid-rise (6 and 9 storeys), and high-rise (30 to 40 storeys) apartment buildings.

The proposed subdivision (Figure 1) will also consist of a block for public parkland dedication and a block for lands surrounding Taylor Creek, which are not proposed to be developed. A block for a future connection has also been proposed to provide an opportunity for a future road or pathway to integrate with the property to the east. It is envisioned that this access will facilitate an active transportation link to the Trim O-Train station.

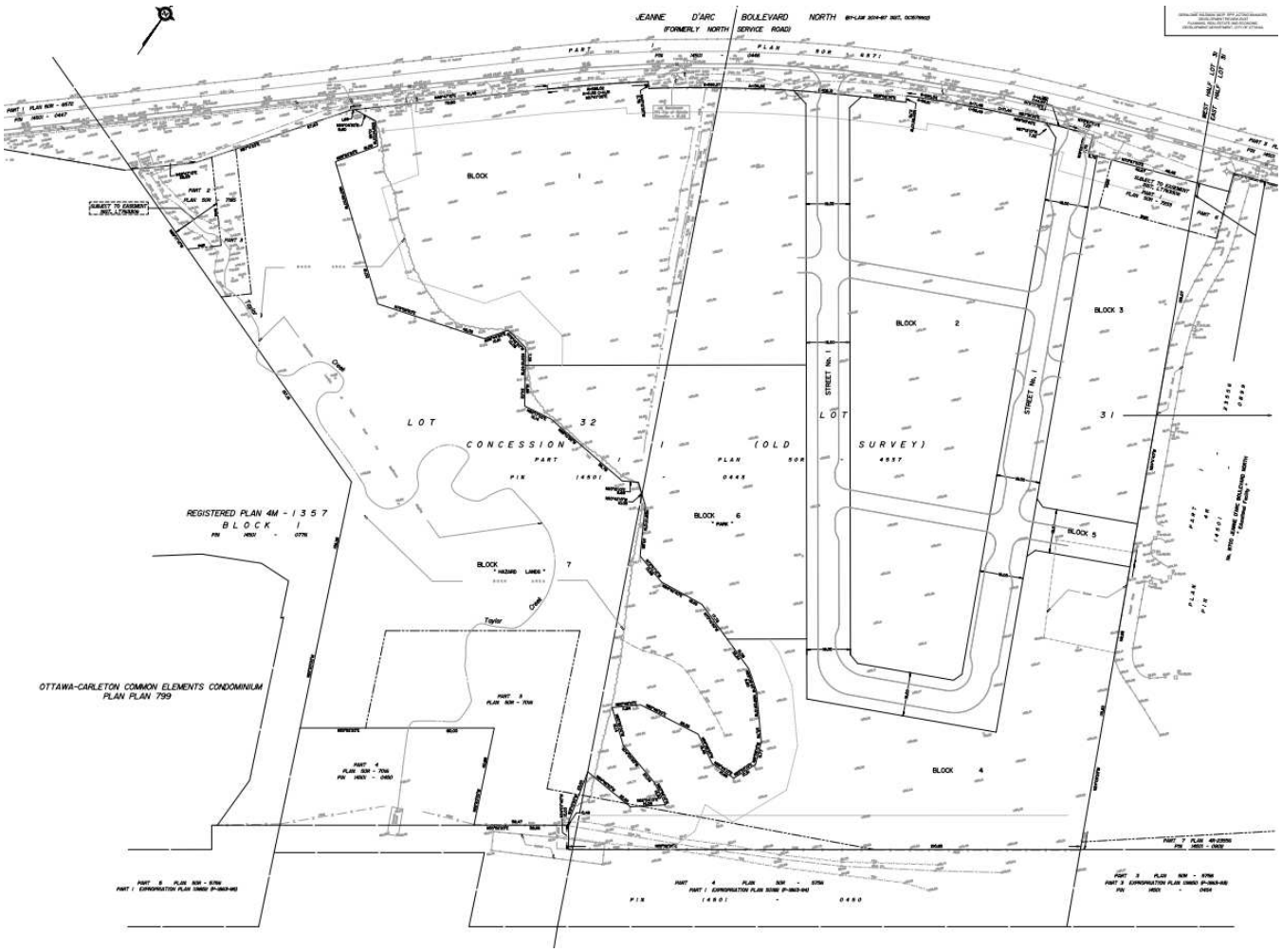

Figure 1. Revised Draft Plan of Subdivision

The proposed development will be accessed from the existing road network, with two (2) access points from Jeanne d'Arc Boulevard North. A future connection has been identified at the east edge of the site, providing access to the neighbouring Collège La Cité. This block has been sized to accommodate a roadway if desired but could also be a pathway connection. An additional potential pathway connection is indicated on the Demonstration Plan at the south edge of the site into the Highway 174 right-of-way lands, providing multiple options for pedestrian and cycling circulation. The proposed U-shaped public road will provide sidewalks on both sides, ensuring pedestrian connectivity throughout the site.

To facilitate the proposed development on the subject property, Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision applications are required, in addition to future Site Plan Control applications for each development block. The Draft Plan of Subdivision application will establish the lot and street layout, while the Zoning By-law Amendment application will rezone the subject lands to zones aligning with the Orleans Corridor Secondary Plan, permitting the proposed dwellings and uses. More specifically, the following zones are proposed:

- Mixed Use Centre, Schedule XXXX, Schedule YYY (MC[XXXX] SYYY) for Blocks 1, 2, 3, 4, and 5;
- Parks and Open Space (O1) for Block 6 and 7.

An Official Plan Amendment application had been submitted to reduce the required lot coverage within a Protected Major Transit Station Area (PMTSA) to 25% from the required 70% and to establish the same height permissions of nine (9) and 40 storeys, as directed in the Orleans Corridor Secondary Plan. It is understood that the City of Ottawa Official Plan has been updated to remove the lot area requirement within PMTSA's, however there are currently other proposed changes to the PMTSA policies of the Official Plan being considered because of the new Provcinail Policy Statement. At the time of writing this Addendum these amendments which have been made public for review have yet to be considered by City Council, While we believe the portion of this projects Official Plan Amendment regulating lot coverage can be removed, until the other changes to PMTSA policies are finalized we will reserve that request.

The Draft Plan of Subdivision application is requested to subdivide the subject property with a mixed-use block layout, a municipal street, a municipal park, and the existing Tayor Creek Ravine, as summarized in Table 1 below.

Table 1. Overview of the draft Plan of Subdivision

Block	**Land Use**	**Area (m^2)**
Development Blocks		
Block 1	Mixed-Use	19,455
Block 2	Mixed-Use	15,469
Block 3	Mixed-Use	6,131
Block 4	Mixed-Use	14,005
Mixed-Use Total Area: 55,060 m^2		
Right-of-Way Block		
Street 1	18 Metre Wide Municipal ROW	9,820
Future Connection Block		
Block 5	Future 18 Metre Wide Municipal ROW or Multi-Use Pathway	775
Municipal Park Block		
Block 6	Municipal Parkland Dedication	8,634
Hazard Land Block		
Block 7	Undevelopable Area / Hazard Lands	30,242
TOTAL GROSS LAND AREA: 104,531 m^2		
TOTAL NET LAND AREA (removal of parkland area, roads, hazard lands): 55,060 m^2		

2.0
Proposed Development

2.1 Development Summary

As a result of the comments received through the first round of technical circulation and from the Urban Design Review Panel (UDRP), the proposed development has been revised from the December 2023 proposal. As outlined in previous sections, the key changes include:

- Rotated Building B2 to locate the potential pops on the east side of the building;
- Staggered the podium heights of Building C2 and D1 to create a “campus edge”;
- Increased the building separation between Building B2 and Building B3 to 31 metres to match the north-south building separation of the buildings to the east;
- Extended the proposed public road south to improve access to Building D1 and D2; and
- Relocated density to the podium of Building B3.

These key changes are illustrated in the marked-up Demonstration Plan, below (Figure 2).

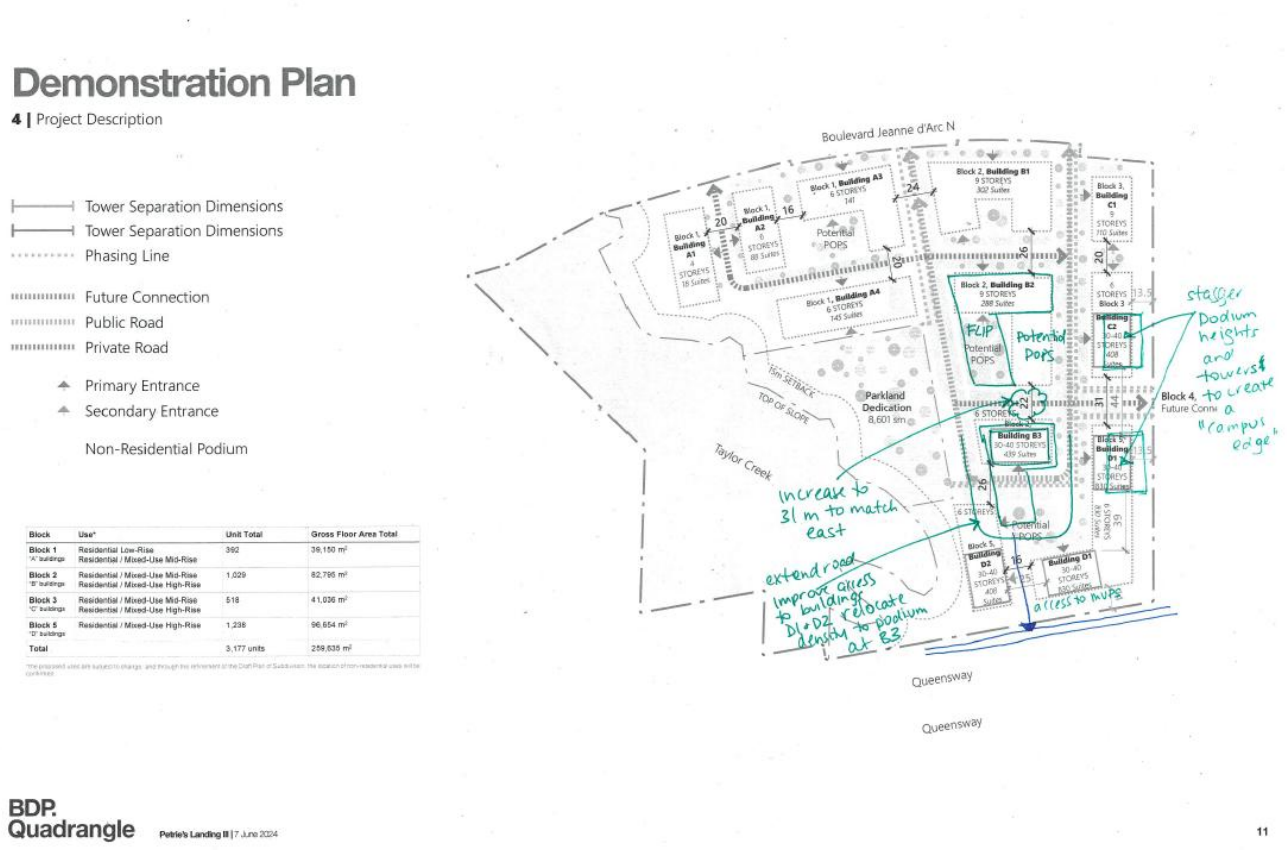

Figure 2. Marked-Up Demonstration Plan addressing the UDRP Recommendations

The proposed development land comprises approximately 7.4 hectares of land, which will be subdivided into five (5) development blocks, one (1) park block, one (1) hazard land block, one (1) connection block, and one (1) public street that will make up the public right-of-way that will provide north-south connectivity through the site.

Table 2. Development Block Summary

Block	Use*	Unit Total
Block 1	Residential Low-Rise Residential / Mixed-Use Mid-Rise	330
Block 2	Residential / Mixed-Use Mid-Rise Residential / Mixed-Use High-Rise	994
Block 3	Residential / Mixed-Use Mid-Rise Residential / Mixed-Use High-Rise	461
Block 4	Residential / Mixed-Use High-Rise	1,074
Total		2,859 units

2.2 Proposed Uses and Built Form

The proposed development continues to propose similar built forms throughout the subdivision as the first submission, with revisions as follows:

Table 3. Proposed Uses and Built Forms

Block #	Proposed Use	Built Form	Maximum Height
Block 1 “A” Buildings	Mixed Use – Residential and Commercial/Retail	1 Low-rise apartment 3 Mid-rise apartment	6 storeys
Block 2 “B” Buildings	Mixed Use – Residential and Commercial/Retail	2 Mid-rise apartment 1 High-rise apartment	9 storeys 30-40 storeys
Block 3 “C” Buildings	Mixed Use – Residential and Commercial/Retail	1 Mid-rise apartment 1 High-rise apartment	9 storeys 30-40 storeys
Block 4 “D” Buildings	Mixed Use – Residential and Commercial/Retail	3 High-rise apartment	30-40 storeys
Block 5	Future Street or Multi-Use Pathway	n/a	n/a
Block 6	Parkland Dedication	n/a	n/a
Block 7	Hazard Lands / Taylor Creek Ravine	n/a	n/a

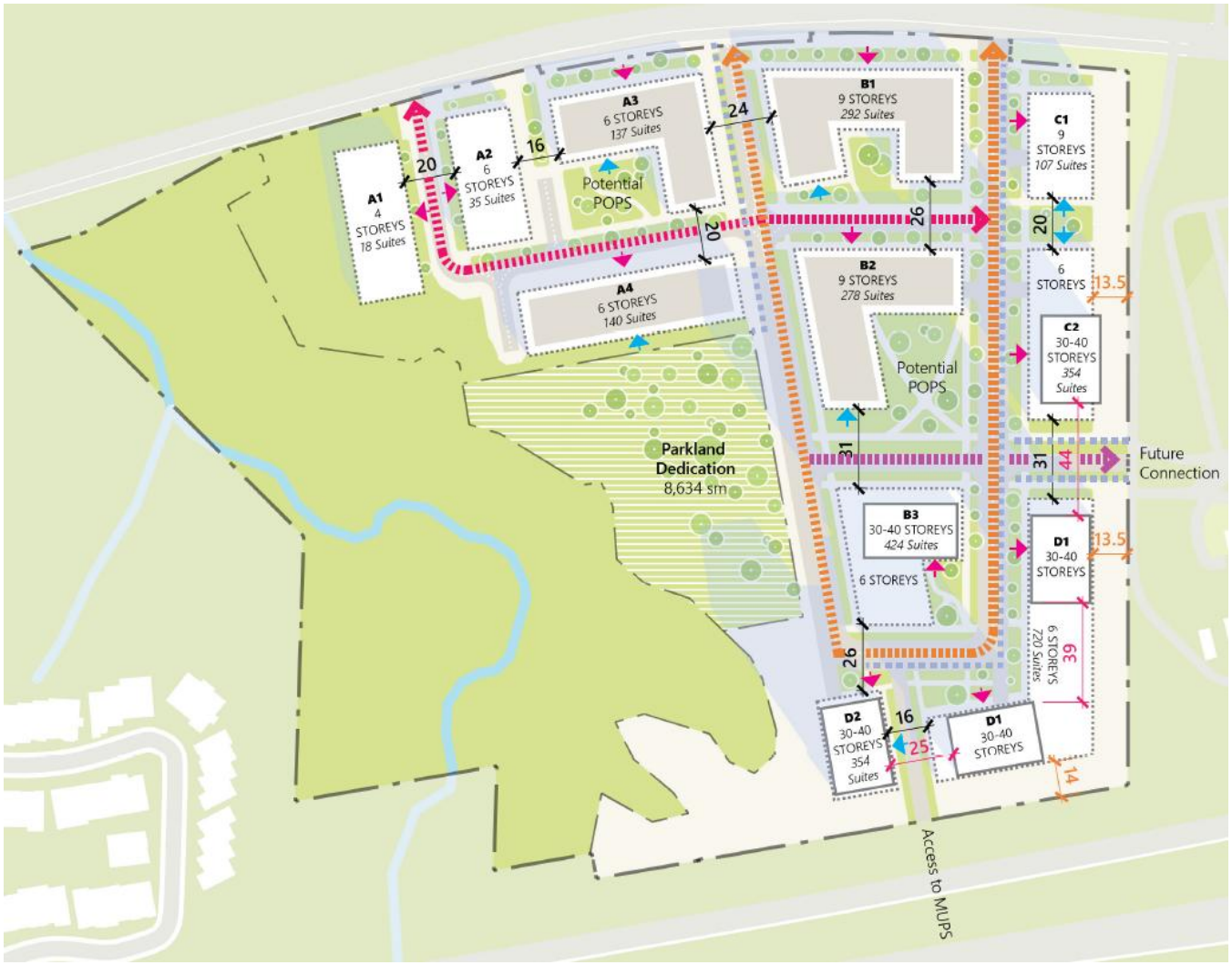

Figure 3. Revised Demonstration Plan of the Proposed Development

2.3 Roads, Pathways, and Connectivity

The proposed subdivision continues to convey one new public street to the City. This new street is now proposed as an 18-metre right-of-way rather than the previously proposed 20-metre right-of-way. The public street continues to be U-shaped, providing two (2) points of access/egress from Jeanne d'Arc Boulevard North, and will provide north-south connectivity throughout the site. The new public street has been extended further south than previously proposed, providing more street frontage opportunities for the D buildings within Block 4. The proposed subdivision continues to propose that the remaining streets within the new development will be private roads, maintained by the Owner.

The proposed development continues to include a future connection to the abutting Collège La Cité, which is intended to accommodate at minimum a multi-use pathway that will provide more direct connection to the Trim O-Train station. This future connection is sized to accommodate up to an 18-metre right-of-way, maintaining flexibility for a public street, private street, or pathway. Discussions remain ongoing with Collège La Cité and the City of Ottawa regarding the multi-use pathway that will connect this property to the Trim O-Train Station.

In addition to the future connection on the east side of the site, an additional access has been conceptualized at the south end of the site through Block 4. This connection would be a private connection that traverses a private development block, allowing for flexible access options for residents on the site and in the surrounding area to a multi-use pathway providing access to rapid transit.

2.4 Parks and Open Space

The subdivision continues to dedicate parkland to the City in alignment with Official Plan policies and the *Planning Act.* It is understood that the City's Parkland Dedication By-law remains under appeal, and as such, the regulations for parkland dedication in the *Planning Act* have been applied.

In addition to an 8,634 square metre park, the subdivision makes allowances for two (2) privately-owned public spaces (POPS). These POPS have been located in different development blocks to ensure that all future residents have access to greenspace in proximity to their unit.

As outlined in the December 2023 Planning Rationale, the subject property includes the Taylor Creek ravine. These lands account for approximately three (3) hectares of the total site area for the subject property, and the proposed development continues to propose to leave these areas undeveloped. Although this area is not "parkland" for the purpose of parkland dedication, this area will continue to buffer between the existing low-rise development on the east side of the creek and the proposed development on the subject property. This open space will provide additional greenery and maintain tree canopy within the urban area.

2.5 Phasing

The proposed development will be phased. While no phasing plan has been established for the site, the current intent to develop the low-rise residential units in Block 1 in the northwest corner of the site first.

3.0
Policy & Regulatory Review

3.1 Provincial Planning Statement (2024)

The Provincial Policy Statement, 2020 (PPS 2020) was reviewed in detail in the December 2023 Planning Rationale. The discussion within the report as it relates to the PPS and the Official Plan Amendment and Plan of Subdivision applications remains valid as it relates to the revisions of the applications and supporting plans and studies. Since the December 2023 Planning Rationale, PPS 2020 has been updated to the Provincial Planning Statement, 2024 (PPS 2024). As such, PPS 2024 has been reviewed in its entirety and the applicable policies are outlined below.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

- Policy 2.1.6 – Planning authorities should support the achievement of complete communities by:
  - a) Accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-terms care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
  - b) Improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
  - c) Improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.
- Policy 2.2.1 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:
  - b) Permitting and facilitating:
    1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
    2. All types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
  - c) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
  - d) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.
- Policy 2.3.1.1 – Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
- Policy 2.3.1.2 – Land use patterns within settlement areas should be based on densities and a mix of land uses which:
  - a) Efficiently use land and resources;
  - b) Optimize existing and planned infrastructure and public service facilities;
  - c) Support active transportation;
  - d) Are transit-supportive, as appropriate; and
  - e) Are freight-supportive.

- Policy 2.3.1.3 – Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.
- Policy 2.4.1 – Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.
- Policy 2.4.1.2 – To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
  a) To accommodate significant population and employment growth;
  b) As focal areas for education, commercial, recreational, and cultural uses;
  c) To accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
  d) To support affordable, accessible, and equitable housing.
- Policy 2.4.2.2 – Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:
  b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit;
- Policy 2.4.2.3 – Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:
  a) Planning for land uses and built form that supports the achievement of minimum density targets
- Policy 2.4.2.6 – All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:
  a) Connections to local and regional transit services to support transit service integration;
  b) Infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking;
- Policy 2.9.1 – Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
  a) Support the achievement of compact, transit-supportive, and complete communities;
  b) Incorporate climate change considerations in planning for the development of infrastructure, including stormwater management systems, and public service facilities;
  c) Support energy conservation and efficiency;
  d) Promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
  e) Take into consideration additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The proposed development is consistent with the policies in Chapter 2 of the Provincial Planning Statement. The proposed development will provide for a mix of housing options and will make use of a vacant parcel of land within the urban boundary, which is identified as a being the focus of growth and development within the City. The proposed development will achieve the minimum densities set out in the Official Plan, in accordance with the PPS, and will efficiently use land, resources, infrastructure and public service facilities, and will support the use of active transportation to rapid transit.

Chapter 3: Infrastructure and Facilities

- Policy 3.2.3 – As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional borders.
- Policy 3.3.1 – Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.
- Policy 3.3.3 – Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.
- Policy 3.6.2 – Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.
- Policy 3.9.1 – Healthy, active, and inclusive communities should be promoted by:
    a) Planning public streets, spaces and facilities to be safe, meet the needs of person of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity.
    b) Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

The proposed development is consistent with the policies in Chapter 3 of the Provincial Planning Statement. The proposed development will create a new public street, designed with pedestrian and cycling connections. Additionally, the proposed development includes a future connection that will facilitate a multi-use pathway providing access to the Trim O-Train station. The proposed development is compatible with adjacent Highway 174 and the O-Train corridor and is not anticipated to create any undue adverse effects to these corridors.

Chapter 4: Wise Use and Management of Resources

- Policy 4.1.2 – The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.
- Policy 4.2.2 – Development and site alteration shall be restricted in or near sensitive surface wayer features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.

The proposed development is consistent with the policies in Chapter 4 of the Provincial Planning Statement. The proposed development will maintain the Taylor Creek Ravine, which is an existing area with natural features on the site. Through the proposed Zoning By-law Amendment application, the existing Taylor Creek Ravine will be zoned as an open space zone, ultimately limiting the permitted uses on this portion of the site and ensuring that the natural features and their ecological functions are protected for the long-term.

Chapter 5: Protecting Public Health and Safety

- Policy 5.1.1 – Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance.
- Development shall generally be directed to areas outside of:
  c) Hazardous sites.

The proposed development is consistent with the policies in Chapter 5 of the Provincial Policy Statement. As outlined above, the subject property currently includes the Taylor Creek Ravine, which is proposed to be maintained. This naturalized area is subject to some sloping; however, previous plans and studies submitted to the City support the proposed development on site. All development on the site is proposed to be located outside of the Taylor Creek Ravine area.

3.2 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan was reviewed in detail in the December 2023 Planning Rationale. The discussion within the report as it relates to the Official Plan remains valid and applicable to the revised applications and new Zoning By-law Amendment application. Additional discussion regarding the revised applications, that should be read in conjunction with the December 2023 Planning Rationale, follows.

3.2.1 Strategic Directions

The City of Ottawa Official Plan proposes five broad policy directions as the foundation of becoming the most liveable mid-sized city in North America. These broad policy directions include:

- Big Move Policy 1 – Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
- Big Move Policy 2 – By 2046, the majority of trips in the City will be made by sustainable transportation.
- Big Move Policy 3 – Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
- Big Move Policy 4 – Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
- Big Move Policy 5 – Embed economic development into the framework of our planning policies.

In addition to the broad policy directions above, the City has established cross cutting issues that policies will address and incorporate in order to achieve a liveable city. The themes to be considered throughout the Official Plan include intensification, economic development, energy and climate change, healthy and inclusive communities, gender and racial equity, and culture. Each theme is discussed further below, along with what the City seeks to achieve with their policies:

Intensification and Diversifying Housing Options:

- Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods;
- Provide housing options for larger households;
- Improve public amenities and services.

The proposed development represents intensification of an existing vacant parcel of land within the urban boundary of the City. The proposed development will introduce additional housing in proximity to the rapid transit system, and will create the conditions of a 15-minute neighbourhood in which your daily and weekly needs can be accessed nearby. By creating a development with a range of building

typologies, there is an opportunity to introduce a range of unit sizes. The proposed development addresses the cross cutting issues of intensification and diversifying housing options.

Economic Development:

- Enhance Ottawa's high quality of life to attract a skilled workforce and businesses;
- Accommodate growth of post-secondary institutions (PSIs) and hospitals to support Ottawa's knowledge-based economy and health needs;
- Direct major employment to Hubs, Corridors and Special Districts;
- Integrate economic activities with residential and other land uses;
- Create conditions for small-business growth;
- Protect and preserve areas for clusters of economic activities that cannot be integrated with sensitive land uses;
- Support growth of important economic generators through Special District polices;
- Protect locations for activities related to goods movement including freight, storage and logistics;
- Support rural economic development throughout all sectors.

While the proposed development is not in a Special District or an area designated for Industrial and Logistics, the proposed development will facilitate the inclusion of commercial, and retail uses at-grade which will support small businesses. The proposed development is located on the north side of Ottawa Road 174; however, on the south side of this highway is the Taylor Creek Enterprise Centre, which includes a range of uses. The proposed development which will introduce new residents into the area, will provide an opportunity for addition patrons to the businesses located within the Taylor Creek Enterprise Centre.

Energy and Climate:

- Plan a compact and connected City;
- Apply sustainable and resilient site and building design as part of development;
- Prioritize a shift to energy efficient transportation modes;
- Enable the use of local renewable energy sources;
- Reduce the urban heat island effect and help protect the vulnerable from extreme heat;
- Build resilience to future flood risks and increased stormwater runoff;
- Protect, and enhance tree canopy and protect wetlands and other natural areas and use nature-based solutions;
- Enable sustainable local food production.

The proposed development represents a new compact community in proximity to rapid transit, intended to support the rapid transit network and alternative modes of transportation. The proposed development maintains approximately three (3) hectares of land for a naturalized area, along with an additional 0.8 hectares for a municipal park. The proposed development will establish a landscape plan through Site Plan Control, which will introduce additional tree canopy into the area.

Healthy and Inclusive Communities:

- Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities;

- Build accessible, inclusive communities, and design for all ages, including children and older adults;
- Promote health through sustainability;
- Advance human health through decision-making on the built environment;

As previously noted, the proposed development represents the creation of a new 15-minute neighbourhood in which the community will be well connected to rapid transit and will introduce a range of housing options along with spaces for commercial/retail at-grade. Through future Site Plan Control applications, the unit mix and layout will be determined, but consideration will be given to include larger sized units that may accommodate families or larger groups of people. In addition to the unit mix and layout, future Site Plan Control applications will have consideration for accessibility, sustainable building design, community gardens and food production, and waste management.

Gender and Racial Equity:

- Application of a gender and racial equity lens to meet the housing needs of women, Black and racialized communities and new immigrants;
- Understand and address the specific housing needs of Indigenous peoples;
- Improve mobility options for women and in neighbourhoods where there are large numbers of residents who may face transportation-related barriers to social and economic participation;
- Improve access to amenities;

Through future development applications, the proposed development will consider the inclusion of affordable housing. While there are currently no commitments to a set number of affordable housing units, the proposed development intends to access CMHC financing, which requires an affordability component for funding purposes. The proposed development, as previously noted, will include direct access to the Trim O-Train station via a multi-use pathway, providing access to the broader Ottawa area. As this is a new development, new amenities will be located within the subject property. The proposed Zoning By-law Amendment application will seek to establish a zone with a range of permitted uses, which would allow for uses such as daycares to be conveniently located to future residents' homes.

Culture:

- Create spaces and places for culture to live, grow and innovate;
- Reinforce neighbourhood and place identity through architecture and urban design;
- Promote the arts as an important element of placemaking;
- Strengthen the economic impact of the creative and cultural industries;

The proposed development will create spaces within the new community for public art and placemaking. Through the detailed design of the site, these elements will be further investigated and considered. The proposed park will include a range of amenities, contributing to a vibrant new community. The design of the buildings within the proposed development will be further refined through individual Site Plan Control applications.

3.2.2 Growth Management, Supporting Intensification

The growth management and intensification policies of the Official Plan were reviewed in detail in the December 2023 Planning Rationale. The discussion within that report is unchanged and remains valid as it relates to the new Zoning By-law Amendment application and revisions to the Official Plan Amendment and Plan of Subdivision applications.

The proposed development continues to be consistent with the policies of the Official Plan as they relate to growth management and intensification, as outlined in the December 2023 Planning Rationale. The proposed development provides a new residential community and represents residential and non-residential intensification of an undeveloped parcel of land within the urban area of the City. The proposed development will contribute to creating a 15-minute neighbourhood, which will include both residential and non-residential uses, as well as parkland and connections to nearby rapid transit. The proposed development exceeds the minimum density requirements, while also providing an opportunity for large-household dwellings to be provided.

3.2.3 Suburban Transect

The subject property is located within the Suburban Transect on Schedule A – Transect Policy Areas (Figure 4). The Suburban Transect policies of the Official Plan were reviewed in detail in the December 2023 Planning Rationale. The discussion within that report is unchanged and remains valid as it relates to the new Zoning By-law Amendment application and revisions to the Official Plan Amendment and Plan of Subdivision applications.

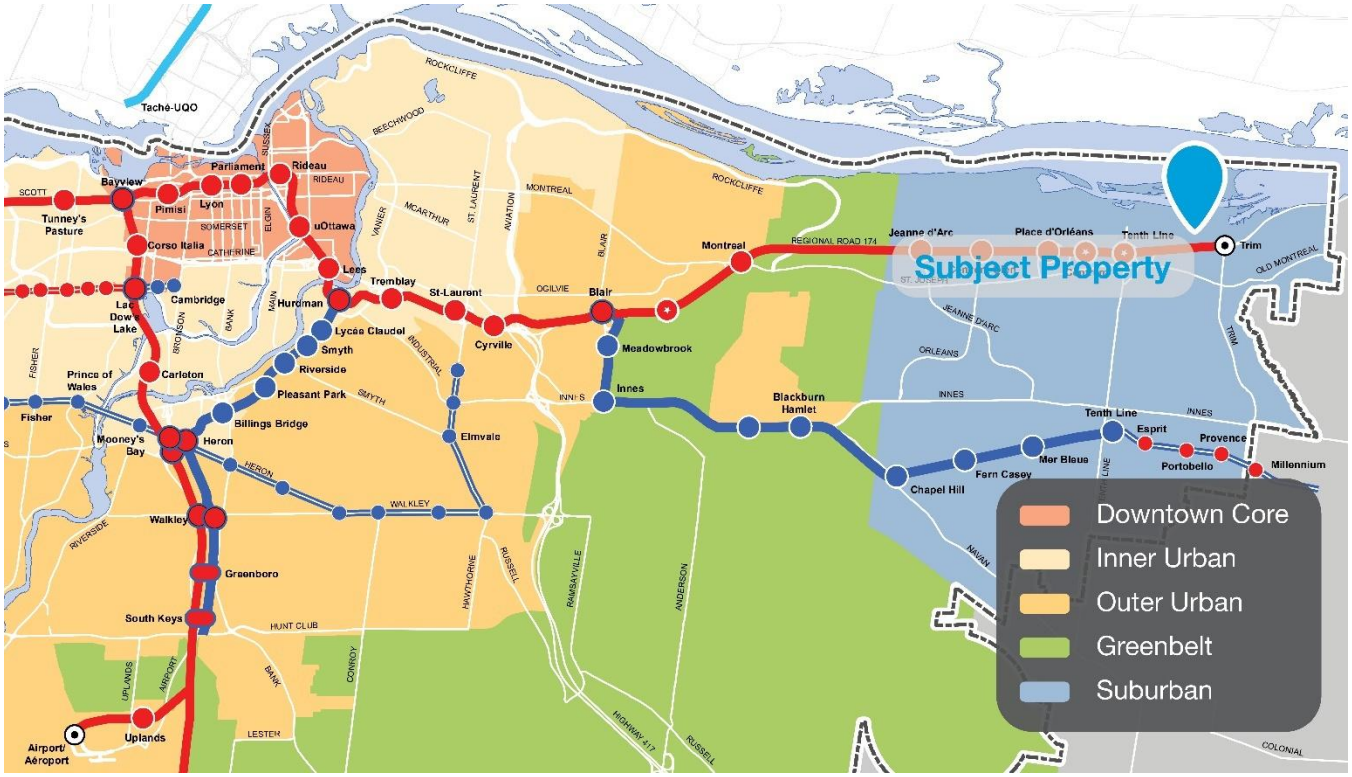

Figure 4. Extract of Schedule A - Transect Policy Areas, City of Ottawa Official Plan

The proposed development continues to represent a built form that is a mix of urban and suburban characteristics and will contain a mix of heights, ranging from low-rise to high-rise, consistent with Policy 5.4.1.2. The proposed development will support a mix of unit types, with a potential for low-rise ground-oriented units to apartment dwellings in mid- and high-rise buildings. The proposed development will support the rapid transit system by providing opportunities for direct connections to the Trim O-Train station. The proposed development continues to be designed to frame the new public street, create an active public realm and street frontage. Overall, the proposed development conforms to the Suburban Transect policies of the Official Plan.

3.2.4 Minor Corridor and Neighbourhood Designations

The subject property is split-designated "Minor Corridor" and "Neighbourhood" with the "Evolving Overlay" on Schedule B8 – Suburban Transect (East) (Figure 5). The Minor Corridor and Neighbourhood designations, along with the Evolving Overlay were reviewed in detail in the December 2023 Planning Rationale. The discussion within that report is unchanged and remains valid as it relates to the new Zoning By-law Amendment application and revisions to the Official Plan Amendment and Plan of Subdivision applications.

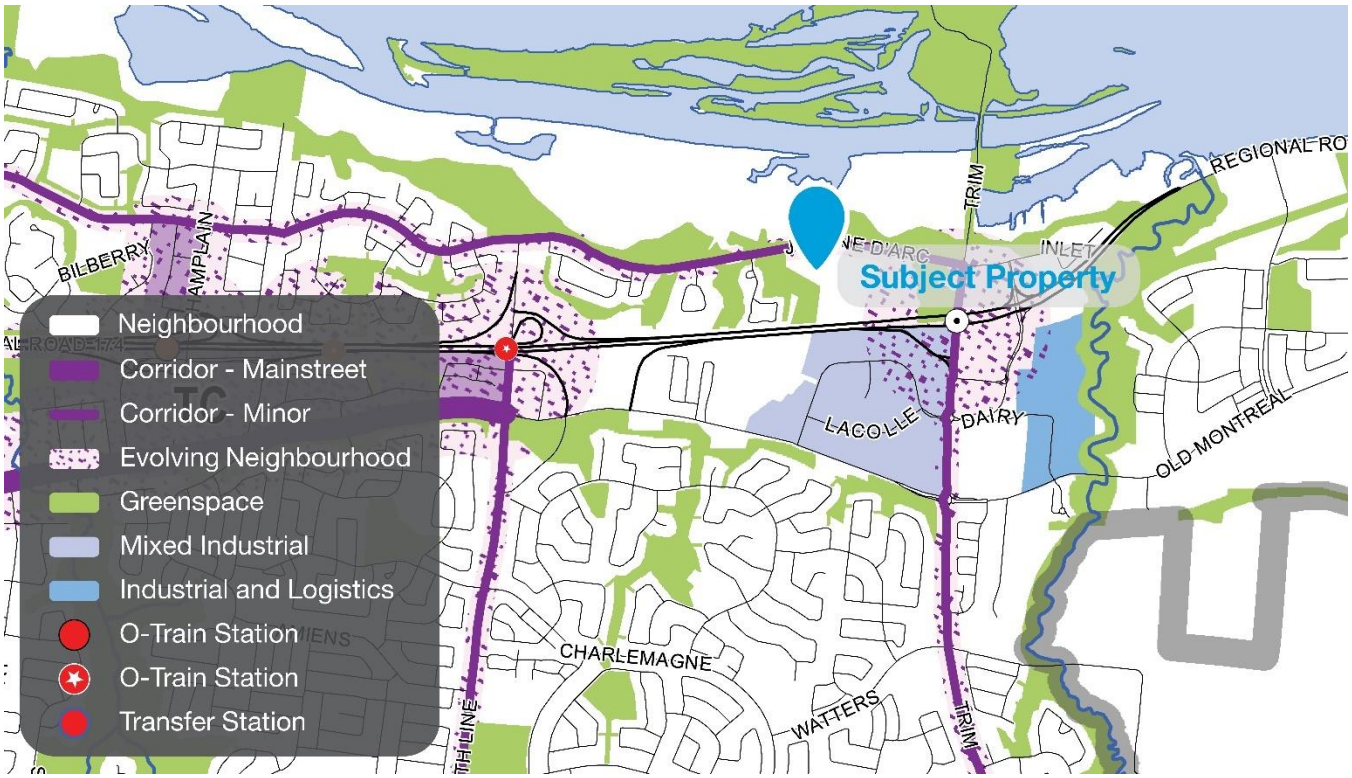

Figure 5. Extract of Schedule B8 - Suburban (East) Transect, City of Ottawa Official Plan

The proposed development introduces new buildings with frontage on Jeanne d'Arc Boulevard along with new access/egress opportunities along this street. The mix of building frontages that range in height along with the access/egress opportunities provides an opportunity for an interesting rhythm along the street wall. Although a portion of the site is subject to the Minor Corridor designation, the highest densities on the site have been located away from Jeanne d'Arc Boulevard to ensure that density is located closest to the O-Train station. Consistent with the direction for Minor Corridors, the proposed development will include a mix of residential and non-residential uses that are intended to create a new mixed-use community, contributing to a 15-minute neighbourhood.

The proposed development conforms to the policies of the Neighbourhood designation as they relate to height by proposing heights that are consistent with the Orleans Corridor Secondary Plan. This Secondary Plan remains under appeal and therefore not currently in effect, however, the Official Plan Amendment application continues to propose to carry forward the permitted heights through an area-specific policy until a time that the Orleans Corridor Secondary Plan is in full force and effect. The proposed development within the portion of the site designated Neighbourhood will, like the lands designated Minor Corridor, consist of a mix of residential and non-residential uses. Densities will be lowest in the northwestern corner of the site, which is furthest from the O-Train station, while densities in the southeast corner of the site will be highest, closest to the O-Train station. In addition to residential buildings, a new public park is proposed, and Taylor Creek will remain undeveloped.

3.2.5 Protected Major Transit Station Area (PMTSA)

The subject property is located within the Trim Protected Major Transit Station Area (PMTSA) on Schedule C1 – PMTSA. The PMTSA policies were reviewed in detail in the December 2023 Planning Rationale; however, the City has since updated these policies through an Omnibus Official Plan Amendment. These revised policies have been reviewed in detail below.

- Policy 1 of Section 6.1.2 – Schedule C1 identifies the PMTSA locations and boundaries and Table 3a sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.
- Policy 2 of Section 6.1.2 – Low-density employment uses such as auto-wreckers, warehousing and storage facilities and auto-oriented uses such as gas stations, service centres and drive-through establishments are prohibited from locating within a PMTSA.
- Policy 3 of Section 6.1.2 – Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2 above.
- Policy 4 of Section 6.1.2 – The minimum building heights within PMTSAs except as specified by a Secondary Plan, are as follows:
    a) Within 300 metres radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys;
    b) Outside the area described by a), not less than 2 storeys.

It should be noted that at the time of writing this Addendum, the City is again updating its Official Plan for consistency with the 2024 Provincial Planning Statement (PPS), as required by the *Planning Act*. There are currently further changes to the PMTSA policies being proposed, however, as these have yet to be adopted by Council, they do not form part of the review herein.

Considering the current PMTSA policies, the proposed development represents a high-density mixed-use development that will include both residential and non-residential uses, contributing to the development of a 15-minute neighbourhood adjacent to the new Trim O-Train station. The proposed development exceeds the required density targets as outlined in Table 3a, as the proposed development achieves a density of approximately 519 units per net hectare. Since the December 2023 Planning Rationale, the PMTSA policies have been revised to remove the minimum lot coverage requirements. As such, the proposed development now fully conforms to the current PMTSA policies.

3.2.6 Greenspace

A portion of the subject property is designated Greenspace (Open Space) on Schedule C12 – Urban Greenspace. The Greenspace policies of the Official Plan were reviewed in detail in the December 2023 Planning Rationale. The discussion within that report is unchanged and remains valid as it relates to the new Zoning By-law Amendment application and revisions to the Official Plan Amendment and Plan of Subdivision applications.

The proposed development does not propose public access to the existing open space on site along Taylor Creek; however, a new public park continues to be proposed abutting Taylor Creek. The location of the park allows for additional buffer between Taylor Creek and the higher density residential buildings on site.

3.2.7 Mobility

The mobility policies of the Official Plan were reviewed in detail in the December 2023 Planning Rationale. The discussion within that report remains valid as it relates to the new Zoning By-law Amendment application and revisions to the Official Plan Amendment and Plan of Subdivision applications. Further discussion on the applicable policies is included below and should be read in conjunction with the December 2023 Planning Rationale.

- Policy 5 of Section 4.1.1 – New subdivision development shall connect to existing pedestrian, cycling, transit and street networks and provide for the potential future extension of these networks up to abutting property boundaries, including those lands beyond an existing Urban boundary or Village boundary.
- Policy 6 of Section 4.1.2 – New develops will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.
- Policy 11 of Section 4.1.2 – The City shall require the provision of pedestrian and cycling facilities through new development, road construction, and in transportation infrastructure renewal projects, in a manner consistent with the Safe Systems Approach and as follows:
  a) New local streets (Outer Urban, Suburban Transects, Villages) shall include:
     i. Sidewalks on at least one side, both sides when required for direct connections to destinations such as transit stops or stations, schools, parks, pathways, public buildings, public institutions and commercial areas
     ii. Cycling facilities and multi-use pathways as identified by schedule, plans, studies, or road designs as listed in Subsection 4.1.2, Policy 12.
- Policy 17 of Section 4.1.2 – Require that the timing and phasing of:
  a) New subdivisions are coordinated with the timing and provision of transit service. The timing of City-funded transit infrastructure improvements shall be based on funding and affordability. Where a new subdivision, is proposed to be occupied before the provision of transit service, the City may require early service agreements with development proponents to implement the transit service improvements, ahead of its City-scheduled implementation, to coincide with early stages of occupancy.
- Policy 18 of Section 4.1.2 – The street network in new plans of subdivision shall be capable of accommodating direct transit routes through the neighbourhood, with the potential for transit routes to be spaced such that 95 percent of all households are within a 400-metre walking distance of a transit stop, in accordance with OC Transpo service policy.
- Policy 1 of Section 4.1.4 – Transportation Demand Management strategies shall be used to provide positive incentives and remove barriers to sustainable transportation, in accordance with the Transportation Impact Assessment Guidelines as well as the Transportation Demand Management measures identified in the TMP.

The proposed development continues to provide a new public street with two (2) vehicular and pedestrian connections to Jeanne d'Arc Boulevard North, connecting directly to the existing sidewalk and a paved shoulder for cycling. In addition to connecting to Jeanne d'Arc Boulevard North, the draft Plan of Subdivision includes a dedicated block for a future connection to the abutting property to the east. This future connection block has been designed to accommodate a new local road; however, it's main objective is to facilitate a pathway connection to the neighbouring site. The intent of which is to provide a more direct linkage to the Trim O-Train station, in accordance with the policies of the Orleans Corridor Secondary Plan. Although not included as a dedicated block on the draft Plan of Subdivision, the Demonstration Plan for the subject property also illustrates an opportunity for a connection to a multi-use pathway at the south edge of the property. This will allow flexibility in the location of a multi-use pathway as discussions are ongoing with the abutting property owner and the City of Ottawa regarding this infrastructure.

Through future Site Plan Control applications for each development block, Transportation Demand Management measures will be identified and applied to each development on the site.

3.2.8 Parks and Recreation Facilities

The parks and recreation policies of the Official Plan were reviewed in detail in the December 2023 Planning Rationale, The discussion within that report remains valid as it relates to the new Zoning By-law Amendment application and revisions to the Official Plan Amendment and Plan of Subdivision applications.

Further to the discussion in the December 2023 Planning Rationale, the proposed parkland dedication block remains in the same location on the site; however, the surrounding privately owned public spaces (POPS) and proposed buildings have been reoriented as they relate to the proposed municipal park. The proposed shape of the park remains the same, with frontage on the proposed new public street. The proposed parkland block will be 8,634 square metres in size, and it is proposed that the parkland dedication requirements for this site be satisfied through a mix of land conveyance and cash-in-lieu. As demonstrated through the previously submitted facility fit plan, several park amenities can be accommodated on the parkland block that will serve the new community on the subject property and the larger public.

3.2.9 Urban Design

The urban design policies of the Official Plan were reviewed in detail in the December 2023 Planning Rationale. The discussion within that report remains valid as it relates to the new Zoning By-law Amendment application and revisions to the Official Plan Amendment and Plan of Subdivision applications.

Further to the discussion in the December 2023 Planning Rationale, the proposed demonstration plan has been updated in response to the feedback received from the Urban Design Review Panel. The proposed new street has been extended further south to create additional street frontage for Block D. An additional connection to a future multi-use pathway has also been conceptualized at the south edge of the site within Block D.

The proposed development has reoriented Buildings B2 and B3, providing an interface between future development, the new public street, and the new public park. Reorienting Building B2 also relocated the proposed POPS to the east side of Block B, providing additional park options for residents within Block B and Block C, and interfacing with the future connection to the east.

The proposed development will seed the conditions to create a new 15-minute community within the urban boundary, in close proximity to transit. The proposed development continues to propose building heights that range from low-rise to high-rise, providing an appropriate transition in accordance with the urban design policies of the Official Plan. Through future Site Plan Control applications, the design of each development block and individual building will be further refined.

3.2.10 Water Resources

The water resource policies of the Official Plan were reviewed in detail in the December 2023 Planning Rationale. The discussion within that report is unchanged and remains valid as it relates to the new Zoning By-law Amendment application and revisions to the Official Plan Amendment and Plan of Subdivision applications.

The proposed development continues to locate buildings outside of the Taylor Creek ravine area. The extent of the hazards lands has been analysed, established and identified on the Draft Plan of Subdivision, the Demonstration Plan, and the Geotechnical Report. The extent of the hazard limit is setback between 10 and 28 metres from the top of slope, and as such, all proposed development has been located outside of this setback. The Taylor Creek ravine area is proposed to remain naturalized and vegetated.

3.3 Orleans Corridor Secondary Plan (2023)

The Orléans Corridor Secondary Plan was reviewed in detail in the December 2023 Planning Rationale. As noted in that previous report, the Secondary Plan was appealed. The Secondary Plan remains subject to appeals, and

it is understood that it is still not yet in full force and effect. The discussion within the previous report as it relates to the Orléans Corridor Secondary Plan remains valid and applicable to the revised applications and new Zoning By-law Amendment application. Additional discussion regarding the revised applications, that should be read in conjunction with the December 2023 Planning Rationale, follows.

The subject property is located within the Trim Station Area and has been split-designated Station Core, Station Periphery, and Neighbourhood on Schedule A – Designation Plan, with a permitted maximum building height ranging from 4 storeys to 40 storeys outlined on Schedule B – Maximum Building Heights (Figure 6 and Figure 7).

Figure 6. Extract of Schedule A - Designation Plan, Orleans Corridor Secondary Plan

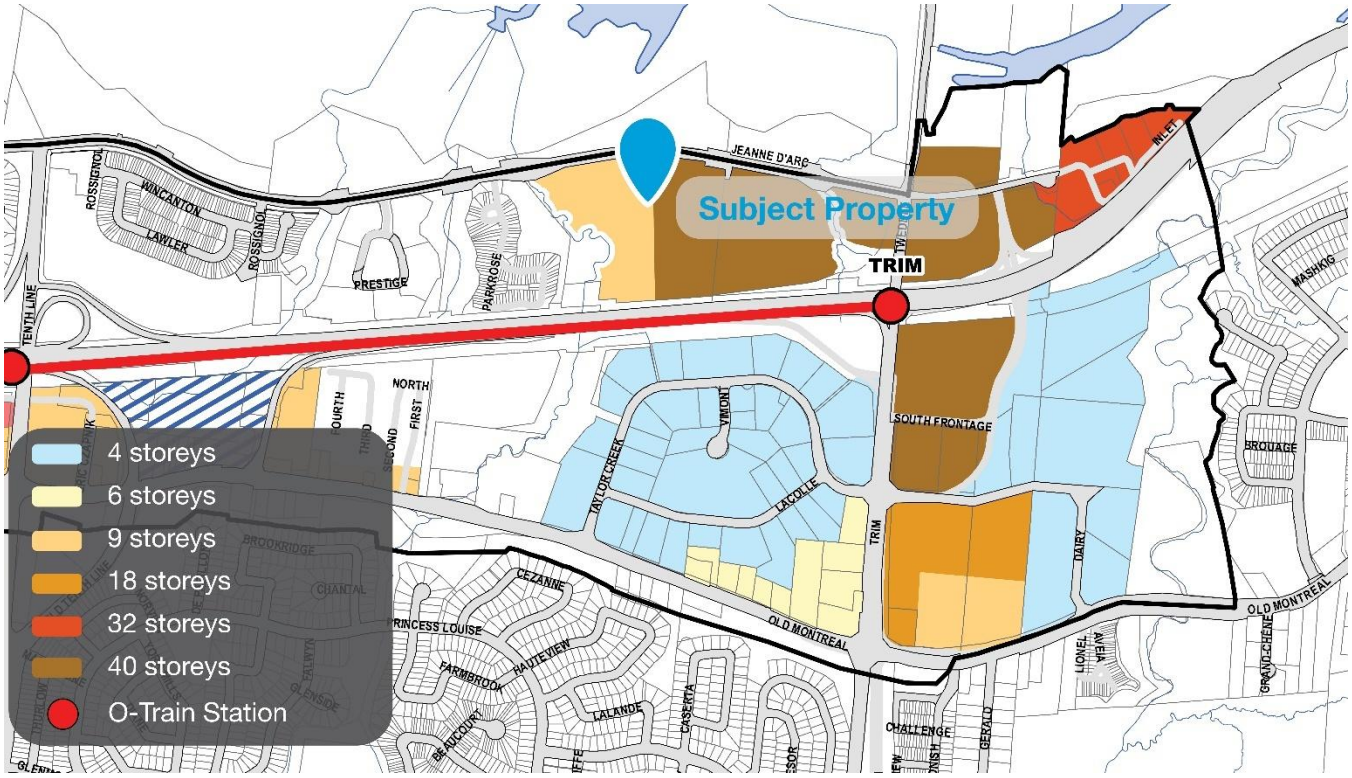

Figure 7. Extract of Schedule B - Maximum Building Heights, Orleans Corridor Secondary Plan

3.3.1 Trim Station Area

As outlined in the December 2023 Planning Rationale, the Trim Station Area policies are intended to promote intensification around the O-Train stations, particularly on key sites designated as Station Core and Station Periphery, where high-density mixed-use development can be built on vacant or underutilized properties within proximity to the station.

As previously noted, several site-specific policies for the subject property remain under appeal to the Ontario Land Tribunal (OLT) and are therefore not in full force and effect. Despite this, the development applications continue to have regard for the policies as depicted in the revised Demonstration Plan (part of the resubmission package). While discussions are ongoing, the Demonstration Plan has been revised to include one future connection that will be a separate block within the subdivision on the east side of the site, and a conceptual access located at the south side of the site through development Block 4. The proposed development continues to propose the highest density of new units within the southeast corner, closest to the future multi-use pathway that will provide access to the Trim O-Train station. The Demonstration Plan continues to include parkland dedication immediately abutting Taylor Creek ravine, with frontage on the new public road.

3.3.2 Station Core Designation

As outlined in the December 2023 Planning Rationale, the Station Core designation represents the heart of transit supportive, 15-minute neighbourhoods in the Orleans Corridor. The Station Core serves as the focal point for services and amenities in the wider catchment area of O-Train stations.

No changes have been made to the mapping for the subject property, and as such, the east half of the subject property continues to be designated Station Core. The proposed buildings as illustrated on the Demonstration Plan have conceptual entrances along the new public road, along with open spaces and POPS that will allow for animation of the street. The new public road will be constructed to municipal

standards, accommodating both cyclists and pedestrians. Additionally, there will be private streets within the proposed development that will create shorter blocks between the new municipal street, contributing to additional pedestrian permeability throughout the site. The proposed Zoning By-law Amendment seeks to implement the maximum building height of 40 storeys for the Station Core designation in accordance with Schedule B – Maximum Building Heights.

3.3.3 Station Periphery Designation

As outlined in the December 2023 Planning Rationale, the Station Periphery designation supports residential development at generally lesser heights than the Station Core designation. Residents will benefit from the features of a 15-minute neighbourhood, and similar to the Station Core designation, pedestrian and cycling movements will be highly prioritized with automobile movements typified by slow speeds allowing for safe, mixed traffic, on local streets.

The Station Periphery designation continues to apply to the west portion of the site on the east side of Taylor Creek. This portion of the subject property is proposed to be developed with low- and mid-rise buildings in the northwest corner of the subject property. The remaining lands subject to the Station Periphery designation are proposed to be dedicated as municipal parkland and retained as open space around the Taylor Creek ravine area. The development in the northwest corner of the site will be situated along Jeanne d'Arc Boulevard (a public street) and a new private road that connects to the new municipal street within the Station Core designation, providing multiple options for access for cyclists, pedestrians, and vehicles. The proposed Zoning By-law Amendment seeks to implement a maximum building height of 6 storeys for the Station Periphery designation in accordance with Schedule B – Maximum Building Heights.

3.3.4 Neighbourhood Designation

As outlined in the December 2023 Planning Rationale, the Neighbourhood designation applies to a small portion of the site on the west side of Taylor Creek.

No development is proposed on this portion of the subject property and this area continues to be included in the hazard land block. Including this area within the hazard land block provides additional transition and separation between the residential uses on the west side of the Neighbourhood designation and the proposed high-rise development on the east side of Taylor Creek within the Station Core designation.

3.3.5 Policies that Apply to the Entire Plan

The December 2023 Planning Rationale provided a detailed overview of the policies that apply to the entire plan area. The discussion within that report is unchanged and remains valid as it relates to the new Zoning By-law Amendment application and revisions to the Official Plan Amendment and Plan of Subdivision applications.

The proposed development will be subject to individual Site Plan Control applications for each development block. Any proposed plans will be `equired to demonstrate conformance with the applicable policies of the Orleans Corridor Secondary Plan. As conceptualized on the Demonstration Plan, the proposed development will introduce a new municipal right-of-way (18-metres) that will be designed in accordance with municipal standards. The new municipal street will have two connections to Jeanne d'Arc Boulevard North, in accordance with the Street Network Policies of the Secondary Plan. The design of the private streets along with the built form and public realm design will be further refined through future development applications.

The proposed development continues to conceptualize high-rise development across the subject property with all buildings demonstrating a tower separation of 25 metres or greater. While the proposed Zoning By-law Amendment will establish the maximum permitted building heights on the site, it is anticipated that the actual height of building podiums, mid-rise buildings, and towers will be detailed through Site Plan Control, at which time a mix of tower heights will be established in accordance with the policies of the Orleans Corridor Secondary Plan and the Official Plan.

Through the revised Demonstration Plan, the proposed parkland dedication is now 8,634 square metres. The conceptual POPS located adjacent to Building B2 has been re-oriented to contribute to the public realm on the east side of the new public street at the corner of the new public street and a future connection.

The proposed Zoning By-law Amendment seeks to implement a minimum parking rate of zero (0) for the subject property and implement a maximum parking rate for the subject property, in accordance with the Vehicular Parking Policies of the Secondary Plan. In addition to amending the parking rates, the Zoning By-law Amendment will also introduce a bicycle parking ratio of 1 bicycle parking space per dwelling unit. These amendments are consistent with the direction of the draft new Zoning By-law, which is still subject to public consultation and anticipated to be adopted in early 2026.

3.4 Bird Safe Design Guidelines

The Bird Safe Design Guidelines were reviewed in the December 2023 Planning Rationale. The discussion within the previous report remains valid and applicable to the revised applications and new Zoning By-law Amendment application.

Through future Site Plan Control applications for each development block, the Bird Safe Design Guidelines will be reviewed again and considered in final building designs.

3.5 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines were reviewed in the December 2023 Planning Rationale. The discussion with the previous report remains valid and application to the revised applications and new Zoning By-law Amendment application.

The proposed development meets the following applicable design guidelines, among others:

- **Provides development blocks for transit-supportive land uses within 600 metres of a rapid transit station.**
- **Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel.**
- **Designs street blocks to be no more than 150 metres in length.**
- **Creates the opportunity for pedestrian and cycling "short cuts" that lead directly to transit.**
- **Locates buildings close to each other and along the front of the streets to encourage ease of walking between buildings and to public transit.**
- **Locates the highest density and mixed uses immediately adjacent and as close as possible to the transit station.**

3.6 Urban Design Guidelines for High-rise Buildings

The Urban Design Guidelines for High-rise Buildings were reviewed in the December 2023 Planning Rationale. The discussion within the previous report remains valid and applicable to the revised applications and new Zoning By-law Amendment application.

Through future Site Plan Control applications for each development block that contemplates buildings 10 storeys or more in height, the Urban Design Guidelines for High-rise Buildings will be reviewed again, ensuring that the proposed high-rise development is consistent with the applicable guidelines.

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

3.7.1 Existing Zoning

As outlined in the December 2023 Planning Rationale, the subject property is currently split zoned “Development Reserve (DR)”, “Parks and Open Space (O1)”, and “Residential Third Density, Subzone WW, Urban Exception 1293 (R3WW[1293])”. The portion of the land zoned R3WW[1293] is proposed to be included in the hazard land/undevelopable area of the subject property and is not proposed to be developed.

As outlined in the December 2023 Planning Rationale, the DR and O1 zones permit a limited number of uses, and a Zoning By-law Amendment is required to facilitate any new development. The proposed development intends to retain and expand the O1 zone to preserve and protect the existing Taylor Creek Ravine.

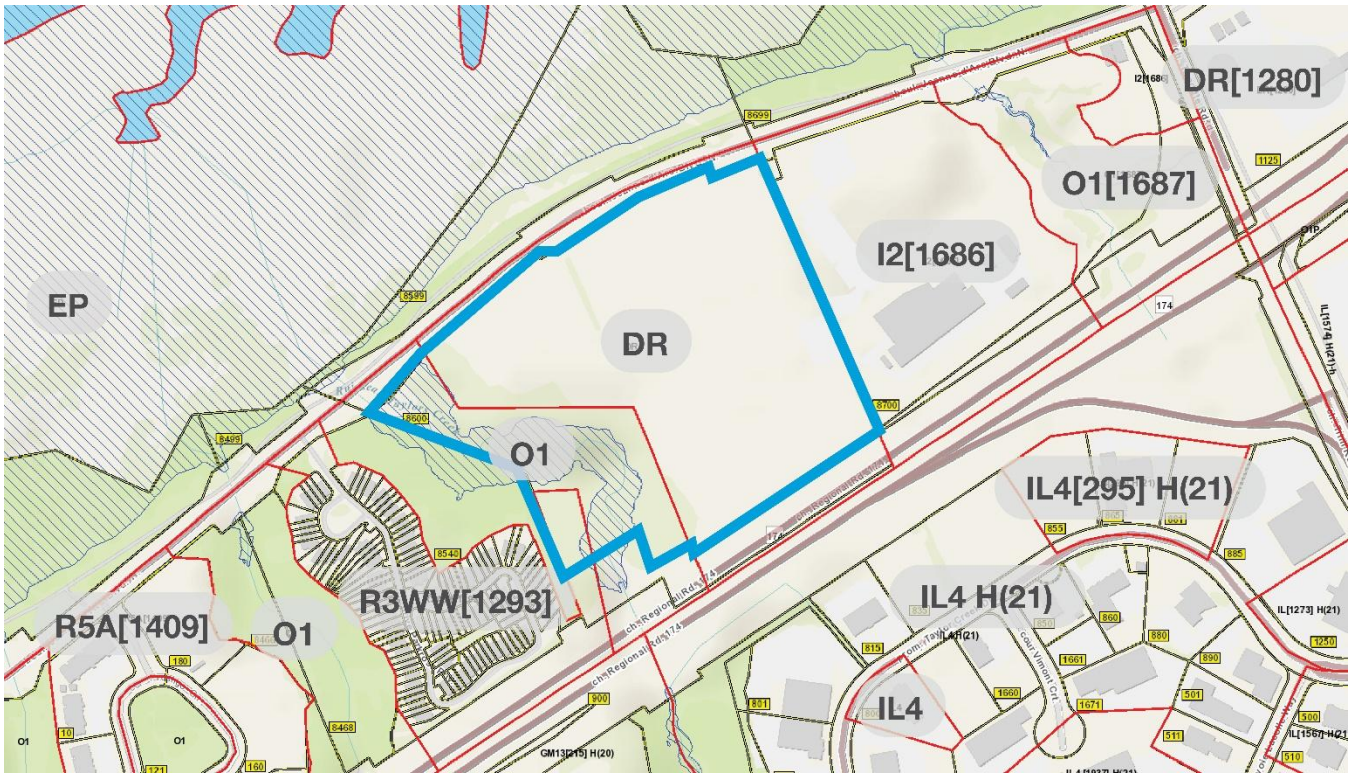

Figure 8. Zoning Map - Existing, City of Ottawa Comprehensive Zoning By-law 2008-250

3.7.2 Proposed Zoning

To facilitate the development of the site as proposed, it is recommended that the majority of the site be rezoned to “Mixed Use Centre, with a site-specific exception and site-specific schedule (MC[XXXX] SYY)”. The new site-specific exception and schedule would accommodate deviations from the MC zoning as determined through the rezoning process and would also accommodate maximum permitted building heights for each development block.

As outlined in the December 2023 Planning Rationale, the MC zone permits a wide range of residential and non-residential uses, intended to accommodate a combination of transit-supportive uses.

Table 4, below, outlines the proposed MC[XXXX] SYY provisions, with the provisions that vary from the standard MC provisions (to be addressed through the site-specific exception) identified in the last column of the table.

Table 4. Proposed Mixed Use Centre (MC) Zoning Provisions

Zoning Provisions		Required (MC Zone)	Proposed Changes to Zoning
Minimum Lot Width		No minimum	-
Minimum Lot Area		No minimum	-
Minimum Front Yard and Corner Side Yard Setback	**Abutting a lot in a residential zone**	3 m	-
	Abutting the rapid transit corridor	2 m	-
	Other cases	No minimum	-
Minimum Interior Side Yard Setback	**Abutting a lot in a residential zone**	3 m	-
	Abutting the rapid transit corridor	2 m	-
	Other cases	No minimum	-
Minimum Rear Yard Setback	**Rear lot line abutting a lot in a residential zone**	6 m	-
	Abutting the rapid transit corridor	2 m	-
	Other cases	No minimum	-
Maximum Floor Space Index		No maximum, unless otherwise shown on the zoning map	-
Minimum Building Height	**For all uses within 400 metres of a rapid transit station, other than a gas bar where it is permitted by an exception**	6.7 m	-
	Other cases	No minimum	-
Maximum Building Heights	**In any area up to and including 20 metres from a property line abutting a R1, R2, R3 or R4 zone**	11 m	-
	In any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3, or R4 residential zone	20 m	-

Zoning Provisions		Required (MC Zone)	Proposed Changes to Zoning
	Other cases	No maximum, or as shown by the suffix “H”, on a zoning map, or specified in a subzone or exception where applicable	See proposed height map, below.
Minimum Width of Landscaped Area		No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped.	-
Minimum Vehicle Parking Area C on Schedule 1A, however Area X applies to blocks within 600 m of Trim Station		Dwelling units in a mixed-use building: 0.5 spaces/unit Office: 1 space/100 m^2 of GFA Retail Store: 1.25 spaces/100 m^2 of GFA	Remove minimum requirement and rely on maximum only, as per Secondary Plan direction
Minimum Visitor Parking		0.2 spaces/dwelling unit	Area X rates should apply to blocks within 600 m of rapid transit – 0.1 spaces/dwelling unit
Maximum Limit on Parking Spaces Near Rapid Transit		1.75 spaces/dwelling unit (combined resident and visitor)	-
Bicycle Parking		Residential: 0.5 spaces/unit Office & Retail: 1 space/250 m^2 of GFA	Residential: 1 spaces/unit

Municipal Park and Open Space
In order to facilitate the development of the subject property as proposed, it is recommended that the portion of the subject property which will accommodate the municipal park (Block 6) be rezoned to “Parks and Open Space (O1)”. It is also proposed that the portion of the property on the west side of the existing Taylor Creek ravine is rezoned to “Parks and Open Space (O1) in accordance with the boundaries of Block 7 on the draft Plan of Subdivision.

The existing Taylor Creek ravine is already zoned O1, and it is the intent that the O1 zone is expanded to further protect this existing open space.

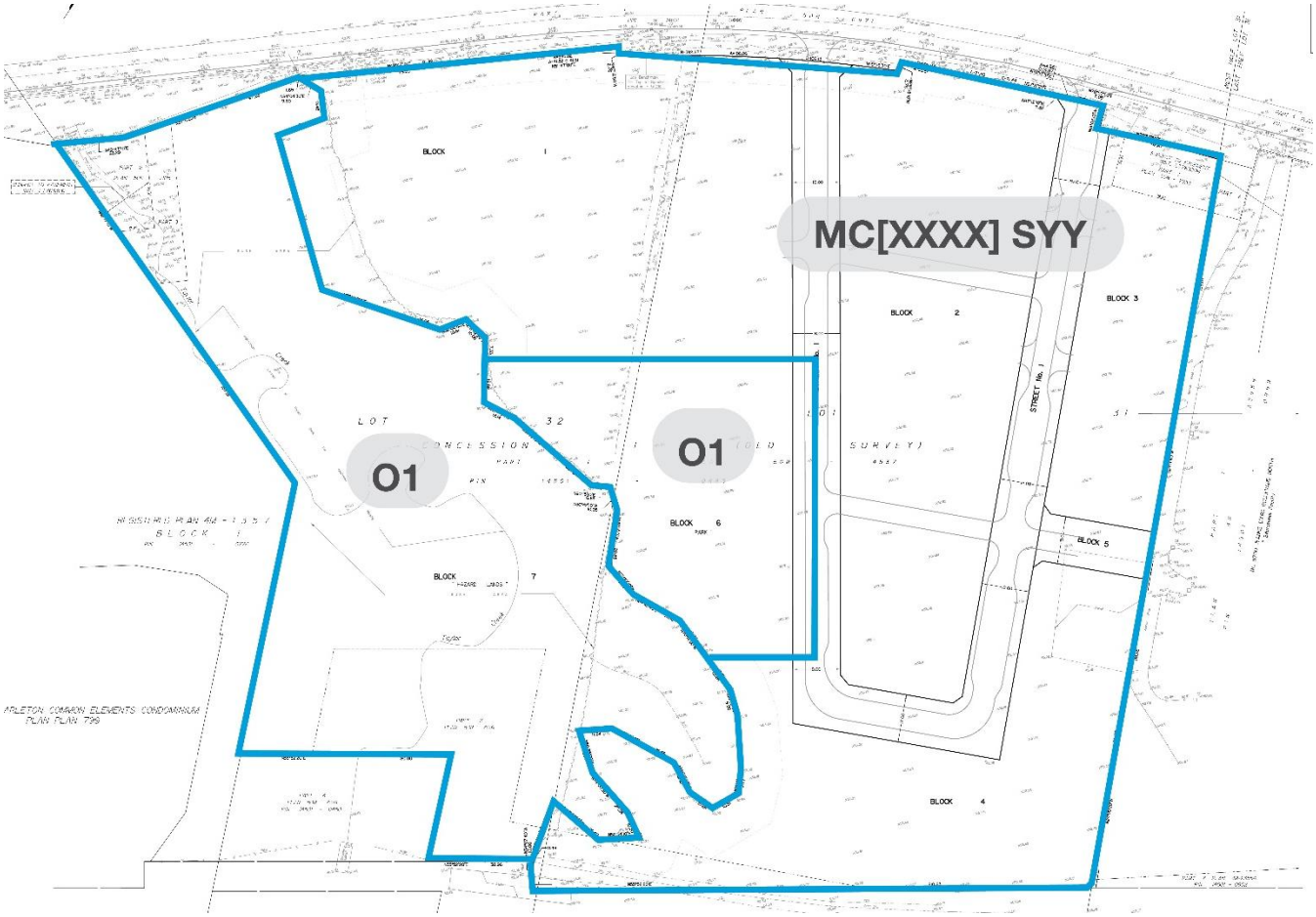

Figure 9. Proposed Zoning Map

Figure 10. Proposed Maximum Height Schedule

3.8 City of Ottawa Draft New Zoning By-law (Draft 2, 2025)

The City of Ottawa is currently preparing a new Zoning By-law, intended to implement the Official Plan that was approved by the Ministry of Municipal Affairs and Housing in November 2023. It is the intent of this Zoning By-law Amendment application to ensure consistency between the existing and draft Zoning By-laws for transition purposes in the future. As the Orleans Corridor Secondary Plan is not yet in full force and effect, Draft 2 of the new Zoning By-law continues to carry forward the existing zoning on the subject property (with updated zoning codes), as follows:

- The portion of the site currently zoned “Development Reserve (DR)” is proposed to continue to be zoned “Development Reserve (DR)”;
- The portion of the site currently zoned “Parks and Open Space (O1)” is proposed to be zoned “Open Space Facility (FAC)”; and
- The portion of the site currently zoned “Residential Third Density, Subzone WW, Urban Exception 1293 (R3WW[1293])” is proposed to be zoned “Neighbourhood 3, Subzone B, Urban Exception 1293 (N3B[1293])”.

As the subject property is proposed to be zoned Mixed Use Centre (MC), it is anticipated that the draft new Zoning By-law would apply the Hub Zone 2 (H2) zone to the portion of the subject property being rezoned to Mixed Use Centre, the remainder of the site would be zoned Open Space Facility (FAC) zone. As such, the H2

zone provisions, along with other general provisions of the draft Zoning By-law have been reviewed for information purposes only. A compliance column has not been included, as the draft Zoning By-law has not yet been adopted.

Table 5. Hub Zone 2 (H2) Zoning Provisions of Draft 2 of the City of Ottawa New Zoning By-law

Zoning Provisions		**Requirement**
Minimum Lot Area Table 902(a)		No minimum
Minimum Lot Width Table 902(b)		No minimum
Minimum Front Yard and Exterior Side Yard Setbacks Table 902(c)		For any part of the building greater than 15 metres above grade: 1.5 m
Minimum Interior Side Yard Setbacks Table 902(d)	**Where abutting lands zoned N1-N6**	3 m
	Where abutting a rapid transit corridor	2 m
	In all other cases	No minimum
Minimum Rear Yard Setback Table 902(e)	**When abutting lands zoned N1-N6**	6 m
	When abutting a rapid transit corridor	2 m
	In all other cases	No minimum
Minimum Building Height Table 902(f)		No minimum
Maximum Building Height Table 902(h)	**For any area up to and including 30 m from a lot line abutting a N1, N2, N3, or N4 zone**	No part of a building may project above a 45-degree angular plane, measured from a height of 15 metres above any lot line shared with an abutting N1-N4 zoned lot.
	For any area greater than 30 m away from a lot line abutting a N1, N2, N3, or N4 zone, or where the lot does not abut a N1, N2, N3, or N4 zone	132 m, unless otherwise specified by a H-suffix, schedule, or exception
Minimum Height of the Ground Floor when occupied by a non-residential use Section 902(2)		4 m
Exterior Building Walls within 4.5 m of a Front or Exterior Side Yard Section 902(3)		Must have a minimum of one active entrance from each individual occupancy on the ground floor;

	Provide a minimum of one active entrance in the case of a residential use building; A minimum of 40% of the surface area of the ground floor façade, measured from the average grade up to a height of 4 m, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors.
Uses within the front or exterior side yard Section 902(4)	Where a front or exterior side yard is provided that is more than 1 m in depth, the yard must contain any of: / An outdoor commercial patio; / Bicycle parking; / Trees, shrubs, or other intensive soft landscaping; or / Benches, street furniture, or other similar features
Outdoor Storage Section 902(5)	Outdoor storage accessory to the use on the lot: / Is prohibited in a front or exterior yard; and / Is permitted in all other yards, subject to being completely enclosed and screened from a public street, and from neighbourhood or institutional zones, and / The provisions of subsection 902(6)(b) does not apply to an automobile dealership
Soft Landscaped Buffer Section 902(6)	A soft landscaped buffer of a minimum of 3 m must be provided abutting any lot line shared with lands zoned N1-N6 or GRN, or: / Where an opaque screen with a minimum height of 1.4 m is provided, the soft landscaping buffer may be reduced to 1 m; and / Where parking spaces are provided, an opaque screen with a minimum height of 1.4 m must be provided.
Provisions for High-Rise Buildings Area C of Schedule A12	
Minimum Lot Area for a Corner Lot Section 207(5)	1,350 m^2
Minimum Lot Area for an Interior Lot Section 207(5)	1,800 m^2
Minimum Interior Side and Rear Yard Setback for a Tower Section 207(5)	11.5 m

Minimum Separation Distance between Towers on the Same Lot Section 207(5)	23 m
Parking Provisions	
Maximum Parking Space Rates Section 602 Within 600 m of Trim Station (Station Core area of the subject property) – Schedule A4	1 space per dwelling unit (inclusive of visitor parking)
Visitor Parking Space Rates Section 603 Area C (Station Core Area) and Area D (Station Periphery and Neighborhood) – Schedule A3	Area C – 0.1 spaces/dwelling unit (after the first 12 units, and a max. of 25 spaces per building) Area D – 0.1 spaces/dwelling unit (max. 35 spaces per building)
Bicycle Parking Rates and Provisions Section 613 Building with 13 or more residential units	Short term spaces: 2 spaces with an additional 0.1 spaces per unit above 20 dwelling units Long term spaces: 1 per unit Where more than 20 bicycle parking spaces are required, a minimum of 5 per cent of spaces must be inclusive spaces

4.0
Proposed Amendments

4.1 Official Plan Amendment

The Official Plan Amendment seeks to increase the maximum permitted building height on the site from four (4) storeys in the areas designated Neighbourhood and seven (7) storeys in the areas designated Minor Corridor, to six (6), nine (9) and 40 storeys across the site, in accordance with Schedule B of the Orleans Corridor Secondary Plan.

As outlined in the December 2023 Planning Rationale and in earlier sections of this report, the Orleans Corridor Secondary Plan remains subject to an appeal, and more specifically, the policies as they relate to the subject property remain under appeal, and therefore the Secondary Plan is not currently in full force and effect. Despite the ongoing appeals, it is important to note that the height policies and Schedule B were not appealed. As such, it remains the intent of the proposed Official Plan Amendment to recognize the height permissions of the Secondary Plan through an area-specific policy. The proposed development contributes to the creation a 15-minute neighbourhood on underutilized land within proximity to a new rapid transit station. The proposed development will add needed density to an area where rapid transit is under construction, contributing to future ridership and shift to multi-modal transportation options.

4.2 Zoning By-law Amendment

As outlined in the December 2023 Planning Rationale and in earlier sections of this report, a Zoning By-law Amendment application is required for the proposed development as the majority of the lands are currently zoned "Development Reserve (DR)". The proposed zones for the subdivision include the following:

- Mixed Use Centre, Urban Exception XXXX, Schedule YYY (MC[XXXX] SYYY) for Blocks 1, 2, 3, 4, and 5;
- Parks and Open Space (O1) for Block 6 and 7.

The proposed Urban Exception will address the following:

- The number of towers permitted in each development block on Schedule YYY;
- The removal of a minimum parking space rate and application of the maximum parking space rate of 1.75 spaces/unit (resident + visitor) in accordance with Table 103 of the Zoning By-law;
- The reduction of the minimum visitor parking space rate from 0.2 spaces/unit to 0.1 spaces/unit in areas within 600 metres of rapid transit, in accordance with the provisions for Area X;
- The increase of bicycle parking requirements from 0.5 spaces/unit to 1 space/unit.

The proposed Zoning By-law Amendment is appropriate and is required to facilitate the proposed development. As most of the lands are currently zoned Development Reserve, the property would be required to be rezoned regardless of the development being proposed. The proposed zoning creates a site-specific zone that will apply across the entirety of the site, while individual maximum heights will be applied to each development block. The proposed development, as currently conceptualized on the Demonstration Plan, generally complies with the remainder of the Zoning By-law; however, as the draft Plan of Subdivision application progresses, additional site-specific amendments may be identified in addition to those already outlined above. The proposed maximum building heights for the subject property have been derived from the maximum permitted building heights identified on Schedule B of the Orleans Corridor Secondary Plan, therefore ensuring consistency with the policy direction for the subject property and surrounding area.

5.0
Subdivision Criteria

The Ontario *Planning Act* regulates land division processes in the province. Section 51(24) of the Act contains evaluation criteria for the consideration of subdivisions. These evaluation criteria were reviewed and discussed in detail in the December 2023 Planning Rationale. This discussion remains valid and applicable to the revised Plan of Subdivision application.

As discussed in the December 2023 Planning Rationale, the proposed development satisfies the criteria of Section 51(24) of the *Planning Act* for the review of Draft Plans of Subdivision.

6.0
Supporting Plans and Studies

The December 2023 Planning Rationale summarized the supporting plans and studies that were submitted with the Official Plan Amendment and Draft Plan of Subdivision application. These summaries continue to remain applicable; however, it is noted that the following plans and studies have been updated in response to the comments received from City Staff:

- Demonstration Plan, prepared by BDPQuadrangle, dated May 20, 2025;
- Overall Grade Control Plan (GP-1), prepared by Stantec, dated February 4, 2025;
- Overall Sanitary Sewer System (SAN-1), prepared by Stantec, dated February 4, 2025;
- Overall Storm Sewer System (STM-1), prepared by Stantec, dated February 4, 2025;
- Overall Watermain System (WTR-1), prepared by Stantec, dated February 4, 2025;
- Functional Servicing and Stormwater Management Report, prepared by Stantec, dated March 19, 2025;
- Draft Plan of Subdivision, prepared by Annis, O'Sullivan, Vollebekk Ltd.;
- Geotechnical Investigation, prepared by Paterson Group, dated October 9, 2024;
- TIA Report, prepared by Parsons, dated December 18, 2024;
- Road Design Plans, prepared by Parsons, dated December 18, 2024;
- Hydrogeological Study, prepared by Paterson Group, dated April 25, 2024;
- EIS, prepared by CIMA+ (Note – that this updated report will submitted under separate cover).

7.0
Public Consultation Strategy

In consultation with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting for the Official Plan Amendment and Zoning By-law Amendment applications. The following public engagement steps and activities have already been undertaken in prepared of this application submission, or will be undertaken in the following months after the application has been submitted.

- Pre-Application Consultation Meeting
  - A Pre-Application Consultation Meeting was held with City Staff and the applicant team in December 2023 for the Official Plan Amendment, Plan of Subdivision and Zoning By-law Amendment applications.
- Notification of the Ward Councillor
  - The Ward Councillor will be notified of the resubmission of the Official Plan Amendment and Plan of Subdivision applications, and the submission of the Zoning By-law Amendment application.
- Community “Heads Up” to local registered Community Associations
  - A ‘heads up’ notification to local registered community associations will be completed by the City of Ottawa during the application process.
- Community Information Session
  - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
- Planning and Housing Committee Meeting Advertisement and Report Mail-out to Public
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- Statutory Public Meeting for Official Plan Amendment and Zoning By-law Amendment applications – Planning and Housing Committee
  - The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee.

8.0 Conclusion

It is our professional opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications constitutes good planning and is in the public interest. As outlined in the preceding sections:

- The proposed development is **consistent with the Provincial Planning Statement (2024)** by providing residential and non-residential development that will increase housing choices and employment opportunities within close proximity to rapid transit. The proposed development will provide a mix of uses that contribute to a complete community.
- The proposed development **conforms to the Official Plan's vision for managing growth and intensification**. The proposed development represents residential intensification on an underutilized parcel of land in proximity to newly constructed rapid transit. The proposed development will contribute to the creation of a new 15-minute neighbourhood in proximity to rapid transit and other amenities in the area.
- The proposed development **conforms to the Official Plan's policies as they relate to mobility, housing, parks and recreation facilities, urban design, natural heritage, greenspace and the urban forest, and water resources**. The proposed development conserves an existing water course and surrounding naturalized area, provides land for parkland dedication, provides mobility connections to future rapid transit, and also adheres to urban design policies as it relates to building separation distances.
- The proposed development **generally conforms to the Suburban Transect, Minor Corridor, and Neighbourhood policies of the Official Plan, and the direction of the Council-approved Orléans Corridor Secondary Plan**. The proposed development seeks to amend the maximum permitted heights outlined in the Official Plan to match with the heights that are permitted in the Secondary Plan, as the Secondary Plan is not currently in full force and effect. This amendment ensures that the vision of the Orléans Corridor is captured through the proposed development.
- The proposed development **responds strongly to the Urban Design Guidelines for High-Rise Buildings and the Transit Oriented Development Guidelines**. Through future refinement of the proposed development, these guidelines will continue to be implemented.
- The proposed development requires a rezoning to support any type of the development on the subject property to align with the policy direction for the Secondary Plan and protect for open space and parkland. The development **generally complies with the applicable requirements of the Mixed Use Centre zone in the Comprehensive Zoning By-law 2008-250**, the requested exceptions are considered appropriate and not anticipated to create undue adverse impacts on the community or surrounding properties.
- The proposed development is **supported by technical studies, reports, and plans** submitted as part of the application package.

Sincerely,

Patricia Warren, MCIP RPP
Planner

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Associate - Planning