



**1495 HERON ROAD**  
Planning Rationale and Design Brief

24 July 2024

Prepared for:  
Canada Lands Company

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## EXECUTIVE SUMMARY

Stantec has been retained by Canada Lands Company (Canada Lands) to prepare this Planning Rationale and Design Brief in support of a proposed Zoning By-law Amendment application for their property located at 1495 Heron Road in Ottawa, Ontario. The site, previously used as the Federal Study Centre, is situated in the Alta Vista neighbourhood north of Heron Road, at its intersection with Baycrest Drive.

The property was acquired by the Sisters of the Congregation of Our Lady (Les Sœurs de la Congrégation de Notre-Dame) in 1959, at which time they retained Ottawa architect Tim Murray (Murray & Murray) to design a new educational campus.

Murray conceived the Campanile Campus as a self-contained campus organized around a series of courtyards with the Chapel and its copper roof occupying a prominent position. The buildings are modernist in both their architectural vocabulary and construction methods, as well as in their primarily orthogonal massing and asymmetrical layout. The twelve buildings that were part of the original Campanile Campus (including Building G beyond the site boundary) were constructed between 1963 and 1965.

The religious and educational institution closed at the Campanile Campus in 1973, at which time it was acquired by the federal government as the Federal Study Centre. In 2020 the federal government transferred the property to Canada Lands Company to undertake an ambitious plan to reimagine the site as a mixed-use community that integrates innovative and affordable housing types, heritage preservation, open space and the public realm, and innovative stormwater management within a low and mid-rise urban built form.

The vision statement for the reimagining of the site was established early in the master planning process and provides a foundation for the project:

### **A Place to Connect**

**Embracing aspirational societal goals of yesterday and today, the future of 1495 Heron is one that prioritizes human-centric design in a cohesive campus that promotes collaborative experiences, preserves the past in unique ways, and accommodates a variety of living, working, learning, and recreating environments for existing and future residents of the Alta Vista community.**

Canada Lands has undertaken a proactive and transparent approach to raise awareness of the project, provide information, and engage members of the public in the process of creating a Master Plan for 1495 Heron Road. The community's five guiding principles were developed in consultation with the Public Advisory Committee early in the master planning process formed the foundation of the Master Plan:

- Sustainability and Open Space
- Heritage Conservation
- Mid-Rise Community



- Community Amenities
- Affordability

The Preferred Development Plan seeks to balance the need for heritage conservation, the provision of park space, stormwater management, and the inclusion of a school site, with the goal to accommodate a range of residential and commercial forms that will facilitate the evolution of the site and surrounding community into a 15-minute neighbourhood.

The Preferred Development Plan unfolds around a public street that encircles the heritage campus while providing mobility access to new development blocks and open spaces. An integrated network of sidewalks, walkways, and trails connect the site to established pedestrian and cycling facilities to the north, west and south of the site.

An integrated network of plazas, parks, green corridors, and complete streets provides a range of public open spaces intended to both expand and complement established City-owned open spaces to the north and west of the site. A new parkette, framed by residential buildings, is proposed north of the historic chapel, and provides green connectivity from Wrens Way into the community. The integrated approach to open space will ensure that the new community is connected to established communities and facilitates active mobility.

Implementing the Master Plan for 1495 Heron Road requires changes to the zoning over the site. An amendment to the Zoning By-law is proposed with the details outlined in Section 5 of this rationale below.

While the precise number of dwelling units and commercial space will be determined by subsequent Site Plan Control applications, the proposal anticipates approximately 1100 dwelling units and 7600 m<sup>2</sup> (82,000 ft<sup>2</sup>) of gross floor area (GFA) of commercial/non-residential space.



## ACRONYMS

BRT	Bus rapid transit
CEPEO	Conseil des écoles publiques de l'Est de l'Ontario
CLC	Canada Lands Company
EIS	Environmental Impact Statement
FHBRO	Federal Heritage Buildings Review Office
FSI	Floor space index
GFA	Gross floor area
MMAH	Ontario Ministry of Municipal Affairs and Housing
OCSB	Ottawa Catholic School Board
OHA	Ontario Heritage Act
OP	City of Ottawa Official Plan (adopted by Council in 2021)
Former OP	City of Ottawa Official Plan (2003, as amended)
PPS	Provincial Policy Statement (2020)
Draft PPS	Provincial Planning Statement (April 2024 Draft)
SAR	Species at Risk
SOCC	Species of Conservation Concern
TCR	Tree Conservation Report
TIA	Transportation Impact Assessment



# 1 INTRODUCTION

Stantec Consulting (Stantec) has been retained by Canada Lands Company (Canada Lands, or CLC) to prepare this Planning Rationale and Design Brief in support of a proposed Zoning By-law Amendment application for their property located at 1495 Heron Road in Ottawa, Ontario.

In 2022 Canada Lands, in partnership with Stantec Consulting and ERA Architect, published a Master Plan for the transformation of 1495 Heron Road into a walkable, mixed use, urban community. The Master Plan was the product of community input, through a public advisory committee and several public engagement opportunities; extensive site investigation and research; and feedback from the City and other public agencies.

The Master Plan's vision statement was established early in the master planning process and provides a foundation for the project:

## **A Place to Connect**

**Embracing aspirational societal goals of yesterday and today, the future of 1495 Heron is one that prioritizes human-centric design in a cohesive campus that promotes collaborative experiences, preserves the past in unique ways, and accommodates a variety of living, working, learning, and recreating environments for existing and future residents of the Alta Vista community.**

The community's five guiding principles were then developed in consultation with the Public Advisory Committee to advance the vision statement.

- Sustainability and open space
- Heritage conservation
- Mid-rise community
- Community amenities
- Affordability

Implementing the Master Plan was to be done through two concurrent planning applications:

- A **Zoning By-law Amendment** was required to change to the types of uses permitted on the site. The current Minor Institutional Zone permits a narrow range of institutional and commercial uses and does not provide sufficient detail regarding lot line setbacks, building heights, or transitions.
- A **Draft Plan of Subdivision** was proposed to subdivide the site into blocks and streets for the various building blocks of the Master Plan.

The two applications were submitted to the City of Ottawa on 14 April 2024 and deemed adequate on 19 May 2023.



## **1.1 Evolving Land Development Context**

In April 2024 the federal government introduced Canada's Housing Plan in advance of financial commitments for its implementation within Budget 2024. The strategy aims to create 3,870,000 new homes by 2031- including 250,000 homes through a new Public Lands for Homes Plan. Budget 2024 also provides additional funding to support and expand Canada Lands' activities to build more homes on current and former public lands.

Since submitting the initial applications several trends which have impacted the viability of the initial Master Plan. Increased construction costs, costs of borrowing, constrained housing supply, and robust population inflows are challenging many land development and housing projects. To ensure the site can be viably redeveloped, and support federal housing objectives delivered to Canada Lands, the initial Master Plan has been re-examined to identify opportunities to accommodate additional housing while adhering to the vision and guiding principles of the original Master Plan.

The Revised Concept Plan demonstrates how the site could approximately 1100 dwelling units and 7,600 m<sup>2</sup> (82,000 ft<sup>2</sup>) of non-residential uses while advancing the direction of the Official Plan, the guiding principles of the original Master Plan, and unlocking the site's potential to help supply greater housing choice.

The revised Zoning By-law Amendment application seeks to simplify the proposed new zoning to provide more flexibility in massing, built form, and dwelling type for future development. Despite the simplification, the proposed zoning will continue to reflect the guiding principles of the original Master Plan, maintain a transition to lower density residential to the east, are permit low to mid-rise building heights.

The Draft Plan of Subdivision application will be placed on hold. At this time, Canada Lands intends to solicit interest in the site upon completion of the rezoning exercise and will no longer pursue approval or registration of a subdivision. Subsequent development partners may elect to reactivate the subdivision application in the future.

## **1.2 About Canada Lands Company**

Canada Lands Company is a non-agent Crown corporation of the federal government tasked with the responsible disposal of lands deemed surplus to the federal government's needs.

Canada Lands has created plans and communities across Canada and has been recognized for their award-winning leadership in design, real estate, sustainability, and environmental stewardship. Wateridge Village and Booth Street are two examples of Canada Lands' ongoing and creative local projects.

Leveraging its real estate arm, Canada Lands transforms former Government of Canada properties and reintegrates them into local communities while ensuring their long-term sustainability and commercial viability. As a leading Canadian attractions manager, the company also holds, invests in, and manages





world-renowned Canadian attractions. Through all its operations, Canada Lands Company strives to deliver the best value and financial return to Canadians.

### **1.3 Evolving Provincial Planning Context**

Ontario's provincial government continues to propose and modify facets of the Province's planning and land use policy framework. The information contained in this report is based on provincial and municipal policy as of the date of the report's issuance.



## 2 SITE AND CONTEXTUAL ANALYSIS

The site is located within the City of Ottawa approximately six kilometres southeast of Parliament Hill and the City's central business district. It is located north of the intersection of Heron Road and Baycrest Drive in Ward 18 (Alta Vista Ward).

The site is at the convergence of three Ottawa South neighbourhoods: Alta Vista, Guildwood Estates, and Heron Gate. Despite abutting many homes within the Guildwood Estates neighbourhood the site is disconnected from all three surrounding neighbourhoods with physical features separating the site and limited pedestrian or street access.



Figure 1: Aerial imagery of the site (outlined in red) and surrounding context. (GeoOttawa, 2021)

**1495 Heron Road**  
**2 Site and Contextual Analysis**

The site is municipally addressed as 1495 Heron Road and legally described as *Part of Lot 20 Junction Gore, Part 8 on 4R-699, Part 3 and 5 on CAR-129, Former Township of Gloucester, annexed by former City of Ottawa, now City of Ottawa* (PIN: 04189-0241 & 04189-0250). The site has 145.7 m of frontage on Heron Road and an area of 7.3 ha.

The following registered plans and instruments affect the property:

Instrument	Type	Description
4R-699	Reference Plan	Plan including site and abutting properties to southwest.
4R-1043	Reference Plan	Plan describing open space north and west of the site.
4R-1729	Reference Plan	Plan describing room in west portion of Building I.
4R-4802	Reference Plan	Plan describing easement parts related to utility pole and wires.
4R-28609	Reference Plan	Plan describing main vehicle entrance from Heron Road and southwest portion of ring road.
LT467123	Easement	Easement over Part 1 on Plan 4R-4802 in favour of the City for overhead utility lines. Part 1 is now on the abutting school lands.
LT969947	Easement	Easement over Part 2 on Plan 4R-4802 in favour of the City for utility infrastructure. Easement in place for 49 years commencing 1 April 1984 (expires 1 April 2033) or period of the use of the works.
OC1788113	Easement	Right-of-way over Part 3 on Plan 4R-28609 in favour of the subject property. Part 3 is part of the abutting school lands.
OC1788114	Easement	Right-of-way over Parts 4, 5, and 6 on Plan 4R-28609 in favour of the abutting school lands.

## 2.1 Site History and Background

Situated in what is now the City of Ottawa, the site is built on the ancestral and unceded territory of the Algonquin Anishinaabe people.

In 1959, the Sisters of the Congregation of Our Lady (Les Sœurs de la Congrégation de Notre-Dame) purchased Part of Lot 20 in the Junction Gore from the Estate of John James Heron with the intention of replacing their school at the Old Notre Dame Convent on Gloucester Street. The Sisters intended to create a campus environment that would accommodate new pedagogical approaches to education in Ontario, expand modern learning facilities, and accommodate growth in student numbers.

The Catholic educational campus and convent was designed by architect Tim Murray. Murray conceived the Campanile Campus as a self-contained campus in which quadrangles, or courtyards, function as the principal organizing feature of its asymmetrical layout with the Chapel and its copper roof occupying a prominent position. The buildings are modernist in both their architectural vocabulary and construction methods, as well as in their primarily orthogonal massing and asymmetrical layout.



## 1495 Heron Road 2 Site and Contextual Analysis

The twelve buildings that were part of the original Campanile Campus (including Building G beyond the site boundary) were constructed between 1963 and 1965. A subsequent phase was added west of the site which includes the former St. Patrick's Intermediate School (Buildings 1, 2, and N).



**Figure 2: Archival image of the newly completed Campanile Campus taken in the 1960s by Paul Blohm. (Source: Congregation de Notre Dame)**

The religious and educational institution operated for approximately a decade before financial challenges led to the closure of the Campanile Campus in 1973.

The property was sold to the Government of Canada to be used as a training centre, known as the Federal Study Centre, to meet the needs of an expanding public service. An additional building was constructed to the northeast of the original campus in 1975 (Building M). The government operated the facility for various purposes until 2014 when it was declared surplus. The site has remained vacant and unoccupied since that time.



## 2.2 Existing Site Conditions

Today, the core of the site is composed of twelve interconnected buildings arranged to frame a series of three internal plazas. Ten of the original twelve buildings remain fully within the site; Building G and part of Building I- both located at the southwest corner of the complex, are part of the abutting property owned by the Ottawa Catholic School Board (OCSB).

Buildings within the campus display a range of shapes, massing, and heights reflecting their originally intended functions. Spaces used for classrooms and administration are generally one to two-storeys in height. Community gathering and event spaces, such as the chapel, amphitheatre, and gymnasium, are located along prominent visual axes and corners and designed with unique rooflines or footprints. Accommodations for personnel were provided in two mirrored six-storey buildings positioned to frame the



**Figure 3:** Photos of various locations within the campus. Top Left (3A): looking west between Buildings J and K. Top Right (3B): looking south from the former chapel across the central plaza. Bottom Left (3C): looking southeast from behind the campus with Buildings K, L, and A. Bottom Right (3D): looking southeast at Buildings D and E from within the central plaza.



**1495 Heron Road**  
**2 Site and Contextual Analysis**

chapel and secondary plazas. Mechanical, storage, and servicing operations were accommodated in the buildings' lower levels which benefit from the complexes integrated buildings and service tunnels.

East of the campus, the site is occupied by a large surface parking lot. A fenced tennis court is located in an open area in the site's northeast corner.

North and northwest of the campus, the site is composed of open space occupied by maintained lawns and a treed area composed of a mixture of deciduous and coniferous vegetation.

The front portion of the site, between the campus buildings and Heron Road, is occupied by maintained lawns and the main vehicular access to the site which extends north from the intersection of Heron Road and Baycrest Drive. The driveway also provides vehicular access to the school board lands immediately west of the campus (described by Instrument OC1788114).



**Figure 4: Photos of the site surrounding the campus buildings. Left (4A): looking north from Heron Road across the east parking area; trees to the right are located on abutting properties. Right (4B): looking south from Wrens' Way; Building M is in the foreground.**



## 2.3 Surrounding Context

The site is at the convergence of three Ottawa South neighbourhoods: Alta Vista to the north and west; Guildwood Estates to the east; and Heron Gate to the south.

The following uses surround the property:

The site is bounded to the north and northwest by City-owned park and open space lands. North of the site is Wrens Way, named such to commemorate members of the Women's Royal Canadian Naval Service (WRCNS) (or Wrens as they were popularly known) that served during the Second World War. Wrens Way is a reforesting and naturalized open space with informal walking trails. Northwest of the site is Orlando Park and the Orlando Park Annex, a neighbourhood park with four sports fields, open play areas, and a structured play area abutting Hillary Avenue. These two parks form part of a larger interconnected network of open spaces that extend north to the Ottawa Hospital Main Campus and south to Ledbury Park. West of the site is École élémentaire publique Marie-Curie operated by Conseil des écoles publiques du Centre d'Est de l'Ontario (CEPEO) in the former Saint Patrick's Intermediate School. Immediately south of the school is the former Queen of the Angels Adult School at 1485 Heron Road.



**Figure 5: Photos of lands north of the site. Left (5A): looking northwest along a trail in Wrens' Way. Right (5B): looking southwest along a trail in Wren's Way; the site is in the background.**

East of the site is the neighbourhood of Guildwood Estates an established community characterized by one and two-storey detached dwellings on larger lots. The property is bounded to the east by two-storey detached dwellings fronting onto Garand Place and Amberdale Crescent. Ten of these dwellings have rear yard amenity spaces that abut the property's easternmost boundary. Guildwood Court (Carleton Condominium Corporation 617) at 1565 Heron Road abuts the property's southeast corner. The community is composed of 16 two-storey townhouse units arranged in a planned unit development.



**1495 Heron Road**  
**2 Site and Contextual Analysis**



**Figure 6: Photos of east site conditions. Left (6A): looking south along the western edge of the site abutting Orlando Park. Right (6B): Temporary sign for École élémentaire publique Marie-Curie at the site's main entrance.**

South of the site is Heron Road, a four to six-lane arterial street with a posted speed limit of 50 km/h. The Hilda Jayewardenaramaya Buddhist Monastery is located at 1481 Heron Road in a converted single storey detached dwelling.



**Figure 7: Photos of south site conditions: Left (7A): looking northwest from the intersection of Heron and Baycrest with monastery and former school site. Right (7B): looking northeast from same intersection at the property's front yard landscaping. Guildwood Estates is in the background.**





## 1495 Heron Road 2 Site and Contextual Analysis

On the opposite side of Heron Road is the Heron Gate (also spelled 'Herongate') community. Heron Gate was initially developed in the 1970s as a higher density community composed of a range of townhouse, stacked townhouse, mid and high-rise residential buildings. In recent years a number of townhomes in the community have been demolished with the intent to redevelop these areas with a more urban built form and broader range of housing. An initial redevelopment phase named Local Vista (Heron Gate Phase 7) was constructed in 2020 at the southeast corner of Heron Road and Sandalwood Drive. Local Vista is composed of three six-storey residential buildings with below-grade parking and local commercial space facing the intersection. Much of the Heron Gate neighbourhood has been approved for significant redevelopment which is further discussed in Section 2.4 of this rationale.



**Figure 8: Photos of lands south of the site. Left (8A): looking south from site towards Heron Gate. Right (8B): looking southeast from site towards Heron Gate; Local Vista (Heron Gate Phase 7) is in the distance.**



## OPEN SPACE AND PARKS

The property abuts an extensive green corridor of interconnected open spaces and parks stretching from the Ottawa Hospital's Main Campus on Smyth Road in the north to Ledbury Park and the OC Transpo Trillium Line Maintenance and Storage Facility in the south. The City's Parks and Recreation Facilities Master Plan provides details of existing and future parks and facilities across the City; in addition to the existing Orlando Park (neighbourhood park), Wrens' Way (woodland park), and Sandalwood Park (neighbourhood park), a new neighbourhood park is proposed within the Heron Gate community at the corner of Baycrest Drive and Cedarwood Drive.

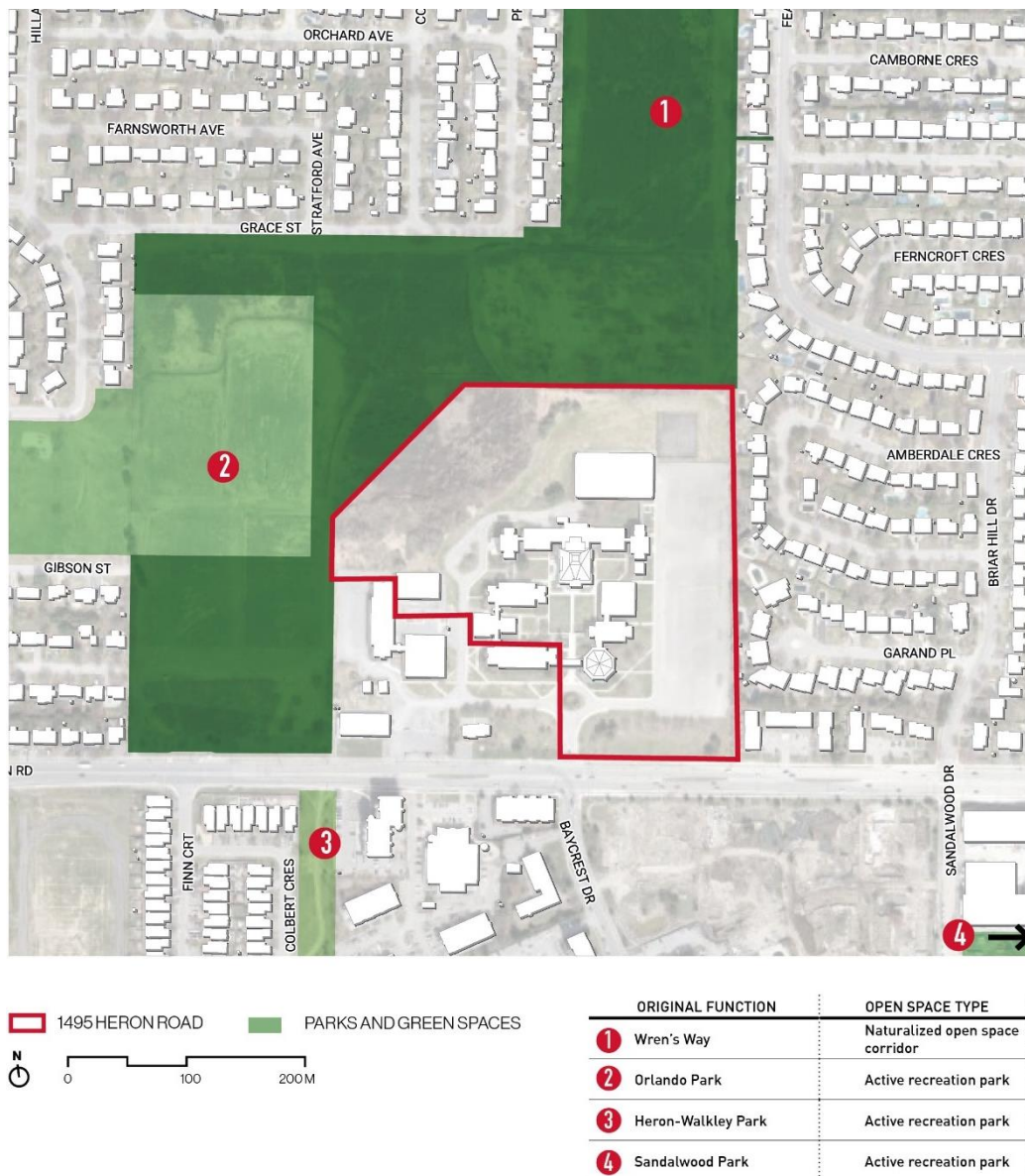


Figure 9: Plan of existing City-owned open space and parks surrounding the site.



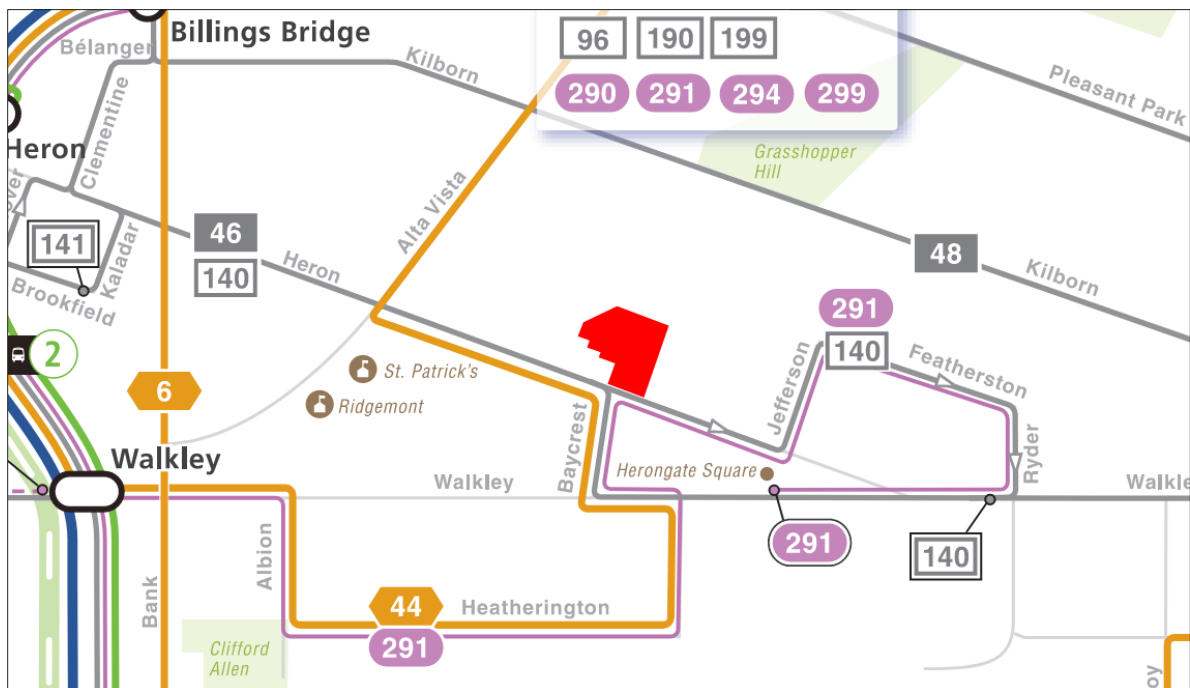
**1495 Heron Road**  
**2 Site and Contextual Analysis**

**TRANSPORTATION AND MOBILITY**

The site directly abuts an arterial street (Heron Road) and adjacent to the intersection of a collector (Baycrest Drive). Several major collectors (such as Alta Vista Drive) and collectors (such as Briar Hill Drive, Featherston Drive, and Kilborn Avenue) are located in proximity to the site and support the City's larger transportation network.

The site is served by frequent, regular, and Connexion bus routes:

Route	Route Type	Details
44	Frequent	Weekday headways of approximately 15 minutes, 05:24 to 01:05 Weekend headways of approximately 30 minutes, 05:58 to 00:36
46	Local	Weekday headways of approximately 15 minutes, 04:42 to 00:49 Weekend headways of approximately 30 minutes, 05:45 to 01:20 on Saturdays, and 06:50 to 00:13 on Sundays
140	Local	Weekday headways of approximately 30 minutes, 09:02 to 15:21 Saturday headways of approximately 30 minutes, 9:50 to 17:34 No Sunday service
291	Connexion	Weekday peak only, 06:01 to 08:52 and 15:39 to 18:48 No weekend service



**Figure 10: Excerpt from OC Transpo system map with site shown in red. Several routes serve the site.**



**1495 Heron Road**  
**2 Site and Contextual Analysis**

Heron Road has been identified as the alignment of a future bus rapid transit (BRT) corridor with a proposed stop near the intersection of Heron Road and Baycrest Drive. At this time, no preliminary design plan or environmental assessment has been completed for the alignment.

A major pathway is shown passing through the green corridor to the north and west of the site within the Official Plan. No details are available of the future alignment or design of this infrastructure.

It is noted that the City is currently developing a new Transportation Master Plan (TMP); Part 1 was approved by Council in April 2023 and included TMP policies, active transportation projects, and transit and road project prioritization frameworks for Part 2 of the TMP. At this time schedules of the Official Plan have not been updated to reflect the new TMP.



**Figure 11: Excerpts from the Official Plan. Left (11A): excerpt of Schedule C1 showing the site abutting a future BRT station. Right (11B): excerpt of Schedule C3 showing a major pathway passing through Wren's Way and Orlando Park.**

## 2.4 Surrounding Development

The area surrounding the site is characterized by a range of building heights ranging from single-storey dwellings to high-rise residential buildings up to 19 storeys. Taller buildings are located along Heron Road and in the Heron Gate community immediately south of the property, whereas low-rise buildings predominate neighbourhoods east and north of the site as well as interspersed with taller buildings throughout Heron Gate.



**Figure 12: Axonometric overlay of the site and surrounding buildings based on their height classification.**

In 2019, Hazelview Properties, the largest property owner within the Heron Gate community, submitted an Official Plan Amendment application to facilitate the comprehensive redevelopment of their holdings (City File No.: D01-01-19-0010).

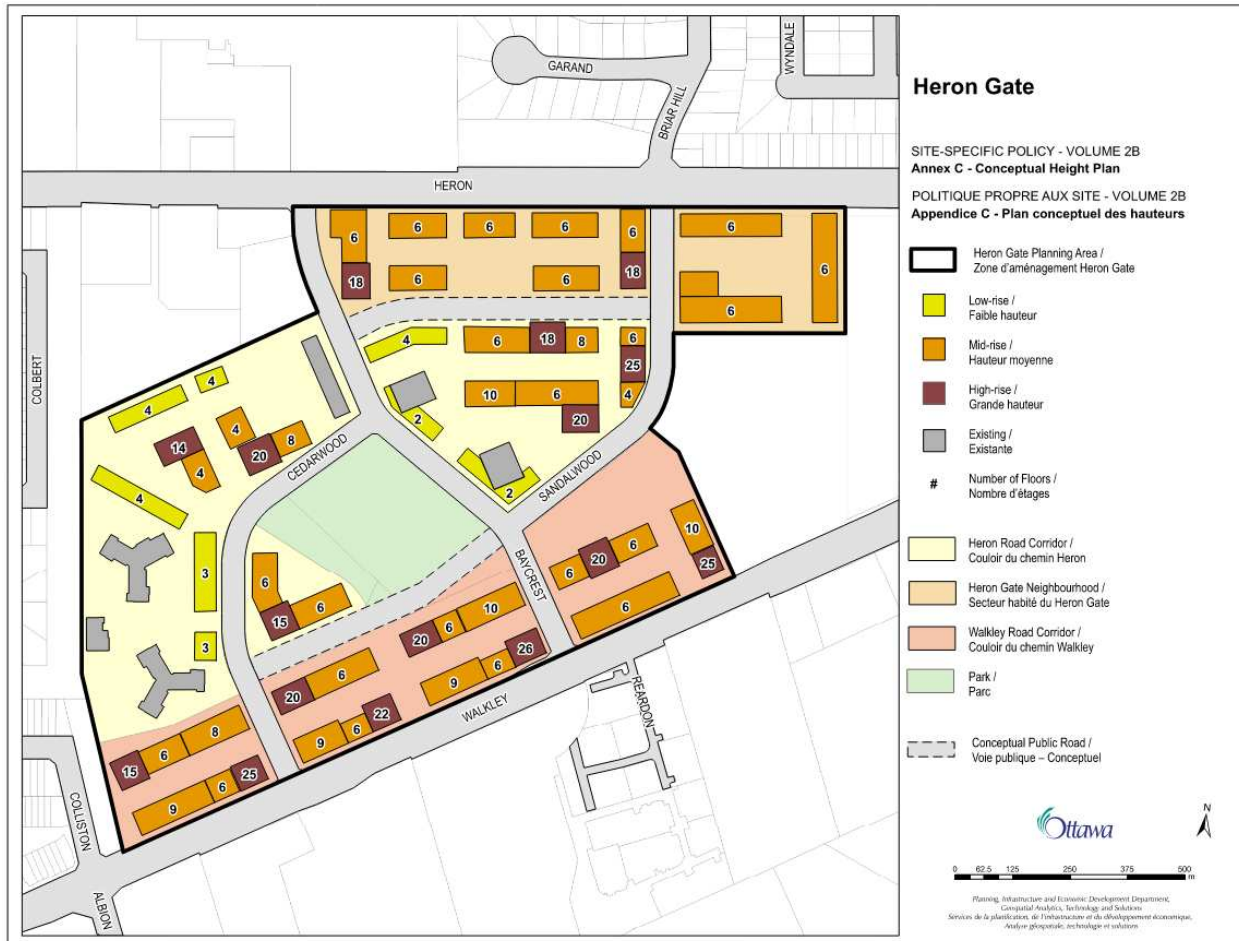
The amendment was submitted to facilitate redevelopment of Hazelview's holdings into a range of mixed use and residential buildings up to 26 storeys, the creation of a new City park, implementation of a vision and guiding principles, and implementation of various policies on land use, built form, public realm,



**1495 Heron Road  
2 Site and Contextual Analysis**

transportation, circulation, sustainability, housing, and community benefits. Full build-out is expected to occur over 20 to 25 years and, once completed, will accommodate approximately 6427 retained and new dwellings.

The amendment to the former Official Plan was approved by Council in May 2021 and subsequently appealed to the Ontario Land Tribunal. The appeal was dismissed by the Tribunal in May 2022 (Case No.: OLT-21-001533). The amendments were carried forward into the new Official Plan (now in force and effect) through inclusion of the Heron Gate Special Policy Area in Volume 2C of the new Official Plan.



**Figure 13: The schedule above specifies future building height classifications within the Heron Gate Special Policy Area. The site is located opposite the intersection of Heron and Baycrest.**



## 2.5 Official Plan

The site is located within the Outer Urban Transect on Schedule A of the Official Plan. Portions of the site within 120 m of the centreline of Heron Road are designated Minor Corridor with the balance of the site designated Neighbourhood and subject to the policies of the Evolving built form overlay on Schedule B3.

The Minor Corridor designation permits building heights between two and six storeys. When Council adopted the Official Plan in fall 2022, the height limit for Minor Corridors in the Outer Urban Transect was set at four storeys; this was modified by the Minister of Municipal Affairs and Housing to six storeys. The Planning Statute Law Amendment Act (Bill 150) suspended the Minister's decision pending a review. In response, Ottawa City Council approved a motion on 22 November 2023 requesting the Minister reinstate the six-storey height limit. Bill 150 received Royal Assent on 6 December 2023.

City staff are currently advancing an “omnibus” Official Plan Amendment to implement, among other items, changes by the Minister to permit building heights up to six storeys along Minor Corridors in the Outer Urban Transect.

The Neighbourhood designation generally permits low-rise (up to four storeys) but provides direction where additional height will be considered, including when taller heights are permitted by existing zoning and when an area is characterized by taller buildings. The Evolving Overlay identifies areas of the City that are anticipated to undergo a gradual 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.

A bus rapid transit corridor is proposed along Heron Road (Schedule C2) with a potential stop located at the intersection of Heron Road and Baycrest Drive directly in front of the site. While the corridor is identified in both the new Official Plan and previous Transportation Master Plan, no environmental assessment work has been completed and a timeline for its implementation has not been identified.



**Figure 14: Excerpts from the Official Plan. Left (14A): Excerpt of Schedule B3 (Outer Urban Transect). Right (14B): Excerpt from Schedule C2 (Transit Network Ultimate).**



## 2.6 Zoning

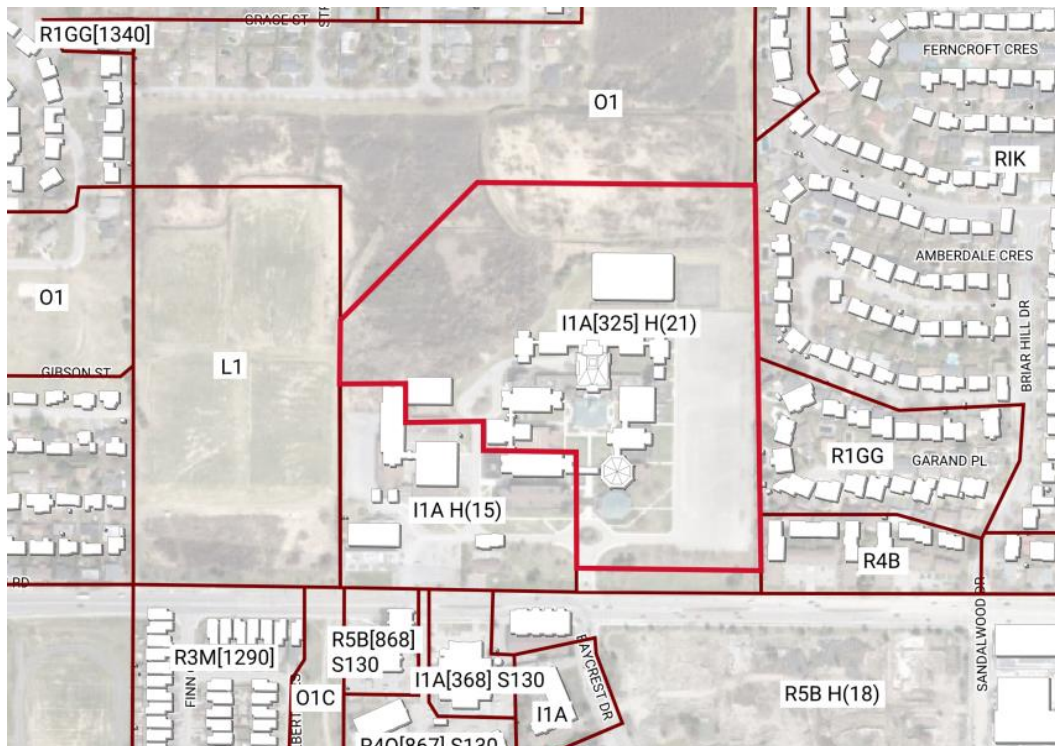
The property is currently zoned Minor Institutional- I1A[325] H(21). The intent of the Minor Institutional zone is to permit a range of community uses, institutional accommodation, and emergency service uses while minimizing the impact of these minor institutional uses located in proximity to residential uses by ensuring that such uses are of a scale and intensity that is compatible with neighbourhood character.

The property is also subjected to Urban Exception [325] which permits an instructional facility and provides for stepped maximum building heights along the east property line as follows:

- Minimum setback from the east property line of 21 m for building higher than 10.5 m, and;
- Minimum setback of 7.5 m from property line for building of 10.5 m or less in height

The balance of the site has a maximum building height of 21 m.

The urban exception label on the City's mapping portal, GeoOttawa, mislabels the exception as [366].



**Figure 15: Plan of existing zoning on and surrounding the site. Publicly available mapping through GeoOttawa mislabels the site as zoned I1A[366] H(21). The site is currently zoned I1A[325] H(21).**



**1495 Heron Road**  
**2 Site and Contextual Analysis**

Despite the zone label “minor institutional” considerable development is currently permitted as of right; the current maximum building height of 21 m (generally seven storeys) permits development within the Mid-Rise built form category of the Official Plan (between five and nine full stories). Lot line setbacks vary depending on abutting zones from 3.0 m (minimum front yard setback) to 7.5 m (minimum interior side yard setback along the east property line for buildings less than 10.5 m in height).



## 3 PROJECT HISTORY AND CONCEPT EVOLUTION

### 3.1 Initial Master Plan

In 2021 Canada Lands, in partnership with Stantec Consulting, ERA Architects and PACE Consulting, began planning for the transformation of 1495 Heron Road into a walkable, mixed use, urban community.

Canada Lands, the project team, and Public Advisory Committee followed an iterative process to develop the Master Plan. Several concepts were developed and refined in response to comments, feedback, and suggestions received through PAC meetings, public engagement events, and stakeholder meetings. The exercise culminated in a Master Plan containing a Preferred Development Plan (Figure X, below).

The Master Plan and Preferred Development Plan were prepared as private planning documents and are not intended to be enforced directly through traditional land use planning statutes or regulations (such as adoption by Council as a community design plan, or inclusion in the Official Plan as a secondary plan or special policy area). Instead, the documents were compiled to assist Canada Lands in coordinating the site's redevelopment while showcasing how existing site features, the surrounding context, community input, and planning best practices can be balanced to create an integrated new community.



**Figure 16: The Preferred Demonstration Plan was prepared as part of the initial Master Plan for the property.**

## 3.2 Initial Development Approval Applications

To facilitate redevelopment of the site and implement the vision and guiding principles of the Master Plan, land use approvals would be required from the City of Ottawa. Implementing the Master Plan was to be done through two concurrent planning applications:

- A **Zoning By-law Amendment** was required to change to the types of uses permitted on the site. The current Minor Institutional Zone permits a narrow range of institutional and commercial uses and does not provide sufficient detail regarding lot line setbacks, building heights, or transitions.
- A **Draft Plan of Subdivision** was proposed to subdivide the site into blocks and streets for the various building blocks of the Master Plan.

Canada Lands intended to oversee subdivision of the property and construction of the proposed public streets, stormwater facilities, and parkette. Subdivided development blocks would then be purchased and developed by other entities (private developments, community housing authorities, not-for-profits, etc.).

## 3.3 Evolving Development Context and Development Strategy

In April 2024 the federal government introduced Canada's Housing Plan in advance of financial commitments for its implementation within Budget 2024. The strategy aims to create 3,870,000 new homes by 2031- including 250,000 homes through a new Public Lands for Homes Plan. Budget 2024 also provides additional funding to support and expand Canada Lands' activities to build more homes on current and former public lands.

Since submitting the initial applications several trends which have impacted the viability of the initial Master Plan. Increased construction costs, costs of borrowing, constrained housing supply, and robust population inflows are challenging many land development and housing projects. To ensure the site can be viably redeveloped, and support federal housing objectives delivered to Canada Lands, the initial Master Plan has been re-examined to identify opportunities to accommodate additional housing while adhering to the vision and guiding principles of the original Master Plan.

## 3.4 Updated Concept Plan

To overcome these challenges to redevelopment and shorten the time needed to bring this property to market a re-examination of the Preferred Development Plan was warranted. Canada Lands, Stantec, and ERA Architects, began to explore various options to based on the following goals:

**Provide a greater number of residential units:** to provide greater housing potential.

**Greater flexibility in servicing and development method:** the initial development applications proposed a Plan of Subdivision with public streets, City-owned parkland, and a discrete future school



## 1495 Heron Road

### 3 Project History and Concept Evolution

site. The updated plan would instead allow flexibility in ownership structure to allow private streets and infrastructure.

**Provide more flexible zoning:** zone provisions should be as flexible as possible to encourage innovative design solutions and typologies while ensuring that transitions to low-rise neighbourhoods and important views are maintained.

**Adhere to the vision and guiding principles of the Master Plan:** finally, the vision and guiding principles of the initial Master Plan should be retained.

The Updated Concept Plan demonstrates how the site could accommodate approximately 1100 dwelling units and 7600 m<sup>2</sup> (82,000 ft<sup>2</sup>) of non-residential uses while advancing the direction of the Official Plan, the guiding principles of the original Master Plan, and unlocking the site's potential to help supply greater housing choice. Further discussion of the Updated Concept Plan is provided in Section 4 of this rationale.

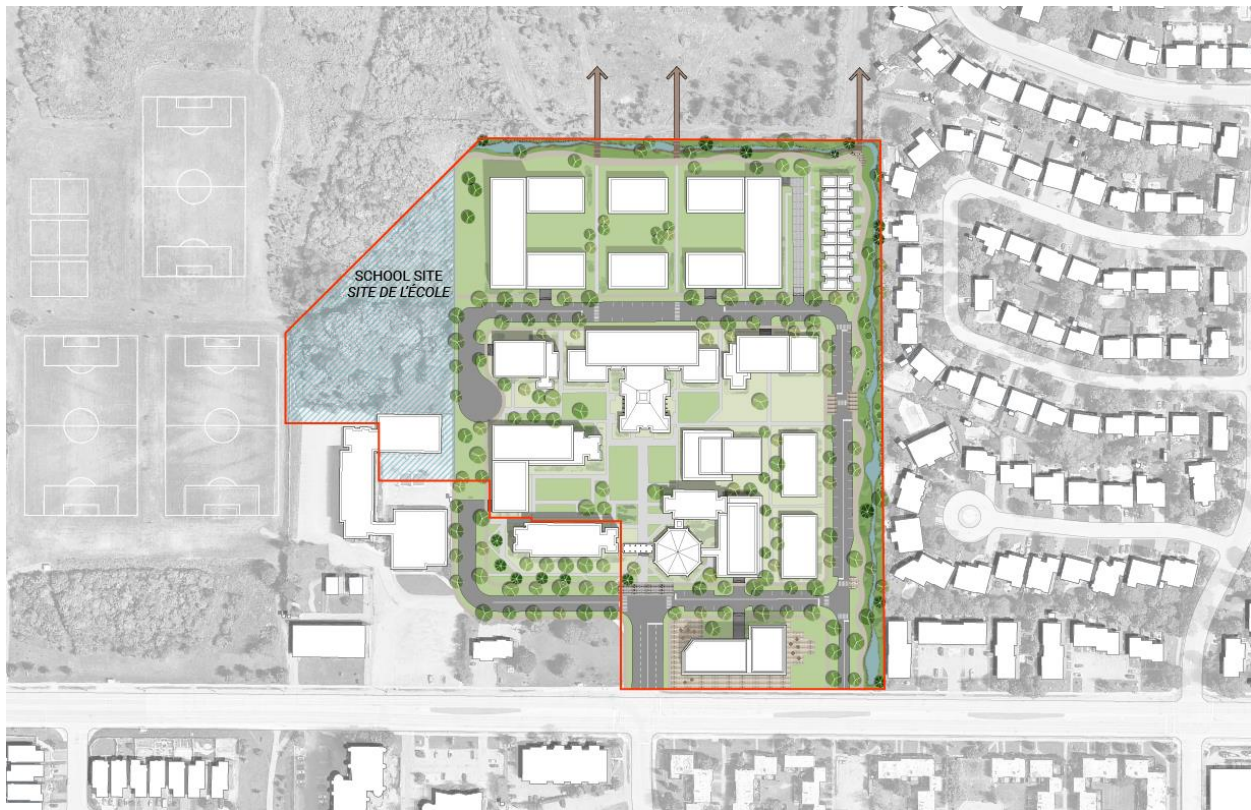


Figure 17: Updated Concept Plan



### **3.5 Updated Development Approvals Strategy**

The changing development landscape and federal direction has also prompted a change in strategy to achieve development approvals.

The revised Zoning By-law Amendment application seeks to simplify the proposed new zoning to provide more flexibility in massing, built form, and dwelling type for future development. Despite the simplification, the proposed zoning will continue to reflect the guiding principles of the original Master Plan, maintain a transition to lower density residential to the east, and permit low to mid-rise building heights.

The Draft Plan of Subdivision application will be placed on hold. At this time, Canada Lands intends to solicit interest in the site upon completion of the rezoning exercise and will no longer pursue approval or registration of a subdivision. Subsequent owners may elect to reactivate the subdivision application in the future.



## 4 VISION, GUIDING PRINCIPLES, AND DESIGN BRIEF

The initial Master Plan for 1495 Heron Road reimagines the site as a vibrant mixed-use community that integrates affordable housing type, heritage preservation, open space and the public realm, and innovative stormwater management within a low to mid-rise urban built form.

### 4.1 Vision Statement and Guiding Principles

The vision statement for the reimagining of the site was established early in the master planning process and provides a foundation for the project:

#### **A Place to Connect**

**Embracing aspirational societal goals of yesterday and today, the future of 1495 Heron is one that prioritizes human-centric design in a cohesive campus that promotes collaborative experiences, preserves the past in unique ways, and accommodates a variety of living, working, learning, and recreating environments for existing and future residents of the Alta Vista community.**



Figure 18: Aerial rendering of the Updated Concept Plan.



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**4 Vision, Guiding Principles, and Design Brief**

The community's five guiding principles were developed in consultation with the Public Advisory Committee early in the master planning process and are summarized below.

**SUSTAINABILITY AND OPEN SPACE**

The site is surrounded to the north and west by extensive parks and open spaces. The Master Plan seeks to connect these established open spaces more formally to the site and ensure that new parks and open spaces complement those lands that they abut. The project also seeks to apply best practices in sustainable construction and design, including the rehabilitation of existing buildings to reduce the carbon footprint of the development.

**HERITAGE CONSERVATION**

The site's unique that has shaped the built and cultural legacy that remains today. Conservation of built heritage, and recognition of the site's history, are at the core of the master planning process. The project explores ways in which heritage can be revived and adapted to current needs while retaining the attributes that contribute to its character.

**MID-RISE COMMUNITY**

Recognizing the site's unique attributes and location within Ottawa evolving urban context, the Master Plan explores opportunities to introduce strategic and context-sensitive mid-rise built form within the community. In addition to the site's adjacency to a future Heron Road Bus Rapid Transit (BRT) station, the area is characterized by mid to high-rise buildings (including Buildings C and K- both seven-storey buildings on the site). Complementary to the housing and living environments located in Alta Vista, it aspires to offer a variety of housing types for households of all sizes and incomes.

**COMMUNITY AMENITIES**

The development of a new residential neighbourhood provides opportunities for the creation of community amenities for the benefit of both the new and surrounding communities. These can be cultural, sports, health, education, public services, etc. The project examines opportunities for community amenities to be established that are compatible with the residential uses and the existing built environment.

**AFFORDABILITY**

In the light of increasingly challenging homeownership and an increasingly unaffordable rental market, housing affordability is a priority emphasized by the community and is an integral part of the project guidelines. The project wishes to attract a mixed population through a variety of housing types adapted to different budgets and needs.



## 4.2 Updated Concept Plan

The Updated Concept Plan (**Appendix A**) proposes the retention and adaptive reuse of up to 9 of the 12 original early modernist campus buildings while strategically locating new development to provide residential and commercial use opportunities. A ring street- characteristic of many modernist institutional campuses, would encircle the community’s heritage core while also providing mobility access to new development blocks and open spaces. Consistent with the established built form on the site, the proposed zoning and height schedule across the site would permit new development ranging from low to mid-rise buildings from three to nine storeys in height.

The network of interconnected plazas and open spaces within the historic campus will be maintained and connected to the community’s larger public realm network that includes public streets, amenity areas, and open spaces. Extending around the site’s north and east edges, the blue-green corridor combines the dual functions of stormwater management and a green passive recreation corridor. North of École élémentaire publique Marie-Curie a site has been identified for a potential new school or as potential parkland dedication through a future Plan of Subdivision or Site Plan Control process.

The Updated Concept Plan has been created through the lens of the vision statement and guiding principles identified through the master planning process, and the feedback received from the public and stakeholders. It seeks to balance the need for heritage conservation, the provision of park space, stormwater management, and the inclusion of a school site, with the goal to accommodate a range of residential and commercial forms that will facilitate the evolution of the site and surrounding community into a 15-minute neighbourhood.



**Figure 19: Rendering of a refurbished central plaza looking north from the portico towards the former chapel.**





### 4.3 Massing and Scale

The massing, scale, and heights set out in the proposed zoning amendment is informed by the existing campus buildings as well as the established built context of their surroundings; it also responds to clear direction in the Official Plan that, within the Outer Urban Transect, the built form will evolve more urban characteristics and function.

Buildings along the site's east edge are low-rise (up to four-storeys in height) and set back from the east lot line. The blue-green corridor will provide stormwater management infrastructure and vegetated landscaping to limit potential development impacts on the rear yards of established low-rise communities to the east.

Mid-rise buildings (six to nine storeys) have been set back from the site's east edge and are located to activate Heron Road and provide strategic density and redevelopment within the campus core.

The tallest buildings- up to nine storeys, are located north and west of the central campus. These locations were selected to frame the north parkette and limit development within the campus whose massing and scale would disrupt the relationship between the original plazas and framing structures.

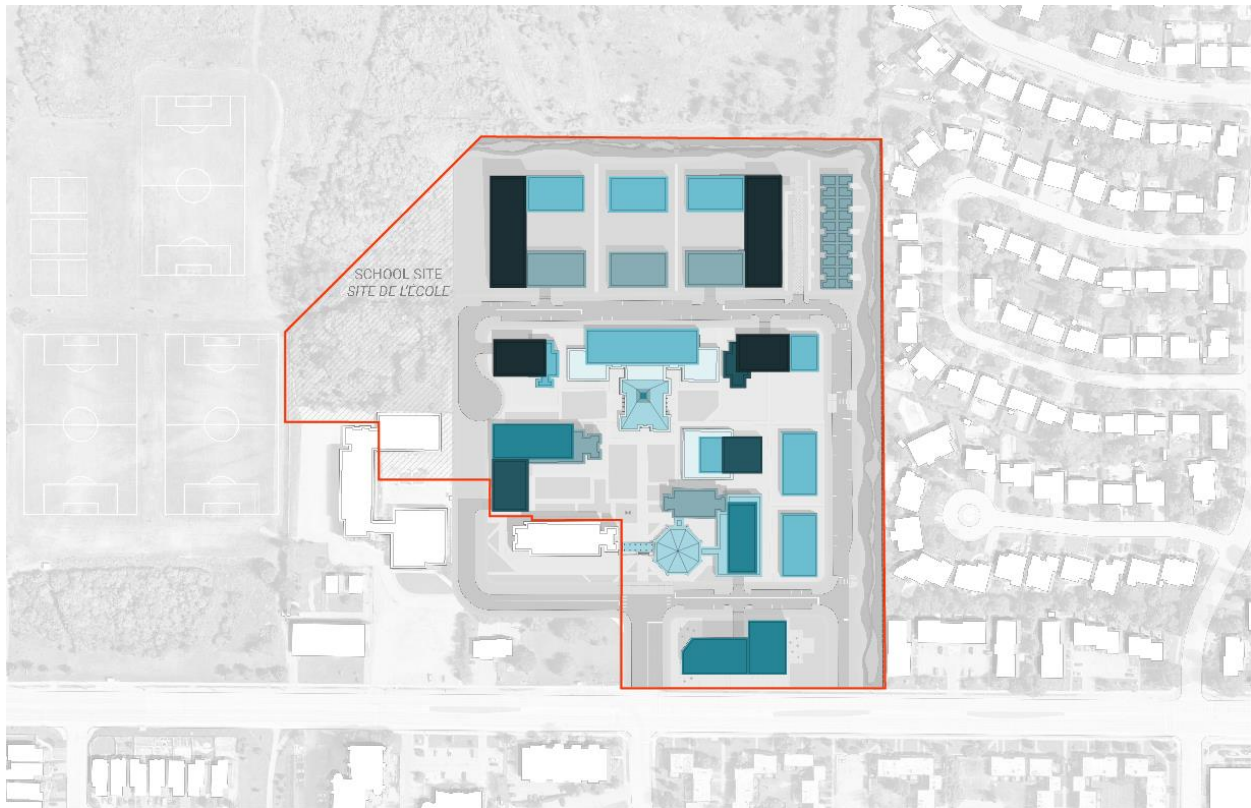


Figure 20: Aerial rendering of the Updated Concept Plan looking northeast from above Heron Road.

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The orientation and siting of the buildings will form continuous building edges along streets and open spaces. New development will frame streets, plazas and parks, and other features of the public realm. Buildings should engage directly with these spaces by positioning windows, principal entrances, and amenity areas to face directly onto the public realm.

The siting and massing of new development is intended to highlight sightlines of the original campus design and preserve the north-south and east-west axes that intersect at the former chapel. The proposed zoning seeks to maintain views of the former chapel's unique roofline and light funnel through use of the height schedule.



**Figure 21: Plan showing proposed building heights of the Updated Concept Plan. Building heights vary from one storey (light blue) to nine storeys (dark blue).**



## 4.4 Public Realm and Parkland

The original campus buildings are positioned to frame three interconnected plazas surrounding the former chapel building. Drawing queues from these plazas, the Updated Concept Plan seeks to improve the permeability of these spaces while encouraging new, interconnected amenity spaces throughout the site.

City staff have requested that the northwest portion of the property be reserved for future parkland dedication to facilitate the expansion of Orlando Park. The area will be identified as a future open space or school site to provide flexibility based on community and school needs, and the proposed zoning would permit either use.

The blue-green corridor along the site's east and north edges is intended to combine stormwater management infrastructure with landscaping and a pedestrian walkway with strategically placed passive recreation spaces. Residential uses facing the blue green corridor - similar to streets and park spaces in the community, should take advantage of the space by positioning windows and amenity areas facing the corridor.

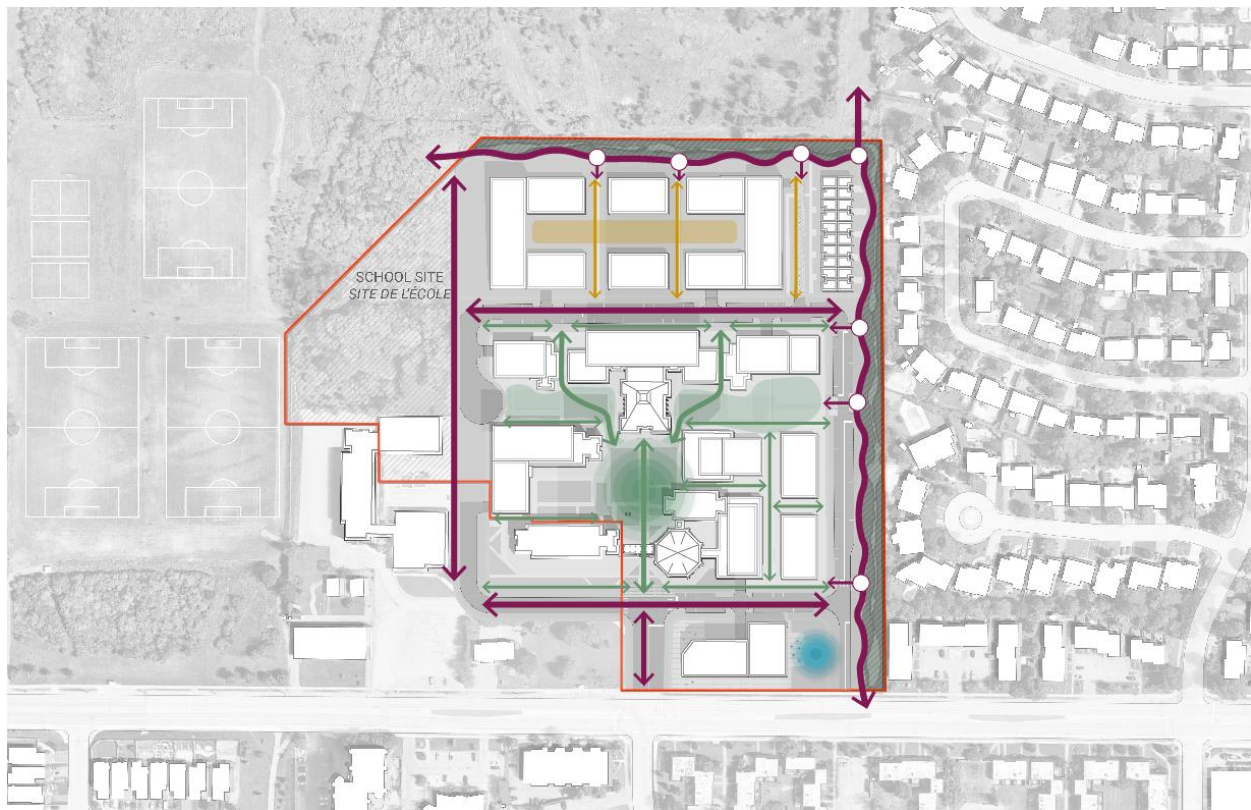


Figure 22: Conceptual pedestrian and vehicular circulation plan for the site. The potential school site is also a potential park location.

## 4.5 Building Design

The current Zoning By-law Amendment application is intended to establish a framework within which the Updated Concept Plan or other comparable plan may be developed and proceed in the future by subsequent planning applications (i.e., Plan of Subdivision and/or Site Plan Control applications).

While the overall massing, bulk, and height of development can be addressed at this stage within a zoning framework, details of the building and road layouts is more appropriately addresses through a Plan of Subdivision or Plan of Condominium application. Building design and the finer details of any building massing (within the zoning envelope) and integration with retained buildings is most appropriately addressed through a Site Plan Control process and supplemented by urban design guidelines and architectural controls imposed by CLC in their arrangements with prospective development partners.

In addition to the provisions of the Zoning By-law, the City and Canada Lands have multiple methods of retaining influence over subsequent development proposals for individual buildings; these include:

**Site Plan Control:** development proposals will warrant approval through the Site Plan Control process. Site Plan Control provides City staff with an opportunity to review and comment on various details of a proposed development and require plans and studies to detail how a proposal conforms to the Official Plan, applicable design guidelines, and provisions of the Zoning By-law. Site Plan Control also provides the City with the authority to require parkland dedication and road widenings.

**Heritage:** heritage attributes of various campus buildings and their ensemble have been documented by both ERA and City heritage staff with the intent to designate these features under the Ontario Heritage Act (OHA). Any alternation or demolition which would affect these attributes would warrant approval by the City through their authority under the OHA.

**Design Guidelines:** in addition to City design guidelines, Canada Lands intends to develop design guidelines specific to the Heron Road community that reflect the guiding principles of the Master Plan and urban design best practices. Future development of Canada Lands' holdings will be required to conform to these guidelines.

**Pre-Design Phase Review:** Canada Lands engages prospective developers through a pre-design phase of the application process. Prior to submission to the City Canada Lands will work with the developer on preliminary design and site plans to ensure compliance with design guidelines, sufficient documentation of the heritage conservation methodology and meets all technical site requirements to ensure a high-quality application submission. This process will be applied to the Heron Road development, with a summary architectural briefing document highlighting the design process to be provided as part of the application to the City.



## 4.6 Sustainability

Sustainability is not a singular design intervention but a holistic and integrated process that seeks to understand social, economic, and environmental context of a site at varying scales (neighbourhood, city, region, etc.) with the intent to ensure decisions today have a positive impact on the future.

The site is a clear example of an underutilized property located within the City's built-up area. Reuse and redevelopment of the site makes efficient use of existing infrastructure (water, sanitary, stormwater, roads, etc.) and services (transit, fire, schools, libraries, etc.) without the need for their expansion or replication.

Central to the plan is the retention of existing buildings and their adaptive reuse for other purposes. Retention and reuse of existing assets retains embodied carbon and reduces resource consumption associated with new construction.

Finally, the plan proposes an urban built form that provides for a compact, mixed-use neighbourhood. In addition to higher density communities generally producing fewer greenhouse gas emissions per resident than lower density communities, urban spaces allow for densities of residents and jobs that support commercial uses, facilitate public transit, and justify public investment in services. Compact mixed-use communities, when designed with high-quality public realm and supportive services, can provide a high quality of life and that supports economic, social, and environmental sustainability.

## 4.7 Heritage

Heritage plays a central structuring element in the new community. The proposed plan responds to the heritage considerations provided through community and stakeholder input by ensuring that the overall coherence of the property is conserved, and that the former chapel (Building A), theatre (Building F), entrance canopy, bell tower, and intimate exterior space are maintained as key features of the property.

The site should be conserved and maintained in a manner consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada (hereafter referred to as the Standards and Guidelines). The proposed conservation approach is outlined in various reports prepared by ERA Architects, concluding with a set of Conservation Design Guidelines. The purpose of these Guidelines is to inform the conservation and future adaptive reuse of the Campanile Campus (including contributing buildings, landscape features and selected views) and to assist in preparing for their future, in the context of a future redevelopment proposal.

Recognizing the significant architectural contribution of the historic Campanile Campus as a Modern campus design while also acknowledging the complexity of fully adaptively reusing buildings designed for a specific use, the proposed heritage conservation process envisions either one or two steps for prospective developers and designers to follow:

Step 1 is to approach the site's conservation with minimal intervention to existing contributing buildings and landscape features, sensitively altering existing buildings to allow for new use and adding new



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construction adjacent to existing heritage buildings. An example of how additional density can be added while taking this approach shown in the previous Preferred Development Plan

Should prospective developers and designers find that this approach is not feasible, Step 2 is to employ an alternative approach that explores a larger amount of intervention to existing contributing buildings and landscape features, while conserving the site's cultural heritage value. To pursue this step, documentation must be provided as to why the design approach described in Step 1 is not feasible and to show how the approach conserves the cultural heritage value of the site and meets the Guidelines.

The Updated Concept Plan seeks to conserve the heritage character and attributes that convey the design and physical value of the Campanile Campus detailed in the Heritage Character Analysis and Heritage Conservation Strategy prepared by ERA Architects.

The master plan will facilitate renewed use of the former campus as a vibrant, mixed-use community with many publicly accessible open spaces that complement and celebrate the heritage assets.

The scale and form of new buildings will have regard for the character and appearance of the area to ensure a harmonious relationship between old and new. Further discussion of the cultural heritage considerations integrated into the Master Plan for the site have been prepared by ERA and are included in **Appendix D** of this rationale. The Conservation Design Guidelines have been included in **Appendix E** of this rationale.



## 5 PROPOSED ZONING BY-LAW AMENDMENT

Implementing the Master Plan for 1495 Heron Road requires changes to the zoning over the site. The current Minor Institutional- I1A[325] H(21) zone permits a narrow range of institutional and commercial uses and does not provide sufficient detail regarding lot line setbacks, building heights, or transitions to established lower density residential areas. An amendment to the Zoning By-law is proposed to facilitate the future redevelopment of the site by establishing new zoning for permitted uses and a height schedule across the site. A height schedule would help establish the appropriate height transition from the abutting low-rise neighbourhood

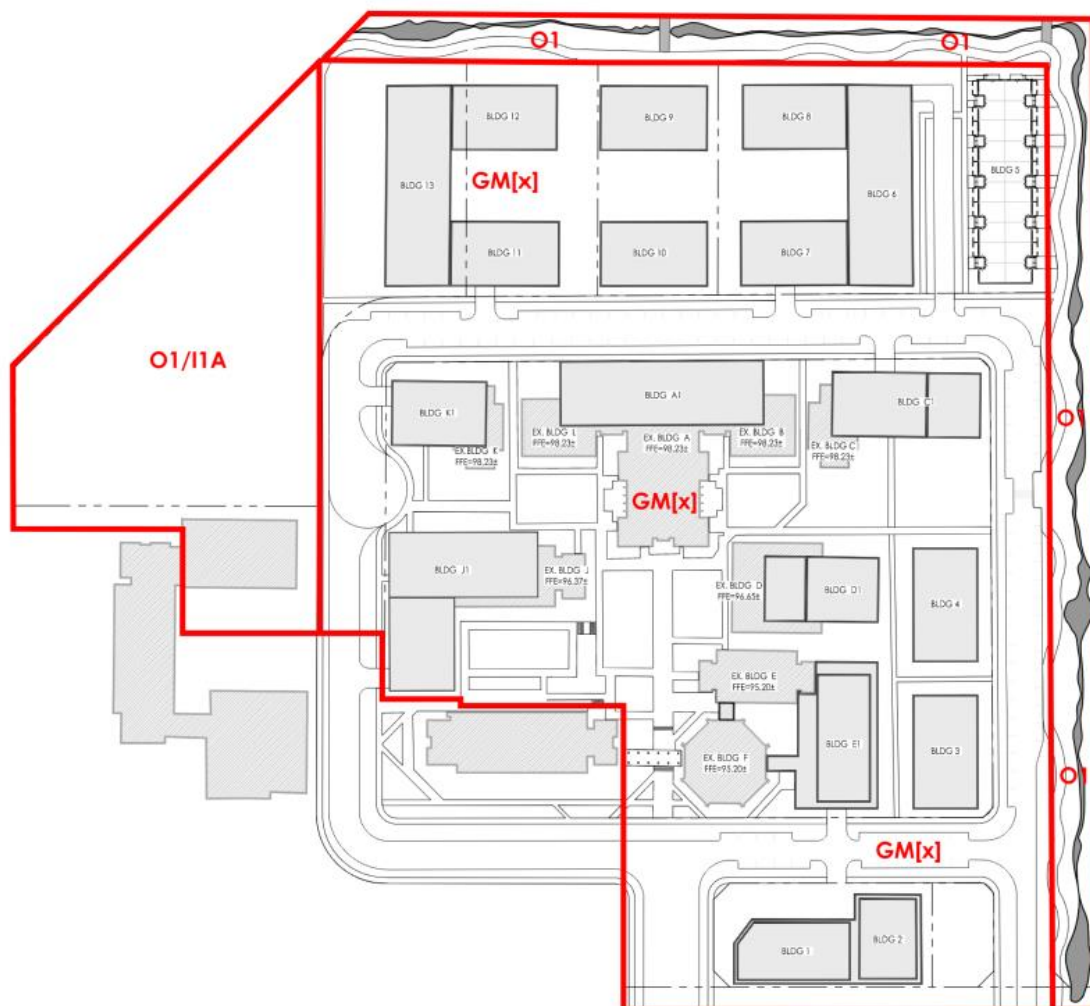


Figure 23: Proposed zones for site. Updated Concept Plan is shown beneath.



## 1495 Heron Road 5 Proposed Zoning By-law Amendment

While the block and street layout, and the precise number of dwelling units and commercial space, will be determined by subsequent planning applications, the Updated Concept Plan demonstrates how the site could accommodate approximately 1100 dwelling units and 7600 m<sup>2</sup> (82,000 ft<sup>2</sup>) of non-residential uses. The ultimate number of dwelling units and commercial/non-residential space will be determined at the Plan of Subdivision and Site Plan Control stage.

The proposed zoning strategy is intended to provide future development proponents with flexibility in the uses, built form, and mobility network arrangement to provide opportunities for innovative uses, spaces and buildings while remaining aligned with the vision and guiding principles of the initial Master Plan.

In addition to the use and built form provisions established by the proposed zoning, Canada Lands' unique role as a non-agent Crown corporation of the federal government means additional internal measures and controls are in place to ensure future land development adheres to the private Master Plan, high standards of urban design and heritage conservation, contribute positively to the community, and follow city-building best practices.

The Zoning By-law Amendment would change the current Minor Institutional zone to a combination mixed use, institutional and open space zones.

The site's large size, complex of heritage buildings, proximity to future rapid transit, and surrounding context warrant zoning that is tailored to ensure flexibility while ensuring the vision statement, guiding principles, and goals of the Master Plan are realized.

### **GENERAL MIXED USE**

The General Mixed Use- GM zone will be applied to lands intended for development. The purpose of the GM zone is to allow residential, commercial and institutional uses, or mixed-use development as well as to:

- 2) *limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas*
- 3) *permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and*
- 4) *impose development standards that will ensure that the uses are compatible and complement surrounding land uses.*

Additional provisions applicable to lands zoned GM are included in the exception symbol, discussed below.





**URBAN EXCEPTION**

An exception symbol is intended to allow a use that would not be permitted otherwise, prohibit a use that would be permitted otherwise, or make modifications to the regulations applicable to the site. The exception symbol contains only the provision being modified and does not repeat regulations which already apply.

Exception Symbol Provisions	Rationale
<p><b>In the GM[x] zone:</b>            All abutting parcels with the [x] urban exception are considered one lot for zoning purposes.</p>	<p>Provision ensures that divisions of larger blocks does not result in unwarranted minimum lot line setbacks inconsistent with the Master Plan intent</p>
<p>Maximum building height is determined by Schedule Y.</p>	<p>Cross-reference to proposed schedule determining maximum building height</p>
<p>Maximum floor space index: 4.0</p>	<p>Maximum FSI of the GM zone is 2.0- the proposed buildings would exceed this minimum</p>
<p>In addition to the uses permitted in the GM zone, the following additional uses are permitted:</p> <ul style="list-style-type: none"> <li>• broadcasting studio</li> <li>• cinema</li> <li>• hotel</li> <li>• museum</li> <li>• park</li> <li>• parking garage</li> <li>• production studio</li> <li>• residential care facility</li> <li>• school</li> <li>• theatre</li> </ul>	<p>These uses are found in other commercial zones and are considered compatible with other permitted uses in the GM zone and surrounding uses</p>
<p>Despite the uses permitted in the GM zone, the following uses are prohibited:</p> <ul style="list-style-type: none"> <li>• catering establishment</li> <li>• drive-through facility</li> </ul>	<p>These uses are permitted by the parent GM zone and are not considered compatible with the Master Plan’s vision statement and guiding principles.</p>
<p>The following uses are not permitted within 50 m of lands zoned R1:</p> <ul style="list-style-type: none"> <li>• apartment dwelling, mid-rise</li> <li>• payday loan establishment</li> <li>• personal brewing facility</li> <li>• restaurant</li> </ul>	<p>Recognizing that there are concerns related to the potential impact of certain uses on existing rear yard amenity areas, the following uses are prohibited in proximity to R1 zones</p>
<p>Minimum setback from a lot line abutting a parcel zoned R1: 14.25 m</p>	<p>Maintain an open space or blue-green corridor along the east property line in response to community comments.</p>
<p>Minimum setback from a parcel, or part of a parcel, zoned O1: 3 m</p>	<p>Ensure that there is a minimum setback from buildings to the blue-green corridor.</p>



## HEIGHT SCHEDULE

In addition to the maximum building heights and storeys permitted in the proposed zones, a new schedule is proposed to provide more detailed maximum building heights consistent with the Master Plan and the developed Updated Concept Plan. The height schedule is separate from the building heights plan (Figure 19 in this rationale) in order to recognize the conceptual nature of the Updated Concept Plan and provide future development proponents with flexibility to recognize the Master Plan's vision statement and guiding principles.

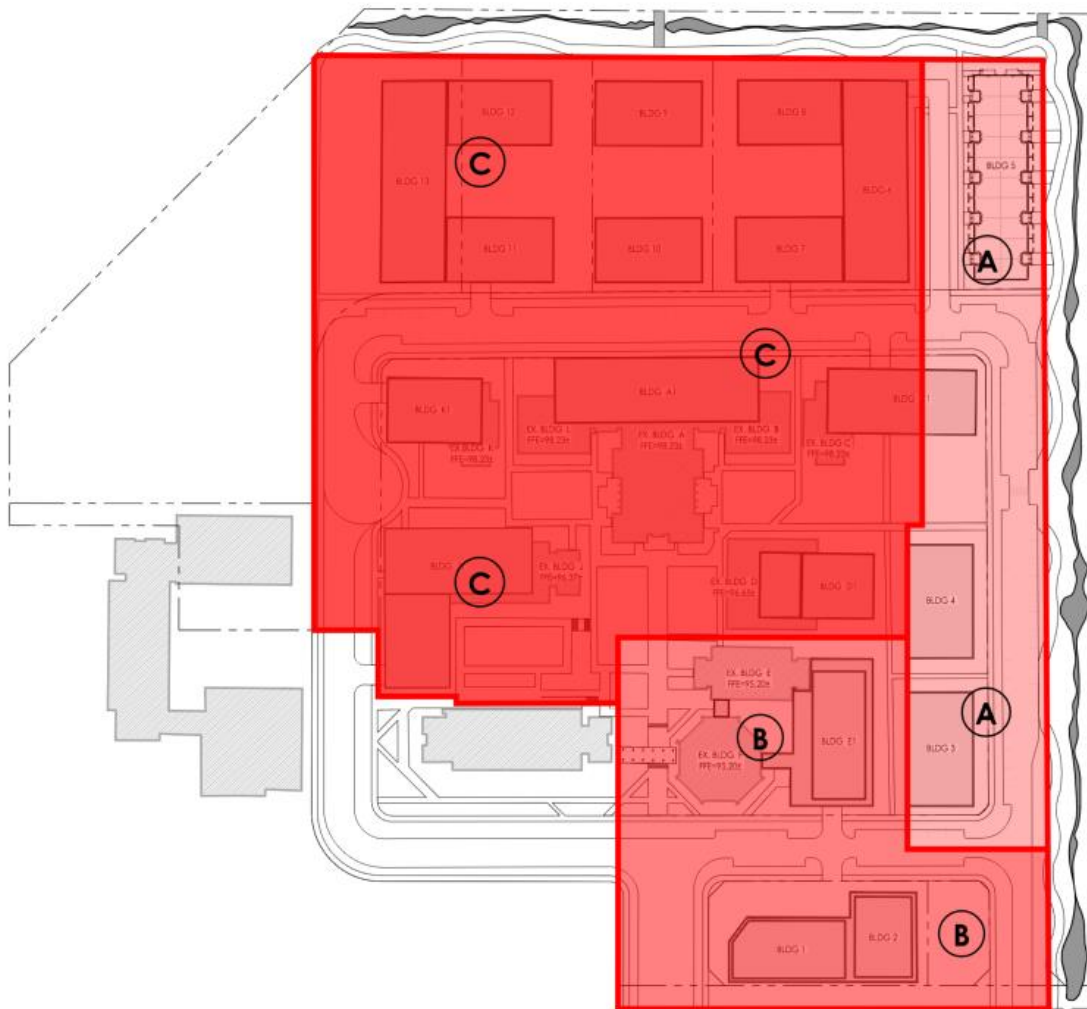


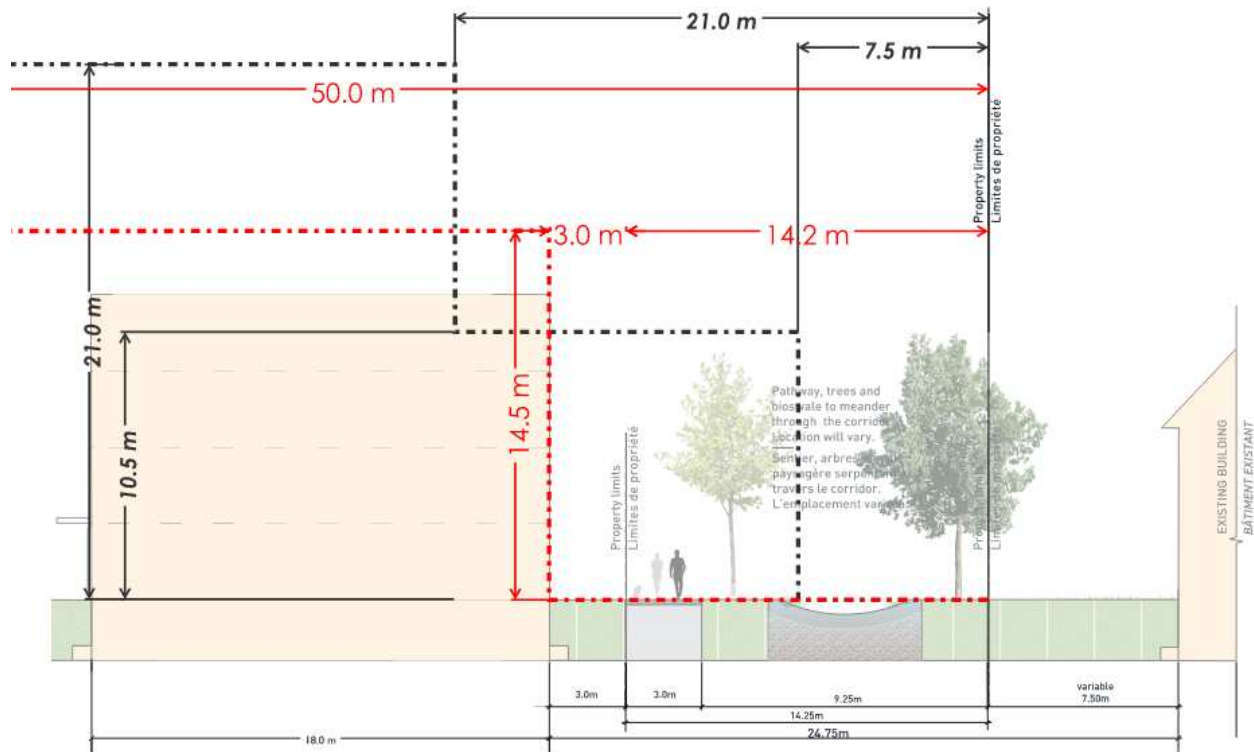
Figure 24: Proposed height schedule for the site. Area A: 14.5 m (up to 4 storeys). Area B: 20 m (up to 6 storeys). Area C: 30 m (up to 9 storeys).



**1495 Heron Road**  
**5 Proposed Zoning By-law Amendment**

The proposed zoning amendment would replace the east property line setbacks established by Urban Exception [325] with a combination of new minimum yard setbacks and a height schedule limiting maximum heights and storeys at various locations across the site. In all cases the proposed new zoning results in an increase to the minimum setback of buildings from the east property line.

The following figure compares minimum building setbacks and maximum building heights of Urban Exception [325] and the proposed new zone.



**Figure 25: Comparison of zoning setbacks and maximum heights along the site's east property line, across the blue-green corridor. Dimensions in grey show the current setbacks and building heights based on Urban Exception 325. Dimensions in red show setbacks and maximum building heights under the proposed height schedule. All buildings over 14.5 m in height are located further west on the site.**



## **OPEN SPACE AND MINOR INSTITUTIONAL DUAL ZONING**

The northwest portion of the property will be dual “dual zoned” as both Parks and Open Space- O1 and Minor Institutional- I1A. The purpose of dual open space and institutional is to permit future parkland dedication in an area identified by City staff as the preferred location for the expansion of Orlando Park. Parkland dedication would occur through future Site Plan Control or Plan of Subdivision applications.

The current proposal to place the previous Plan of Subdivision application on hold means that the block previously reserved for a school site will not be available. The I1A zone has been applied to the lands north of the existing school to provide flexibility for the existing school site (lands owned by the Ottawa Catholic School Board to the south which are currently used by Conseil des écoles publiques du Centre d’Est de l’Ontario (CEPEO) to operate École élémentaire publique Marie-Curie in the former Saint Patrick’s Intermediate School). Discussions between CLC and the two school boards are ongoing outside of the paused Plan of Subdivision process.

The Parks and Open Space- O1 zone will be applied to the blue green corridor along the north and east property boundaries. The purpose of the O1 zone is to permit parks, open space and related and compatible uses and to “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”.



## 6 COMMUNITY ENGAGEMENT STRATEGY

Canada Lands has undertaken a proactive and transparent approach to raise awareness of the project, provide information, and engage members of the public in the process of creating a Master Plan for 1495 Heron Road. Between August 2021 and June 2022, PACE Consulting led four stages of community and stakeholder engagement opportunities to allow for information sharing between the project team, neighbourhoods, the public, and stakeholders. This allowed the project team to gain input from the public and stakeholders, and all comments and feedback were reviewed and analyzed to create the preferred concept for the development of the site.

Consultation was in the form of an online website, questionnaires, online engagement, bilingual public workshops (in-person and virtual), meeting with Alta Vista Community Association and Councillor Cloutier, establishing a Public Advisory Committee, email submissions, and public open house/site visits. Through the development application process, the public will be engaged through the Planning Act requirements, including circulation of notices, public notice signage, notification of the Ward Councillor, and the Statutory Public Meeting.

Through the engagement process, there were positive and negative reactions to the project. An organization names the Guildwood Residents Alliance has formed in response to the site's redevelopment, and do not concur with the Preferred Development Plan. However, most attendees expressed general support for the preferred concept as it developed over the course of the engagement process.

### 6.1 Public Engagement Through Development Application Process

In partnership with the City of Ottawa, all subsequent public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following public notice and engagement activities will occur in parallel with review and circulation of the applications by the City of Ottawa and partner agencies and in advance of any decision of Council on the application:

- Notification of Ward Councillor: the Ward Councillor will be notified of the application and invited to discuss the proposed development.
- Community “Heads Up” to local registered Community Associations: a notification to local registered community associations will be completed by the City of Ottawa during the application process.
- Public Notice Signage and Mailing: A public notice sign will be posted on the property describing the proposed applications and providing contact information for the City File Lead. Printed notices are also delivered to properties and property owners within 120 m of the site.
- Statutory Public Meeting for Zoning By-law Amendment: as required by the Planning Act, a Statutory Public Meeting will be held where members of the public may provide verbal comment on the proposed Zoning By-law Amendment application. The consideration of the amendment at Planning and Housing Committee will constitute the Statutory Public Meeting.



## 7 LAND USE POLICY FRAMEWORK

### 7.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest for the Province of Ontario. This direction is for the planning of strong, sustainable, and resilient communities for all people, for clean and healthy environments, and for strong and competitive economies. Under Section 3 of the *Planning Act*, decisions affecting planning matters “shall be consistent with” the PPS. The following discussion is based on the PPS 2020. Although the Province has issued a draft new version of the PPS, it is not in effect as of the date of this report. However, we do comment on the proposed PPS 2024 below.

The below review demonstrates that the proposal is consistent with the applicable policies of the PPS.

#### **BUILDING STRONG RESILIENT AND SUSTAINABLE COMMUNITIES**

Section 1.1.1 of the PPS states that healthy, liveable, and safe communities are sustained by, among other things:

- 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*
- 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 persons 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*

The proposal makes use of an underutilized site located in the City’s built-up area and will permit the creation of a range of residential unit types in addition to commercial, institutional, and open space uses. Of the proposed dwellings 20% are intended to meet the province’s definition of affordable housing. The Updated Concept Plan seeks to introduce mid-rise development, and a more urban built form, which integrates transit-oriented development principles, modest intensification, and infrastructure renewal in a manner that will support planned City transit investment and cultural heritage assets.



Section 1.1.3.1 of the PPS states that, “*settlement areas shall be the focus of growth and development*”. More specifically, Section 1.1.3.2 states that 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*
- g) *are freight-supportive.*

The Updated Concept Plan will permit a range of low to mid-rise development with the intent of establishing a new urban mixed-use community that optimises the site’s location in proximity to existing and planned infrastructure and public service facilities. The proposed Heron Road BRT, and investment in cycling facilities and pathways, provides an opportunity to create a new community that efficiently uses land and resources, is transit and active transportation supportive, and arranged in a built form that promotes energy efficiency.

Policy 1.1.3.4 states that:

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

The proposed combination of dual O1/I1A and GM zone with tailored provisions is intended to facilitate modest intensification and compact built form within a redeveloping site. Appropriate measures to mitigate risks to public health and safety have been integrated into the Updated Concept Plan and are discussed in further detail in the review of Section 2 and 3 of the PPS below.

## **Housing**

Section 1.4.1 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, and that such housing types and densities be directed towards lands that are suitably zoned and serviced to accommodate them.

Consistent with the PPS, and the direction of the City’s new Official Plan, the Updated Concept Plan accommodates a range of housing options within the new community in a location supported by sufficient infrastructure and services. The proposed zoning amendment will ensure the new community will take on an urban built form with modestly higher densities.

Section 1.4.3 of the PPS states that 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: 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; and, 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. The proposed new zoning will permit an appropriate range and mix of housing options and densities on an existing property, with existing services, in proximity to existing public transit services and planned higher priority transit infrastructure.

### **Public Spaces Recreation, Parks, Trails and Open Space**

Section 1.5.1 of the PPS states that 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.*

As discussed in Section 5 of this rationale, part of the property is proposed to be rezoned as a dual open space and institutional zone to provide the potential for future parkland dedication in a location requested by City staff. The concept plan provides for the potential to design the public realm- including streets, open spaces, trails and linkages. The plan prioritizes pedestrian safety and connectivity and creates formal and informal spaces for social interaction. The Updated Concept Plan aligns with the structure established in the initial Master Plan and provides new park and open space opportunities that not only integrate with existing green space, but also introduce new public realm spaces designed to remove barriers to those with disabilities and to accommodate the new community and create spaces welcoming to the larger community including people from a range of socioeconomic backgrounds.

### **Infrastructure and Public Service Facilities**

Policy 1.6.1 requires infrastructure and public service facilities to be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs. Policy 1.6.2 further encourages the use of green infrastructure to complement infrastructure.

Stantec prepared an Adequacy of Services Report which demonstrates that the new community outlined in the Updated Concept Plan can be serviced by the City's existing water and wastewater infrastructure. The report concludes that the 300 mm watermain in Heron Road can supply the new community with required domestic and fire flow by way of two connections. Sanitary sewage from the development will outlet to the existing sanitary collection system in Heron Road which has been confirmed to have sufficient capacity by City staff.

Policy 1.6.6.7 states that planning for stormwater management shall:





- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term*
- b) *minimize, or, where possible, prevent increases in contaminant loads*
- c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure*
- d) *mitigate risks to human health, safety, property and the environment*
- e) *maximize the extent and function of vegetative and pervious surfaces*
- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

The existing stormwater collection system in Heron Road will receive the stormwater flows from the development. Stormwater will be treated and controlled in the stormwater management facility to City performance requirements prior to discharge to Heron Road.

### **Energy Conservation, Air Quality and Climate Change**

Policy 1.8.1 states that, planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which, among other things:

- a) *promote compact form and a structure of nodes and corridors*
- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion*
- g) *maximize vegetation within settlement areas, where feasible.*

The Master Plan forwards the policies of the PPS and goals of the City's Official Plan by facilitating a compact built form along a designated Minor Corridor supported by frequent bus transit and intended for a future BRT corridor. The new community will combine residential, commercial, and institutional uses with access to employment areas and concentrations of jobs and other uses. The Updated Concept Plan would facilitate the use of low-impact development approaches to stormwater management, new parks and open spaces, and refurbished plazas within the heritage campus to maximize vegetation while pursuing the City's target for tree canopy cover.

### **WISE USE AND MANAGEMENT OF RESOURCES**

Section 2 of the PPS provides further policies related to the wise management of natural resources, summarized below.

Section 2.1 (Natural Heritage) prohibits development or site alteration within natural heritage features such as provincially significant wetlands, woodlands, valleylands, significant wildlife habitat and areas of natural and scientific interest unless it has been demonstrated that there will be no negative impacts to natural features or their ecological functions.



Stantec completed an Environmental Impact Statement (EIS) for the site intended to assess for the presence of natural heritage features, species at risk (SAR) and/or their habitat, and to provide recommendations on measures to mitigate impacts of site development on observed natural heritage features. No significant wetlands, woodlands, valleylands, or areas of natural and scientific interest were identified on or near the site. Potential nesting habitat for barn swallows and SAR bat (includes several species) maternity roost habitat were identified associated with the buildings on the site. Additionally, potential habitat for species of conservation concern (SOCC), including the eastern milksnake and monarch, was also observed within the site.

Despite potentially suitable habitat being identified in the EIS, no observations of SAR were identified through the EIS field program or during subsequent fieldwork in support of a SAR bat acoustic monitoring memorandum. The EIS recommends several measures to minimize impacts to surrounding naturalized areas and potentially suitable SAR habitat in advance and during construction.

The EIS concludes that:

*Approximately 1.56 ha of naturalized areas are proposed for removal but were observed to be heavily influenced by the surrounding urban landscape (e.g., anthropogenic activities, invasive species), thereby representing low quality habitat for wildlife, specifically SAR. Based on this assessment, it is expected that the proposed redevelopment plans at 1495 Heron Road will not have a high impact on the overall ecological function of surrounding natural heritage features due to other current stressors from the surrounding urban environment.*

The remaining policies of Section 2 of the PPS are summarized below:

- Section 2.2 (Water) states development and site alteration shall be restricted near sensitive surface or groundwater features unless their hydrologic functions are protected, enhanced, or restored. No sensitive surface or groundwater features are located on the property.
- Section 2.3 (Agriculture) protects prime agricultural lands or specialty crop areas, from encroachment by incompatible uses. The property is not identified as prime agricultural land, nor within a specialty crop area.
- Section 2.4 (Minerals and Petroleum) prevents uses which could preclude or hinder the development of known or potential mineral or petroleum resources. There are no mineral or petroleum resources on or near the property.
- Section 2.5 (Mineral Aggregate Resources) protects mineral aggregate resources for long-term use. There are no known mineral aggregate resources on or near the property. The proposed development will not impact areas of mineral aggregate potential.
- Section 2.6 (Cultural Heritage and Archaeology) requires the conservation of significant built heritage resources, cultural heritage landscapes, and archaeological resources. As outlined in Section 4.7 of this rationale ERA Architects has proposed a two-step approach to the protection of heritage assets on the property while facilitating their adaptive reuse and conserving the site's cultural heritage value . A Stage I Archaeological Assessment was completed by Stantec to assess the property for archaeological potential; the assessment concluded that most of the site contains little to no archaeological potential. A small portion of the site along the north boundary has been identified as retaining archaeological potential that will be examined through a subsequent investigation.



## **PROTECTING HEALTH AND SAFETY**

Section 3.0 of the PPS provides policies related to reducing the potential public cost of, and protection of residents from, natural or human-made hazards.

- Section 3.1 (Natural Hazards) directs development to areas outside of hazardous lands, such as flooding or erosion hazards, dynamic beach hazards, or wildland fire hazards. The property is not located on lands impacted by hazardous sites, erosion and/or dynamic beach hazards, large inland lakes, or flooding hazards.
- Section 3.2 (Human-Made Hazards) requires appropriate mediation of human-made hazards such as mine hazards, oil, gas or salt hazards, or former resource extraction operations, prior to development on or abutting these lands. No mining, aggregate operation or petroleum resource operation hazards exist on or near the property. A Phase II Environmental Site Assessment prepared by Englobe provided further soil and groundwater testing regarding one area of potential contamination related to a former underground storage tank. No exceedances were identified, and no further investigation is recommended.

It is our opinion that the proposed development is consistent with the relevant policies of the Provincial Policy Statement.



## 7.2 Provincial Planning Statement (April 2024 Draft)

In April 2024, the Province of Ontario released an updated draft provincial planning policy (draft PPS) instrument intended to replace the current Provincial Policy Statement and A Place to Grow: Growth Plan for the Greater Golden Horseshoe. Named the Provincial Planning Statement, the proposed instrument will combine elements of both documents. The draft PPS maintains many policies of the current PPS summarized in Section 7.1 of this rationale.

### **BUILDING HOMES, SUSTAINING STRONG AND COMPETITIVE COMMUNITIES**

Section 2.1.6 of the draft PPS states that planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including, schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

The proposed zoning amendment facilitates the development of a complete community by permitting a range of housing types, compatible non-residential uses, and open space on an underutilized site well-served by public transit and active transportation routes. The site is in close proximity to other supporting services as identified in Section 2.3 of this report.

Policy 2.2.1 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

*b) permitting and facilitating:*

- 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities*
- 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment which results in a net increase in residential units in accordance with policy 2.3.1.3*

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*



The proposed amendment would facilitate a net increase of residential units on the site through the intensification of an underutilized institutional site. The master plan envisions a range of housing options to be provided on site, along with a mix of other land uses to meet the needs of the residents, and to facilitate the creation of a complete community.

It is our opinion that the proposed development is consistent with the relevant policies of the April 2024 draft of the Provincial Planning Statement.

### 7.3 Official Plan

The City of Ottawa's Official Plan was adopted by Council in November 2021 and approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. The Official Plan (OP) provides a vision for the future growth of the city and direction in its physical development to the year 2046.

The property's large size, complex of heritage buildings, proximity to future rapid transit, and surrounding context warrant a more detailed study and unique planning approach to balance various needs and goals for the property. The Master Plan achieves the new OP's overarching goals to accommodate more growth through redevelopment, facilitate 15-minute neighbourhoods, encourage sustainable transportation use, and support development that is economically, socially, and environmentally sustainable.

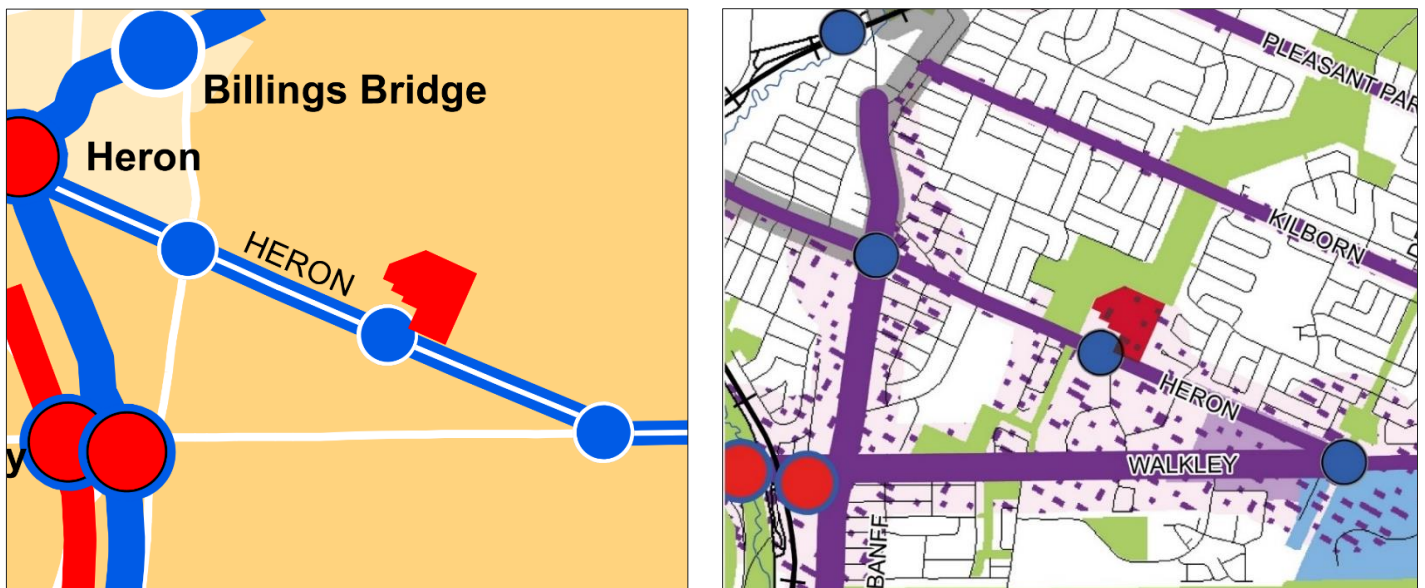


Figure 26: Excerpts from the Official Plan. Left (26A): Excerpt of Schedule A (Transect Policy Areas). Right (26B): Excerpt of Schedule B3 (Outer Urban Transect).

**1495 Heron Road**  
**7 Land Use Policy Framework**

The property is designated Minor Corridor and Neighborhood under the Evolving Overlay within the Outer Urban Transect. The following sections will examine each of these designations in turn as well as the applicable transect policies.



## OUTER URBAN TRANSECT

Section 5.3 of the Official Plan provides policies related to the Outer Urban Transect. Over the medium- to long-term these areas are to evolve into an urban model with a smaller proportion of dwellings in detached dwellings, integrating compatible uses to create 15-minute neighbourhoods, and land use patterns that focus on transit and prioritizes active transportation.

Section 5.3.1- Recognize a suburban pattern of built form and site design, states:

- 2) *The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:*
- a) *Low-rise within Neighbourhoods and along Minor Corridors*
  - b) *Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted*

A City-initiated Official Plan Amendment is currently proposed to adjust this policy based on inconsistencies previously introduced through MMAH modifications increasing Minor Corridor heights. Policy 2 would be amended as follows (emphasis added):

- 2) *The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:*
- a) *Low-rise within Neighbourhoods **and along Minor Corridors***
  - b) *Low-to mid-rise along Minor Corridors***
  - c) *Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted*

Policies within the Minor Corridor designation permit mid-rise up to six storeys, whereas the Neighbourhood designation considers other height classifications based on existing conditions and context. Further discussion is provided below regarding the policies of Official Plan Sections 6.2- Corridors and 6.3- Neighbourhoods.

- 3) *In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:*
- a) *Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations*
- 4) *In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:*
- a) *Multi-unit dwellings in Hubs and on Corridors*
  - b) *Predominantly ground-oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes*

The zoning amendment is aligned to the intent of facilitating mixed use development of the site arranged in an urban built form that provides a range of both multi-unit dwellings and ground-oriented units. The



arrangement of low-and mid-rise forms is informed by the location of heritage campus buildings to be retained, appropriate transitions to lower profile neighbourhoods, and adjacency to public realm features such as open space and the Minor Corridor.

Section 5.3.3- Provide direction to the Hubs and Corridors located within the Outer Urban Transect, states (emphasis added):

*4) Along Minor Corridors, permitted building heights, subject to appropriate height transitions and stepbacks shall not be less than 2 storeys and up to **6 storeys** except where a secondary plan or area specific policy specifies different heights.*

The Master Plan proposes buildings up to six storeys in height within the Minor Corridor designation (i.e.: within 120 m of the centreline of Heron Road).

Section 5.3.4- Provides direction to Neighbourhoods located within the Outer Transect, states:

*1) Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3. The Zoning By-law shall implement development standards that transition away from a suburban model and move towards urban built forms as described in Table 6 as applicable and that:*

- a) Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood, which may include new housing types that are currently not contemplated in this Plan*
- b) The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing*
- c) Generally provides for up to 3 storeys height permission, and where appropriate 4 storeys height permission to allow for ground oriented higher-density Low-rise residential development, and*
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way*

The proposed zoning amendment is intended to facilitate the development of an urban built form consistent with the Master Plan that will permit a range of housing types with a significant proportion of dwellings being located in low-rise missing middle built forms. Consistent with the policies of Section 6.3 of the OP, mid-rise buildings up to nine storeys are also proposed in strategic locations to provide a range of density and dwelling types. To ensure an integrated approach to site development site-specific zone provisions will ensure that abutting development parcels are considered one lot for zoning purposes, with additional site-specific provisions to facilitate the framing of open spaces and other public realm assets. Maximum building heights consider their existing and planned surroundings and are appropriately sized to frame both public streets and other components of the public realm.

## **MINOR CORRIDOR**

Section 6.2 of the Official Plan provides policies related to Corridors. The designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods. Portions of the property within 120 m of the centreline of Heron Road are designated Minor Corridor.





Section 6.2.2- Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development, states:

*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.*

Development within the Minor Corridor designation will be zoned GM to permit both residential and commercial uses while ensuring uses remain predominantly residential. The site is appropriate for higher-density mid-rise typologies as the property is in proximity to existing frequent bus transit and planned BRT infrastructure along Heron Road.

## **NEIGHBOURHOOD WITH EVOLVING OVERLAY**

Those portions of the site that are beyond 120 m from the centreline of Heron Road are designated Neighbourhood and impacted with the Evolving Overlay.

Section 6.3.1- Define neighbourhoods and set the stage for their function and change over the life of this Plan, states:

*2) 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.*

*3) 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 Policy 2) but where the zoning does not provide corresponding permissions*

Policies 2 and 3 of Section 6.3.1 provide direction on circumstances where building heights in excess of four storeys will be considered. More specifically, greater heights may be considered under the following circumstances:

**Existing zoning allows for greater heights:** the existing Minor Institutional- I1A[325] H(21) zone permits mid-rise buildings up to 21 m in height (generally considered to be seven storeys). The Minor Institutional zone currently covers the full site and permits buildings of this height as close as 21 m from the east lot line, and 7.5 m from other interior and rear lot lines.

**An area is characterized by taller buildings:** Two mid-rise buildings (six storeys, plus partial basement) are located on the site and proposed for retention. In addition to the two mid-rise buildings on the property, the following mid and high-rise buildings are located in proximity the site:



**1495 Heron Road**  
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Address	Building Height	Distance to Site*
1440 Heron Road	High-rise (11 storeys)	130 m
2840 Baycrest Drive	Mid-rise (8 storeys)	140 m
2851 Baycrest Drive	High-rise (14 storeys)	180 m
2861 Baycrest Drive	High-rise (19 storeys)	240 m
2850 Cedarwood Drive	High-rise (15 storeys)	340 m
* Distance measured from site boundary to closest point of building. Value rounded to closest decametre.		

Additionally, the following future mid and high-rise buildings are permitted through a recent Heron Gate redevelopment plan integrated into Volume 2B of the new Official Plan through an Area-Specific Policy.

Address	Building Height	Distance to Site*
2851 Baycrest Drive (HG Phase 2)	Mid-rise (6 storeys)	30 m
2851 Baycrest Drive (HG Phase 2)	High-rise (18 storeys)	80 m
2851 Baycrest Drive (HG Phase 3)	High-rise (18 storeys)	150 m
2820 Cedarwood Drive (HG Phase 4)	High-rise (20 storeys)	230 m
* Distance measured from site boundary to closest point of building on Site-Specific Policy Volume 2B, Annex C- Conceptual Height Plan of the Official Plan. Value rounded to closest decametre.		

In addition to the current zoning of the site permitting buildings within the mid-rise classification, there are several existing mid and high-rise buildings in proximity to the site. The City has also integrated the Heron Gate redevelopment into Volume 2B of the new Official Plan to facilitate the future development of mid- and high-rise mixed use and residential buildings directly south of the site. The area is characterized by taller buildings and will continue to accommodate greater numbers of mid and high-rise buildings through the policies of the Official Plan.

4) *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, Policy 1)*
- d) *To provide for a range of local services and promote the emergence or strengthening of 15-minuteneighbourhoods, 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 use.*

*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.*

**5) 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).*

Further discussion is provided in the next section of this rationale regarding Tables 2 and 3b in section 3.2 (Support Intensification) of the OP.

The Master Plan proposes a full range of housing options, including low-rise ground-oriented typologies, to achieve the goals of Table 2 and Table 3b of the Official Plan. The proposed GM zone permits a range of non-residential uses and services compatible with residential uses. Further measures are proposed through the exception symbol to limit the types of non-residential uses permitted in proximity to R1 zones with the intent of ensuring the potential for nuisance is minimized. The height schedule proposed as part of the zoning amendment provides a gradation in height and transition in permitted densities from the northwest portion of the site to the low-rise residential near the east site boundary.

The proposed new zones, in combination with the proposed height schedule, locate low-rise and ground-oriented development east and northeast of the heritage campus as well as at strategic locations within the heritage campus. In turn, higher densities are positioned north and west of the heritage campus, and along Heron Road, to provide a generous transition from mid-rise buildings to the established low-rise neighbourhood along the east site boundary. All mid-rise buildings remain within a short walking distance of frequent bus transit stops on Heron Road and the proposed future Heron Road BRT station.

Section 5.6.1 states that the Evolving Overlay is applied to areas in proximity to Hubs and Corridors to support intensification and provide guidance for an evolution in character from suburban to urban. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification. The overlay policies seek to allow new built forms and more diverse functions of land.



Section 5.6.1.1- Provide built form direction from the urban area where intensification is expected to occur, states:

*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.*

*3) In the Evolving Overlay, the City:*

- a) The City 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 5 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.*

The Evolving Overlay identifies strategic locations within the City where more urban built forms and typologies are encouraged to facilitate the transition to more compact, mixed-use communities and encourage the formation of 15-minute neighbourhoods. The zoning amendment provides an evolution towards more urban pattern of development by proposing a mix of low and mid-rise building typologies, providing a mobility network that prioritizes active modes, and establishing a strong and integrated public realm. The proposed zoning seeks to advance the evolution of the site into an urban low and mid-rise community.

## **GROWTH MANAGEMENT FRAMEWORK**

Section 3 of the Official Plan establishes the City's framework to accommodate projected population, household, and employment growth to the year 2046 and beyond. The framework seeks to provide sufficient development opportunities- and an appropriate range of choices, by locating and designing growth to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

Ottawa's population is projected to grow by 40% during through the OP's time horizon, reaching 1.4 million residents by 2046.



Section 3.1- Designate Sufficient Land for Growth, states:

- 3) *The urban area and villages shall be the focus of growth and development.*
- 4) *The City will allocate household growth targets as follows:*
  - a) *93 per cent within the urban area where:*
    - i) *47 per cent is within the urban area that is built-up or developed as of July 1, 2018, and*
    - ii) *46 per cent is within the greenfield portion of the urban area*

The proposal accommodates a mixed-use development with residential growth within an existing built-up urban area.

Section 3.2- Support Intensification, states:

- 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 (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis*
- 14) *An amendment or minor variance to the Zoning By-law shall be required for any increase in height within the height categories, provided the proposed increase is in the same height category. An increase in height to permit a building in a taller height category requires an amendment to this Plan or secondary plan where applicable, in addition to the amendment to the Zoning By-law.*

The property is designated as both Minor Corridor and Neighbourhood, and is subject to the Evolving Overlay. The buildings proposed in the area designated Minor Corridor consist of a mix of uses and would be accessible to the buildings located within the adjacent Neighbourhood designation. All proposed building heights are within the ranges dictated by the designations under this Official Plan.

Section 6.3.1 policy 4(b) (discussed above) refers to Tables 2 and 3b, located in Section 3.2 (Supporting Intensification) of the Official Plan. Table 2 identifies residential intensification targets for “ground-oriented/large-household dwellings” (49,000) and “apartment/small-household dwellings” (43,000). In turn, Table 3b provides residential density and large dwelling targets for Neighbourhoods and Minor Corridors by transect.

Policy 10 of Section 3.2 clarifies that the net residential density is a target only and allows for variation in density across Neighbourhoods (emphasis added):

- 10) *Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.*

The Master Plan achieves a net residential density of 150 dwellings per hectare; due to the site’s large area the proposal is able to surpass the density target for Neighbourhoods and Minor Corridors in the Outer Urban Transect, which is between 60 and 80 dwellings per net hectare.



## MOBILITY

Section 4.1 of the Official Plan provides direction on the development or redevelopment of transportation infrastructure with the intent of providing multimodal facilities for all users while prioritizing safety and comfort for active mobility.

Section 4.1.2- Promote healthy 15-minute neighbourhoods, states:

- 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 metres walking distance, whichever is greatest, to existing or planned rapid transit stations*

The entirety of the site is located within 600 m of a proposed future Heron Road BRT station.

## CULTURAL HERITAGE AND ARCHAEOLOGY

Section 4.5 of the Official Plan provides direction for the protection and conservation of cultural heritage resources such as built heritage resources such as listed and designated properties, cultural heritage landscapes, archaeological resources, artifacts, monuments, and other types of sites that are of cultural value to a community.

Section 4.5.1- Conserve properties, areas and landscapes of cultural heritage value, states:

- 1) *Identification and evaluation of properties and areas of potential cultural heritage value shall be consistent with provincial regulations and will include the consideration of design or physical value; historical or associative value; and contextual value.*

The Cultural Heritage Character Analysis and Conservation Strategy prepared by ERA Architects is a culmination of extensive research and analysis of the existing buildings, landscape, and ensemble on the property. The report identifies heritage-related constraints and opportunities to inform a redevelopment approach as well as an overview of the conservation approach for the site and impacts of the proposed development on the existing campus. Further discussion is provided in Section 7 of this rationale.

Section 4.5.2- Manage built and cultural heritage resources through the development process, states:

- 3) *Heritage designation is, in part, intended to ensure contextually appropriate development and is not intended to discourage intensification or limit housing choice. Elements of the built form, including height, scale and massing, of such development shall ensure that the defined cultural heritage value and attributes of the property or HCD will be conserved, while balancing the intensification objectives outlined throughout this Plan.*
- 7) *The City may permit the transfer of density potential from one site to another to facilitate the retention of built heritage resources in those areas which have an established floor space index (FSI) under the Zoning By-law, and will study options to transfer density on sites without specified FSI, subject to:*
  - a) *A concurrent, equivalent down-zoning and up-zoning of donor and recipient sites, respectively*



*b) Maintaining an appropriate relationship with respect to scale and architectural treatment between the heritage resource(s) and the new development and between the recipient site and its existing environs*

*8) To assist with the objective of conserving the city's cultural heritage, the Zoning By-law may provide appropriate development standards for properties containing, or adjacent to designated cultural heritage resources.*

Consideration of the site's built heritage elements is integrated into the project's guiding principles and reflected in the Updated Concept Plan and Conservation Design Guidelines which proposes the conservation and adaptive reuse of up to 9 of the 12 original buildings of heritage campus. The proposed zoning is tailored- through the combination of proposed zones and height schedule, to advance the attributes of the ensemble, landscape, and buildings.

The proposed zoning amendment proposes curtailing the development of significant portions of the property to retain both buildings of cultural heritage value as well as areas of the site linking the buildings (i.e.: plazas and courtyards between the buildings). The requested increase in height at strategic locations within the same height class (i.e.: mid-rise) is an appropriate strategy to facilitate the retention and adaptive reuse of heritage assets.

## URBAN DESIGN

Section 4.6 of the Official Plan provides direction on urban design- the process of giving form and context to our city to create the theatre of public life. The site is not located within a Design Priority Area identified on Schedule C7-A of the Official Plan.

Section 4.6.6- Enable the sensitive integration of new development of Low-rise, Mid-rise, and High-rise buildings to ensure Ottawa meets its residential targets while considering liveability to all, states:

*1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:*

*a) Between existing buildings of different heights*

*b) Where the planned context anticipates the adjacency of buildings of different heights*

*c) Within a designation that is the target for intensification, specifically:*

*i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and*

*ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.*

*2) 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 zoning amendment proposes a transition in height from low-rise forms on the east portion of the site incrementally increasing to a maximum height of nine storeys (mid-rise) at strategic locations north and northwest of the heritage campus; this transition has been translated into the proposed zoning through a height schedule discussed in Section 5.3 of this rationale.

- 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.*
- 7) *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 as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect, 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.*

The zoning amendment proposes to introduce a height schedule permitting a range of low-rise built forms intended to facilitate a transition to a more urban character and function. While the details of future development (such as entrance location, amenity area, and landscaping) are most appropriately addressed through the subsequent Site Plan Control review process, the zoning amendment provides direction to building height and built form details that ensure an appropriate built form throughout the site.

Mid-rise development up to six storeys in height along Heron Road matches building heights proposed opposite the site through the Heron Gate redevelopment proposal.

## **DRINKING WATER, WASTEWATER AND STORMWATER INFRASTRUCTURE**

Section 4.7 of the Official Plan provides direction for the safe, economical, and sustainable provision of water, sanitary, and stormwater infrastructure.

The Adequacy of Servicing Report prepared by Stantec demonstrates that the new community outlined in the Updated Concept Plan can be serviced by the City's existing water and wastewater infrastructure. The report concludes that the 300 mm watermain in Heron Road can supply the new community with required domestic and fire flow by way of two connections. Sanitary sewage from the development will outlet to the existing sanitary collection system in Heron Road which has been confirmed to have sufficient capacity by City staff.

The existing stormwater collection system in Heron Road will receive the stormwater flows from the development. Stormwater will be treated and controlled in the stormwater management facility to City performance requirements prior to discharge to Heron Road.





## NATURAL HERITAGE, GREENSPACE AND THE URBAN FOREST

Section 4.8 of the Official Plan provides direction on the protection of natural heritage features, green space, and urban trees.

Section 4.8.1- Protect the City's natural environment through identification of a Natural Heritage System, Natural Heritage Features and related policies, states:

3) *The City recognizes the following natural heritage features, as defined in Ottawa's Environmental Impact Study Guidelines:*

- a) *Significant wetlands*
- b) *Habitat for endangered and threatened species*
- c) *Significant woodlands*
- d) *Significant valleylands*
- e) *Significant wildlife habitat*
- f) *Areas of Natural and Scientific Interest*
- g) *Urban Natural Features*
- h) *Natural Environment Areas*
- i) *Natural linkage features and corridors*
- j) *Groundwater features*
- k) *Surface water features, including fish habitat, and*
- l) *Landform features.*

The EIS prepared by Stantec assessed the presence of natural heritage features, SAR and/or their habitat, and to provide recommendations on measures to mitigate impacts of site development on observed natural heritage features. No significant wetlands, woodlands, valleylands, or areas of natural and scientific interest were identified on or near the site. Potential nesting habitat for barn swallows and SAR bat maternity roost habitat were identified associated with the buildings on the site. Additionally, potential habitat for SOCC, including the eastern milksnake and monarch, was also observed within the site.

Despite potentially suitable habitat being identified in the EIS, no observations of SAR were identified through the EIS field program or during subsequent fieldwork in support of a SAR bat acoustic monitoring memorandum. The EIS recommends several measures to minimize impacts to surrounding naturalized areas and potentially suitable SAR habitat in advance and during construction.

Vegetated areas proposed for removal were observed to be heavily influenced by the surrounding urban landscape and represent low quality habitat for wildlife- specifically species at risk. The EIS concludes that the future development will not have a high impact on the overall ecological function of surrounding natural heritage features due to other current stressors from the surrounding urban environment.

## PROTECTION OF HEALTH AND SAFETY

Section 10 of the Official Plan provides policies for the protection of public health and safety.

Section 10.1.6- Contaminated sites, states:



3) *When contamination is identified in a proposed development property, the contaminants are to be fully delineated and a remedial action plan and/or a risk assessment / risk management plan to address the contamination shall be submitted to the City. A building permit may be issued on a phased basis to allow for the implementation of the plans concurrent with the required demolition and earth work.*

A Phase I Environmental Site Assessment prepared by Englobe identified one area of potential contamination related to a former underground storage tank north of the former chapel; a Phase II investigation is recommended. Any contamination identified as exceeding Ministry standards for the proposed residential, institutional, and open space land uses will require remediation, to be addressed prior to subdivision registration.

Section 10.2.1- Environmental noise control identifies development required to be supported by an assessment of environmental noise consistent with the City's Environmental Noise Control Guidelines. A Noise Impact Assessment prepared by Gradient Wind provides preliminary assessment of noise impacts from adjacent transportation infrastructure and noise sources. The assessment recommends:

- Central heating systems with provision for air conditioning for all buildings
- Central heating and air conditioning and upgraded building component for the south façade of the mid-rise building facing Heron Road on Block 2)
- Upgraded building components on the south façade of the low-rise residential building on Block 9.

## IMPLEMENTATION

Section 11.6- Provide direction around processes needed to implement the Plan, states:

13) *Zoning By-law amendments not requiring an Official Plan amendment for development of large-scale sites, including but not limited to repurposed shopping centres or industrial lands, shall be supported by plan of subdivision, if applicable, and in all cases a concept plan demonstrating all of the following:*

- a) The complete build out of the site, including potential phasing of development, showing its integration into the adjacent built fabric*
- b) Conformity with applicable transect and overlay policies*
- c) Opportunities for parkland dedication and other public realm improvements to support additional density, and*
- d) Any additional studies or reports as determined by City staff.*

The proposed amendment to the Zoning By-law is guided by an Updated Concept Plan created on the basis of the previous Master Plan's vision and guiding principles. The proposal advances the Official Plan's overarching goals to accommodate more growth through redevelopment, facilitate 15-minute neighbourhoods, encourage sustainable transportation use, and support development that is economically, socially, and environmentally sustainable.

It is our opinion that the proposed development is conforms with the relevant policies of the City of Ottawa Official Plan.



## 8 SUMMARY OF SUPPORTING STUDIES

The following studies have been completed in support of the proposed Zoning By-law Amendment. The list of studies was confirmed during the preapplication consultation with the City of Ottawa. Where applicable, the studies were developed using the City of Ottawa guidelines for the preparation of studies.

### HERITAGE CHARACTER ANALYSIS AND HERITAGE CONSERVATION STRATEGY

The Cultural Heritage Character Analysis and Conservation Strategy (12 April 2023) is a culmination of extensive research and analysis by ERA Architects of the existing buildings, landscape, and ensemble on the property. The report is composed of two sections:

- A Heritage Character Analysis provides an overview of the functional, cultural, and physical patterns that shaped the growth and evolution of the Campanile Campus. It identifies heritage-related constraints and opportunities, as well as inform the redevelopment approach;
- A Heritage Conservation Strategy provides an overview of the conservation approach for the site. It examines the impacts of the proposed development on the existing campus and how any impact that might affect its heritage value can be mitigated to ensure that its value is conserved.

The character analysis organizes the preliminary attributes of the site as those related to the buildings, the landscape, and the ensemble:

- **Attributes of the ensemble** highlight the visual coherence of the campus as a unified grouping of buildings and landscape elements; the integration of built form and landscape; the functional arrangement of buildings and open spaces representing a hierarchy of uses; the presence of key views within and across the campus; contrasts and variations within the cohesive ensemble; and an intimate, pedestrian scale of construction
- **Attributes of landscape** include the variations of open spaces created by the placement of buildings and features; variations in topography; and landscape features such as the bell tower and entrance canopy
- **Attributes of the buildings** include the use of quality materials; a modernist architectural vocabulary; and individual building features such as the copper roof of the chapel and theatre.

Section 2.9 of the report provides extensive analysis and discussion of the various preliminary attributes.

The proposed conservation approach for the Subject Lands is rehabilitation, defined as the action or process of making possible a continuing or compatible contemporary use of an historic place, or an individual component, while protecting its heritage value.

Rehabilitation was selected as the primary conservation treatment to allow for the campus to evolve to support new uses while ensuring that character-defining elements of the cultural heritage value are conserved.

All buildings that were previously designated by FHBRO will be conserved, except for buildings H and I and most of the buildings will be conserved in their entirety. The proposed plan retains buildings A, B, C,



D, E, F, J, K and L and proposes the selective removal of building H, I and M, as well as the links between B and C, K and L, and D and E. Demolition of buildings H and I is proposed given that these two buildings would be very challenging to adapt for reuse. The one-storey buildings have small footprints, their floors levels do not align with grade, and they were found to have significant building condition issues including moisture damage and mould. Demolition of building M is also proposed, although this building was built at a later date and does not contribute to the heritage character of the historic campus.

Further discussion of the heritage conservation approach is provided in Section 4.7 and Appendix D of this rationale.

### **CONSERVATION DESIGN GUIDELINES**

ERA Architects has prepared Conservation Design Guidelines (July 24, 2024) to inform the conservation and adaptive reuse of the Campanile Campus, and to assist in preparing for the property's future in the context of a redevelopment proposal. The guidelines are meant to provide a degree of flexibility to alter buildings to facilitate their adaptive reuse, while setting out conservation principles that ensure that any alterations conserve their heritage integrity and maintain the heritage value and attributes of the Campus, while also enabling significant intensification. The proposed conservation approach permits the long-term development of the Campus through balanced intensification that directs growth to the areas most appropriate for change and helps achieve a built form that is compatible with the historic property while contributing to the creation of a vibrant, mixed-use community.

### **ENVIRONMENTAL IMPACT STATEMENT**

An Environmental Impact Assessment (20 July 2022) and Bat Acoustic Assessment (2 September 2022) was prepared by Stantec to assess the presence of natural heritage features, SAR and/or their habitat, and to provide recommendations on measures to mitigate impacts of site development on observed natural heritage features. No significant wetlands, woodlands, valleylands, or areas of natural and scientific interest were identified on or near the site. Potential nesting habitat for barn swallows and SAR bat maternity roost habitat were identified associated with the buildings on the site. Additionally, potential habitat for SOCC, including the eastern milksnake and monarch, was also observed within the site.

Despite potentially suitable habitat being identified in the EIS, no observations of SAR were identified through the EIS field program or during subsequent fieldwork in support of a SAR bat acoustic monitoring memorandum. The EIS recommends several measures to minimize impacts to surrounding naturalized areas and potentially suitable SAR habitat in advance and during construction.

Vegetated areas proposed for removal were observed to be heavily influenced by the surrounding urban landscape and represent low quality habitat for wildlife- specifically species at risk. The EIS concludes that the proposed development will not have a high impact on the overall ecological function of surrounding natural heritage features due to other current stressors from the surrounding urban environment.



## **ENVIRONMENTAL SITE ASSESSMENT**

A Phase I Environmental Site Assessment prepared by Englobe (November 2022) identified one area of potential contamination related to a former underground storage tank north of the former chapel and recommended a Phase II investigation be completed.

Englobe completed a subsequent Phase II assessment (December 2022). Based on laboratory analytical results soil and groundwater samples collected from the site were in compliance with the applicable Site Condition Standards for all contaminants of potential concern no further environmental work is recommended.

## **ADEQUACY OF SERVICES REPORT**

An updated Adequacy of Services report was prepared by Stantec (24 July 2024, revision 0) to support the current Zoning By-law Amendment Application. The report demonstrates that there is sufficient capacity in the 300 mm watermain within Heron Road to supply the conceptual development of the site. City staff have confirmed that the existing municipal system for wastewater has sufficient the capacity to serve the development site. The existing stormwater collection system in Heron Road will receive the stormwater flows from the development. Stormwater will be treated and controlled in the stormwater management facility to City performance requirements prior to discharge to Heron Road.

## **GEOTECHNICAL INVESTIGATION**

A Geotechnical Investigation prepared by Stantec (15 November 2023, revision 1) was prepared to provide a summary of subsurface soil and geological conditions. Twelve boreholes were advanced at various locations across the property, and monitoring wells installed at four locations. Analysis concludes the site is located on glacial till overlaid by a combination of fill, silty sand with gravel, and fat clay. Bedrock was encountered at depths between 3.1 and 6.1 m below ground surface. Groundwater was encountered between 1.0 and 1.7 m below ground surface.

The investigation concludes that soil conditions do not warrant tree planting restrictions within the site. Conventional spread footing foundations are considered feasible for the proposed buildings, and it is anticipated that most foundations will be founded on bedrock.

Bedrock is composed of pyritic shale- an expansive shale that will warrant special measures through the construction process to limit its exposure to air and water. Further details on standard construction management procedures for expansive shales are provided in the investigation.

No significant grade raises are proposed through the development, however, should grade raises greater than 2 m be proposed further investigation may be warranted. Structures and infrastructure can be constructed using standard engineering practices.



## **NOISE IMPACT ASSESSMENT**

A Noise Impact Assessment prepared by Gradient Wind (11 April 2023) provides preliminary assessment of noise impacts from adjacent transportation infrastructure and noise sources. The assessment recommends:

- Central heating systems with provision for air conditioning for all buildings
- Central heating and air conditioning and upgraded building component for the south façade of the mid-rise building facing Heron Road
- Upgraded building components on the south façade of the low-rise residential building in the southeast portion of the site

## **TRANSPORTATION IMPACT ASSESSMENT**

Stantec prepared a Transportation Impact Assessment (23 July 2024) to assess existing and planning transportation facilities surrounding the site, determine what impacts future development may have on these facilities, and identify improvements to accommodate the new community if warranted.

Primary access to the development will be from the existing signalized intersection of Heron Road and Baycrest Drive; this access will be shared with the Heron Gate community south of Heron Road. A secondary right-in/right-out only access from Heron Road is also proposed.

While several transit and mobility improvements are proposed surrounding the site in the City's Transportation Master Plan (TMP) all are currently planned to occur beyond the 2031 horizon year. As a result, trip generation modelling for the proposed development does not consider these improvements, resulting in more conservative trip generation numbers which have the potential to decrease through the implementation of improved transit, cycling, and pedestrian infrastructure.

The proposed development is anticipated to generate 394 and 337 net new auto trips (two-way) during the AM and PM peak hours, respectively.

Under 2032 Future Background conditions, all study area intersections are projected to operate with acceptable levels of service except for the following intersections:

- Heron Road at Bank Street (AM and PM peaks)
- Heron Road at Alta Vista Drive (AM and PM peaks)
- Baycrest Drive at Heron Road (AM peak)
- Walkley Road at Bank Street (PM peak)

Intersection operations under 2032 Total Future conditions (including the conceptual development) are projected to be similar to Future Background conditions. The eastbound left turn movement at the primary site access intersection of Heron Road and Baycrest Drive is project to operate overcapacity due to the significant westbound through volumes at the intersection. Under the 2037 Ultimate Traffic conditions (five years beyond planned build-out of the property) all study area intersections are projected to operate with acceptable levels of service with the exception of the following intersections:



## **1495 Heron Road**

### **8 Summary of Supporting Studies**

- Heron Road at Bank Street (AM and PM peaks)
- Heron Road at Alta Vista Drive (AM and PM peaks)
- Heron Road at Baycrest Drive (AM peak)
- Walkley Road at Bank Street (AM and PM peak)

The Heron Road and Baycrest Drive intersection is projected to operate at or close to theoretical capacity under the 2037 Ultimate horizon- this is due to westbound movement on Heron Road during the morning peak period. It is suggested that the northbound left turn movement at the primary site access intersection of Heron Road and Baycrest Drive be separated from the current share configuration.

The TIA recommends intersection design improvements, to address future 2037 conditions, could be coordinated with the planning and design of the proposed Heron Road BRT corridor project.

Based on the findings of this study, the proposed Zoning By-law Amendment can be supported from a transportation perspective.

#### **TREE CONSERVATION REPORT**

Stantec prepared a Tree Conservation Report (23 November 2022) to provide a detailed description of the quality, diversity, and size of the trees within and in proximity to the site. A total of 70 trees are proposed for removal to allow for this redevelopment including 49 Distinctive Trees as defined by the City's Tree Protection By-law. The report recommends a minimum tree compensation of 70 new trees in all softscape areas for the loss of tree canopy. The report also provides mitigation measures to ensure trees retained on the site, and trees in proximity to the site, are protected during development.

By following the mitigation recommendations outlined in the report and ensuring new plantings are included as part of this development, the report concludes that the development will respond and blend in with the surrounding context.



## 9 CONCLUSION

The property's large size, complex of heritage buildings, proximity to future rapid transit, and surrounding context warrant a more detailed study and unique planning approach to balance various needs and goals for the property.

The Zoning By-law Amendment application helps achieve the new OP's overarching goals to accommodate more growth through redevelopment, facilitate 15-minute neighbourhoods, encourage sustainable transportation use, and support development that is economically, socially, and environmentally sustainable.

The Zoning By-law Amendment application is the initial step to create a planning and land use framework that implements the goals of the Master Plan. The application is consistent with the Provincial Policy Statement, conforms to the Official Plan, and represents good planning.

Respectfully submitted,



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Intermediate Planner  
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# APPENDICES



## APPENDIX A    UPDATED CONCEPT PLAN

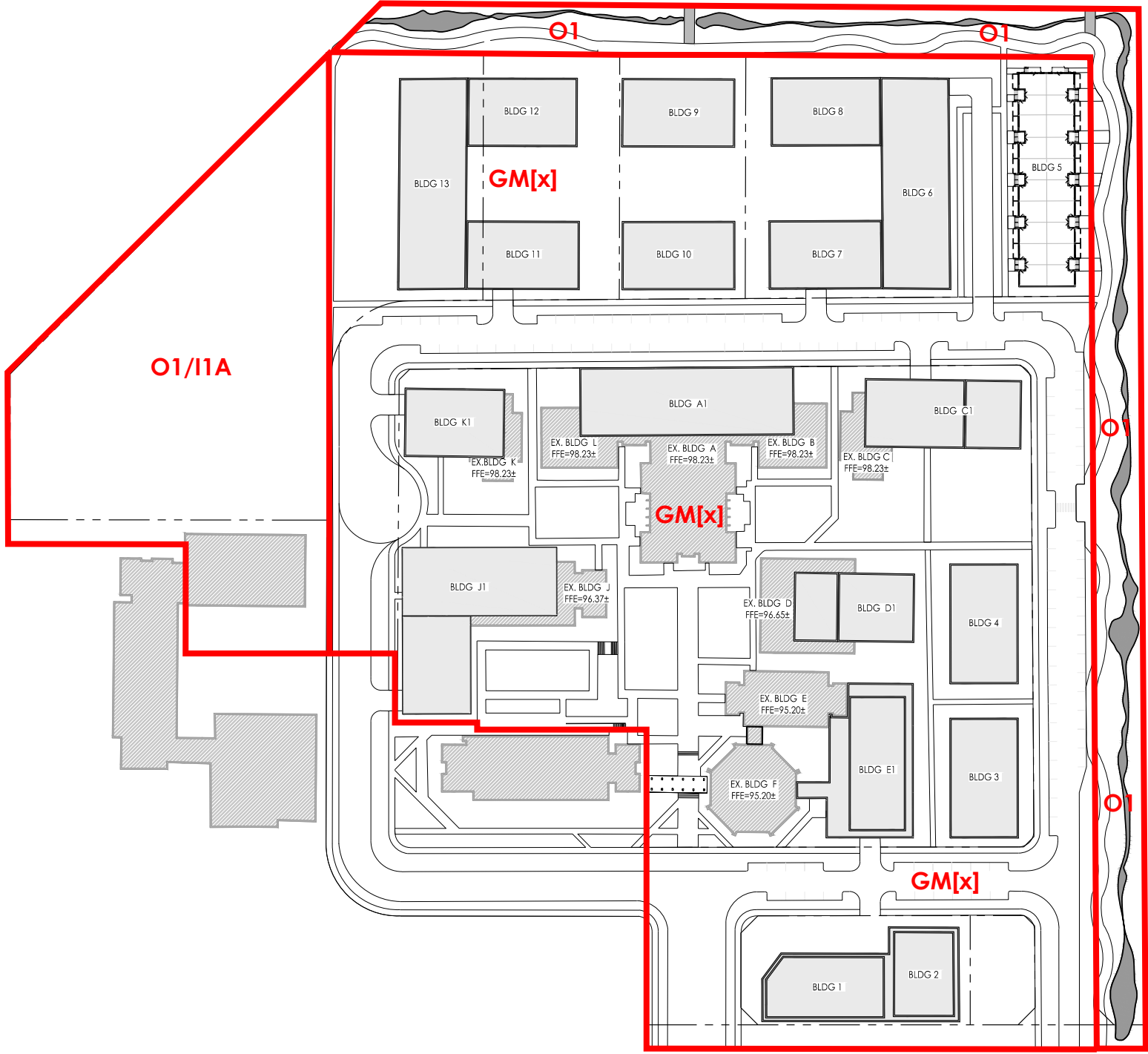




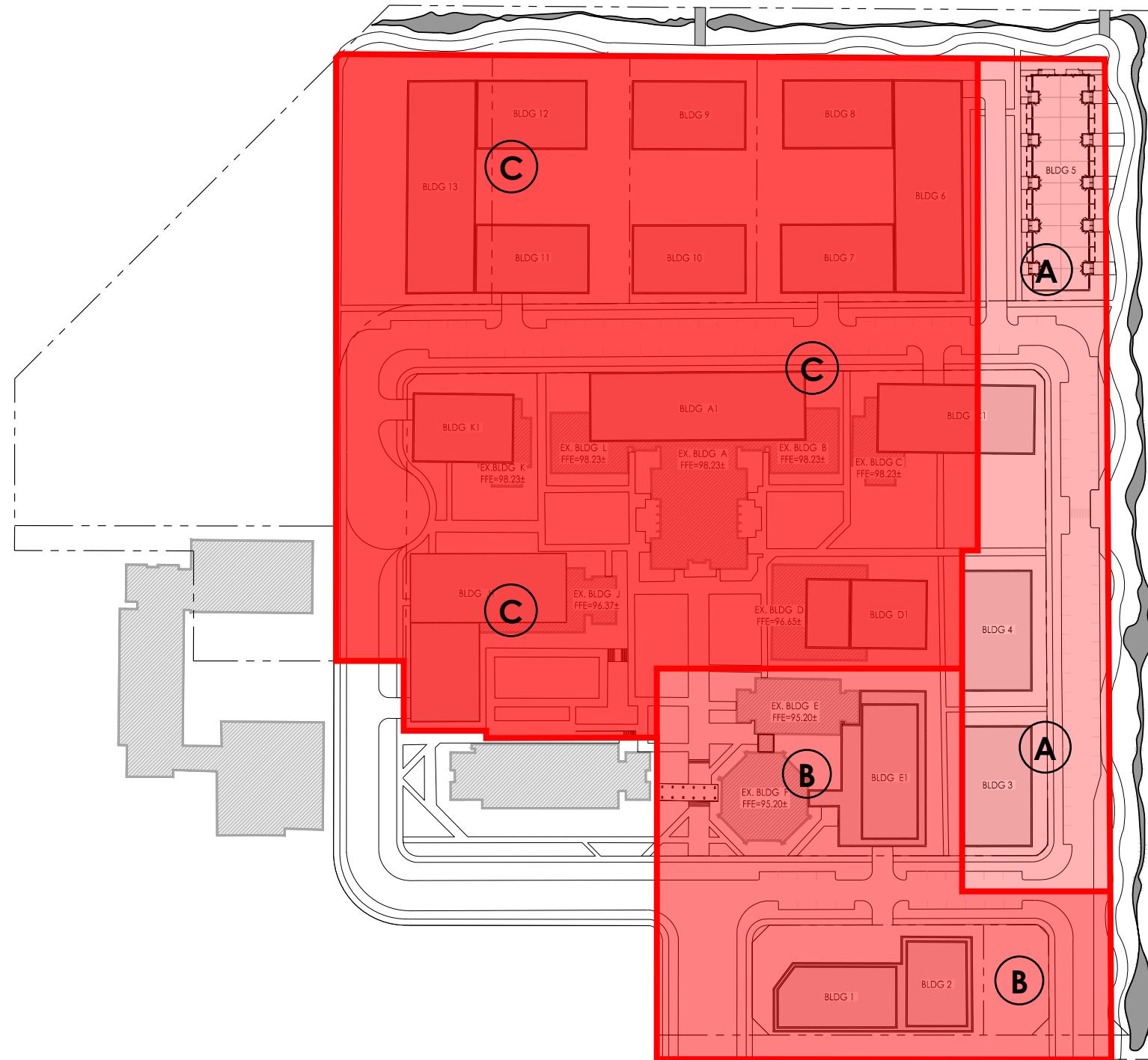
**APPENDIX B    DRAFT ZONE SCHEDULE, HEIGHT SCHEDULE,  
AND URBAN EXCEPTION TEXT**



1495 HERON ROAD  
**PROPOSED ZONING BY-LAW AMENDMENT**  
DRAFT- 23 July 2024



1495 HERON ROAD  
**PROPOSED ZONING HEIGHT SCHEDULE**  
DRAFT- 23 July 2024



**MAXIMUM PERMITTED  
BUILDING HEIGHT**  
Area A: 14.5 m (4 storeys)  
Area B: 20 m (6 storeys)  
Area C: 29 m (9 storeys)

## Urban Exception [x]:

### In the GM[x] zone:

All abutting parcels with the [x] urban exception are considered one lot for zoning purposes.

Maximum building height is determined by Schedule Y.

Maximum floor space index: 4.0

In addition to the uses permitted in the GM zone, the following additional uses are permitted:

- broadcasting studio
- cinema
- hotel
- museum
- park
- parking garage
- production studio
- residential care facility
- school
- theatre

Despite the uses permitted in the GM zone, the following uses are prohibited:

- catering establishment
- drive-through facility

The following uses are not permitted within 50 m of lands zoned R1:

- apartment dwelling, mid-rise
- payday loan establishment
- personal brewing facility
- restaurant

Minimum setback from a lot line abutting a parcel zoned R1: 14.25 m

The minimum setback from a parcel, or part of a parcel, zoned O1: 3.0 m.

1495 Heron Road  
Adaptive Reuse Considerations  
(ERA, 12 April 2023)

## **APPENDIX C    ADAPTIVE REUSE CONSIDERATIONS (ERA, 12 APRIL 2023)**





1495 Heron Road  
Heritage Design Guidelines  
(ERA, 24 July 2024)

## **APPENDIX D    HERITAGE DESIGN GUIDELINES (ERA, 24 JULY 2024)**

