



## **8600 Jeanne d'Arc Boulevard**

Planning Rationale  
Official Plan Amendment, Zoning By-law Amendment + Draft Plan of Subdivision  
December 22, 2023



Prepared for Brigil Homes

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”) has been retained by Brigil Homes (“Brigil”) to prepare this Planning Rationale in support of applications for an Official Plan, a Zoning By-law Amendment and a Plan of Subdivision facilitating the proposed development of the property municipally known as 8600 Jeanne d’Arc Boulevard (the “subject property”) in the City of Ottawa.

## 1.1 Application Overview

Brigil intends to develop the subject lands 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 subject to development. A block for a future connection has also been proposed to provide an opportunity for a future road or pathway to integrate with the eastern property. It is envisioned that this access will facilitate a link to the Trim Road O-Train station.

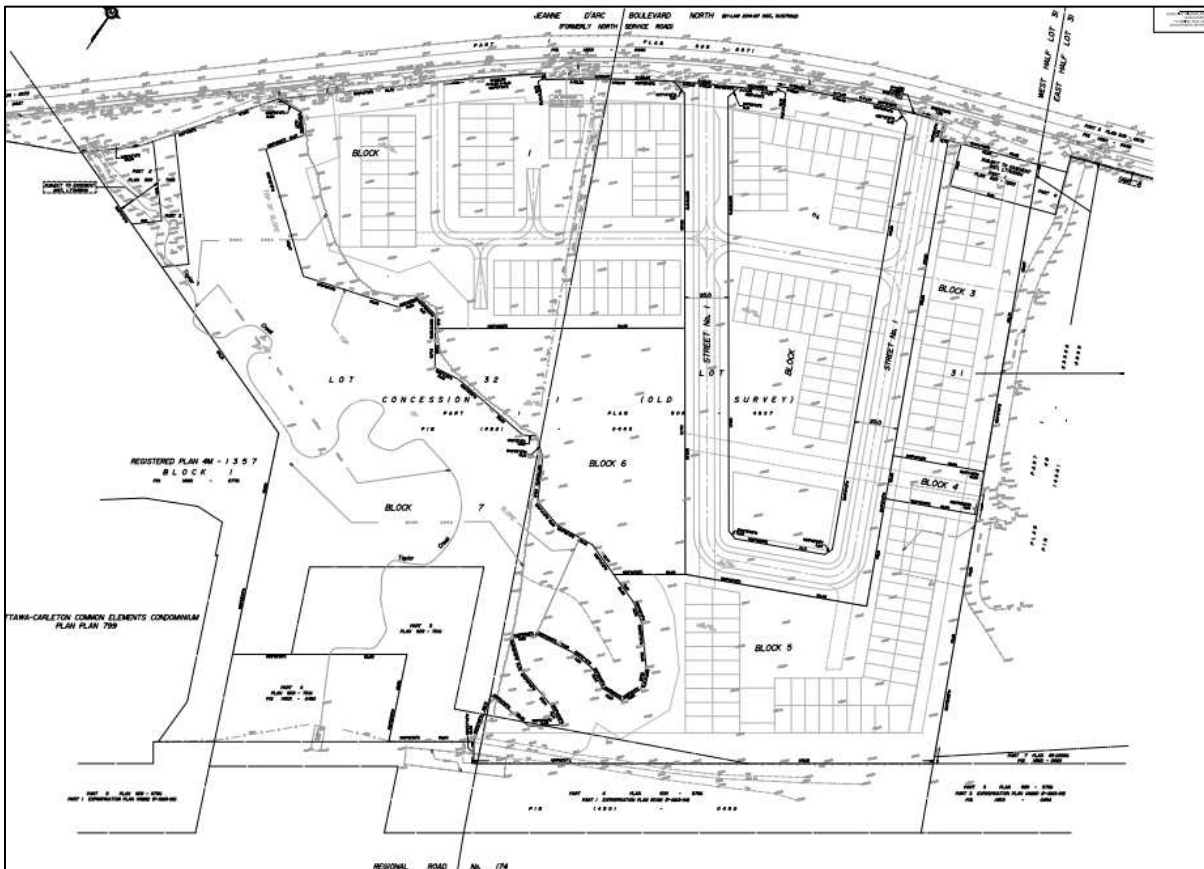


Figure 1 - Draft Plan of Subdivision

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 conceptual access to the neighbouring Collège La Cité – Campus Alphonse-Desjardins property. The proposed U-shaped public road will provide sidewalks on both sides of the road, ensuring pedestrian connectivity throughout the site.

To facilitate the proposed development on the subject property, Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment 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 which will permit the proposed dwellings and uses. More specifically, the following zones are proposed:

- / Mixed Use Centre, Urban Exception XXXX, Schedule YY (MC[XXXX] SYY) for Block 1, 2, 3, 4 & 5;
- / Parks and Open Space (O1) for Block 6 & 7;

An Official Plan Amendment application has 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 the directed in the Orléans Corridor Secondary Plan. The Orléans Corridor Secondary Plan was approved by City Council on February 23, 2023, and was subsequently appealed. The subject property is subject to the ongoing appeal, and it is Fotenn's understanding that the Secondary Plan is not currently in full force and effect. The intent of the Official Plan Amendment is to capture the site-specific height permissions and coverage requirements for the subject property, as the parent Official Plan does not provide this direction.

The Draft Plan of Subdivision application is requesting to subdivide the subject property with five (5) blocks set aside for mixed-use development, a municipal street, a public park, and the existing Taylor Creek ravine, as summarized in Table 1 and **Error! Reference source not found.**

Table 1. Overview of the Draft Plan of Subdivision

Block	Land Use	Area (m <sup>2</sup> )
<b>Development Blocks</b>		
Block 1	Mixed-Use	19,376
Block 2	Mixed-Use	13,588
Block 3	Mixed-Use	6,150
Block 5	Mixed-Use	15,835
<b>Mixed-Use Total Area: 54,949 m<sup>2</sup></b>		
<b>Right-of-Way Blocks</b>		
Street 1	20 Metre Wide Municipal ROW	9,968
<b>Future Connection Blocks</b>		
Block 4	Future 20 Metre Wide Municipal ROW or Multi-Use Pathway	851
<b>Municipal Park Blocks</b>		
Block 6	Municipal Parkland Dedication	8,601
<b>Hazard Land Blocks</b>		
Block 7	Undevelopable Area / Hazard Lands	30,162
<b>TOTAL DEVELOPABLE AREA: 74,369 m<sup>2</sup></b>		

## 2.0 Site Context and Surrounding Area

### 2.1 Subject Property

The subject property, municipally known as 8600 Jeanne d'Arc Boulevard North, is located on the south side of Jeanne d'Arc Boulevard North and is bound by Regional Road 174 to the south in Orléans East-Cumberland (Ward 1) (Figure 2). The subject property has frontage of approximately 366.1 metres along Jeanne d'Arc Boulevard North and 329.7 metres along Regional Road 174, and a total lot area of approximately 104,531 square metres (10.45 hectares).



Figure 2. Aerial Image of Subject Property

The subject property is currently vacant, with the exception of a gravel pad that is currently occupied by an accessory structure. The remainder of the property appears to be grassy, with the west portion of the site heavily treed where Taylor Creek is located.

Sidewalks are provided along the south side of Jeanne d'Arc Boulevard North, in front of the subject property, while a multi-use pathway is provided on the north side of the road. No sidewalks are located along Regional Road 174, and no access is proposed from this road to the new development. One depressed curb is located along the subject property's frontage on Jeanne d'Arc Boulevard North. Street lighting is located on the south side of Jeanne d'Arc Boulevard North, while hydro lines and poles are located on the north side of the road. Three fire hydrants are located within the City's right-of-way in front of the subject property.





Figure 3. Views of the subject property from the north, east, south and west

## 2.2 Surrounding Area

The surrounding uses vary and can be described as follows:

**North:** Immediately north of the subject property, on the north side of Jeanne d’Arc Boulevard is a multi-use pathway that extends from Hiawatha Park Road in the west to Tweddle Road in the east. North of this pathway is an environmentally protected area and the Ottawa River. Petrie Island, including Petrie Island Beach, is also located within the Ottawa River north of the subject property and accessible via Tweddle Road.

**East:** Immediately east of the subject property is Collège La Cité – Campus Alphonse-Desjardins, a post-secondary institution. Further east of the subject property is the Trim Road Public Works Yard on the north side of Regional Road 174 and OC Transpo – Trim Park and Ride on the south side of Regional Road 174, both of which are city-owned. The future Trim O-Train Station will also be located east of the site.

**South:** Immediately south of the subject property, on the south side of Regional Road 174 is the Taylor Creek Business Park which consists of a variety of commercial, retail, and recreational facilities, among other uses. Further south of the subject property, on the south side of St. Joseph Boulevard is a residential neighbourhood consisting primarily of single-detached dwellings, as well as municipal parks and schools.

**West:** Immediately west of the subject property is a portion of open space that abuts Taylor Creek, as well as Sandpiper Cove Subdivision, which consists of townhouse dwellings serviced with municipal services. Further west are residential subdivisions, including Brigil’s Petrie II consisting primarily of low-rise apartments, and Mattamy’s Orleans – Summerside West subdivision consisting primarily of townhouse dwellings.





Figure 4. Birdseye views of the area surrounding the subject property

### 2.3 Road Network

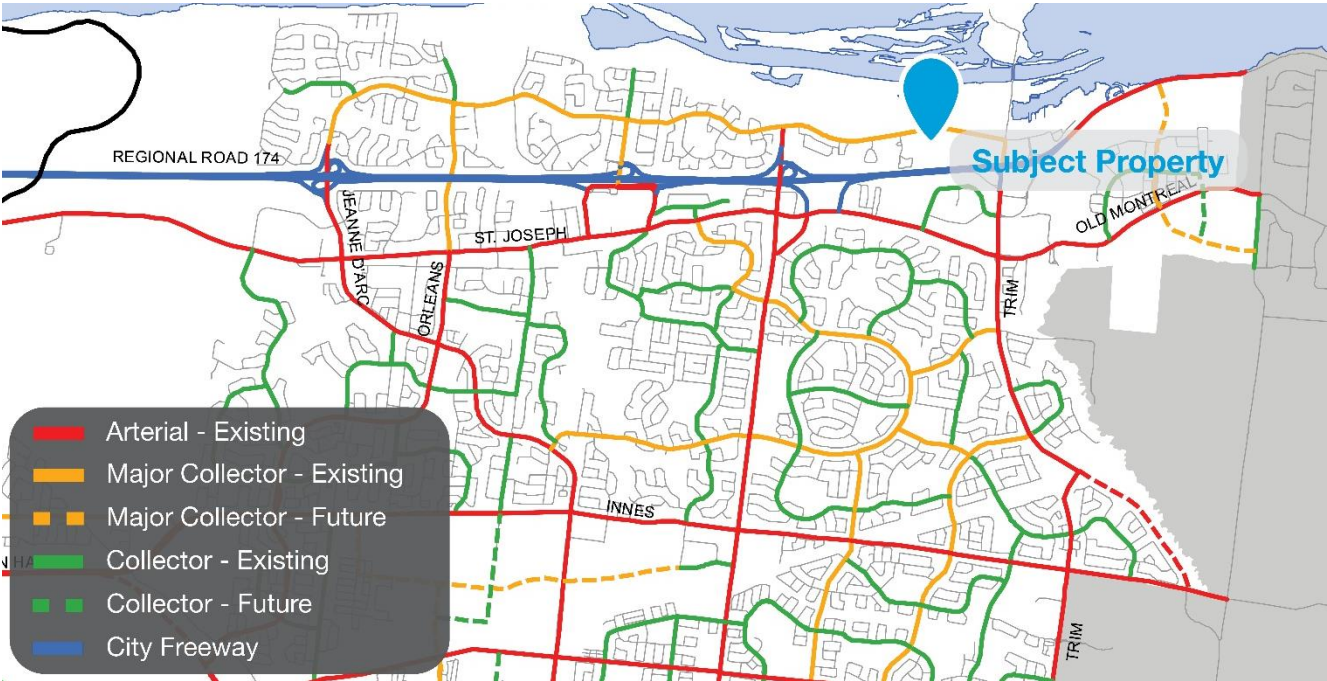


Figure 5. Schedule C4 - Urban Road Network, City of Ottawa Official Plan



The subject property abuts Jeanne d’Arc Boulevard North, which has been identified as a major collector road, as well as Regional Road 174, which has been identified as a city freeway in Schedule C4 – Urban Road Network, of the City of Ottawa’s Official Plan (Figure 5). Jeanne d’Arc Boulevard North is a two-way road, with two lanes of east-west travel. The City defines major collector roads as a connection between arterial and collector roads. They are social places that bring local users together to interact during their daily travels. A diversity of land uses front onto major collectors and collectors such as parks, schools, commercial and a wide range of residential types. City freeways or highways are limited access highways with high-speed traffic that serves the need for intra-city travel, similar to the provincial limited access highways.

## 2.4 Transportation Network

The subject property is served by public transit options, including a local bus route and the future O-Train. The subject property is located within a Protected Major Transit Station Area as identified in Schedule C1 – Protected Major Transit Station Areas (PMTSA) and is bound by the future O-Train line to the south within the Regional Road 174 right of way, as identified in Schedule C2 – Transit Network Ultimate (Figure 6 & Figure 7). The majority of the subject property is located within a 600 metre radius of the future Trim O-Train station, and approximately a 650 metre walking distance from the middle of the subject property to the Trim O-Train station along a potential future pedestrian pathway.

The closest bus stop is located at the northeast corner of the site along Jeanne d’Arc Boulevard North in front of the Collège La Cité property. Both bus stops on the north and south sides of the road service OC Transpo local bus route #38, which provides connectivity between Blair O-Train station and Trim Bus Rapid Transit station.



Figure 6. Schedule C1 - Protected Major Transit Station Areas (PMTSA), City of Ottawa Official Plan

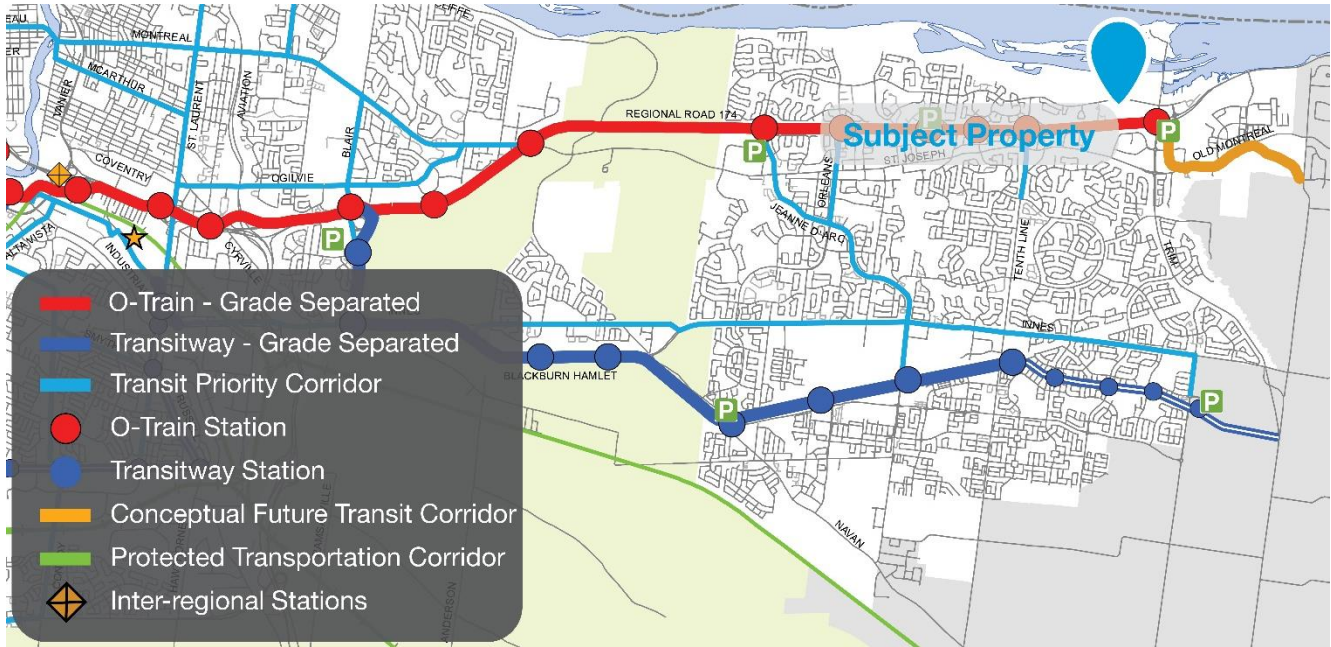


Figure 7. Schedule C2 - Transit Network-Ultimate, City of Ottawa Official Plan

### 2.5 Active Transportation Network

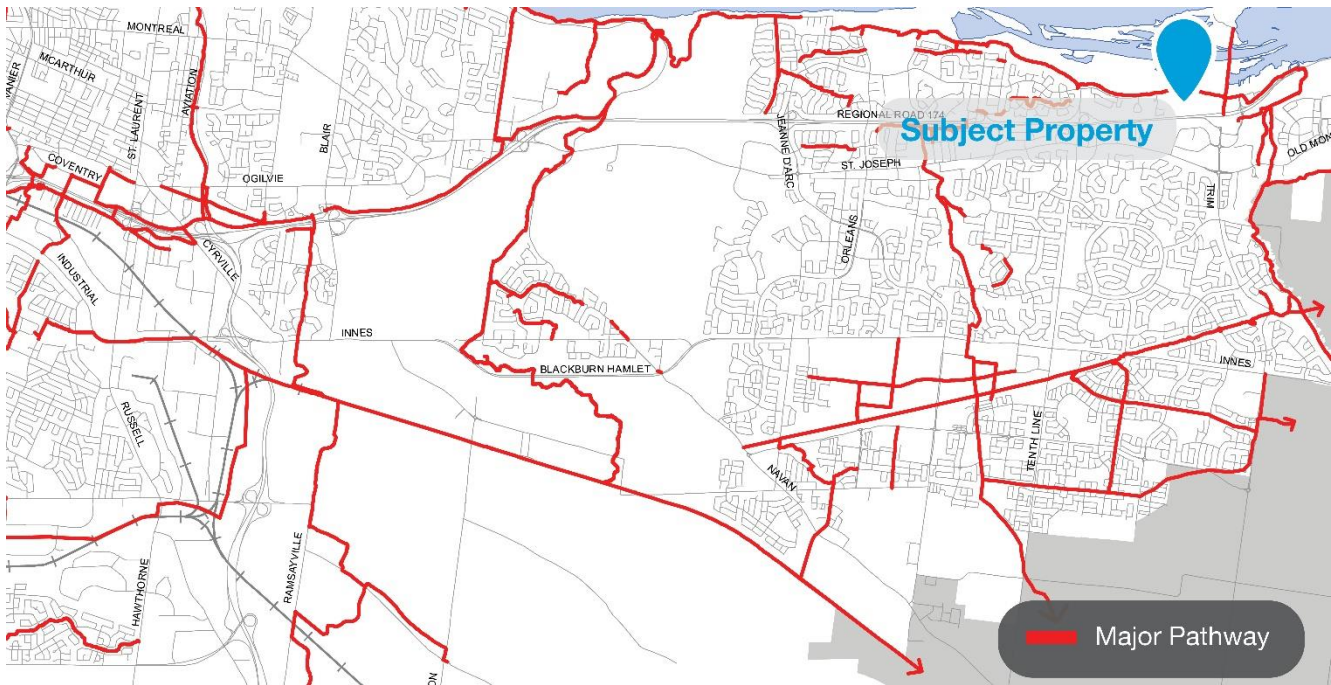


Figure 8. Schedule C3 - Active Transportation Network-Urban Major Pathways, City of Ottawa Official Plan

The subject property is served by a public pathway located on the north side of Jeanne d'Arc Boulevard North, as identified in Schedule C3 – Active Transportation Network Urban Major Pathways, of the City of Ottawa’s Official Plan (Figure 8). The City’s GeoOttawa mapping and Transportation Master Plan (2023) identify this major pathway as a National



Capital Commission (NCC) Pathway that connects to the greater NCC Capital Pathway network and to the Crosstown Bikeway Network.

## 2.6 Neighbourhood Amenities

The subject property enjoys proximity to the Taylor Creek Business Park, which includes a variety of neighbourhood amenities which include locally-oriented commercial uses such as craft breweries and restaurants, places of worship, daycares, recreational uses such as gymnastics centres, and automobile-oriented uses such as car dealerships and parts stores, among other uses. Further south of the subject property along Trim Road is the Crown Pointe Centre, which contains additional uses such as grocery stores, restaurants and other commercial and service uses. North of the subject property is Petrie Island, which contains Petrie Island Beach, a municipally owned beach with access from Tweddle Road or the Ottawa River.

## 3.0 Proposed Development

### 3.1 Development Summary

The proposed development land comprises approximately 10.43 hectares of land and is anticipated to be subdivided into seven (7) blocks and one (1) street that will make up the public right-of-way (ROW), providing the north-south connectivity through the site. Four (4) blocks are proposed to contain residential development with some buildings containing non-residential podiums, one (1) block will represent the hazard lands that are undevelopable, one (1) block is proposed for municipal parkland dedication, and one (1) block is proposed for a future connection to the abutting site to the west and will either be a full municipal ROW or a multi-use pathway.

In total, approximately 3,178 residential units are anticipated at full build-out of the subject property, for a gross density of approximately 305 units per hectare and a net density of approximately 429 units per net hectare.

Block	Use*	Unit Total	Gross Floor Area Total
<b>Block 1</b> "A" buildings	Residential Low-Rise Residential / Mixed-Use Mid-Rise	392	39,150 m <sup>2</sup>
<b>Block 2</b> "B" buildings	Residential / Mixed-Use Mid-Rise Residential / Mixed-Use High-Rise	1,029	82,795 m <sup>2</sup>
<b>Block 3</b> "C" buildings	Residential / Mixed-Use Mid-Rise Residential / Mixed-Use High-Rise	518	41,036 m <sup>2</sup>
<b>Block 5</b> "D" buildings	Residential / Mixed-Use High-Rise	1,238	96,654 m <sup>2</sup>
<b>Total</b>		3,177 units	259,635 m <sup>2</sup>

\*the proposed uses are subject to change, and through the refinement of the Draft Plan of Subdivision, the location of non-residential uses will be confirmed.

The Draft Plan of Subdivision (Figure 1) created the blocks to align with the Demonstration Plan prepared by BDP Quadrangle (Figure 9). The demonstration plan illustrates how the subject property could be developed in conformity with the vision, guidelines, and design principles of the Official Plan and the Orléans Corridor Secondary Plan.

### 3.2 Proposed Uses and Built Form

The following uses and built forms are proposed throughout the subdivision:

Table 2. Proposed Uses and Built Forms

Block #	Proposed Use*	Built Form	Maximum Height
<b>Block 1</b> "A" buildings	Residential and Commercial Mixed-Use	Low-rise apartment & Mid-rise apartment	6 storeys
<b>Block 2</b> "B" buildings	Residential and Commercial Mixed-Use	Mid-rise apartment and High-rise tower on podium	34 storeys
<b>Block 3</b> "C" buildings	Residential and Commercial Mixed-Use	Mid-rise apartment and High-rise tower on podium	28 storeys
<b>Block 4</b>	Future Street or Pathway Connection	n/a	n/a



Block #	Proposed Use*	Built Form	Maximum Height
<b>Block 5</b> "D" buildings	Residential and Commercial Mixed-Use	High-rise tower on podiums	28 storeys
<b>Block 6</b>	Parkland Dedication	n/a	n/a
<b>Block 7</b>	Hazard Lands / Taylor Creek Ravine and associated setbacks	n/a	n/a

\*the proposed uses and maximum heights are subject to change, and through the refinement of the Draft Plan of Subdivision, the location of non-residential uses and the maximum building heights will be confirmed.



Figure 9. Demonstration Plan for the proposed subdivision

### 3.3 Roads, Pathways, and Connectivity

As outlined on the Demonstration Plan, the proposed subdivision will convey one new public street to the City, which will be designed to the City’s standard 20 metre right-of-way design. The public street will provide two (2) points of

access/egress from Jeanne d'Arc Boulevard North and will provide north-south connectivity throughout the site. The remainder of the internal street network will consist of private roads, to be maintained by the property owner. One of the private streets, located within Block 1, will provide an additional point of access/egress from Jeanne d'Arc Boulevard North. The private street network will provide several mid-block connections across the site, ensuring that street blocks are short and support walkability.

The proposed subdivision has also been designed to include a future connection to the Collège La Cité property to the east, intended to facilitate a new connection to the new Trim O-Train station. The future connection is currently designed with a 20 metre width to maintain flexibility - whether that be a public street or a multi-use pathway. It is anticipated that through the Draft Plan of Subdivision process the type of connection will be determined and the block will be sized and dedicated appropriately on the final registered Plan of Subdivision.

### 3.4 Site Servicing

The site will be on full urban services, as outlined in Stantec's Functional Servicing Report and summarized in Section 8 of this Planning Rationale. The details of the new servicing infrastructure will be determined and reviewed as part of the detailed design stage of the subdivision.

### 3.5 Transit Connectivity

The proposed subdivision block layout and future connection has been designed to ensure logical and convenient access to the new Trim O-Train station and existing bus routes along Jeanne d'Arc Boulevard North. The block layout has also located the highest density and tallest buildings closest to the future connection to ensure density is located closest to Trim O-Train station.

### 3.6 Parks and Open Space

The subdivision will dedicate parkland to the City in alignment with the Parkland Dedication By-law. This land will be used for a future municipal park, which will serve residents of the proposed subdivision and residents in the surrounding area. In addition to the parkland dedication, several privately-owned public spaces (POPS) are proposed throughout the site. The POPS have been distributed in different development blocks of the subdivision, ensuring that each block has greenspace in addition to the public park.

The subject property also contains portions of Taylor Creek and its associated ravine lands. These lands account for approximately 3 hectares of the total site area for the subject property and are proposed to be left as-is and dedicated to the City, with no development proposed on these lands. Although this land is not public parkland, it is still open space that provides additional greenery and tree canopy within the urban area, and provides a buffer between the proposed high-rise buildings in the southeast corner of the property and the existing low-rise residential on the east side of the creek and ravine.

### 3.7 Phasing

The build out of the subdivision will be done in phases. Each development block will be subject to a Site Plan Control application to receive approval to proceed with construction. The phasing of the development is still to be determined, and through the subdivision process and detailed engineering design the phasing will be confirmed.



## 4.0 Policy & Regulatory Review

### 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The PPS supports the goal of enhancing the quality of life for residents of Ontario, including the protection of health and safety, the quality of the natural and built environment, and resources of provincial interest. The PPS also recognizes that the “long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages...”. The policies of the PPS support building strong healthy communities, wise use and management of resources, and protecting public health and safety. The following PPS policies are applicable to the proposed development:

- / Policy 1.1.1 – Healthy, liveable and safe communities are sustained by:
  - a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
  - c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
  - d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
  - e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
  - f) Improving accessibility for person with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
  - g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
  - h) Promoting development and land use patterns that conserve biodiversity; and
  - i) Preparing for the regional and local impacts of a changing climate.
- / Policy 1.1.3.2 – Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - a) Efficiently use land and resources;
  - b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - d) Prepare for the impacts of a changing climate;
  - e) Support active transportation;
  - f) Are transit-supportive, where transit is planned, exists or may be developed; and

- g) Are freight supportive.

Land Use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- / Policy 1.1.3.3 – Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- / Policy 1.3.1 – Planning authorities shall promote economic development and competitiveness by:
  - d) Encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4.
- / Policy 1.4.3 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
  - b) Permitted and facilitating:
    1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    2. All types of residential intensification, including addition residential units, and redevelopment in accordance with policy 1.1.3.3;
  - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
  - e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
  - f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.
- / Policy 1.5.1 – Healthy, active communities should be promoted by:
  - a) Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
  - b) Planning and providing for a full range and equitable distribution 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;
  - d) Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.
- / Policy 1.7.1 – Long-term economic prosperity should be supported by:
  - a) Promoting opportunities for economic development and community investment-readiness;
  - b) Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;

- c) Optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;
  - d) Maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
  - e) Encouraging a sense of place, by promoting well-design built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
  - g) Providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;
- / Policy 2.1.1 – Natural features and areas shall be protected for the long term.
  - / Policy 2.1.2 – 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 2.6.2 – Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.
  - / Policy 3.1.1 – Development shall generally be directed, in accordance with guidance development by the Province, to areas outside of:
    - b) Hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards;

**The proposed development is consistent with the policies of the Provincial Policy Statement. As a site located in proximity to a planned Light Rail Transit station and existing commercial and residential uses, the proposed mixed-use development advances the provincial goals of healthy, liveable, and safe communities that improve the range and mix of housing types and support transit use. The proposed development will include residential units and space allocated for non-residential uses such as retail and office. The proposed development will also include a new municipal park and will protect the natural features that exist on the site. As a site located within the urban boundary, the proposed development supports efficient land development and does not prevent the efficient expansion of settlement areas.**

## 4.2 City of Ottawa Official Plan (2022)

The City of Ottawa has adopted a new Official Plan to guide the growth of the City within a 25-year planning horizon. The new Official Plan was approved with changes by the Ministry of Municipal Affairs and Housing (MMAH) on November 4<sup>th</sup>, 2022, and is therefore in full force and effect.

The Official Plan proposed five (5) broad policy directions that are the foundation to becoming the most liveable mid-sized city in North America over the next century. These directions, referred to as “big moves” include the following:

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

### 4.2.1 Growth Management, Supporting Intensification

The Official Plan’s growth management framework is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable



transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions. Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification. It is anticipated that growth within the built-up portion of the urban area will represent 50% of urban growth through 2046.

The applicable policies of Section 3.2 for the proposed development are outlined as follows:

- / Policy 2 – Intensification may occur in a variety of built forms and height categories, from low-rise to high-rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternative direction, maximum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.
- / Policy 3 – The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.
- / Policy 4 – Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.
- / Policy 8 – Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:
  - a) Small household dwellings are units with up to two bedrooms and are typically within apartment built forms; and
  - b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.
- / Table 3a identifies a minimum area-wide density requirement of 160 people and jobs per gross hectare for the Trim PMTSA, and a minimum residential density requirement of 250 dwellings per net hectare within the Trim PMTSA. Table 3a does not identify a requirement for large household dwellings within the PMTSA.

**The proposed development is consistent with the policies of the Official Plan as they relate to growth management and intensification, as outlined above. 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 public transit. The proposed development exceeds the minimum density requirements, while also providing an opportunity for large-household dwellings to be provided (although this will be determined through a future Site Plan Control application).**

#### 4.2.2 Suburban Transect

The subject property is located within the Suburban Transect on Schedule A – Transect Policy Areas (Figure 10). The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. These neighbourhoods were originally planned by the former Regional Municipality of Ottawa Carleton as satellite cities that were to feature a complete range of residential, commercial and employment opportunities anchored by a Town Centre that was linked by rapid transit to the Downtown Core.

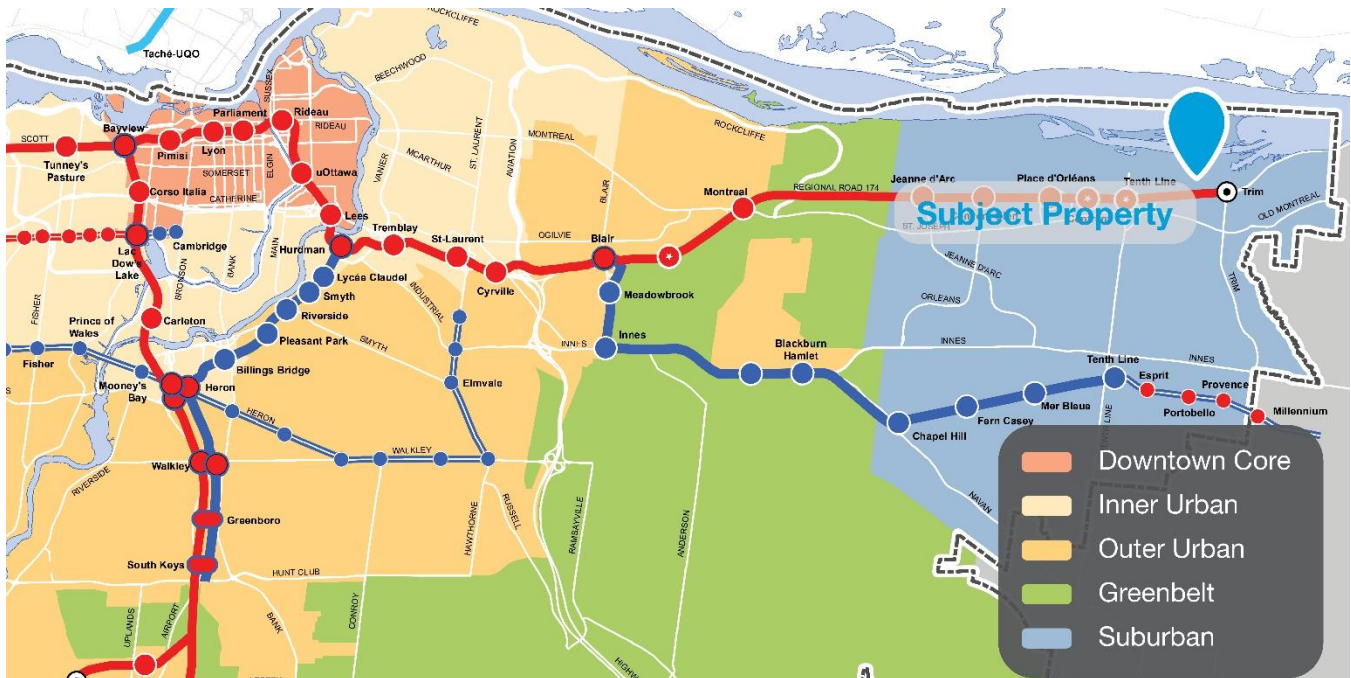


Figure 10. Schedule A - Transect Policy Areas, City of Ottawa Official Plan

The applicable policies of Section 5.4 for the proposed development are outlined as follows:

- / Policy 1 of Section 5.4.1 – The Suburban Transect’s established pattern of built form and site design, in the existing built-up areas, is suburban, as described in Table 6, reflective of the conventional model described in Table 8.

**The proposed development will represent a built form that is a mix of urban and suburban characteristics, due to the property’s location in proximity to rapid transit.**

- / Policy 2 of Section 5.4.1 – The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:
  - a) Low-rise within Neighbourhoods;
  - b) Low-rise along Minor Corridors, however the following policy direction applies:
    - i. Mid-rise buildings between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan;
    - ii. Mid-rise buildings above 7 storeys may be permitted through an area-specific policy or secondary plan; and
    - iii. High-rise may be permitted through a secondary plan.

**The proposed development will contain a mix of heights, ranging from low-rise to high-rise, consistent with the direction of the Orléans Corridor Secondary Plan. Although the Secondary Plan is not currently in full force in effect due to appeals, an Official Plan Amendment is proposed to increase the maximum permitted height in the Official Plan from low-rise to up to high-rise, as per the Secondary Plan.**

- / Policy 3 of Section 5.4.1 – In the Suburban Transect, this Plan shall support:
  - a) A range of dwelling unit sizes in:
    - i. Multi-unit dwellings in Hubs and on Corridors; and

- ii. Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes; and
- b) In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.

**The proposed development will support a mix of unit types, with a potential for low-rise ground-oriented units to apartment dwelling units in mid-rise and high-rise buildings. Through future Site Plan Control applications, the unit breakdown of each subdivision block will be determined.**

- / Policy 1 of Section 5.4.2 – In the Suburban Transect, the City shall take opportunities to support the rapid transit system and begin to introduce urban environments through the overlay policies of this Plan by:
  - a) Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations; and
  - b) Supporting or pursuing the creation of pedestrian shortcuts that minimize walking distances to street transit stops or rapid transit stations, as a way to introduce a finer grid of active mobility options to set the stage for longer-term intensification.

**The proposed development represents a high-density mixed-use development in proximity to rapid transit. The proposed development will create a new community that includes a range of uses and dwelling types that encourages access to the nearby rapid transit through pedestrian connections.**

- / Policy 1 of Section 5.4.5 – Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adhered to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:
  - a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
  - b) Generally provides for up to 3 storeys height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and
  - c) Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.

**As outlined above, the proposed development will seed the conditions to support a wide variety of housing types within each subdivision block. The proposed development will include buildings with a range of heights from low-rise to high-rise, consistent with the height direction of the Orléans Corridor Secondary Plan. Future development is intended to frame the proposed new public street and Jeanne d’Arc Boulevard, creating an active public realm and street frontage. The proposed development as currently demonstrated represents a density of approximately 304 dwelling units per gross hectare.**

#### **4.2.3 Land Use Designation**

The subject property is split-designated “Minor Corridor” and “Neighbourhood” with the “Evolving Overlay”, as shown on Schedule B8 – Suburban Transect (East) (Figure 11).



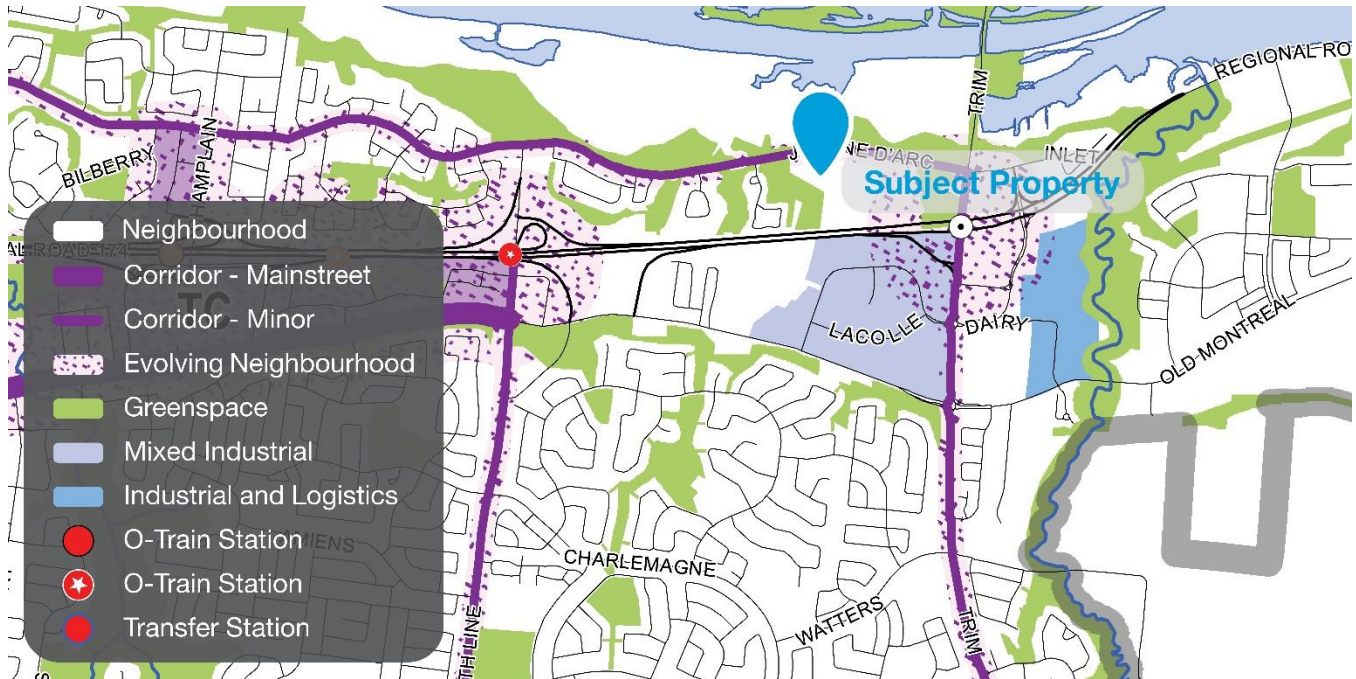


Figure 11. Schedule B8 - Suburban (East) Transect, City of Ottawa Official Plan

### Corridor Designation

The Corridor designation applies to bands of land along specified streets whose planned function combines higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors and Minor Corridors.

The applicable policies of Section 6.2 for the proposed development are outlined as follows:

- / Policy 1 of Section 6.2.1 – The Corridor designation applies to any lot abutting the Corridor, subject to:
  - a) Generally, a maximum depth of:
    - ii. In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;
    - iii. Where part of a lot lies beyond the maximum depths specified in Policy ii), that part of the lot is excluded from the Corridor designation.

**The subject property extends for a depth greater than 120 metres, and therefore it is understood that the Minor Corridor designation would only apply to the portion of the site within 120 metres of the centreline of Jeanne d'Arc Boulevard and the remainder of the site would be subject to the Neighbourhood designation.**

- / Policy 2 of Section 6.2.1 – Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:
  - a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
  - b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;

- c) For site of greater than one hectare in area or 100 metres in depth:
  - i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
  - ii. Where development is proposed to occur in phases, may be required to building phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and
- d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

**The proposed development has located five buildings along Jeanne d’Arc Boulevard, with two of the buildings have front entrances off of this road. Three access/egress opportunities are provided along Jeanne d’Arc Boulevard as well, providing an opportunity for an interesting rhythm along the street wall. Due to the subject property’s proximity to rapid transit, the density on the site has been located further away from Jeanne d’Arc Boulevard in order to ensure density is located closest to rapid transit.**

- / Policy 3 of Section 6.2.1 – Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:
  - a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
  - b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
  - c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

**The proposed development will contain a mix of residential and non-residential uses that are intended to create a new mixed-used community that ranges in heights from low-rise to high-rise. Along the Jeanne d’Arc Boulevard corridor, uses will generally be residential, with non-residential uses located along the proposed public road that provides circulation throughout the site. It is the intent that many of the proposed buildings will have at-grade retail or other uses that contribute to a 15-neighbourhood.**

- / Policy 2 of Section 6.2.2 – In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:
  - a) Include residential-only and commercial-only buildings;
  - b) Include buildings with an internal mix of uses, but which remain predominantly residential;
  - c) Include limited commercial uses which are meant to mainly serve local markets; or
  - d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.

**As outlined above, the proposed development will consist of a mix of residential and non-residential uses. The proposed development will primarily consist of residential use buildings with non-residential uses mixed into these buildings, located primarily at the ground level. Through future Site Plan Control applications for each block, the details of the non-residential uses will be determined, however it is the intent of the development to provide a mix of non-residential uses that support residential uses and support the development of a 15-minute neighbourhood.**

### *Neighbourhood Designation*

Neighbourhoods are identified as contiguous urban areas that constitute the heart of communities. It is the intent of the Official Plan that Neighbourhoods, along with Hubs and Corridors, permit a mix of building forms and densities.

Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development; and it is the intent of the Official Plan to seed the conditions for future 15-minute neighbourhoods in areas that currently are not.

The applicable policies of Section 6.3 for the proposed development are outlined as follows:

- / Policy 2 of Section 6.3.1 – Permitted building heights in Neighbourhoods shall be Low-rise, except:
  - a) Where existing zoning or secondary plans allow for greater building heights; or
  - b) In areas already characterized by taller buildings.

**The proposed development will consist of heights that range from low-rise to high-rise, with the mid-rise and high-rise heights proposed in the area of site designated as Neighbourhood. The proposed heights have been arranged in this way to be consistent with the height direction within the Orléans Corridor Secondary Plan. Despite the Secondary Plan being appealed, an Official Plan Amendment is being submitted to carry over the height permissions within the Secondary Plan into an area-specific policy for the subject property. The intent of locating taller heights within the southern portion of the property is due to the southern portion of the property's proximity to the future Trim O-Train station and a future multi-use pathway that will provide connectivity to rapid transit. The southern portion of the site also abuts Highway 174, which is identified as a City Freeway and accommodates fast moving vehicles with limited access located from this highway, and no access located along the site's frontage. Additionally, the south side of the highway is characterized by industrial and logistics uses and the taller heights are not anticipated to create undue adverse impacts to this area.**

- / Policy 3 of Section 6.3.1 – Development in the Neighbourhood designation which seeks additional height beyond 4 storeys:
  - a) May be evaluated through a Zoning By-law Amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 2) but where the zoning does not provide corresponding permissions; and
  - b) In all other cases, require an area-specific policy through an amendment to this Plan.

**The Orléans Corridor Secondary Plan, which was approved by Council in January 2023, assigns maximum permitted heights beyond four (4) storeys, however this Secondary Plan is under appeal and is not in full force and effect. As such, an Official Plan Amendment has been submitted to address the heights being proposed, in accordance with Policy 3 of section 6.3.1.**

- / Policy 4 of Section 6.3.1 – The Zoning By-law and approvals under the *Planning Act* shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
  - a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
  - b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2 1);
  - c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms;
  - d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
    - i. Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;



- ii. Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
  - iii. Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
  - iv. May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
  - v. May restrict or prohibit motor vehicle parking in association with such uses; and
  - vi. Limits such uses to prevent undue diversion of housing stock to non-residential uses.
- e) Limited large-scale non-residential uses and include office-based employment, greenspace, large-scale institutions and facilities and other smaller institutional functions; and
- f) Parks, open spaces and linkage areas meant to serve as public space.

**The proposed development will primarily consist of residential uses, with non-residential uses located at the ground level of some buildings. The residential uses will be located in buildings that range in height from low-rise (four storeys) to high-rise (30 to 40 storeys). The highest density of residential use buildings will be located within the southern portion of the property, located closest to the future Trim O-Train station, while lower density residential use buildings will be located within the northwest corner of the property, located furthest from rapid transit and closest to similar residential densities on adjacent properties. The intent of the non-residential uses at ground level is to provide a mix of uses that contribute to creating 15-minute neighbourhoods and that support the residential uses being proposed on the site. The proposed development also includes a new public park, which will be located abutting the existing greenspace surrounding Taylor Creek. The public park will be approximately 11.5% of the developable area of the subject property, with a size of 8,601 square metres (0.8 hectares). A block has reserved for a future pathway or road connection to the abutting property to the east, which is intended to accommodate a connection to the future Trim O-Train station.**

- / Policy 5 of Section 6.3.1 – The Zoning By-law will distribute permitted densities in the Neighbourhood by:
- a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
  - b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
  - c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

**The proposed development has arranged densities and heights so the tallest heights and highest densities are located closest to rapid transit in the southeastern portion of the site. The heights and densities transition across the site from the east to west, with the shortest heights and lowest densities located in the northwest corner of the site. Mid-rise heights of six (6) and nine (9) storeys are proposed along Jeanne d’Arc Boulevard North, which is consistent with the policy direction for Minor Corridors. The new public street that is proposed through the site will be U-shaped, and will result in a transition of building heights from the lowest buildings at Jeanne d’Arc Boulevard North and tallest buildings at the bottom portion of the U-shaped road. Many of the buildings fronting this new public street are conceptualized to have six (6) storey podiums which will ensure continuity along the street in terms of building heights and pedestrian realm.**

- / Policy 2 of Section 6.3.3 – The City shall allow, through the Zoning By-law, small-scale non-residential uses such as retail, service, cultural, leisure and/or entertainment functions: on all Collector streets; in clusters of areas that currently have these functions and uses present; and by identifying new streets that could foster small scale non-residential growth. Where the Zoning By-law allows for these uses, the Zoning By-law will also permit the fluid switch between residential and non-residential small scale uses, to support flexible market needs and resiliency of buildings.

**The proposed development intends to provide non-residential uses at grade in many of the buildings to ensure that the development contributes to creating a 15-minute neighbourhood. The details of the non-residential uses will be refined through future Site Plan Control applications for each development block, however the proposed zoning for the subject property will ensure a variety of uses are permitted. Non-residential uses at-grade are likely to be concentrated along the new public street, as this is the main street through the development where most activity is likely to occur. Locating non-residential uses along the new public street will also contribute to the animation of the number of potential privately owned public spaces (POPS) and the proposed municipal park.**

- / Policy 3 of Section 6.3.3 – Where a small-scale non-residential use is currently not permitted as-of-right in the Zoning By-law and is proposed, the City will consider permitting these uses, provided the development meets all of the following:
  - a) They are small scale and serve the surrounding lands;
  - b) They are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
  - c) They help to facilitate interaction among residents and contribute to healthy 15-minute neighbourhoods; and
  - d) They are of a size and scale that shall not result in the attraction of large volumes of vehicular traffic from outside the immediate area.

**To permit the proposed development, a Zoning By-law Amendment is required. As part of the Zoning By-law Amendment, a range of residential and non-residential uses are proposed, consistent with the zoning of other mixed-use developments in the City. The proposed non-residential uses are small scale and are intended to serve the proposed development and surrounding lands, and it is the intent that most non-residential uses will be located at-grade along the proposed new public street to animate the street and open spaces throughout the site.**

#### 4.2.4 Evolving Overlay

The City has established overlays which provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that is otherwise not included in the designation section of the Official Plan.

The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

The applicable policies of Section 5.6.1.1 for the proposed development are outlined as follows:

- / Policy 2 – Where an Evolving Overlay is applied:
  - a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and

- b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.
- / Policy 3 – In the Evolving Overlay, the City:
- a) Will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 4 of this Plan;
  - b) May support amendments to the Zoning By-law for intensification that proposes non-residential uses, provided the proposal demonstrates that the development achieves the objective(s) of the applicable overlay with regards to built form and site design and the applicable designation with regards to function and height permissions.
- / Policy 6 – Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.

**The City of Ottawa Zoning By-law is currently being updated to reflect the policy direction of the Evolving Overlay. The proposed development contributes to the intensification of an identified Corridor and the creation of a new 15-minute neighbourhood characterized by more urban attributes than suburban. The planned characteristics of the overlay area, as outlined in the Orléans Corridor Secondary Plan, have been considered, and the proposed development is consistent with the vision of the Secondary Plan. The proposed development generally achieves the objectives and policy direction of the Suburban Transect and Growth Management sections of the Official Plan.**

#### 4.2.5 Protected Major Transit Station Area (PMTSA)

The subject property is within the Trim Protected Major Transit Station Area (PMTSA), as identified on Schedule C1 – PMTSA, of the Official Plan. The PMTSA policies of the Official Plan are embedded into the Hub designation policies. Despite the subject property not being designated as a Hub, the PMTSA policies still apply to the subject property.

The applicable policies of Section 6.1.2 for the proposed development are outlined as follows:

- / Policy 1 – 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 – 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 – 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 – The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:
  - a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent; and
  - b) Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 per cent

**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 429 units per net hectare. Despite achieving the proposed density target, the proposed development does not meet the required 70 percent lot coverage as required in Policy 4b) above. The proposed development achieves a lot coverage of 25 percent when removing the proposed public street and proposed park block; however, it should be noted that the subject property contains approximately 3 hectares of open space on the west side of the property that is undevelopable surrounding the Taylor Creek ravine. The proposed development is considered to meet the intent of the PMTSA policies by providing both residential and employment opportunities in proximity to rapid transit.

#### 4.2.6 Greenspace

The Greenspace designation identifies a network of public parks, other spaces within the public realm and natural lands that collectively provide essential ecosystem services to Ottawa's residents, support biodiversity, climate resilience, recreation, and healthy living. The intent of the City's Greenspace policies is to protect the above noted greenspaces and their various functions.

A portion of the subject property has been designated as Greenspace on Schedule B8 of the Official Plan, with a sub-designation of Open Space as identified on Schedule C12 of the Official Plan.

The applicable policies of Section 7 for the proposed development are outlined as follows:

- / Policy 7 of Section 7.1 – Open Spaces provide many of the benefits associated with other Greenspaces but are not intended primarily for recreation or natural heritage protection purposes and are not suitable for dedication as Parks. The City shall:
  - a) Seek to secure public access to, and enjoyment of, Open Space lands in a manner that supports this [Official] Plan's goals for 15-minute neighbourhoods, through partnerships with other public landowners or through development;
  - b) Identify the intended primary function(s) of Open Spaces as green transportation and utility corridors, stormwater management facilities, capital greenspaces, or passive open spaces, through the Urban Forest and Greenspace Master Plan, secondary plans or community design plans and the Zoning By-law as appropriate.

**The proposed development does not propose public access to the existing open space on the site; however, a new public park is proposed to be located abutting the open space to provide additional buffer from the open space to the new buildings being proposed.**

#### 4.2.7 Mobility

Land use and transportation are fundamentally connected. Through the Official Plan and the Transportation Master Plan (TMP) and associated Plans, the City shall manage and improve the transportation network to support healthy, complete neighbourhoods and expand the extent of the city where it is possible to live a car-light and car-free lifestyle.

The applicable policies of Section 4.1 for the proposed development are outlined as follows:

- / 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.

**The proposed development will provide a new public street with two vehicular and pedestrian connections to Jeanne d'Arc Boulevard North, connecting directly to the existing sidewalk and a paved shoulder for cycling. The north side of Jeanne d'Arc Boulevard North also has a multi-use pathway that future residents of the site will be able to access from the new public street. In addition to the new public street, private streets will serve the proposed development, with on private street providing access to Jeanne d'Arc Boulevard North. The**

**proposed development has also dedicated a block on the draft plan of subdivision for a future connection to the abutting property to the west. The intent is that this future connection would either provide a multi-use pathway connection or a road connection through the abutting La Cité property to the Trim O-Train station.**

- / Policy 2 of Section 4.1.2 – Provide safe and convenient pedestrian routes and facilities in Hubs and Corridors and, within the following distances from transit:
  - a) 600 metre radius or 800 metre walking distance, whichever is greatest, to existing or planned rapid transit stations; and
  - b) 300 metre radius or 400 metre walking distance, whichever is greatest, to existing or planned frequent street transit stops and street transit stops along a Transit Priority network.

**The proposed development will provide direct pedestrian and cyclist access to Jeanne d’Arc Boulevard North, an identified Minor Corridor, from the new public street that will extend throughout the site. Additional space on the site is reserved for a future pedestrian and cyclist access to the future Trim O-Train station that will extend across the abutting property to the east.**

- / Policy 6 of Section 4.1.2 – New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.

**As outlined above, the proposed development will provide direct connections to the existing public sidewalk and paved shoulder on the south side of Jeanne d’Arc Boulevard North, and to the multi-use pathway on the north side of Jeanne d’Arc Boulevard North.**

- / Policy 9 of Section 4.1.2 – Proponents of development shall provide an adequate number of bicycle parking facilities as follows:
  - a) Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and
  - b) Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.

**The proposed development will adhere to the required bicycle requirements as outlined in the Zoning By-law. Through future Site Plan Control applications for each block of development, the location and total number of bicycle parking spaces being provided will be refined.**

- / Policy 11 of Section 4.1.2 – During the review of development and as part of new road construction and road reconstruction projects, and where feasible through infrastructure renewal works, the City shall require the provision of pedestrian and cycling facilities, consistent with the Safe Systems Approach, as follows:
  - a) Arterials, Major Collectors and Collectors in the Urban area and Villages shall include:
    - i. Sidewalks on both sides;
    - ii. Unidirectional cycling facilities on each side or in limited circumstances bidirectional cycle tracks on one side; and
  - b) New local streets:
    - ii. In the Outer Urban and Suburban Transects and in villages, shall include sidewalks on at least one side, and sidewalks on both sides of the street wherever needed to create continuous and direct connections to destinations on both sides of the street such as public transit stops or stations,

schools, public parks, pathways, recreation centres, public buildings and institutions and commercial areas.

- d) Intersections: Where pedestrian and cycling facilities are required approaching an intersection, these facilities shall be continued through the intersection in all directions using crosswalks and crossrides. The City may consider limiting crossrides where connectivity is not required or where safe cycling crossings can be provided in another way; and
- e) In addition to a) and d) above, the City shall require the provision of pedestrian and cycling facilities in all transects including the Rural Transect wherever identified by Schedules C3 and C8, the TMP and associated plans and as may be further detailed in a local plan, new road design or area traffic management plan.

**The proposed development will include one new public street, which will be designed according to the City's Right-of-Way Standards. The public street will have sidewalks on both sides of the street, which will contribute to animation and activation of the street and contribute to the new development being a walkable development. Private streets will serve the remainder of the development, and through future Site Plan Control applications for each development block, the design of these private streets will be refined to determine pedestrian connectivity.**

/ Policy 16 of Section 4.1.2 – The timing and phasing of:

- a) New subdivisions should be coordinated with the timing and provision of transit service where feasible and where such transit is planned. 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 request, but not require early service agreements with development proponents, to coincide with early stages of occupancy.

**The proposed development is located within approximately 800 metres from the future Trim O-Train station, which is currently being constructed as part of the Line 1 extension. The proposed development is timed appropriately with the construction of the nearby O-Train station to provide future residents with a variety of transportation options to and from the subject property, and it is not anticipated that the proposed development would be occupied prior to the construction of the station, as the station has a target completion date of early 2025.**

/ Policy 17 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 per cent of all households are within a 400-metre walking distance of a transit stop, in accordance with OC Transpo service policy.

**As outlined above, the proposed development will include one new public street that will be built to City standards and therefore capable of accommodating direct transit routes through the neighbourhood if deemed appropriate by City transportation staff or OC Transpo. If transit were to be located within the subject property at the centre of the site, all residents would be within a 250 metre radius of the stop; however, it should be noted that the depth of the site is approximately 316 metres, so any transit stop outside of the subject property along Jeanne d'Arc Boulevard would also be within a 400 metre walking distance for all future residents on the site.**

/ Policy 1 of Section 4.1.3 – The street and road network shall support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees and/or shade corridors and contribute to the overall quality of the urban environment.



**The proposed public street will be built to City Right-of-Way Standards, and will therefore be built to accommodate multi-modal travel, the movement of goods and services, access to properties, public space functions, and street trees. The street network through the site is intended to contribute to the overall quality of the urban environment, contributing to a vibrant public realm throughout the development.**

- / Policy 6 of Section 4.1.3 – New streets shall, and reconstructed streets shall, wherever possible, include street trees that contribute to the urban forest and streetscaping elements appropriate for its context.

**The proposed development has conceptualized a new public street that is designed as a complete street – intended to be operated to be safe, comfortable, and convenient for all users, including pedestrians, cyclists, motorists and transit riders. Complete streets would also incorporate green infrastructure elements such as trees, to provide both ecological benefits and make the streets more attractive and pleasant. As the plans for the development are more refined through the Plan of Subdivision process and future Site Plan Control processes, the location of street trees will be evaluated.**

#### **4.2.8 Parks and Recreation Facilities**

Parks are one component of the City's greenspace and are important for quality of life, active recreation and health. Parks provide spaces for both active and passive recreation and opportunities to showcase the City's diverse cultural communities and for cultural expression. Parks should be of a shape and size that provide appropriate access and visibility and suit the scale and fabric of the surrounding neighbourhoods.

The applicable policies of Section 4.4 for the proposed development are outlined as follows:

- / Policy 2 of Section 4.4.1 – All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:
  - a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
  - b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
    - i. Be a minimum of 400 square metres as described in the upcoming Land First Policy and updated Park and Development Manual as directed by the Parks and Recreation Facilities Master Plan;
    - ii. Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless encumbrances have been approved by the City where reasonable;
    - iii. Be of a usable shape, topography and size that reflects its intended uses;
    - iv. Meet applicable provincial soil regulations; and
    - v. Meet the minimum standards for drainage, grading and general condition.

**The proposed development has included 8,601 square metres (0.8 hectares) of land to be dedicated to the City for a new municipal park. The park block is generally uniform in shape and abuts the new public street that will extend through the site. The park block also abuts Taylor Creek and the associated hazard lands that cannot be developed. A six-storey building is currently proposed to overlook the park to the north, while a POPS is proposed to be located on the east side of the new public street, allowing for a relationship between the two public spaces. The park block is of a size and shape that can be programmed with a variety of uses, accommodating both the residents of the proposed development and the larger community.**

- / Policy 6 of Section 4.4.1 – Consistent with Subsections 4.8 and 4.9 and Section 7, the following lands and features shall not be considered as part of the parkland dedication, at the discretion of the Department responsible for recreation: Natural Heritage Features as defined by the City’s Environmental Impact Study Guidelines, the minimum setback from surface water features, Natural Environment Areas, Significant Wetlands, Open Spaces, Urban Natural Features and Conservation Areas.

**As outlined previously in this report, a portion of the subject property has been designated as Greenspace and further sub-designated as Open Space. The Open Space portion of the land is located outside of the parkland dedication block. The park block extends east from the top of slope from Taylor Creek and does not include areas identified on the Official Plan Schedules as Natural Environment Areas, Significant Wetlands, Open Spaces, Urban Natural Features and Conservation Areas.**

- / Policy 1 of Section 4.4.6 – The design of parks should generally meet each of the following criteria:
  - a) The emphasis on parks will be to provide space for recreational activities;
  - b) Consider potential cultural development opportunities by including performance and cultural gathering spaces, or by reflecting diverse cultural groups through commemoration or park design;
  - c) Consistent with the City’s Public Art Policy, opportunities will be explored to select appropriate sites for the installation of new public art in parks;
  - e) A preferred minimum of 50 per cent of the park perimeter shall be continuous frontage on abutting streets; sidewalks shall be provided along the entirety of a park’s street frontages in all cases in all transects, and required on local roads that lead directly to parks;
  - f) Where possible, landscape, servicing study and concept plans shall preserve existing mature trees and incorporate additional tree cover in a manner that is consistent with the use of the park and prioritizes shade for users. The tree canopy cover target for parks is 40 per cent, as detailed in Subsection 4.8.2, Policy 2), to be implemented, as appropriate;
  - g) New park space should be co-located with an existing or proposed park or another element of urban or rural greenspace, where possible; and
  - h) To adapt to climate change, provide cooling amenities in park design such as splash pads, wading pools, shade trees and shade structures, where possible.

**The proposed park block provides a large portion of its perimeter along the new public street, while another large portion of its perimeter is located along the Taylor Creek ravine area, as directed in the policy above. As the Plan of Subdivision process continues, the design of the park will be refined to consider the above criteria in Policy 1 of Section 4.4.6, such as programming and landscape design, cultural opportunities, etc.**

#### 4.2.9 Urban Design

Urban design is the process of giving form and context to the City. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City’s objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change.

The applicable policies of Section 4.6 for the proposed development are outlined as follows:

- / Policy 3 of Section 4.6.2 – Development which includes a high-rise building or a high-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:
  - a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and

- b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.

**The proposed development consists of several new buildings that range in height from low-rise (4-storeys) to high-rise (30 to 40 storeys). The proposed development will result in a silhouette comprised of a diversity of building heights and architectural expressions. The subject property is not located within any viewsheds of key vantage points identified on Schedule C6A, and therefore no undue adverse impacts are anticipated on those key vantage points as a result of this development.**

- / Policy 4 of Section 4.6.2 – Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:
  - a) Protecting the opportunity to view natural and cultural heritage features;
  - b) Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;
  - c) Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and
  - d) Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and
  - e) Managing the intensity and spill-over of lighting on adjacent parcels.

**The proposed development will contribute to creating a desirable context along Jeanne d’Arc Boulevard North and Highway 174. The subject property is a vacant parcel of land, and new development will contribute to creating a more vibrant property consisting of a community with a variety of residential and non-residential uses, as well as a new public park. Through the Plan of Subdivision and Site Plan Control processes, the design of the development will be further refined to ensure that the development is desirable and any potential adverse impacts on surrounding areas are mitigated.**

- / Policy 5 of Section 4.6.2 – Where Scenic Routes are also identified as Scenic Capital Entry Routes on Schedule C13, development and capital projects should also:
  - a) Enhance the opportunity for views and vistas towards national symbols, cultural landscapes and other features of the Capital; and
  - b) Contribute to the image of Ottawa as the Capital city by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible.

**The proposed development abuts Regional Road 174, which has been identified as a Scenic Capital Entry Route on Schedule C13. The proposed development will contribute to a varied view along the highway, contributing to the image of Ottawa as the Capital city by providing aesthetic improvements along the highway. The subject property is located a significant distance away from national symbols and features of the capital, so it is not anticipated that the proposed development will create undue adverse impacts to these national symbols.**

- / Policy 2 of Section 4.6.3 – Privately Owned Publicly Accessible Spaces (POPS) offer publicly accessible amenity that contributes positively to the public realm. POPS will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPS will:
  - a) Fit into their context, providing a meaningful contribution to existing and planned connections;
  - b) Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight heritage elements and provide a comfortable microclimate environment;

- c) Respond to the needs of the community with consideration for neighbourhood character and local demographics;
- d) Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;
- e) Be designed in a coordinated manner with the associated building(s); and
- f) Bring nature into the built environment, where appropriate.

**The proposed development conceptualizes several POPS, providing an opportunity to frame the new public street and the private streets. In addition to fronting onto the new streets, buildings will front onto these POPS, providing an opportunity for animation from the ground floor of these buildings and the street. Through future Site Plan Control applications for each block, the POPS will be designed in more detail to ensure coordination with the associated buildings that they abut, and the to consider different programming opportunities for these spaces.**

- / Policy 1 of Section 4.6.5 – Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.

**The proposed development has been designed to meet the intent of Council-approved guidelines. Through the Plan of Subdivision and Zoning By-law Amendment applications, and through future Site Plan Control applications, the proposed development will be refined to further demonstrate the Council-approved plans and design guidelines.**

- / Policy 2 of Section 4.6.5 – Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

**The proposed development, as outlined in previous sections of this Report, responds to the surrounding context, Suburban Transect policies, Corridor and Neighbourhood policies, and Evolving Overlay policies in the Official Plan. The proposed development will frame Jeanne d’Arc Boulevard North, as well as the new public street, and will also ensure a transition from the tallest buildings located closest to transit in the southeast corner of the property to the shortest buildings in the northwest corner of the property. Part of the new development will also frame the new public park that is proposed abutting the Taylor Creek ravine. As shown in the design brief, submitted as a separate document from this report, building entrances have been conceptualized, with several buildings having multiple entrances to ensure activation of all street frontages and the opportunity for an animated public realm.**

- / Policy 3 of Section 4.6.5 – Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

**The proposed development intends to internalize all servicing, loading areas, mechanical equipment and utilities where possible, however it is noted that at this time, the proposed development is conceptual. Through future Site Plan Control applications, the location of servicing, loading areas, mechanical equipment and utilities will be further refined. It is also anticipated that surface parking will only be provided as street parking, and the remainder of the site’s parking will be located underground, limiting the impact on the public realm.**



- / Policy 4 of Section 4.6.5 – Development shall demonstrate universal accessibility, in accordance with the City’s Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

**The proposed development intends to be universally accessible, however, as previously stated above, the current proposal is conceptual and the details of each block on the Demonstration Plan will be determined through Site Plan Control applications.**

- / Policy 2 of Section 4.6.6 – Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

**The proposed development has demonstrated that mid-rise and high-rise buildings within the southeast corner of the subject property will be set back 13.5 metres from the abutting La Cité property to the east, providing a setback consistent with the required setbacks for high-rise buildings in the Zoning By-law. As the proposed development is a conceptual plan, the articulation and setbacks of the mid- and high-rise buildings will be refined through Site Plan Control applications. The proposed development provides a transition in building heights across the site, providing a gradual decrease in heights towards the west side of the property where existing low-rise dwellings are located on the abutting property to the west.**

- / Policy 3 of Section 4.6.6 – Where two or more High-rise buildings exist within the immediate context, new high-rise buildings shall relate to the surrounding buildings and provide variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

**The proposed development will include some of the first high-rise buildings in the area, introducing increased density to an area in proximity to the new Trim O-Train station. The proposed high-rise buildings on the subject property are contemplated for heights in the range of 30 to 40 storeys, with the intent that the heights of the buildings will vary. The tallest heights are located within the southeast corner of the property, closest to the new O-Train station, while shortest heights are located furthest away from the new O-Train station.**

- / Policy 4 of Section 4.6.6 – Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

**The proposed development will provide amenity areas in accordance with the Zoning By-law. The location of the amenity areas will be determined through future Site Plan Control applications, however it is the intent that the amenity areas will range in location between each building and will be designed as multi-functional spaces. In accordance with the Official Plan, amenity areas will be designed to serve the needs of all age groups and consider all four seasons.**

- / Policy 5 of Section 4.6.6 – Where large sites such as shopping centres are developed or redeveloped, their site design shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan by:
- a) Locating buildings and store entrances along public streets, with minimum built frontages determined by the Zoning By-law, depending on transect location;
  - b) Establishing an internal circulation pattern that supports future intensification, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric;
  - c) Including a public street grid or equivalent pedestrian and cycling network to maximize connectivity to the surrounding street network, with vehicular parking screened from the street edge, or located underground; and
  - d) Building arrangement and design that includes façade treatments, articulation, building materials and site furnishings that are comfortable at the pedestrian scale.

**The proposed development represents the development of a new community within proximity to the new Trim O-Train station. The proposed development introduces one new public street and additional private streets, providing connectivity to the existing street and sidewalk network along Jeanne d’Arc Boulevard. In addition to the increased connectivity with the existing street network, the proposed development also retains one block for a future connection to the abutting La Cité property for a new road or a multi-use pathway, supporting future development of this property and providing an opportunity for a direct connection to the new O-Train station to the east – core components of a 15-minute neighbourhood.**

- / Policy 6 of Section 4.6.6 – Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

**The proposed development includes one (1) low-rise building in the northwestern most corner of the property. The building is currently proposed as a low-rise (4-storey) apartment building, adjacent to the Taylor Creek Ravine. The location of the low-rise building in the northwest corner allows for an appropriate transition from the west of low-rise to denser low-rise and mid-rise, and ultimately high-rise as you get further east closest to the new O-Train station. Details of the landscaping and balconies of the low-rise building will be compliant with the Zoning By-law Amendment and will be further refined through future Site Plan Control applications.**

- / Policy 7 of Section 4.6.6 – Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:
- a) Frame the street block and provide mid-block connections to break up large blocks;
  - b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
  - c) Be generally proportionate in height to the width of the right of way; and
  - d) Provide sufficient setbacks and step backs to:
    - i. Provide landscaping and adequate space for tree planting;
    - ii. Avoid a street canyon effect; and
    - iii. Minimize microclimate impacts on the public realm and private amenity areas.

- / Policy 8 of Section 4.6.6 – High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

**The proposed development has conceptualized several high-rise buildings with a maximum building height of 40 storeys. The proposed development has been designed to respond to the subject property's proximity to the new Trim O-Train station and represents an increased density in proximity to this station, consistent with the growth management policies of the Official Plan. Space for soft landscaping at-grade has been illustrated on the Demonstration Plan, with three (3) potential POPS also conceptualized for the proposed development.**

- / Policy 9 of Section 4.6.6 – High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however, less distance may be permitted in accordance with Council-approved design guidelines.

**The proposed development will ensure that tower separation distances are achieved. The proposed development has illustrated a minimum 25 metre tower separation between high-rise towers, with some high-rise towers achieving a separation distance of 44 metres. In addition to the separation distances between towers on the subject property, a setback of 13.5 metres has been provided between the high-rise towers and the property line to the east, providing an adequate setback and separation distance between any future high-rise towers on the abutting La Cité property to the east.**

- / Policy 10 of Section 4.6.6 – Development proposal that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

**The proposed development does not contemplate any high-rise 41+ buildings on the subject property, nor does the Orléans Corridor Secondary Plan. Similarly, high-rise 41+ buildings are not contemplated on the abutting property to the east in the Secondary Plan. The proposed development has taken into consideration development potential of the abutting property to the east by providing a block within the proposed development for a future connection, as well as providing ample setbacks from the proposed high-rise buildings to the shared property line, ensuring that high-rise development is not precluded on the abutting property.**

#### 4.2.10 Water Resources

Water is an essential resource that shall be protected. Surface water features, groundwater features and their associated functions make up the water resources system. Healthy watersheds provide numerous human, ecological and health benefits including: safe drinking water for residents, fish and wildlife habitat, climate change resilience, flood and erosion mitigation, recreational amenities in nature and support for agriculture, industry and other resource uses.

The applicable policies of Section 4.9 for the proposed development are outlined as follows:

- / Policy 1 of Section 4.9.2 – Natural watercourses shall be kept in a natural condition. Where an alteration is assessed as being environmentally appropriate and consistent with a Council-approved study, watercourse alterations shall follow natural channel design.
- / Policy 2 of Section 4.9.3 – Where a Council-approved watershed, subwatershed or environmental management plan does not exist, or provides incomplete recommendations, the minimum setback from surface water features shall be the greater of the following:

- a) Development limits as established by the conservation authority's hazard limit, which includes the regulatory flood line, geotechnical hazard limit and meander belt;
- b) Development limits as established by the geotechnical hazard limit in keeping with Council-approved Slope Stability Guidelines for Development applications;
- c) 30 metres from the top of bank, or the maximum point to which water can rise within the channel before spilling across the adjacent land; and
- d) 15 metres from the existing stable top of slope, where there is an identified valley slope or ravine.

/ Policy 3 of Section 4.9.3 - Lands within the minimum setback shall remain in a naturally vegetated condition to protect the ecological function of surface water features from adjacent land-use impacts, subject to the exceptions in Policies 6) and 7). Any natural vegetation that is disturbed due to development or site alteration activities shall be restored and enhanced, to the greatest extent possible, with native species and shall avoid non-native invasive species. Burial or complete encasement of a permanent surface water feature shall not be allowed.

**As outlined in the Demonstration Plan, the proposed development on the subject property does not result in any new buildings being located within the Taylor Creek ravine. The top of slope from Taylor Creek has been identified on the Demonstration Plan, as well as a 15-metre setback from the top of slope. No new buildings or streets have been located within the 15-metre setback, and the area is proposed to remain naturalized and vegetated.**

### 4.3 Orléans Corridor Secondary Plan (2023)

The Orléans Corridor Secondary Plan is one of the first local plans developed after the approval of Ottawa's new Official Plan. The impetus for the Secondary Plan is the construction of the O-Train extension to Orléans. The Plan is intended to address the need to coordinate transit-oriented development and guide the creation of 15-minute neighbourhoods in the Orléans Corridor.

Upon approval, the Orléans Corridor Secondary Plan was appealed, and is therefore not in full force and effect. Despite this, the policies of the Secondary Plan have been reviewed in the context of the proposal on the subject property.

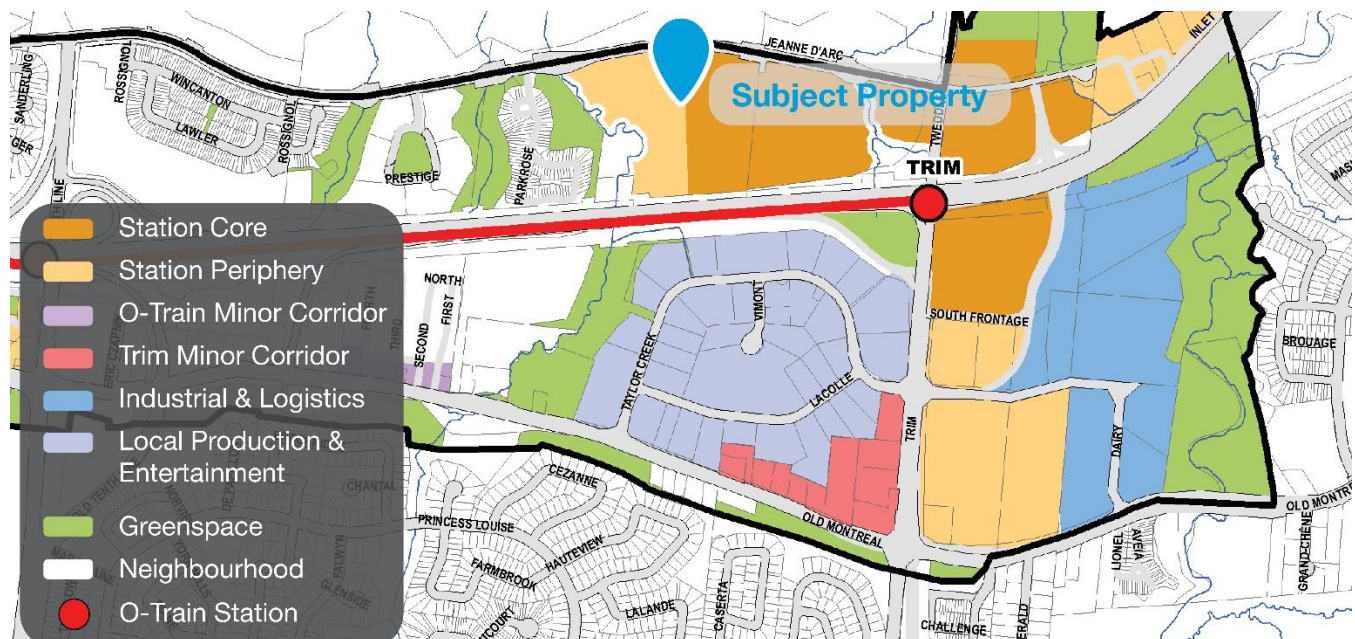


Figure 12. Schedule A - Designation Plan, City of Ottawa Orléans Corridor Secondary Plan



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 (Schedule B – Maximum Building Heights) (Figure 12 and Figure 13).

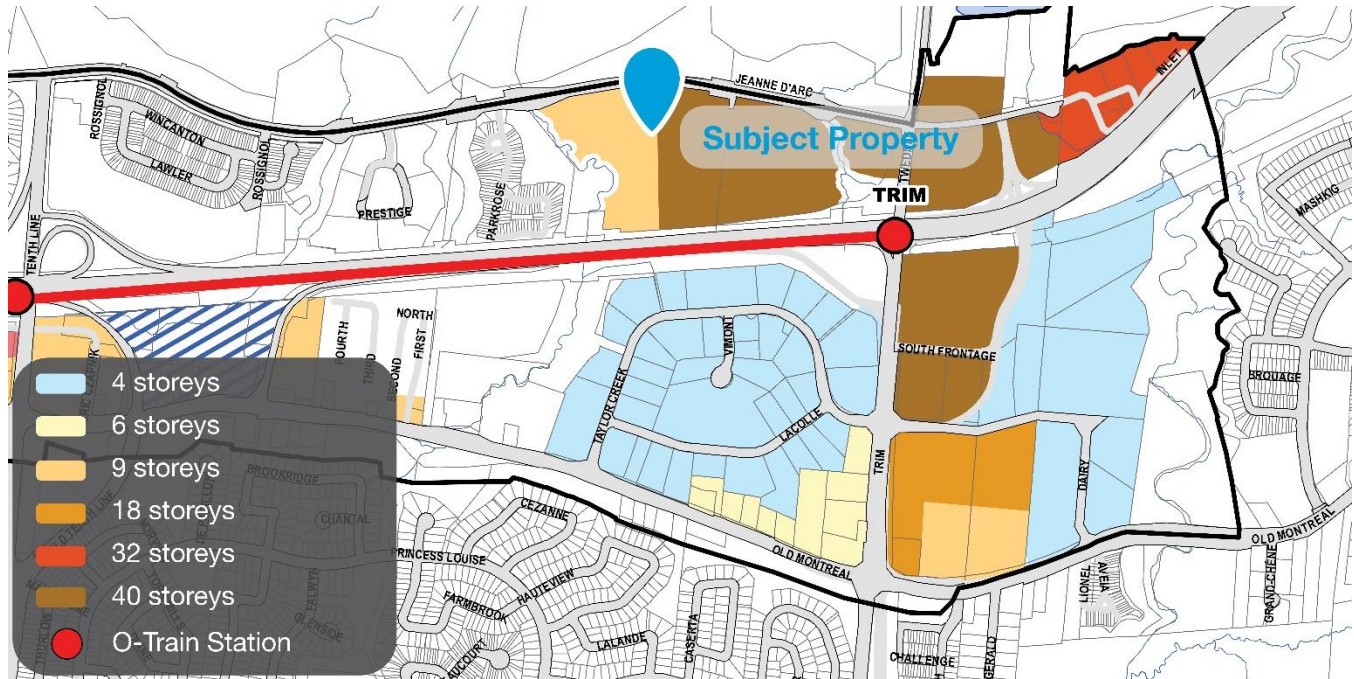


Figure 13. Schedule B - Maximum Building Heights, City of Ottawa Orléans Corridor Secondary Plan

#### 4.3.1 Station Core Designation

The Station Core designation represents the heart of transit supportive, 15-minute neighbourhoods in the Orléans Corridor. Development in this area is intended to fulfill the two-fold goals of achieving the highest densities of mixed-use and the lowest level of automobile dependency. The Station Core designation serves as a focal point for services and amenities in the wider catchment area of O-Train stations. Permitted uses include all forms of mid-rise and high-rise residential, mixed-use buildings, and non-residential uses compatible with sensitive land uses, like residential and institutional uses.

The applicable policies of Section 5.1 for the proposed development are outlined as follows:

- / Policy 1 – Areas designated as Station Core in Schedule A are Design Priority Areas.
- / Policy 2 – Minimum building height is 2 storeys.
- / Policy 3 – New development will be primarily in the form of mixed-use high-rise and mid-rise buildings, consistent with Schedule B – Maximum Building Heights.
- / Policy 4 – Areas where the Station Core designation abuts the Neighbourhood designation will be required to transition in scale towards the existing low-rise form of the Neighbourhood designation. The use of public spaces to create this transition, both privately and publicly owned, is strongly encouraged.
- / Policy 5 – Active frontages will be required for all buildings in the Station Core designation to provide animation of the street.

- / Policy 6 – Wherever possible and appropriate, the City should seek to acquire lands for parks or work with development proponents to create privately-owned publicly accessible spaces (POPS) in the form of urban plazas.
- / Policy 7 – The creation of pedestrian and cycling infrastructure will be prioritized throughout the Station Core designation. Design for wherever vehicular access crosses the pedestrian or cycling network, pedestrian and cycling movements will have priority.
- / Policy 8 – Where development of the Station Core designation occurs on large parcels over 1 hectare, and is anticipated to be a phased development, a grid street network with maximum block lengths of approximately 200 metres will be required.
- / Policy 9 – Development in the Station Core will incorporate a high degree of cycling and pedestrian connectivity between the station and existing neighbourhoods.

**The portion of the subject property that has been designated as Station Core is located on the east half of the site, with the boundary for the designation located along the west side of the new public street. All buildings greater than 6 storeys have been located within the portion of the subject property designated as Station Core, with high-rise buildings primarily south of the new private street that bisects the new public street, consistent with the policy direction of the Station Core. The proposed public street that is fully located within the Station Core designation will be designed in accordance with City right-of-way standards, ensuring there is adequate space to accommodate pedestrians, cyclists, and vehicles. The Station Core Area has also been designed to have shorter block lengths, contributing to pedestrian and cyclist connectivity and permeability throughout the site.**

#### **4.3.2 Station Periphery Designation**

The vision for the Station Periphery is to provide for high density pedestrian-oriented development of neighbourhoods in close proximity to the station in a 15-minute neighbourhood. The Station Periphery designation supports residential development at generally lesser heights than the Station Core designation. Within the Station Periphery district, residents will benefit from the features of a 15-minute neighbourhoods, and similar to the Station Core designation, pedestrian and cycling movements will be highly prioritized and automobile movements typified by slow speeds allowing for safe mixed traffic on local streets.

The applicable policies of Section 5.2 for the proposed development are outlined as follows:

- / Policy 1 – New development will be primarily in the form of mid-rise residential-use buildings, with opportunities for high-rise buildings as identified on Schedule B.
- / Policy 2 – Low-rise residential uses of less than two principal residential units will not be permitted though the Zoning By-law.
- / Policy 3 – Minimum height is two storeys.
- / Policy 4 – Residential-use buildings will be predominant in the Station Periphery, but non-residential uses, including locally-oriented services, amenities, and institutions, that support the goals of this plan and the principal residential function of this designation, may be permitted.
- / Policy 5 – New development will contribute to a connected active transportation network.
- / Policy 6 – Extensive tree canopy coverage in open spaces will be provided.
- / Policy 7 – Built-form transition to a low-rise form will be required adjacent to Neighbourhood designated areas.
- / Policy 8 – The creation of pedestrian and cycling infrastructure will be prioritized throughout the Station Periphery designation. Wherever a vehicular access crosses pedestrian or cycling infrastructure, pedestrian and cycling movements will have priority.

The proposed development has located low- and mid-rise buildings ranging from four (4) to six (6) storeys and the new public park within the Station Periphery designation. Approximately half of the Station Periphery designation includes the hazard lands and required setback from the top of slope for the Taylor Creek ravine, which is undevelopable. The area between the proposed residential buildings and Taylor Creek is intended to remain naturalized and vegetated. The development block that will contain the low- and mid-rise buildings will be accessible via new private streets, connected to both Jeanne d’Arc Boulevard North and the new public street that will traverse through the subject property.

#### 4.3.3 Neighbourhood Designation

- / Policy 1 of Section 5.9 – Where lands are identified in this plan as “Neighbourhood”, and no area-specific policies are in place, the policies of Volume 1 of the Official Plan will continue to be applied.
- / Policy 2 of Section 5.9 – As part of a complete application, Zoning Applications to permit increases of height, density or change of land use in lands identified as Neighbourhood will be consistent with the goals, objectives and policies of this secondary plan and may require an amendment of the lands to a designation in this secondary plan.
- / Policy 3 of Section 5.9 – Traffic calming measures will be implemented on local and collector streets in existing neighbourhoods; particularly where existing residential neighbourhoods are within 600 metres of an O-Train station.

**A small portion of the subject property on the west side of Taylor Creek has been designation Neighbourhood. No development is proposed on this portion of the subject property, and therefore there is no need to amend policies to change the designation of these lands, as per Policy 2 outlined above.**

#### 4.3.4 Trim Station Area

The Trim Station Area includes the proposed Trim O-Train station, and areas north of Highway 174 toward the Ottawa River shoreline, extending west to Taylor Creek, as well as the areas south of the station to St. Joseph Boulevard and areas east of Trim Road.

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. The area can be divided into sub-areas, with the subject property within the Trim Station North sub-area.

The applicable site-specific policies of Section 6.5 for the proposed development are as follows:

- / Policy 10 – Physically separated cycling facilities shall be provided along the following street segments within the boundaries of the Trim Station Area:
  - c) Jeann d’Arc Boulevard from Taylor Creek ravine to Tweddle Road.
- / Policy 13 – A community park shall be constructed through the Parkland dedication at the cost of the developer, within the development at 8600 Jeanne d’Arc Boulevard.
- / Policy 26 – As part of a complete application, development of this parcel will require submission of a Demonstration Plan.
- / Policy 27 – Highest buildings should be located on the east side of the site with the most direct pedestrian and cycling access to Trim Station.
- / Policy 28 – A multi-use pathway (MUP) will be constructed to link Tweddle Road, connecting the future active transportation bridge to the future street network in the master planned development site at 8600 Jeanne d’Arc Boulevard. The pathway will cross the watercourse west of Tweddle Road, utilize the Highway 174 right-of-way, and may traverse the Collège La Cité campus, linking the station with both the campus, and the future street network of the master planned development. The MUP will be designed, funded and constructed by the

proponent of the master planned development at 8600 Jeanne d’Arc Boulevard, as a condition of development approval.

- / Policy 29 – A future public park will be located adjacent to the Taylor Creek ravine. The design will optimize the natural setting while considering constraints related to natural heritage and natural hazards.
- / Policy 30 – A street functioning as a community activity centre and designed as a woonerf, will run north-south, connecting Jeanne d’Arc Boulevard to the MUP that leads to the Tweddle Road ROW. This street will act as the focal point of the neighbourhood, with a concentration of uses and activity. Non-residential active frontages are required along this street.
- / Policy 31 – A series of POPS and courtyards will be designed to connect the community active centre to the interior of the site, with a well-defined public realm that allows for comfortable pedestrian circulation between Jeanne d’Arc Boulevard, the park, and blocks with mixed-use and high-density residential buildings.

**Several of the site-specific policies as they relate directly to the subject property are currently under appeal to the Ontario Land Tribunal, and it is Fotenn’s understanding that these are not in full force and effect. Despite this, as part of the Official Plan Amendment and Zoning By-law Amendment submission, a Demonstration Plan has been included in the submission package in accordance with the Secondary Plan. The Demonstration Plan has identified a block for a future pathway connection that may traverse the Collège La Cité property toward the Trim O-Train station, however confirmation of this pathway connection is still to be determined with Collège La Cité. The subdivision plan includes a new public street that will provide connectivity throughout the site from Jeanne d’Arc Boulevard North, however this street is proposed to be designed in accordance with City of Ottawa Right-of-Way Standards. The standard right-of-way design will still allow for multi-modal transportation opportunities, as sidewalks will be located on both sides of the street, and cyclists will share the road with vehicles. The proposed development has also ensured a transition from the tallest buildings on the east side the subject property to the shortest buildings on the west side of the subject property along with the new public park located along the Taylor Creek ravine, consistent with the site-specific policy direction of the Secondary Plan.**

#### **4.3.5 Policies that Apply to the Entire Plan Area**

The Orléans Corridor Secondary Plan has also established policies that apply to the entire Secondary Plan area. These policies have been considered, and the applicable policies for the proposed development are outlined as follows:

##### **Built Form and Public Realm Policies (Section 4.2)**

- / Policy 5 – All new local and private streets shall be designed as follows:
  - a) Include sidewalks, soft landscaping and street trees;
  - b) Be designed for operating speeds of 30 kilometres per hour or less;
  - c) May establish pedestrian-only or woonerf streets in high-density mixed-use and residential areas;
  - d) Provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities; and
  - e) Winter maintenance standards shall support the priority of active transportation networks.
- / Policy 9 – Mid-rise and high-rise buildings are required to provide a height transition to abutting Neighbourhood designated properties to create a liveable environment with a gradual change in height and massing, through setbacks and stepbacks generally guided by the application of an angular plane in accordance with Council-approved Plans and design guidelines.

**The proposed development will introduce one new public street and several private streets. The public street will be designed in accordance to City Right-of-Way Standards, which will include sidewalks on both sides of the street, as well as space for street trees. The design of the private streets is anticipated to be refined through the ongoing applications and through future Site Plan Control applications to determine the location of sidewalks and street trees.**



### High-Rise Policies (Section 4.6)

- / Policy 1 – The podium building height of a high-rise building should generally be three- to six-storeys, and determined by considering the existing context, the width of the adjacent right of way, and the impacts on the pedestrian environment within the public realm.
- / Policy 2 – Tower elements of developments shall be positioned and designed to minimize shadow impacts on the public realm.
- / Policy 3 – A minimum tower separation of 25 metres is required between tower elements of high-rise buildings. If site constraints are demonstrated to result in the loss of a tower due to provision of this setback, a minimum tower separation of 23 metres may be permitted.
- / Policy 4 – Provision of tower separation distances shall be shared equally between owners of all properties where high-rise buildings are permitted, including through the provision of sufficient setbacks to property lines.
- / Policy 5 – The implications of each proposed high-rise building on the skyline shall be demonstrated to ensure an appropriate diversity of heights within an existing or planned cluster of high-rise buildings, and generally a downward transition of building heights away from the closest O-Train station.
- / Policy 6 – Where a single podium forms the base for more than one high-rise building, an at-grade pedestrian connection may be required through the podium to the interior of the site.

**The proposed development has conceptualized five (5) high-rise buildings that will have a maximum building height of 40 storeys. All of the high-rise buildings are currently proposed to be situated atop six (6) storey podiums, contributing to pedestrian-oriented public realm. The towers also vary in terms of orientation, with some towers oriented north-south, while others are oriented east-west, resulting in a varied skyline and view. The proposed development has ensured that all towers are sufficiently separated by provided a minimum tower separation of 25 metres up to 44 metres in some locations. Additionally, the tower separation from the east property line is 13.5 metres, which is above and beyond the requirements in the Zoning By-law for high-rise buildings, and therefore consistent with the policy direction of the Secondary Plan.**

### Mid-Rise Guidelines (Section 4.7)

The following guidelines apply to development between 5 and 9-storeys in height.

- / Policy 1 – New mid-rise development should have:
  - a) A base that relates to the sidewalk and pedestrian realm, and depending on location, incorporate commercial uses; and
  - b) A middle portion, with a maximum height of the building that is approximately equivalent to the width of the right-of-way, to form part of the streetwall and relate to adjacent buildings and the street; and
  - c) A middle or top portion that incorporates building form articulations such as stepbacks and/or elevation treatments to break up building mass and allow skyview, sunlight and transition; and
  - d) Where proposed mid-rise buildings are taller than the width of the adjacent ROW, additional setbacks are required to generally maintain a 1:1 ration. These additional setbacks should be utilized as space for pedestrians, trees, or other streetscape enhancements that benefit active transportation users.
- / Policy 2 – The relationship between the new development and the abutting existing and future residential buildings shall be carefully examined and addressed to ensure liveability for existing and future residents through adequate provisions for privacy, sunlight, and cross ventilation.
- / Policy 3 – Building layouts that orient residential units front to back are preferred. On deep lots where side facing units may be proposed, additional side yard setbacks will be required to ensure reasonable facing conditions between the proposed building and adjacent or future buildings.

- / Policy 4 – Mid-rise and modest high-rise buildings (from 10- to 18- storeys) that are designed as “bar buildings” are limited to a maximum of approximately 50m of street frontage or otherwise requires a significant change to its articulation to provide a break in the streetwall or allow for pedestrian connectivity via a through-block connection.

**The proposed development includes several mid-rise buildings that range in height from six (6) storeys to nine (9) storeys. All mid-rise buildings are currently shown as bar buildings, L-shaped buildings, or U-shaped buildings, however through future Site Plan Control applications the design of each building will be refined to be consistent with the policy direction of the Official Plan and Secondary Plan. The refined designs will speak to building articulations, unit mix and orientation and pedestrian connectivity through these buildings. The mid-rise buildings that form the proposed development have been situated in a way to contribute to the downward transition in height and density from the southeast corner of the property. The proposed development has conceptualized several POPS in front of mid-rise buildings, contributing to liveability for future residents and providing an opportunity for a vibrant public realm.**

#### **Street Network Policies (Section 4.9)**

- / Policy 1 – New local streets should have at least two connections to a public street. Cul-de-sacs are not permitted.
- / Policy 2 – New local streets shall ensure that pedestrians and cyclists are prioritized while sharing the street with automobiles.
- / Policy 3 – Traffic calming will be used on local streets to ensure slow speeds for vehicular traffic, targeting a maximum operating speed of 30 kilometres per hour.
- / Policy 4 – Development applications for large properties will demonstrate where new streets and pathways will be provided on the property, how they support the broader street network, and how connections to future developments on abutting properties have been incorporated to ensure continuity in the transportation system.
- / Policy 5 – New street layout should result in small block sizes to create a highly connected urban street grid.
- / Policy 6 – All new streets, public or private, shall be accessible to the public at all times.
- / Policy 7 – The construction of all new streets shall be at the cost of the developer.
- / Policy 8 – Alternative design standards may be considered for new streets that enhance pedestrian or cycling facilities.

**The proposed development will include one new public street, which will have two access points from Jeanne d’Arc Boulevard North. This public street will be designed as with a 20 metre right-of-way, in accordance with City right-of-way standard cross sections. The remainder of the development will be serviced by private roads, which will have direct access to public streets (either Jeanne d’Arc Boulevard North or the new Street 1). The proposed street layout has ensured shorter block sizes, contributing to a pedestrian-friendly environment and a more efficiently connected street network.**

#### **Parks and Privately-Owned Publicly Accessible Spaces Policies (Section 4.10)**

- / Policy 1 – The City will prioritize the dedication of land rather than Cash-in-lieu for parkland during the development review process for the purpose of acquiring new parks in the planning area as set out in the Parkland First Policy for parkland dedication.
- / Policy 2 – In designations where high-rise is permitted, POPS shall be implemented through a Site Plan Control agreement.
- / Policy 3 – POPS are encouraged where there are demonstrated opportunities to complement and contribute positively to the public realm such as the intersection of two streets.

- / Policy 4 – POPS are encouraged to support cultural development opportunities by providing space for performance, exhibitions, commemoration, and ceremony.
- / Policy 5 – POPS should avoid hazard lands and natural heritage features.
- / Policy 6 – The massing of new buildings shall minimize the duration of shadows on parks and school yards.

**The proposed development will provide approximately 8,601 square metres of parkland dedication, abutting the existing Taylor Creek ravine open space on the subject property. In addition to the proposed parkland dedication, additional land will be provided as POPS. Currently the proposed development demonstrates three potential POPS, however through the ongoing application process and through future Site Plan Control applications, the location of these POPS will be confirmed.**

#### **Vehicular Parking Policies (Section 4.11)**

- / Policy 1 – There shall be no minimum vehicular parking space rate requirements for development within the Secondary Plan Boundary identified on Schedule A – Designation Plan, with the exception of required visitor and accessible parking.
- / Policy 2 – Maximum parking requirements may be applied to land uses within the Station Core designation through the Zoning By-law.
- / Policy 3 – Surface parking lots will generally be placed at the rear of properties, or otherwise screened from the public realm.
- / Policy 5 – Underground vehicular parking is encouraged for mid-rise and high-rise developments.
- / Policy 10 – Where possible, adjacent residential buildings should combine access to parking facilities.

**Through the Zoning By-law Amendment, the requirement for a minimum parking rate will be removed and a parking maximum will be applied to the site. As the project progresses, the location of future parking will be confirmed, however it is the intent that most parking will be located underground to accommodate a vibrant public realm at-grade. Through future Site Plan Control applications, the combination of parking facilities will be considered to create efficient circulation of the site above and below grade.**

#### **Bicycle Parking Policies (Section 4.12)**

- / Policy 1 – Development should meet a minimum target of 1.0 bike parking space per residential unit. Minimum bicycle parking requirements will be established in the Zoning By-law.
- / Policy 2 – Long-term bike parking facilities shall be located in a secure interior parking area with convenient access to the street and pathway network.
- / Policy 3 – Short term bike parking facilities shall be provided in convenient, well-lit location; where possible, the facilities should be sheltered.

**Through future Site Plan Control applications for each development block, the amount and location of bicycle parking will be confirmed. Currently bicycle parking will comply with the required 0.5 spaces per unit as per the Zoning By-law, however, consideration may be given in the future to an increased bicycle parking rate.**

#### **Demonstration Plan (Section 4.20)**

- / Policy 1 – A demonstration Plan is intended to outline conceptually how development can be coordinated. However, through the development process, substantial flexibility exists to respond to site considerations, the market for housing types, and the design and height of buildings. Demonstration plans prepared under this plan require, but are not necessarily limited to, submission of the following:

- conceptual layout of buildings
- height schedule
- street network plan
- a pedestrian and cycling plan demonstrating priority for pedestrian and cycling movements, and connectivity to transit
- public realm plan including parks, open space, street furniture and public art
- height schedule with setbacks
- calculation of unit density for the purposes of compliance with minimum density requirements
- private agreements for parks and infrastructure (if required)
- a plan for at-grade pedestrian movement

/ Policy 2 – Demonstration Plans will be subject to review and comment by the Urban Design Review Panel.

**A Demonstration Plan has been provided as part of the application package, identifying the layout of buildings, heights, the street network plan, pedestrian and cycling connectivity, and future park and POPS locations.**

#### 4.4 Bird Safe Design Guidelines

The Bird Safe Design Guidelines were approved by City Council in November 2020 and serve to “inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions.”

A total of seven (7) Bird Safe Design Guidelines are provided. They are as follows:

- / Consider the environmental context;
- / Minimize the transparency and reflectivity of glazing;
- / Avoid or mitigate design traps;
- / Consider other structural features;
- / Create safe bird-friendly landscaping;
- / Design exterior lighting to minimize light trespass at night; and
- / Avoid nighttime light trespass from the building’s interior.

**As the proposed development is currently subject to high-level Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications, the Bird Safe Design Guidelines have not yet been fully integrated into building design. Through future Site Plan Control applications for each development block, the design guidelines will be reviewed again and considered in future building designs.**

#### 4.5 Transit-Oriented Development Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the city that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. Although the proposed development is not fully within 600 metres of a future rapid transit station, the proposed development is intended to be transit-supportive, and these guidelines are an important reference for future development. The guidelines address six



elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

**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.**

## 4.6 Urban Design Guidelines for High-rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. The Guidelines for High-Rise Buildings are to be used during the preparation and review of development proposals including high-rise buildings. The guidelines focus largely on the context for high-rise buildings and appropriate transition and compatibility, while also considering their built form. The Urban Design Guidelines for High-Rise Buildings seek to highlight ways to:

- / Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and
- / Promote development that responds to the physical environment and microclimate through design.

**These guidelines will be addressed as part of the future Site Plan Control applications, ensuring that the proposed high-rise development references the Urban Design Guidelines for High-Rise Buildings.**

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

### 4.7.1 Existing Zoning

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])” (Figure 14). Although a portion of the site is zoned R3WW[1293], this portion of the property has been included in the hazard land/undevelopable area of the subject property, and is not proposed to be developed.

The purpose of the DR zone is to:

- / Recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan, and future village development in areas designated as Village in the Official Plan.
- / Limit the range of permitted uses to those which will not preclude future development options; and

- / Impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.

The purpose of the O1 zone is to:

- / Permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and
- / Ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.

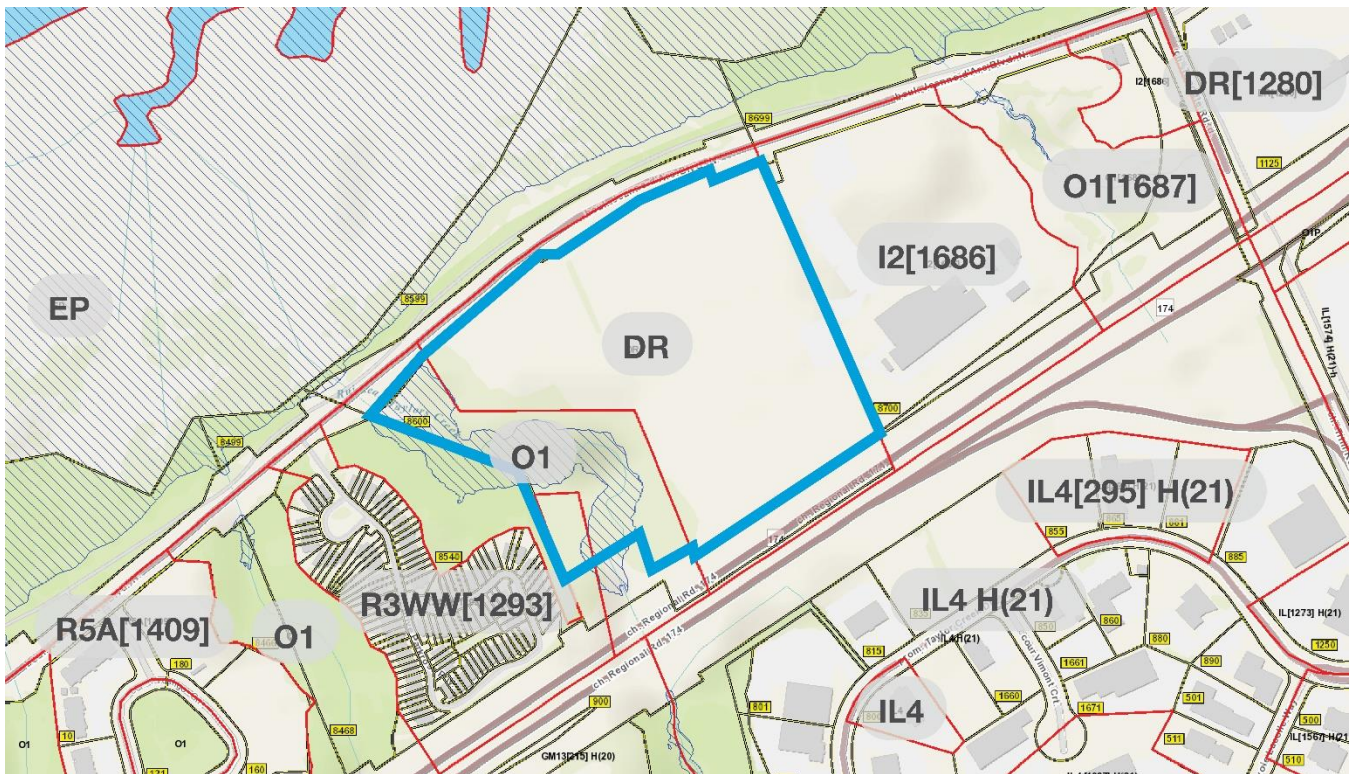


Figure 14. Zoning Map - Existing, City of Ottawa Comprehensive Zoning By-law 2008-250

Permitted uses within the DR zone are limited, as the intent is for the lands to be rezoned to permit any future redevelopment. The following uses are currently permitted on the subject property within the DR zone:

- |   |  |
|---|--|
| / agricultural use                          | / one detached dwelling accessory to a permitted use |
| / agriculture-related use                   | / park   |
| / emergency service                         | / on-farm diversified use                            |
| / environmental preserve and education area | / secondary dwelling unit                            |
| / forestry operation                        | / urban agriculture                                  |
| / group home                                |  |
| / home-based business                       |  |
| / marine facility                           |  |

Similar to the DR zone, the permitted uses within the O1 zone are limited, as the intent is for the lands to be used for parkland. The following uses are currently permitted on the subject property within the O1 zone:

- / environmental preserve and education area
- / park
- / urban agriculture

It should be noted that the proposed development does not intend to rezone the O1 lands in order to preserve and protect the existing Taylor Creek ravine. The proposed zoning, as outlined below, will expand the O1 zone to encompass the full hazard lands as well as the parklands as identified in the supporting plans and studies.

#### 4.7.2 Proposed Zoning

In order to facilitate the development of the subject lands as proposed, it is recommended that the majority of the subject property, which will accommodate mixed-use development ranging from low-rise (4 storeys) to high-rise (40 storeys), 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.

The purpose of the MC zone is to:

- / Ensure that the areas designated Mixed Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses;
- / Allow the permitted uses in a compact and pedestrian-oriented built form in mixed use buildings or side by side in separate buildings; and
- / Impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.

A wide variety of uses are permitted within the MC zone, including:

- |                                 |  |
|---------------------------------|--|
| / amusement centre              | / community centre                     |
| / animal care establishment     | / community health and resource centre |
| / animal hospital               | / convenience store                    |
| / apartment dwelling, low rise  | / court house                          |
| / apartment dwelling, mid rise  | / day care                             |
| / apartment dwelling, high rise | / diplomatic mission                   |
| / artist studio                 | / drive-through facility               |
| / bank                          | / dwelling units                       |
| / bank machine                  | / emergency service                    |
| / bar                           | / group home                           |
| / broadcasting studio           | / home-based business                  |
| / cinema                        | / home-based day care                  |
| / click and collect facility    | / hospital                             |

/ instructional facility	/ hotel
/ library	/ recreational or athletic facility
/ medical facility	/ research and development centre
/ municipal service centre	/ residential care facility
/ museum	/ restaurant
/ nightclub	/ retail food store
/ office	/ retail store
/ parking garage	/ retirement home
/ parking lot	/ retirement home
/ payday loan establishment	/ rooming house
/ personal brewing facility	/ school
/ personal service business	/ service and repair shop
/ place of assembly	/ shelter
/ place of worship	/ sports arena
/ planned unit development	/ stacked dwelling
/ post office	/ storefront industry
/ post-secondary educational institution	/ technology industry
/ principal use parking lots other than rapid-transit network park and ride facilities, being located at least 600 metres from a rapid transit station	/ theatre
/ production studio	/ townhouse dwelling
	/ training centre
	/ urban agriculture

Table 3, below outlines the proposed MC[XXXX] SYY provisions, with the provisions that vary from the standard MC provisions (to be addressed through the Exception) identified in the last column of the table. Please note that this has been prepared based on the Demonstration Plan and is subject to change as the Official Plan Amendment and Subdivision approval progress through the planning approval process. Further, a forthcoming Zoning By-law Amendment application will be required, in which additional provisions maybe included.

Table 3. Proposed Mixed Use Centre Zoning Provisions

Zoning Provisions		Required (MC Zone)	Proposed Changes
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	-



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

Zoning Provisions	Required (MC Zone)	Proposed Changes
<b>Minimum Vehicle Parking</b> 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 <sup>2</sup> of GFA  Retail Store: 1.25 spaces/100 m <sup>2</sup> of GFA	Remove minimum requirement and rely on maximum only, as per Secondary Plan direction
<b>Minimum Visitor Parking</b>	0.2 spaces/dwelling unit	Area X rates should apply to blocks within 600 m of rapid transit – 0.1 spaces/dwelling unit
<b>Maximum Limit on Parking Spaces Near Rapid Transit</b>	1.75 spaces/dwelling unit (combined resident and visitor)	-
<b>Bicycle Parking</b>	Residential: 0.5 spaces/unit  Office & Retail: 1 space/250 m <sup>2</sup> of GFA	-

### 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.

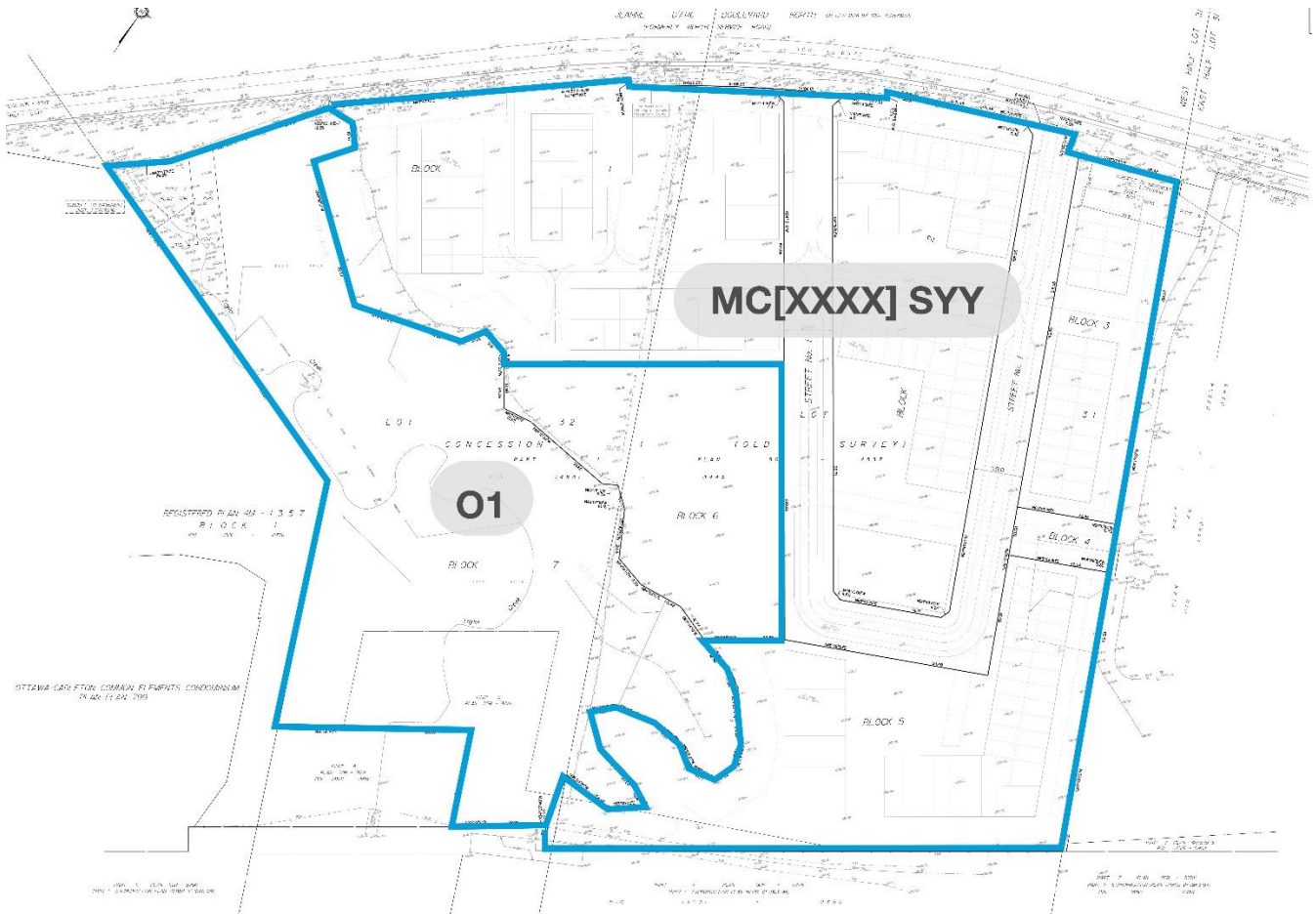


Figure 15. Zoning Map - Proposed



Figure 16. Maximum Height Map, as currently proposed and subject to change.



## 5.0 Proposed Amendments

### 5.1 Official Plan Amendment

The purpose of the Official Plan Amendment is to amend the parent Official Plan to permit a minimum 25% lot coverage within a Protected Major Transit Station Area (PMTSA) instead of the current requirement of a minimum 70% lot coverage. The proposed minimum lot coverage has been calculated after removing the area dedicated to the future municipal park block and the future municipal street. If lot coverage is to be calculated by removing future municipal land and undevelopable hazard lands, the minimum lot coverage sought for the subject property would be 38%.

The Official Plan Amendment also seeks to increase the maximum permitted building heights on the site from four (4) storeys in the areas designated Neighbourhood and seven (7) storeys in the areas designated Minor Corridor, to nine (9) storeys on the west side of the property and 40 storeys on the east side of the property, in accordance with Schedule B of the Orléans Corridor Secondary Plan.

**The Official Plan Amendment is appropriate and desirable for these lands, as the proposed development conforms with all other policies of the Official Plan. The reduction in lot coverage is required in order to ensure a high-quality public realm is provided, while also conserving and protecting natural features on the property. In addition to dedicated land for a municipal park, the proposed development will provide Privately Owned Public Spaces (POPS), contributing to the overall public realm, and will also service a portion of the development with private roads, which are all included in the lot area, despite being undeveloped with residential and non-residential uses.**

**Regarding the increase in height amendment, the Orléans Corridor Secondary Plan has been appealed and more specifically, the policies as they relate to the subject property have also been appealed, and therefore the Secondary Plan is not in full force and effect. Despite this, the height permissions of the Secondary Plan were not appealed, and it is therefore the intent of this Official Plan Amendment to recognize the height permission of the Secondary Plan through an area-specific policy. The proposed development contributes to the creation of 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.**

### 5.2 Zoning By-law Amendment

A future, Zoning By-law Amendment 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, Schedule XXXX, Maximum Height YY (MC[XXXX] SYY for Blocks 1, 2, 3, 4, and 5;
- / Parks and Open Space (O1) for Block 6 & 7;

**The proposed Zoning By-law Amendment is appropriate and is required to facilitate the proposed development. As the majority 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 will create a site-specific zone that will apply across the entirety of the property, while individual maximum heights will be applied to each development block. The proposed development as currently conceptualized generally complies with the remainder of the Zoning By-law, however, through the Draft Plan of Subdivision process, additional site-specific amendments may be identified and included in the resultant site-specific exception for the subject property. The proposed maximum building heights for the subject property have been derived from the maximum permitted building heights in the Orléans Corridor Secondary Plan, therefore ensuring consistency with policy direction for the subject property and surrounding area.**

## 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. The proposed development meets the applicable criteria:

**a) The effect of development of the proposed subdivision on matters of provincial interest**

- / The proposed subdivision will advance several of the provincial interests listed in Section 2 of the *Planning Act* by facilitating the intensification of an underutilized property within the urban area in close proximity to rapid transit. The proposed subdivision will provide the full range of housing options for future residents and contributes to the creation of a neighbourhood where residents can be in proximity to daily needs.

**b) Whether the proposed subdivision is premature or in the public interest**

- / The proposed Draft Plan of Subdivision is in the public interest, as it will facilitate the orderly development of the subject lands.

**c) Whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any**

- / The proposed development generally conforms to the policies of the Official Plan. The proposed development will amend the Official Plan to permit a maximum height of 40 storeys on the eastern portion of the site, and nine (9) storeys on the western portion of the site, as prescribed in the Orléans Corridor Secondary Plan. The proposed development will also amend the requirement for PMTSA properties to have a minimum lot coverage of 70 percent, reducing the minimum lot coverage requirement to 25%.
- / The Orléans Corridor Secondary Plan is not yet in full force and effect due to ongoing appeals; however the proposed development generally conforms to the policy direction of the Secondary Plan.

**d) The suitability of the land for the purposes for which it is to be subdivided**

- / The subject property is ideally suited for redevelopment, and the Draft Plan of Subdivision will facilitate the creation of new lots that can accommodate a mix of residential and non-residential uses, as well as a new municipal park and new municipal infrastructure in proximity to rapid transit.

**e) The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them**

- / The proposed development will provide three (3) new access/egress points from/to Jeanne d'Arc Boulevard North, with two (2) of these access/egress points from the new U-shaped public street. The supporting TIA that has been submitted with the applications confirms the capacity of the surrounding road network as it relates to the proposed development.

**f) The dimensions and shapes of the proposed lots**

- / The shape and size of the proposed development blocks are appropriate, as they will permit the orderly development of the subject property with a range of residential built forms and non-residential uses, consistent with the provisions of the applicable Zoning By-law.

**g) The restrictions or proposed restrictions, if any, on the lands proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land**

/ Not including the natural heritage features and slopes within the Taylor Creek ravine area there are no restrictions to development on the subject lands. Regrading Taylor Creek a block has been created to protect it appropriately from development.

**h) Conservation of natural resources and flood control**

/ The proposed development has set aside a development block surrounding the existing Taylor Creek ravine, which is determined to be undevelopable land in order to conserve the existing water course and existing species. The proposed development has also located a park block abutting this naturalized area to provide additional separation between the creek and proposed residential uses.

**i) The adequacy of utilities and municipal services**

/ A Functional Servicing and Stormwater Management Report and associated drawings (stormwater management, sanitary sewer system, watermain system, and grade control plan) has been submitted, outlining the proposed servicing approach for the proposed development. New municipal services will be extended into the subject property to service the proposed development.

**j) The adequacy of school sites**

/ The proposed development does not proposed a new school site, and no comments have been received from the City of Ottawa regarding school accommodation concerns; however, this will be confirmed through the circulation of the Plan of Subdivision to local school boards.

**k) The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes**

/ The subdivision proposed to convey Street 1 and Blocks 4, 6 and 7 for public purposes. Street 1 will be a new municipal street that provides connectivity throughout the new subdivision. Block 4 is intended to be used to facilitate a public connection to the adjoining property to the east. Blocks 6 and 7 will be open space, with Block 6 proposed to be a new municipal park. The final areas and locations for conveyance will be finalized as part of the final subdivision registration.

**l) The extent to which the plan's design optimizes the available supply, means of supply, efficient use and conservation of energy**

/ The development of the proposed lots created by this subdivision will explore opportunities to conserve energy, aligning with the goals of the City of Ottawa Climate Change Master Plan and the climate-related policies in the City of Ottawa Official Plan.

**m) The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41(2) of the *Planning Act*.**

/ For the blocks identified for future development, Site Plan Control applications will be required, which will regulate specific details of each building. The Demonstration Plan, submitted as part of the application package, provides a guide for future development of the subject property. Although each block will be developed individually, all development blocks will collectively become one new neighbourhood.

**As outlined above, the proposed development satisfies the criteria of Section 51(24) of the *Planning Act* for the review of Draft Plans of Subdivision.**

## 7.0 Supporting Plans & Studies

The following plans and studies have been prepared in support of Zoning By-law Amendment and Plan of Subdivision applications for the subject property.

### 7.1 Geotechnical Investigation, prepared by Paterson Group, dated December 23, 2022

Paterson Group completed the Geotechnical Investigation for the proposed development by determining the subsoil and groundwater conditions and providing geotechnical recommendations for the design of the proposed development, including construction considerations which may affect the design of the building. The report makes several recommendations for the construction of any development on the lands.

These recommendations include:

- / Review of the site master grading plan, once available.
- / Observation of all bearing surfaces prior to the placement of concrete.
- / Sampling and testing of the concrete and fill materials.
- / Observation of the placement of the foundation insulation, if applicable.
- / Observe and review the installation of the drainage and waterproofing system.
- / Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable.
- / Observation of all subgrades prior to backfilling and follow-up field density tests to determine the level of compaction achieved.
- / Field density tests to determine the level of compaction achieved.
- / Sampling and testing of the bituminous concrete including mix design reviews.

### 7.2 Landslide Hazard Assessment, prepared by Paterson Group, dated May 5, 2023

Paterson Group completed the Landslide Hazard Assessment for the proposed development with the following objectives:

- / Demonstrate that any landslide on the sloped areas, including a large “catastrophic landslide”, has an annual probability less than 1:10,000;
- / If the landslide hazard cannot be demonstrated to have an annual probability of less than 1:10,000, it must be demonstrated that the individual risk is  $<1 \times 10^{-5}$  per year and group risk falls within the “Acceptable” zone on a suitable group risk chart;
- / If none of these criteria can be satisfied without mitigation measures, then the mitigation actions required must be demonstrated to reduce the risk below  $10^{-5}$  per year and to “as low as reasonably practicable” (ALARP). If mitigation is required, further discussion with the RVCA will be required to determine what will be acceptable.

The assessment included field investigations and reconnaissance carried out by Paterson Group, which did not indicate any signs of movement, activity, or cause of concern with respect to landslide susceptibility. The assessment concluded that the annual probability of a large catastrophic landslide occurring at or directly impacting the subject site is estimated to be less than 1:10,000 and the site is considered safe and suitable for consideration of the purpose of the proposed development.



### 7.3 Transportation Impact Assessment, prepared by Parsons, dated September 19, 2023

Parsons prepared the Transportation Impacts Assessment (TIA) in support of the proposed development, following the City of Ottawa's new TIA process. The TIA has concluded that all study area intersections currently operate at very good LoS 'B' or better, with critical movements operating at good LoS 'C' or better. Parsons developed two mode share scenarios to assess the implications of a direct pathway connection with a bridge to the Trim LRT Station and concluded that it would not be realistic to assume transit-oriented development (TOD) mode shares if a direct pathway connection were not constructed.

- / Scenario 1 (non-TOD): mode shares similar to TRANS for Orléans, assuming existing conditions with no direct connectivity to the future Trim LRT Station resulting in approximately 1.3km walk to the LRT Station. Note that if the MUP on the north side of Highway 174 was built without a bridge over Highway 174 to the Trim LRT Station, it would still result in approximately 1.2 km walk, considered non-transit-oriented or non-walking inclusive to rapid transit.
- / Scenario 2 (TOD): transit-oriented development, with future MUP and pedestrian bridge connecting the north side of Highway 174 to the future Trim LRT Station resulting in approximately 450 to 850m walk.

Both scenarios were evaluated to forecast new trips, with Scenario 1 (non-TOD) forecasting approximately 855 to 880 new two-way vehicle trips, 380 to 425 new two-way transit trips, and 185 to 300 new two-way active trips. Scenario 2 (TOD) forecasts approximately 545 to 555 new two-way vehicle trips, 700 to 785 new two-way transit trips and 185 to 300 new two-way active trips.

The MMLOS road segment analysis showed that none of the pedestrian target levels of service were met due to lack of sidewalk facilities, lack of boulevard separation and posted speeds of 60km/h being too high., The bicycle BLoS targets were only met on the south side of Jeanne d'Arc Boulevard, adjacent to the proposed development.

The MMLOS intersection analysis showed that only truck target goals were met. There were no transit targets set as no intersection was within a transit priority corridor. Bicycle intersection targets were not met due to lack of cycling facilities, and pedestrian targets were not met at any intersection due to the quantity of lanes required to cross.

Both Scenario 1 and Scenario 2 have good overall intersection performance, with Scenario 2 operating better than Scenario 1 with good overall LoS 'C' or better and acceptable critical movements of LoS 'E'.

Overall, the development is recommended from a transportation perspective.

### 7.4 Transportation Noise & Vibration Feasibility Assessment, prepared by Gradient Wind Engineers & Scientists, dated May 26, 2023

Gradient Wind Engineers & Scientists completed the Transportation Noise and Vibration Feasibility Assessment for the proposed development by assessing exterior noise and vibration levels generated by local transportation sources.

The assessment concluded that noise levels will range between 62 and 77 dBA during the daytime period and between 59 and 69 during the nighttime period. The highest noise level occurs along the south façade D1, which is the nearest and most exposed to Highway 174. Noise levels at the various amenity terraces tested exceed the 60 dBA upper criterion, and as such, investigation of noise screens is expected to be required. It is recommended that amenity spaces classified as outdoor living areas should make use of building massing to provide blockage from transportation noise sources, where possible.

The assessment has also identified that building along Jeanne d'Arc Boulevard and Highway 174 will require central air condition, allowing occupants to keep windows closed and maintain a comfortable living environment. Buildings set back and sheltered from these sources will require forced air heating with provision for air conditioning. As part of a future Site

Plan Control application, a detailed transportation noise assessment will determine specific transportation noise control measures to be implemented on-site.

With respect to stationary noise, impacts from the surroundings on the study building are expected to be minimal and in compliance with the MECP's noise guidelines NPC-216-Residential Air Conditioning. Impacts from the development on the surroundings can be minimized by judicious placement of mechanical equipment, however a detailed stationary noise assessment will be completed at the time of Site Plan Control to ensure impacts at on-site and off-site locations are in compliance with the stationary noise criteria.

## 7.5 Pedestrian Level Wind Study, prepared by Gradient Wind Engineers & Scientists, dated May 25, 2023

Gradient Wind Engineers & Scientists completed the Pedestrian Level Wind Study to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where conditions may interfere with certain pedestrian activities so that mitigation measures may be considered.

The study concluded that most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Exceptions to the acceptable wind conditions include the future connection, which is predicted to be suitable for mostly standing during the summer and a mix of standing, strolling, and walking during the spring and autumn, and between buildings C2 and D1 where conditions are predicted to be the windiest and uncomfortable for at least 24% of the time.

## 7.6 Tree Conservation Report, prepared by CIMA+, dated May 23, 2023

CIMA+ prepared a Tree Conservation Report (TCR) for the proposed development at 8600 Jeanne d'Arc Boulevard. The intention of the TCR is to determine what woody vegetation should be retained and protected on the site. The findings of the tree inventory concluded that the site is mainly comprised of a mixed meadow ecosite dominated by a mix of grasses and broadleaf species. Woody vegetation in this community was limited, except for a few scattered Green Ash, Bur Oak, saplings, Staghorn Sumac, and Red-osier Dogwood shrubs in the southwest extents of the site. The majority of the trees inventoried were located within the deciduous forest associated with Taylor Creek, situated in the western extend of the site.

A total of 71 trees with a DBH of 10 cm or greater were assessed as part of the inventory within the site boundaries. Of these trees, 36 were alive and 35 were dead.

An impact assessment was undertaken to determine impacts to the trees within the site because of the proposed project construction. Trees recommended for removal include trees within or outside the limit of work that would not be able to withstand construction-related impacts, and all dead trees. Trees identified as being injured require work within the minimum CRZ; however, impacts to these trees are anticipated to be minor and it is likely that these trees will survive post construction.

The TCR provided mitigation and construction management measures, which include:

- / Referring to the most recent EIS for the scheduling of tree removals to avoid impacting other natural heritage features.
- / Delineation of the disturbance limits within work areas will be clearly defined on drawings and on the site prior to construction.
- / Install Tree Protection Fencing prior to commencement of construction activities and retain fencing until construction activities have been completed.

- / Do not place any material or equipment within the CRZ of a tree.
- / Do not raise or lower the existing grade within the CRZ of a tree.
- / Do not extend any hard surface or significantly change landscaping.
- / If the construction will have to encroach into a tree's minimum CRZ, installing a temporary layer of 150 mm deep partially composed wood chips mulch over the root zone can help to protect roots from compaction damage, and conserve soil moisture levels.
- / Equipment and materials should not be stored near trees
- / Ensure that exhaust fumes from all equipment are not directed towards any tree's canopy.
- / Do not attach any signs, notices, or posters to trees.
- / Ensure that site clearing is carried out only in areas where it is specifically required, and that the areas to be cleared are carefully and clearly delineated.

## 7.7 Phase One ESA, prepared by Lopers & Associates, dated October 12, 2022

Lopers & Associates (Lopers) completed the Phase One Environmental Site Assessment (Phase One ESA) of the subject property. The Phase One ESA did not identify any Potentially Contaminating Activities (PCAs) on the property, and also concluded that the PCAs on neighbouring properties are located significant distances away and are separated by a major highway.

Based on the location and orientation of the PCAs identified as part of the Phase One ESA, they are not considered to represent APECs for the subject property. A Phase Two Environment Site Assessment is not required for the subject property.

## 7.8 Functional Servicing Report, prepared by Stantec Consulting Limited, dated September 14, 2023

Stantec Consulting Limited (Stantec) prepared the Functional Servicing and Stormwater Management report in support of the Draft Plan of Subdivision application for the proposed development. The report concluded that:

### **Water Servicing**

The development is to be serviced with connections to the existing watermain in Jeanne d'Arc Boulevard N. Service connections from the development blocks are made to a 250mm looped watermain within the proposed public road. Block A is anticipated to have a 200mm water service connected to the existing water main in Jeanne d'Arc Boulevard N. and the proposed 250 mm watermain within the site. Block B, C, and D are anticipated to have paired 200mm service laterals extended into each development block from the 250mm watermain within the site.

From the boundary condition HGL elevations, the existing watermain can provide the required fire flow while maintaining the minimum residual pressure of 20 psi.

### **Wastewater Servicing**

The existing sanitary sewers along the boundaries of the site consists of a 900mm diameter trunk sewer along Jeanne d'Arc Boulevard N. The development is to be serviced with connections to the existing sanitary sewer along Jeanne d'Arc Boulevard N. Service connections from the development blocks are made to 250mm sewers within the proposed public road. Block A is anticipated to have a 250mm sanitary service lateral, and Block B, C, and D are anticipated to have 200mm service laterals.

### **Stormwater Management and Servicing**

The existing storm drainage system along the boundaries of the site consists of a ditch and culvert drainage system along Jeanne d'Arc Boulevard N. A portion of the ditch drains to Taylor Creek and the remainder drains to the Ottawa River. Subject to confirmation from field investigation, the existing culverts are currently considered 600mm diameter corrugated steel pipe (CSP) material.

The proposed stormwater servicing approach is illustrated in the drawing set prepared as part of this report. The western roadway segment of Block A and Block B will discharge to the Ottawa River via an upgrade to the nearest associated existing culvert system. The eastern roadway segment, Block C, and Block D will discharge to the Ottawa River with an outlet to the existing ditch on the south side of Jeanne d'Arc Boulevard N. and then through the nearest associated existing culvert system.

### **Grading Plan**

A functional grading plan is illustrated in the drawing set that has been prepared as part of this report.

### **Utilities**

Existing utilities from Hydro Ottawa, Bell, Rogers, and Enbridge are anticipated to be used to service this site. The exact size, location, and routing of utilities is to be finalized during subsequent stages of the development application process.

## **7.9 Environmental Impact Statement, prepared by CIMA+, dated December 2023**

CIMA+ was retained by 110394936 Canada Inc. (Brigil) to prepare an Environmental Impact Statement (EIS). The purpose of this Statement was to collect and evaluate available information from background reviews and site investigations to make an informed decision as to whether the proposed development will have a negative impact on significant natural features and/or ecological functions present on or adjacent to the subject lands.

The following is a list of the potential or known natural heritage that were identified:

- / Provincially Significant Wetland – Petrie Island in the adjacent lands to the north
- / Habitat of endangered and threatened species
- / Candidate Woodlands
- / Candidate valleylands
- / Candidate Significant Wildlife Habitat
- / Urban Natural Features
- / Natural Heritage System Core Area – Petrie Island in the adjacent lands to the north
- / Fish habitat (Taylor Creek and Ottawa River, both in adjacent lands)

In summary the natural constraints are primarily situated within the adjacent lands and the minor disturbance needed to construct the larger stormwater outlet is not anticipated to result in any negative impacts to the Natural heritage Feature/Core Area. The key next steps would be to;

- / Communicate with MECP with respect to Blanding's Turtle;
- / Review the potential need to comply with anticipated new guidelines for Black Ash; and
- / Submit a Request for Review to DFO and completion of any subsequent requirements to DFO's satisfaction related to fish habitat.

Provided that the avoidance and mitigation measures summarized Table 7 of the EIS are implemented appropriately, and pending review by DFO and MECP the proposed development could proceed as planned.



## Integrated Environmental Review

An integrated environmental review demonstrates how all the studies in support of the application influence the design of the development with respect to effects on the environment and compliance with the appropriate policies within the Official Plan.

Section 7 provides an overview of the technical studies that were completed in support of the applications for the development of the subject lands. These studies and their recommendations were reviewed with consideration for potential environmental effects related to the proposed development. A design with nature approach has influenced the design of the development, supporting the following environmental objectives:

- / Increasing forest cover across the city;
- / Maintaining and improving water quality;
- / Maintaining base flows and reducing peak flows in surface water;
- / Protecting and improving the habitat of fish and wildlife in stream corridors;
- / Protecting springs, recharge areas, headwater wetlands and other Hydrogeological areas;
- / Managing resources by using low-maintenance, natural solutions

**The proposed development does not infringe on any significant natural heritage systems or natural stream corridors and has implemented efficient and sustainable design principles as follows:**

- / **The connectivity of the subject lands to the greater cycling and pedestrian network contributes to the feasibility of sustainable transportation modes.**
- / **The development is situated in proximity to an under construction Rapid Transit Station;**
- / **An improved connection to access the LRT to the east has been contemplated; and**
- / **The creation of open space blocks which will be transfer to the City, ensuring protection from development; and,**
- / **Contemporary energy saving opportunities will be explored in the construction materials selected for development of the site.**

As the planning approvals proceed through the application process, IERS will be updated, as necessary, and reviewed and concurred with by the individual consultants involved in the preparation of the technical studies as well as by the Brigil.

## 9.0 Public Consultation Strategy

In partnership with the City of Ottawa’s Business and Technical Support Services, the project team will discuss the best mechanism to conduct public engagement for the proposed Official Plan Amendment and Draft Plan of Subdivision applications. Depending on the timing of the future Zoning By-law amendment, it could also be brought to the public concurrently. All public consultation will comply with the *Planning Act* requirements, including circulation of notices and the Statutory Public Meeting.

The following public engagement activities will be undertaken prior to the formal submission of the applications.

- / Notification of Ward Councillor, Councillor Matthew Luloff
- / Community “Heads Up” to local registered Community Associations
- / Consultation with Business and Technical Support Services will occur prior to Phase 3 Pre-Consultation submission, with any identified public consultation occurring during this time as well.

Upon formal submission of the applications, the following public engagement activities will be undertaken:

- / Committee Meeting Advertisement and Report Mail out to Public (City of Ottawa)
- / Statutory Public Meeting – Planning and Housing Committee

## 10.0 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 Policy Statement (2020)** by providing by 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 healthy, safe, and liveable 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 **generally complies with the applicable requirements in the Comprehensive Zoning By-law 2008-250**. The requested amendments are required to facilitate any type of development on the subject property, and the amendments 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, M.Pl.  
Planner



Lisa Dalla Rosa, MCIP RPP  
Associate