FOTENN

1887 St. Joseph Boulevard, Ottawa

Planning Rationale
Zoning By-law Amendment
April 9, 2024

FOTENN

Prepared for SDLP 1887 ORLEANS LIMITED

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

April 2024

1.0 Introduction

Fotenn Planning + Design ("Fotenn") has been retained by SDLP 1887 ORLEANS LIMITED ("the owner") to prepare a Planning Rationale and Design Brief in support of a Zoning By-law Amendment for the property legally known as 1887 St. Joseph Boulevard, City of Ottawa (the "subject site").

The intent of this Planning Rationale is to assess the proposed development in light of the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. This Planning Rationale should be read in conjunction with the supporting materials submitted as part of this complete application package. Specifically, the submitted Urban Design Brief prepared by Figurr Architects Collective provides additional analysis on the architectural and urban design merits of the proposal.

1.1 Purpose of the Application

The purpose of the Zoning By-law Amendment (ZBLA) is to revise certain performance standards established in the City of Ottawa Zoning by-law to make it appropriate for redevelopment. Minor adjustments are required to ensure the developability of the project and to bring it into conformity with the Council-approved Orléans Corridor Secondary Plan. Specifically, changes are required to:

- Increase the maximum permitted building heights from the permitted heights of 13 and 19 metres under the Zoning By-law to 56 metres as per the direction in the Orléans Corridor Secondary, which permits up to 18-storey buildings on portions of the lands;
- Permit the land use "Apartment Building, High-Rise"; and
- Utilize 'Area Z' on Schedule 1A rather than 'Area C' to update the required parking minimums due to the site's location in a Protected Major Transit Station Area (PMTSA) and proximity to the Light Rail Transit (LRT) station, Jeanne d'Arc Station, currently under-construction.

The proposed development is also generally consistent with policies outlined in the Official Plan, which direct heights of up to 40 storeys to Mainstreet Corridors. Under the Official Plan, the site is primarily designated as Mainstreet Corridor, with a portion to the rear designated as Neighbourhood with an Evolving Neighbourhood Overlay. The Official Plan and Secondary Plan have differing approaches to how density and heights are to be directed; whereas the Official Plan contemplates increased densities radiating out from Hubs and occurring linearly along Minor and Mainstreet Corridors, the Secondary Plan implements a broader and more discrete height range depending on proximity the under-construction LRT Stations. As is discussed further in this Planning Rationale, the proposed ZBLA implements the policy direction of the Orléans Corridor Secondary with respect to building heights, parking approaches and other urban design and building considerations. However, it is important to note that the proposed development is not reliant on the Secondary Plan. An alternative design, with equal or potentially greater heights and densities, could be achieved with the Official Plan policies alone. Therefore, we can understand that the proposed ZBLA is not premature with regard to relying upon the Secondary Plan and/ or the resolution of appeals to the Secondary Plan.

The lands are designated both as "St. Joseph Mainstreet" along the St. Joseph Boulevard frontage and "Station Periphery" on the northernmost portions of the lands, closest to Youville Drive. The ZBLA is consistent with the policies and intent of the Secondary Plan. The Secondary Plan is a Council-approved, Staff initiated policy document that benefitted from public consultation and Planning and Housing Committee consideration.

The Secondary Plan provides detailed direction on multiple aspects of development, of which two (2) are under appeal from another landowner:

1. The requirement for an off-site municipal park located on 1875 St. Joseph Boulevard. Coordination and cost-sharing is required via a Landowner's Agreement; and
2. The requirement for a north-south public collector road that connects St. Joseph Boulevard and Youville Drive. Coordination and cost-sharing is also required with a Landowner's Agreement for the roadway. A multi-use path (MUP) is required to connect Youville Drive to the public park and is shown on the site plan on the east side of the road.

The development siting was developed to anticipate potential outcomes resulting from the settlement of the ongoing appeals. If an appeal results in changes to the Secondary Plan with respect to the location of the parkland or provision of a north-south public street, the proposed development could accommodate this. For instance, if a park is no longer located 1875 St. Joseph Boulevard, cash-in-lieu can be paid in lieu of payment into a Landowner's Agreement. The 10 metres presently allocated to half of the 20-metre road could also be transformed as a nine (9) metre private road with a one (1) metre landscaped strip.

To conclude, rezoning the subject site will allow for one of the first opportunities for redevelopment in the Youville District of the Jeanne d'Arc Station Area and realization of the Orléans Corridor Secondary Plan's long-term vision for a mixed-use residential neighbourhood with opportunities for active and public transportation, high-quality urban public realm, commercial enterprises, and office spaces.

2.0
Site Context and Surrounding Area

The subject site is located in the Orléans Industrial neighbourhood on a flag lot with access to both Youville Drive to the north and St. Joseph Boulevard to the south. The site has an area of 2.31 hectares (23,090.2 m^2). The site has 113.74 m of frontage on St. Joseph Boulevard and 7.32 metres of frontage on Youville Drive.

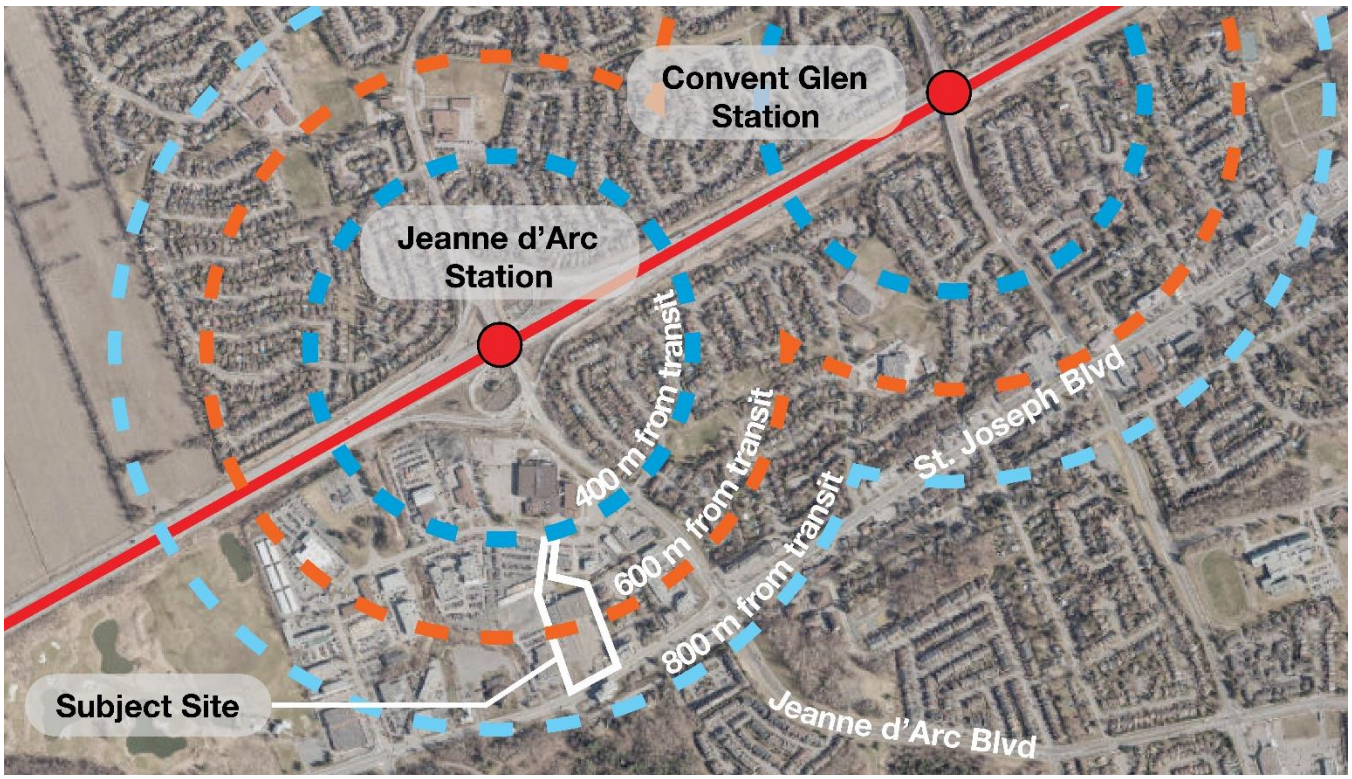

Figure 1: Subject site shown in context

The entirety of the site is located within 800 metres of Light Rail Transit (LRT) station, Jeanne d'Arc Station, currently under construction. A portion of the site is located within 600 metres of the station and the entrance to the site on Youville Drive is 400 metres from the station.

2.1 Surrounding Area

The areas surrounding the subject site are as follows:

- **North**: Youville Drive forms the northern boundary, beyond which is the Bob MacQuarrie Recreation Complex, a recreation centre with a pool, arena, courts, fitness centre and skate park. Zoned "Minor Institutional, Subzone E" (I1E).
- **East**: Residential dwellings fronting onto Marenger Street, including a four (4) storey low-rise apartment building, two (2) to three (3) storey stacked townhouses, and one(1) to two (2) storey semi-detached dwellings zoned "Residential Fourth Density, Subzone Z, urban exceptions 1241, 1244, and 1755" (R4Z[1241], [1244], and [1755]) and "Residential Second Density, Subzone N" (R2N). Further east is a commercial strip plaza zoned "Arterial Mainstreet, Subzone 3" (AM3), which is bounded by Jeanne d'Arc Boulevard.
- **South**: St. Joseph Boulevard forms the southern boundary. Across the street is a four (4) storey building, the Terrasses Montfort Renaissance, which provides supportive housing. Lands across the street are zoned AM3. The entrance to Chants d'Oiseaux Way is located just west of the Terrasses Montfort Renaissance and provides

access to eight (8) single detached one (1) to two (2) storey homes, with a significant grade change. These homes are zoned R1WW. Bilberry Creek runs north-south to the west of Chants d'Oiseaux Way.

- **West**: A vehicle dealership is located directly west of the subject site, beyond which is Bilberry Creek. The dealership is zoned AM3 where it fronts onto St. Joseph Blvd and to the northwest is a property used for vehicle parking and storage. This site is zoned “Minor Institutional Zone, Subzone 2, 14-metre height limit” (IL2 H(14)). Lands generally to the west appear to be used primarily for automotive dealerships, with a greater mix of uses west of Youville Drive where it curves south to intersect with St. Joseph Boulevard.

Figure 2: Key map showing photo locations

Figure 3: Site Photos

2.2 Transportation Network

2.2.1 Transit Network

Per Schedule C2 – Transit Network in the Official Plan (shown below as Figure 4), the subject site is located within close proximity to an under-construction LRT line and associated station in the median of Regional Route 174. Jeanne d'Arc Boulevard is also identified as a road with transit priority measures envisioned.

In addition to the long-term planned public transit initiatives, the site is currently served by multiple bus routes via Jeanne d'Arc Station as well as local bus routes, shown on the OC Transpo System Map – Figure 5, below.

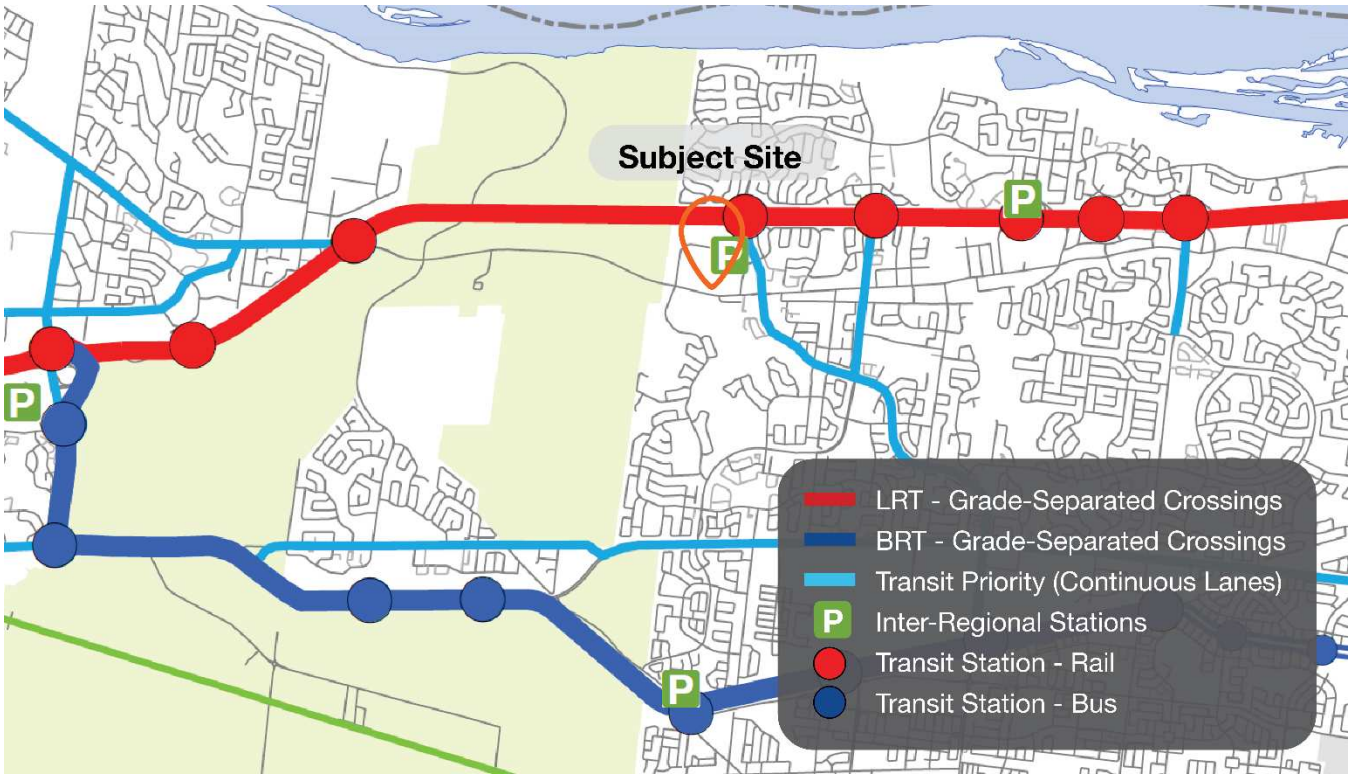

Figure 4: Schedule C2 – Ultimate Transit Network (City of Ottawa Official Plan, 2022)

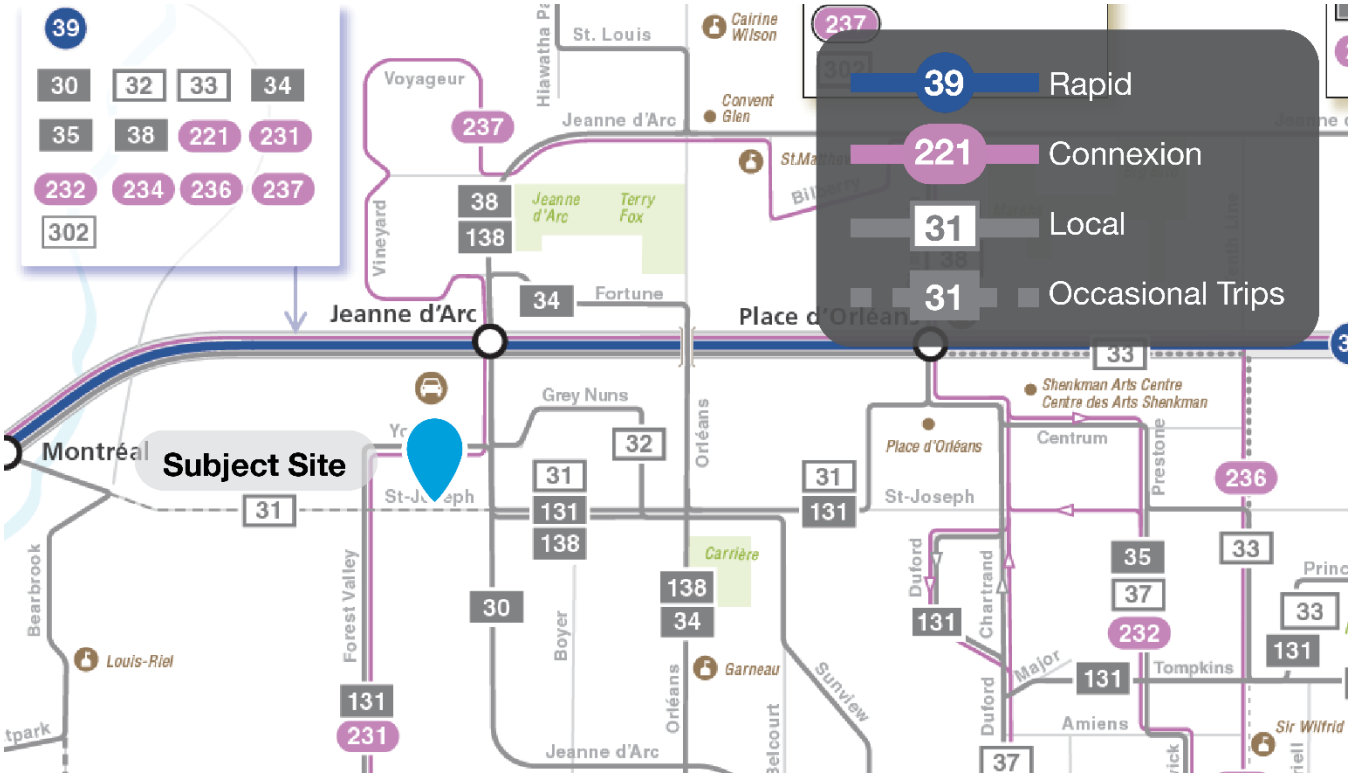

Figure 5: OC Transpo System Network

2.2.2 Cycling Network

Major pathways are located outside of the subject site's immediate area, as shown in Figure 6, below. GeoOttawa was used to identify existing cycling infrastructure, shown below as Figure 7. There is no existing cycling infrastructure on St. Joseph Boulevard adjacent to the site, however west of Youville Drive, it has on-road bike lanes and a paved shoulder. Youville Drive does not have any cycling infrastructure installed; however, it is identified as a suggested route and provides connections to the south and east of the site.

Figure 6: Schedule C3 - Active Transportation Network: Urban – Major Pathways

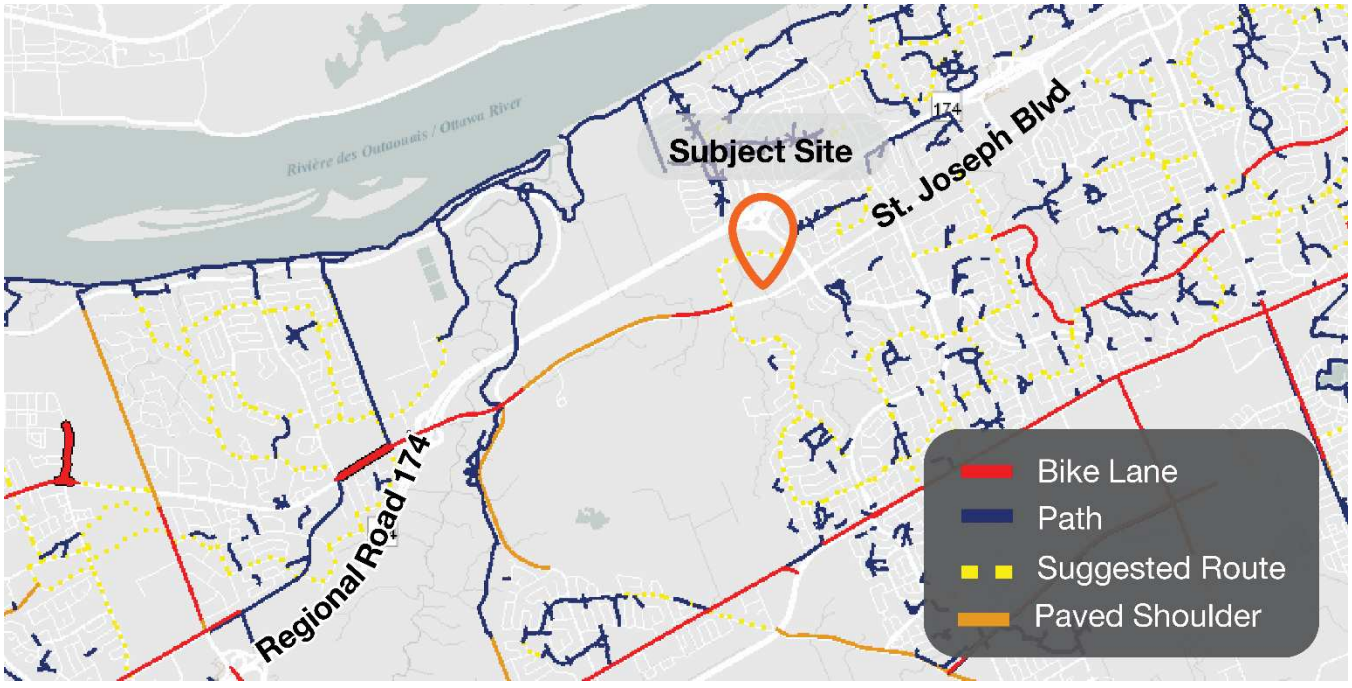

Figure 7: Cycling Infrastructure, accessed from GeoOttawa 22 June 2023

2.2.3 Road Network

The surrounding neighbourhood has a large variety of road typologies. St. Joseph Boulevard and Jeanne d'Arc Boulevard south of the westbound onramp to Regional Road 174 are identified as Arterial Roads and Youville Drive is not identified on the map, indicating that it is a local road. Regional Road 174 is identified as a City Freeway.

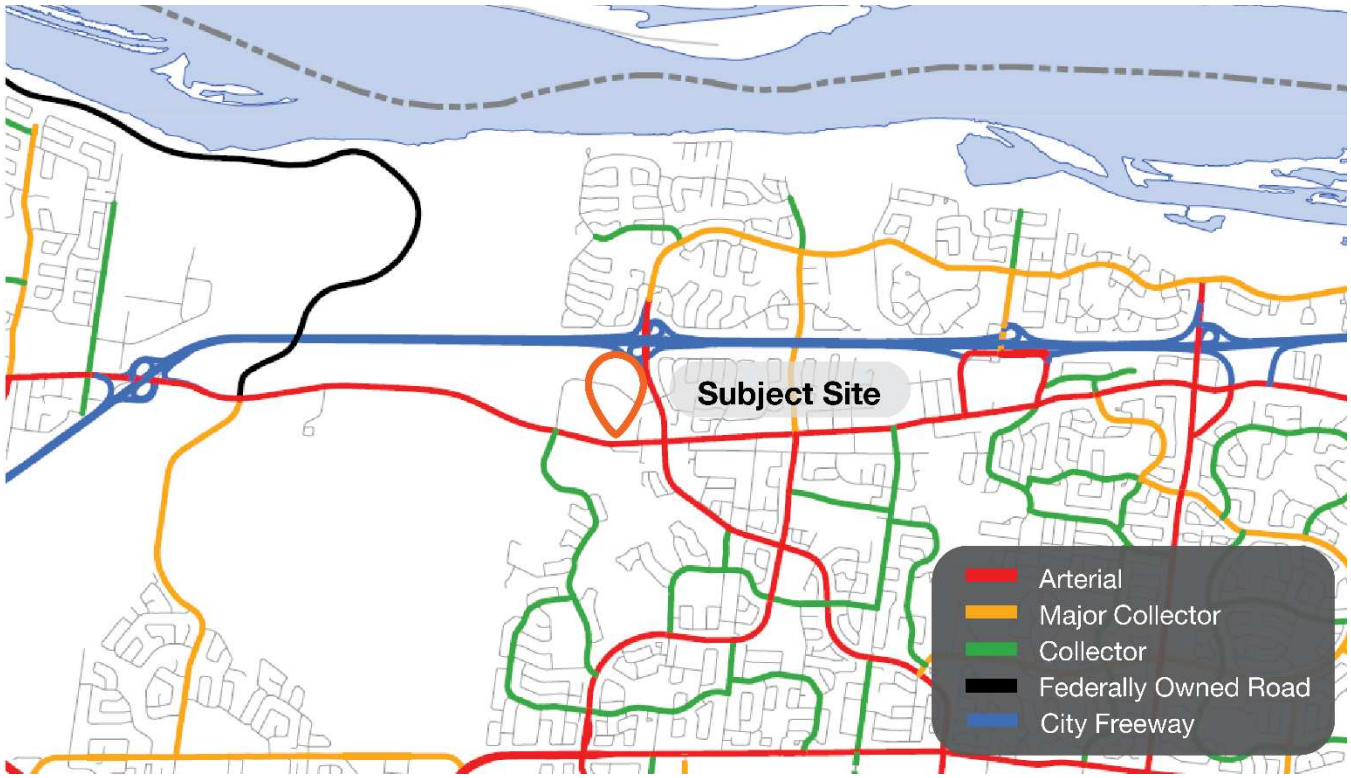

Figure 8: Schedule C4 - Urban Road Network (City of Ottawa Official Plan, 2022)

3.0
Proposed Development

The owner is seeking to rezone the site to bring it into conformity with the recently approved Orléans Corridor Secondary Plan, which prescribed additional height and density. The proposed development concept envisions a community with seven (7) buildings ranging in height from seven (7) to 18 storeys. The greatest heights, two 18-storey buildings, have been directed to the northwest and southwest portions of the site in accordance with the Maximum Building Height Schedule and the Site-Specific policies. Podiums frame St. Joseph Boulevard to the south providing a consistent street wall and sense of enclosure.

Figure 9: The proposed development viewed from St. Joseph Boulevard, looking northwest, with 1921 St. Joseph Boulevard shown to the right. The two buildings fronting onto St. Joseph Boulevard frame the street, with podiums creating a consistent street wall condition.

Buildings facing St. Joseph Boulevard are envisioned as vibrant mixed-use buildings, with commercial and retail space provided on the ground floors of Buildings A1 and B1. These mixed-use buildings will contribute to the planned evolution of the streetscape of St. Joseph Boulevard into a vibrant pedestrian friendly street wall over time, framed by six (6) storey mixed use podiums proposed. The remaining buildings are proposed to be residential and are oriented with the greatest heights to the north, near the future LRT station, and to the south, fronting onto St. Joseph Boulevard. Buildings internal to the site are seven (7) or nine (9) storeys in height.

Figure 10: Closeup of the street wall condition introduced along St. Joseph Boulevard, looking north

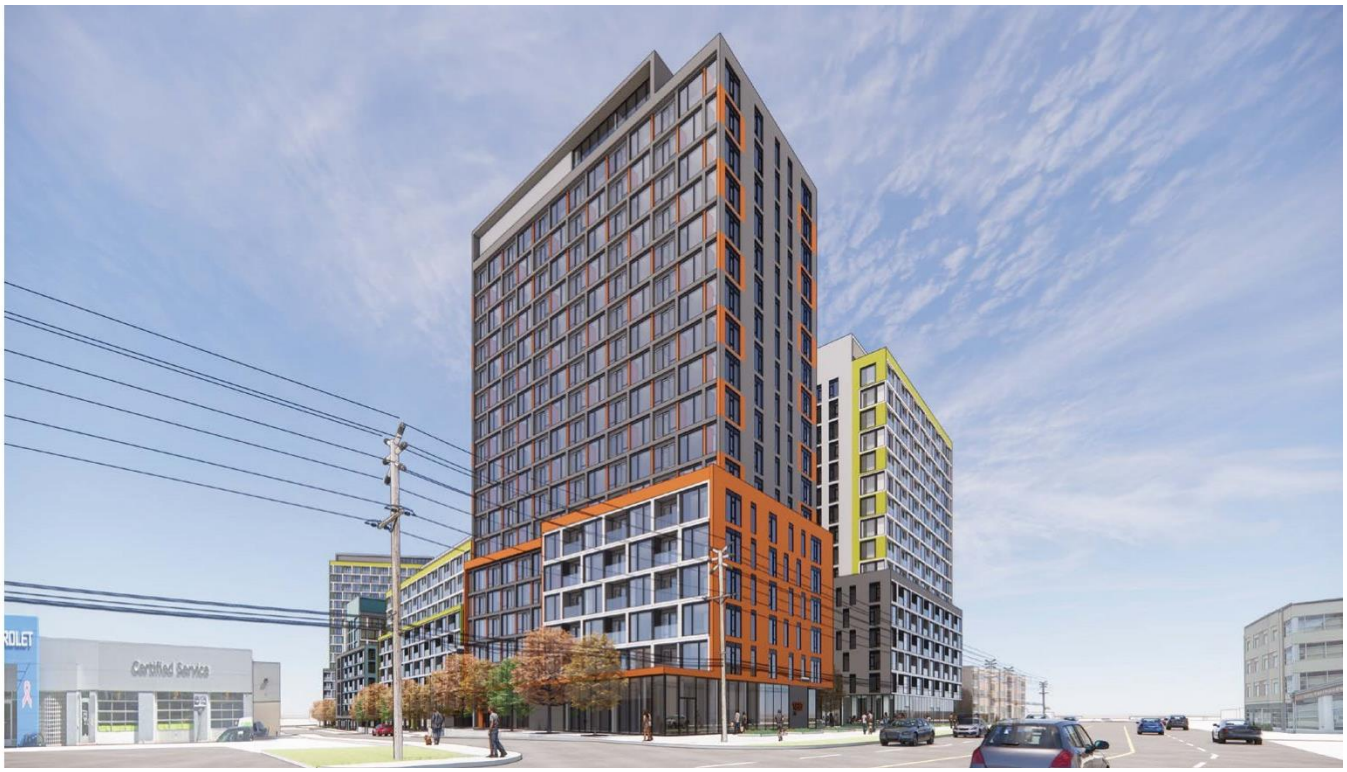

Figure 11: View of the site from St. Joseph Boulevard, looking northeast, with the existing vehicle dealership located to the left

Mobility on the site has been carefully considered. A public road has been provided on the western boundary of the site, with a 10-metre road dedication to the City of Ottawa. Per the Secondary Plan, the intent is to create a public road with a 20-metre right-of-way (ROW) that connects St. Joseph Boulvard to Youville Drive. The remaining 10-metre ROW dedication is located on the neighbouring property to the west, as per direction in the Secondary Plan.

It is important to note that while the sections of the Secondary Plan requiring a new public road shared between the subject site and the adjacent property to the west is presently under appeal. The design of the site could anticipate the public road being converted to a nine (9) metre wide private road without any noticeable changes to the plan.

In addition to the public road, two private roads are proposed. On the eastern boundary of the site, a north-south road will act as both a construction road and provide access to the parking garages, that will be accessed from the eastern entrance. The road also provides additional buffering between the proposed development and the existing dwellings east on Marenger Street. An east-west private street is proposed to connect to Marenger Street and is envisioned as a woonerf to encourage low-speed local traffic rather than as a cut-through to the existing low-rise residential neighbourhood to the east.

Figure 12: Bird's eye view of the site, looking northeast. The north-south public road is shown to the left

A multi-use path (MUP) is shown on the site to provide access from Youville Drive to the proposed public park to the west of the site. The bi-directional MUP is located on the east side of the proposed public street and extends as far south as the proposed woonerf.

Parking has primarily been provided underground, with limited parallel parking spaces shown on the east side of the public road. This has been provided for convenience and access to the public park and to provide surface parking spaces for retail and commercial spaces in the podiums of the buildings fronting onto St. Joseph Boulevard.

Figure 13: Amenity space interior to the space, looking south

Figure 14: Amenity space interior to the space, looking south

4.0
Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting land use planning "be consistent with the" such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns which optimize the use of land, resources and public investment and public service facilities.

The proposed development is consistent with the following policies of the PPS:

1.1.1 Healthy, liveable, and safe communities are sustained by:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 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;
- avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 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;
- ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- promoting development and land use patterns that conserve biodiversity; and
- preparing for the regional and local impacts of a changing climate.

The proposed development is consistent with Policy 1.1.1 of the PPS, as it is an intensification of a site located in a built-up area of the city where services are readily available, and with convenient access to planned public transit and nearby amenities, including a recreation complex, and employment opportunities. The proposed development will also be mixed use and therefore will introduce new commercial and retail spaces to the neighbourhood.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- efficiently use land and resources;
- 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;
- minimize negative impacts to air quality and climate change, and promote energy efficiency;
- prepare for the impacts of a changing climate;
- support active transportation;
- are transit-supportive, where transit is planned, exists or may be developed; and

- are freight-supportive.

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

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

The subject site is located in a built-up settlement area with existing servicing and infrastructure. The subject site is proximate to planned public transit and nearby amenities and uses, thus helping to promote air quality, energy efficiency, and public health. The proposed development will take place in an existing community and add development to an existing neighbourhood.

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- permitting and facilitating:
- all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and,
- all types of residential intensification, including additional residential units;
- 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;
- 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;
- requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- establish development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintain appropriate levels of public health and safety.

The proposed development locates new housing in an area where infrastructure and public service facilities are readily available. The proposed development is compact in form, and its density will make efficient use of the subject site and support nearby planned rapid transit.

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

a. financially viable over their life cycle, which may be demonstrated through asset management planning; and
b. available to meet current and projected needs.

1.6.6.1 Planning for sewage and water services shall:

a. accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
    1. municipal sewage services and municipal water services; and
    2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
d. integrate servicing and land use considerations at all stages of the planning process.

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

1.6.6.7 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; and
f. promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The subject site is in an under-utilized area with existing infrastructure and public service facilities. The proposed intensification of the subject site will help optimize the existing infrastructure, public service facilities, and public transit.

1.7.1 Long-term economic prosperity should be supported by:

- encourage residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- optimizing long-term availability and use of land, resources, infrastructure, and public service facilities;
- encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes; and
- promoting the redevelopment of brownfield sites.

The proposed development contributes to increasing the diversity of housing options, which is presently characterised by a variety low-rise residential typology, ranging from single-detached, semi-detached, stacked townhouses to low-rise apartment buildings. This application will intensify lands in a built-up area and thus optimize the long-term availability and use of land and resources. Through careful consideration in the realms of urban design, architecture, and landscape architecture, the design has been carefully crafted to cultivate a sense of place and community with quality interior amenity spaces, pedestrian connections to a public park, and a robust internal street network.

1.8.1 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:

- promote compact form and a structure of nodes and corridors;
- promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
- focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;
- encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and
- maximize vegetation within settlement areas, where feasible.

The proposal represents intensification of the subject site with a focus on community combined with a compact, dense, and transit-supportive built form with frontage on a street corridor that is in an early period of transition. Opportunities for vegetation and green infrastructure have also been considered and are contemplated through a network of outdoor landscaped open spaces and a network amenity spaces for future residents.

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.** Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

The proposed development provides for residential intensification within an established and previously built-up community with access to existing services and community amenities.

2) **By 2046, the majority of trips in the city will be made by sustainable transportation.** The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

The proposed development provides the opportunity for sustainable transportation by promoting transit and active transportation. The site is also within walking distance of the soon to be completed Jeanne d'Arc LRT Station. Bicycle

parking has been provided in excess of the minimum required rate of 0.50 bicycle parking spaces to dwelling units, instead providing 1.3 bicycle parking spaces per dwelling unit.

3) **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**
   A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

The proposed development contributes to the establishment of a new, more urban, mixed-used, pedestrian-friendly context and is appropriate for the Mainstreet Corridor designation in the Suburban Transect.

4) **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**
   The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

The proposed development of a dense, context-sensitive residential intensification within proximity to under construction rapid transit promotes the evolution towards a walkable 15-minute neighbourhood. The proposed development assists in achieving 15-minute neighbourhoods by introducing residential and mixed uses to a neighbourhood currently defined by commercial and retail uses.

5) **Embed economic development into the framework of our planning policies.**
   In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The proposed development supports economic development through a residential development in an established community proximate to employment areas, with nearby public transit routes connecting to downtown Ottawa.

4.2.2 Transect, Designation, and Overlay

The subject site is primarily designated as a Mainstreet Corridor, which applies to a maximum depth of 220 metres from the centreline of St. Joseph Boulevard. Beyond the 220-metre band, the site is designated as Neighbourhood and subject to an Evolving Neighbourhood Overlay, which is applied generally to lands 150 meters from the boundary the Mainstreet designation. As shown in Figure 16, below, the majority of the site is located within the Mainstreet Corridor designation; only the northern portion of Building D falls within the Evolving Neighbourhood Overlay.

Figure 15: Schedule B8 - Suburban (East) Transect (City of Ottawa Official Plan, 2022)

4.2.2.1 Suburban Transect

The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Per Policy 2 of Section 5.4.1, Development shall be:

- Low-rise within Neighbourhoods and along Minor Corridors;
- Mid-rise along Mainstreet Corridors, however the following policy direction applies;
  - Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;
  - The stepback requirements for buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and
  - The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition.

The proposed development includes mid- and high-rise heights owing to its location on a Mainstreet Corridor, its proximity to an under-construction LRT Station, and as identified in the Orléans Corridor Secondary Plan. The site's primary designation is Mainstreet Corridor, which further reinforces the appropriateness of the proposed zoning by-law amendment.

The Secondary Plan height schedule provides additional direction to the Official Plan policies related to heights as described above and in the Mainstreet Corridor policies. Nonetheless, the proposed development is consistent with the Official Plan policies, and further, could rely upon these policies to justify the proposed development even without the direction in the Secondary Plan.

Per Table 7, the minimum and maximum heights for a Mainstreet Corridor in the Suburban Transect is a minimum of two (2) storeys and a maximum of 40 storeys. The site's 2.31-hectare size, the lot fabric, and St. Joseph's protected ROW of 32 metres indicates that it could support a mix of buildings, with heights of up to 40 storeys. Taller buildings would, per the Transect, Designation and Urban Design policies, be oriented toward the Mainstreet Corridor to frame the road and away from the low-rise residential community to the east, providing a transition in building heights. Further, as it is noted above, "stepback requirements for buildings shall be proportionate to the width of the abutting right of way," the protected ROW could support either a 10-storey building with stepbacks or a high-rise building with a podium and stepbacks. The proposed development includes six (6) storey podiums, which provide a sense of enclosure along St. Joseph Boulevard without overwhelming the street presence. This is consistent with the direction in the Urban Design Guidelines for High Rise Buildings, which state: "Include base buildings that relate directly to the height and typology of the existing or planned streetwall context" (Guideline 1.12). Therefore, it is understood that the Official Plan policy is not limiting heights to that which is equal to the road ROW, but rather, identifying the maximum height of the base of a high-rise building or bar building.

Per Policy 3, the Official Plan shall support:

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

The proposed development introduces multi-unit dwellings, which is consistent for sites designated as Mainstreet Corridor.

4.2.2.2 Mainstreet Corridor

Corridors are 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, but lower density than Hubs.

Section 6.2.1 details how the city intends to define the Corridors and set the stage for their function and change over the life of the Official Plan. The Corridor designation applies to any lot abutting the Corridor, subject to a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor. In cases where the a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block.

Figure 16: Comparison of the Mainstreet Corridor designation with the Evolving Neighbourhood Overlay.

As shown in Figure 16, above, the Mainstreet Corridor designation encompasses almost the entirety of the site, which could permit high-rise buildings throughout the site while considering transition, stepbacks, and setbacks.

Policy 2 states that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:

- Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- For sites generally of greater than one hectare in area or 100 metres in depth:
  - Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
  - Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and
- Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

The proposed development includes a detailed internal circulation network, with consideration given to how people will get around whether walking, cycling, driving, or using a mobility device. The inclusion of a public road, private road, woonerf, and multi-use path (MUP) provides a range of options for future residents and visitors.

Maximum building heights have been developed per the Secondary Plan Height Schedule, which creates a 'height bowl,' with greatest heights to the north and closest to the under-construction LRT station as well as adjacent to the Mainstreet Corridor. A maximum of 18 storeys is proposed on the site, in line with the Secondary Plan. Multiple

pedestrian connections are contemplated due to the size of the site, with a mid-block connection proposed between buildings B1 and C1, to recognize an anticipated desire line to the proposed park. As well, provision of the MUP will provide access for active transportation users to the site and the proposed park. Finally, the woonerf seeks to provide a low-speed, pedestrian- and cyclist-priority connection to Marenger Avenue. Although the Secondary Plan requires a connection to Marenger Avenue, this road has been envisioned as a woonerf in order to reduce cut-through traffic to the existing residential street, provide a vista and connection to the proposed park, and prioritize the needs of active transportation users. Similarly, access to three (3) of the four (4) parking garages is via the proposed north-south public road to minimize the amount of vehicular traffic on the east-west woonerf.

The proposed development does not contemplate the inclusion of land uses that would cause nuisance, such as noise, odour, dust, and so on.

Policy 3 states that Corridors generally permit residential and non-residential uses that integrate within a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
- Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.
- Section 6.2.2 seeks to recognize Mainstreet Corridors as having a different context and setting out policies to foster their development. Policy 1 indicates that n the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The proposed development is envisioned as being mixed-use in nature, with ground floor commercial space provided in Buildings A1 and A2, adjacent to the Mainstreet Corridor.

Policy 4 states that Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:
a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
b) Vehicular access shall generally be provided from the parallel street or side street.

4.2.2.3 Evolving Neighbourhood Overlay
Section 5.6.1 provides direction on Built Form Overlays. The Built Form Overlays are meant to provide built form direction in cases where a change in character is anticipated, or in cases where new neighbourhoods are being developed. The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

Section 5.6.1.1 provides built form direction for the urban area where intensification is anticipated to occur. Policy 1 states that the Evolving Overlay will apply to areas that are in a location or at a stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of Schedules of the Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended

to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- Allowance for new building forms and typologies, such as missing middle housing;
- Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- Direction to govern the evaluation of development.

Per Policy 3, in the Evolving Overlay:

- 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;
- Where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan's policy direction, or post adoption of this Plan, to be consistent with the policy intent of this Plan, the City will generally be supportive of applications for low-rise intensification that seek to amend 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.

The subject property lies predominately within 220 metres of the lands designated Mainstreet Corridor with the narrow connection through the Evolving Overlay Area to Youville Drive. As the surrounding neighbourhood evolves, neighbouring properties such as to the north, northeast, and northwest, may redevelop with additional densities. Lands proximate to Mainstreet Corridors, i.e., beyond 220 metres from the centreline and therefore falling under the Evolving Neighbourhood Overlay, will benefit from the additional amenities and services proposed in the mixed-use buildings within the development.

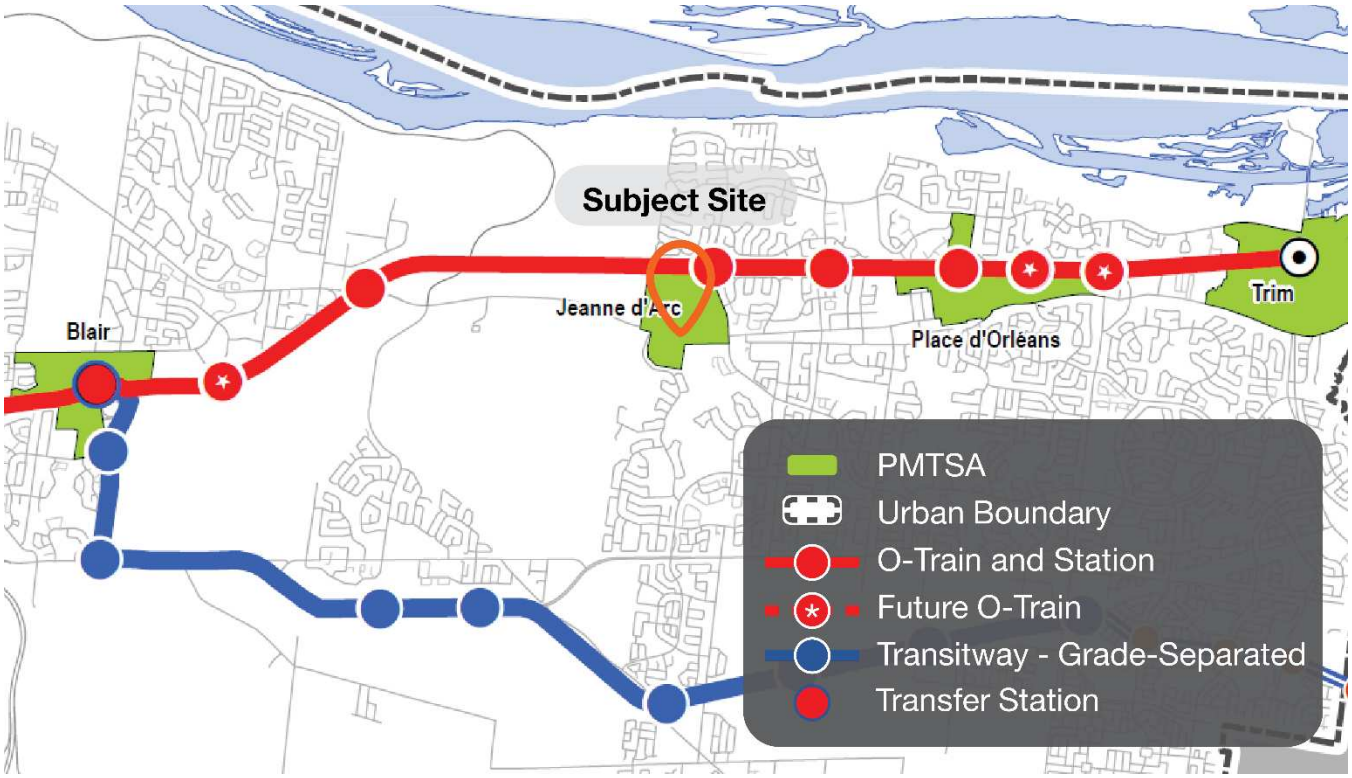

Figure 17: Schedule C1 - Protected Major Transit Station Areas (PMTSA) (City of Ottawa Official Plan, 2022)

The subject site is identified as being a Protected Major Transit Station Area (PMTSA), but unlike many other PMTSAs, it is not designated as a Hub. Therefore, it has unique requirements for the minimum area-wide density requirement and does not have a minimum residential density for intensification or a minimum proportion of large-housing dwellings. As shown in Table 1, the Jeanne d'Arc PMTSA has a minimum area-wide density requirement of 160 people and jobs per gross hectare (ppj/ha). This is the same ppj/ha as the Trim PMTSA and higher than the Tallwood and Knoxdale PMTSA, which has a minimum density of 120 ppj/ha.

Table 1: Hubs, Mainstreets, and Protected Major Transit Station Area (PMTSA) Density and Large Dwelling Requirements

Designation	Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare[1]	Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare[2]	Minimum Proportion of Large-household Dwellings within Intensification
PMTSAs without Hub Designation			
Jeanne d'Arc	160	--	--

[1] Gross hectares refers to the area within the designation including non-developable lands such as roads and parks.
[2] Net hectares refers to privately owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way. The expressed densities are for new developments on a per-parcel basis.

Section 6.1.2 provides direction for PMTSAs. Policy 1 notes that the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.

The proposed development contributes to the densification of a lands surrounding a PMTSA.

Policy 2 states that low-density employment uses such as auto wreckers, warehousing and storage facilities and auto-oriented uses such as gas stations, service centres and drive-through establishments are prohibited from locating within a PMTSA. Policy 3 indicates that permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2) above.

The proposed development does not contemplate the inclusion of any auto-oriented uses or low-density employment uses. Mixed and residential land uses are proposed in mid- and high-density housing types. Non-residential functions, including employment, commercial services, and education institutions could be realized on the ground floor of the proposed mixed-use buildings.

Policy 3 indicates that the minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:

a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent; and
b) Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 per cent.

The northern portion of the proposed development is approximately a 400-metre radius and 500 metres walking distance from the under-construction Jeanne d'Arc Station. Therefore, the site falls under policy 3(b), which specifies that a minimum of 2 storeys and 70% lot coverage is required. The site has a minimum height of seven (7) storeys and lot coverage of 33.7%.

4.2.4 Growth Management Framework

Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Intensification is anticipated to occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. The Official Plan defines four (4) height categories, including:

- Low-rise: up to and including 4 storeys;
- Mid-rise: between 5 and 9 full storeys;
- High-rise: between 10 and 40 full storeys; and,
- High-rise 41+: 41 full storeys or taller.

Residential intensification is permitted in all designations where development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (s. 3.2.8). The Official Plan defines two broad dwelling size categories:

- Small-household dwellings are units with up to two (2) bedrooms and are typically within apartment-built forms; and,
- Large-household dwellings are units with three (3) or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

Density and dwelling targets are mentioned in the above section and Tables 2 and 3b in the Official Plan.

Table 2: Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets (Table 3b in the Official Plan)

Applicable Area	Target Residential Density Range for Intensification, Dwellings per Net Hectare
Suburban Transect	40 to 60

The proposed development supports the goal of achieving residential intensification within the built-up areas of the city by providing mid- and high-rise intensification. Unit mix has not been finalized as part of this ZBLA application as the exercise is one of rezoning only and specific unit size and mix will be established pending future market and policy conditions. However, since the site plan generally contemplates apartment forms, smaller household sizes will also be appropriate, thus not precluding a range of studio to 3-bedroom apartments in the future.

4.2.5 Parks and Recreation

Parks are one component of the City's greenspace and are important for our quality of life, active recreation and health. Parks provide spaces for active and passive recreation and opportunities to showcase our diverse cultural communities and for creative expression. The Official Plan provides overarching planning policy for parks, while the City's Parks and Recreation Facilities Master Plan is where people will find details on the programming of parks. Section 4.4 provides direction on the provision of parkspace in the city.

Section 4.4.1 provides policies related to how the city identifies park priorities within Ottawa's growth areas. Policy 2 states:

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

Policy 3 states that For Site Plan Control applications in the Downtown, Inner Urban, Outer Urban and Suburban Transects, where the development site is more than 4,000 square metres, the City shall place a priority on acquisition of land for park(s) as per the Planning Act and the Parkland Dedication Bylaw.

Per the Secondary Plan, a Landowner's Agreement is required to fund the creation of a park on 1875 St. Joseph Boulevard; this is discussed in greater detail in section 4.3 Orléans Corridor Secondary Plan (2022).

4.2.6 Urban Design

Urban Design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the Official Plan provides a framework to outline the City's urban design program. Per Policy 1, the city seeks to promote design excellence in Design Priority Areas (DPAs). Due to the site's location on a Corridor, it is considered a DPA. Policies related to the DPA include:

- Design excellence within the DPA's public realm shall be achieved in accordance with the Public Realm Master Plan, which will be guided by the framework provided in [Table 3, below] and by the functionality of specific street segments within each tier. The Public Realm Master Plan may include a delivery framework for capital investment, including guidance with respect to material use, streetscape elements and the necessary resources to create and maintain specialty streets and spaces. In recognition of a shared interest in promoting design excellence, development or capital works within Tier 1 and Tier 2 Design Priority Areas shall consider the relevant policies of the National Capital Commission, where applicable.
- Design excellence shall be achieved in part through recognition and conservation of cultural heritage resources located throughout the City, including buildings, streetscapes and landscapes.
- Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
  - The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
  - Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
  - Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.
- High-impact city building projects are encouraged to locate in Design Priority Areas and may follow a competitive design review process. These globally recognizable buildings, public spaces or infrastructure projects shall help define Ottawa's international image, advance tourism and contribute to the long-term competitiveness of the city's economy.

Table 3: Design Priority Areas, with the site's applicable tier highlighted

Tier 1 – International	**Tier 2 – National & Regional**	**Tier 3 – Local (Major)**
ByWard Market, Parliament & Confederation Boulevard and Rideau Canal Special Districts	**Mainstreet and Minor Corridors within the Downtown Core Transect; Lansdowne and Ottawa River Islands Special Districts**	**Mainstreet Corridors and Hubs outside of the Downtown Core; Village Cores; and Kanata North Economic District**
Tier 1 areas link to Ottawa's international image as the capital of Canada. These areas support high pedestrian volumes and are popular destinations for tourists and residents from across the region. These areas also include National Historic Sites and other significant sites of cultural heritage value.	Tier 2 areas are of national and regional importance to defining Ottawa's image. These areas support moderate pedestrian volumes and are characterized by their regional attractions related to leisure, entertainment, nature or culture.	Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. The areas within Hubs around existing rapid transit stations are locations for higher densities and intensification. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting

Tier 1 – International	Tier 2 – National & Regional	Tier 3 – Local (Major)
ByWard Market, Parliament & Confederation Boulevard and Rideau Canal Special Districts	**Mainstreet and Minor Corridors within the Downtown Core Transect; Lansdowne and Ottawa River Islands Special Districts**	**Mainstreet Corridors and Hubs outside of the Downtown Core; Village Cores; and Kanata North Economic District**
		a suburban built form that may transition into a more walkable environment.

The design of the proposed development has been carefully considered. Prepared renderings show opportunities for colour in the building materials and the Landscape Plan shows options for fixtures and surface treatments as well as furniture. The site plan demonstrates a cohesive vision for people walking, cycling, driving, and using a mobility device. Building siting was carefully considered in a collaborative effort to provide sufficient soil volume to support a robust canopy of trees.

Section 4.6.4 discusses how the city seeks to encourage innovative design practices and technologies in site planning and building design. Policies 1 and 4 are as follows:

- Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.
- The installation of photovoltaic panels on expansive roof structures, such as large-format retail buildings and large-scale institutions and facilities are encouraged. Alternative rooftop designs or interventions that promote climate and energy resiliency such as greenhouses, green roofs or rooftop gardens are also permitted.

Terraces are proposed on the podium rooftops and community gardens have been contemplated as part of the Landscape Plan. Further refinement will be required at the Site Plan Phase, however, the design does not preclude a future applicant from pursuing sustainable design practices, renewable energy generation, green roofs, or rooftop gardens.

Section 4.6.5 seeks to ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of villages and rural landscapes. Policies 2 to 4 state:

- Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.
- Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.
- Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development responds to the context and existing site conditions, such as the grade change that slopes down from St. Joseph Boulevard toward Youville Drive, the existing residential dwellings to the east, and the broader community context of the Orléans Industrial neighbourhood. As well, the proposed development responds to the Mainstreet Corridor designation and Evolving Neighbourhood Overlay, focusing height along St. Joseph Boulevard, framing the street and the proposed park to the west, and providing appropriate setbacks that will allow the realization of the Orléans Corridor Secondary Plan policies. Main entrances are clearly visible from public sidewalks and the grade change has been incorporated into the design, with staircases and ramps provided in the inner amenity area between the proposed buildings.

Conflicts between vehicles and pedestrians has been mitigated with the proposed MUP and with a carefully considered network of roads, with a public road intended for most through-traffic, a private road for access to parking garages, and a woonerf providing an east-west connection. Parking has primarily been provided underground, with 12 at-grade street parking paces for visitors of the park and/or retail spaces.

Section 4.6.6 focuses on how to enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

Policy 1 indicates that, 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:

- Between existing buildings of different heights;
- Where the planned context anticipates the adjacency of buildings of different heights;
- Within a designation that is the target for intensification, specifically:
  - Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
  - Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

Policy 2 states that 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 Bylaw or by other means in accordance with Council-approved Plans and design guidelines.

The change in building heights provide transition by in stepping down inward toward the centre of the community and through stepbacks and setbacks for individual buildings. Two (2) 18-storey buildings are proposed, with Building A1 at the corner of St. Joseph Boulevard and the proposed public road and the other, Building D, on the northern portion of the site. Both buildings provide for transition with a combination of stepbacks and setbacks. Along St. Joseph Boulevard, building heights step down from 18 to 16 storeys. A setback of 11.2 metres is provided between the 16-storey building to provide transition and buffer space to the adjacent low-rise residential community. Two (2) mid-rise buildings are proposed to the east of the site to provide transition to the existing community, with a seven (7) and a nine (9) storey building proposed. A 12-metre setback to the east as well as stepbacks in the podiums are also provided to create transition within the Corridor.

Per policy 3, where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

High-rise buildings are proposed with heights of 16 and 18 storeys to create a transition in height. High-rise buildings frame mid-rise buildings to provide a variation in height. Due to the Secondary Plan policies, the proposed development creates a 'bowl' effect, with greater heights directed to the north, for proximity to the under construction LRT station, as well as to the south to frame the Mainstreet Corridor.

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

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

Amenity areas have been carefully considered and are outlined in greater detail in the Landscape Plan.

Policy 5 notes that when large sites such as shopping centres are developed or redeveloped, their site design shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan by:

- Locating buildings and store entrances along public streets, with minimum built frontages determined by the Zoning By-law, depending on transect location;
- Establishing an internal circulation pattern that supports future intensification, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric;
- Including a public street grid or equivalent pedestrian and cycling network to maximize connectivity to the surrounding street network, with vehicular parking screened from the street edge, or located underground; and
- Building arrangement and design that includes façade treatments, articulation, building materials and site furnishings that are comfortable at the pedestrian scale.

The proposed development locates buildings and entrances along public streets to frame the public space. Internal circulation has been reviewed in detail to accommodate grade changes and different modes. A fine-grained street grid is proposed, with a public street, private street, and woonerf proposed; an MUP is also included along the eastern edge of the public street to connect to the proposed public park. The building siting and design will translate into a comfortable experience at the pedestrian scale. The overall design and proposed uses will contribute to the development of a 15-minute neighbourhood in this Industrial neighbourhood and strengthen local retail, service and commercial uses.

Per Policy 7, mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- Frame the street block and provide mid-block connections to break up large blocks;
- Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- Be generally proportionate in height to the width of the right of way as illustrated in [Figure 18] below, with additional height permitted in the Downtown Core Transect; and
- Provide sufficient setbacks and step backs to:
  - Provide landscaping and adequate space for tree planting;
  - Avoid a street canyon effect; and
  - Minimize microclimate impacts on the public realm and private amenity areas.

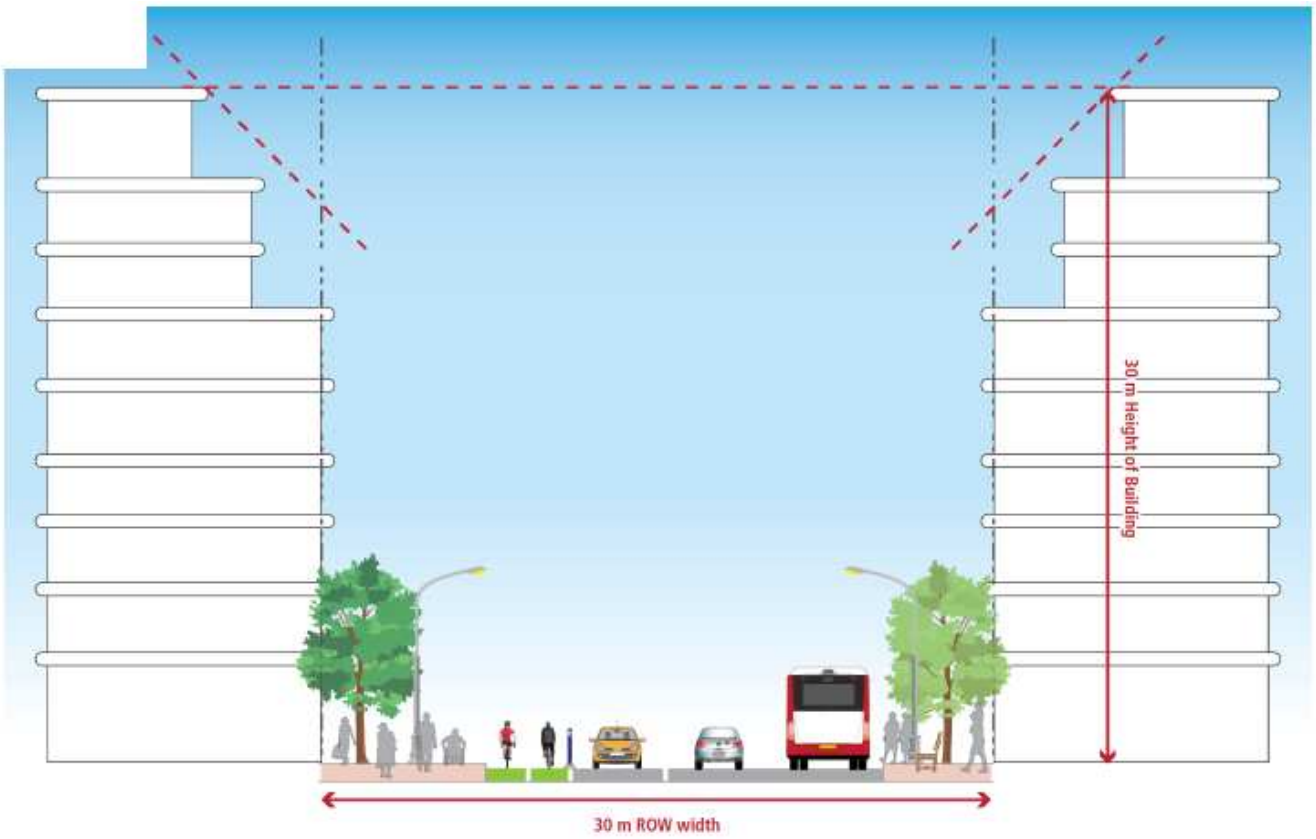

Figure 18: Relationship of the podium and building height to the street ROW width

Mid-rise buildings have been designed to frame the streets and provide mid-block connections to break up the depth of the site. All mid-rise buildings provide stepbacks to accommodate podiums, sculpt the height, and mitigate the potential for street canyon effect. Adequate distance from other buildings has also been provided to ensure that there is sufficient soil volume to support tree plantings.

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

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

Floorplate sizes are generally consistent with the desired 750 square metre area. Space at-grade has been provided for soft landscaping and trees. High rise buildings are proposed with tower separation of 23 metres.

4.3 Orléans Corridor Secondary Plan (2022)

The Orléans Corridor Secondary Plan is one of the first local plans developed after the approval of Ottawa's [2022] Official Plan. The vision of the Official Plan is for Ottawa to be the most liveable mid-sized city in North America. This

secondary plan is primarily intended to provide more specific direction and guidance beyond the Official Plan for medium and high-density development directly associated with transit stations and corridors. Existing low-rise in residential areas have generally not been addressed in this plan, however, existing properties within 800 metres of transit stations will be subject to future growth pursuant to Official Plan growth targets. This secondary plan represents the City's next step in implementing this vision in Orléans.

The impetus for this secondary plan is the construction of the O-Train extension to Orléans. The plan therefore is intended to address the need to coordinate transit-oriented development and guide the creation of 15-minute neighbourhoods in the Orléans Corridor. This plan will move Orléans further away from automobile-centred development and towards a more liveable, sustainable and healthy urban form that is compact, transit-oriented and highly walkable. The Plan also advances many of the Official Plan's goals in a way that is adapted to the local characteristics of Orléans.

The Plan applies to six study areas: four O-Train stations and two street corridors: Jeanne d'Arc Station, Convent Glen Station, Place d'Orléans Station, Trim Station, St Joseph Mainstreet Corridor, and Jeanne d'Arc Corridor. The study area consists of lands that are generally within an 800-metre distance, or roughly a 10-minute walk from the O-Train stations. These areas are expected to benefit most directly from increased access to the O-Train, and as a result, will experience the most development pressure. Focusing development at relatively high densities to areas closest to the stations will ensure that new development provides the necessary residential and employment density, services, amenities, and active transportation connections to support the evolution of areas within the study area into15-minute neighbourhoods.

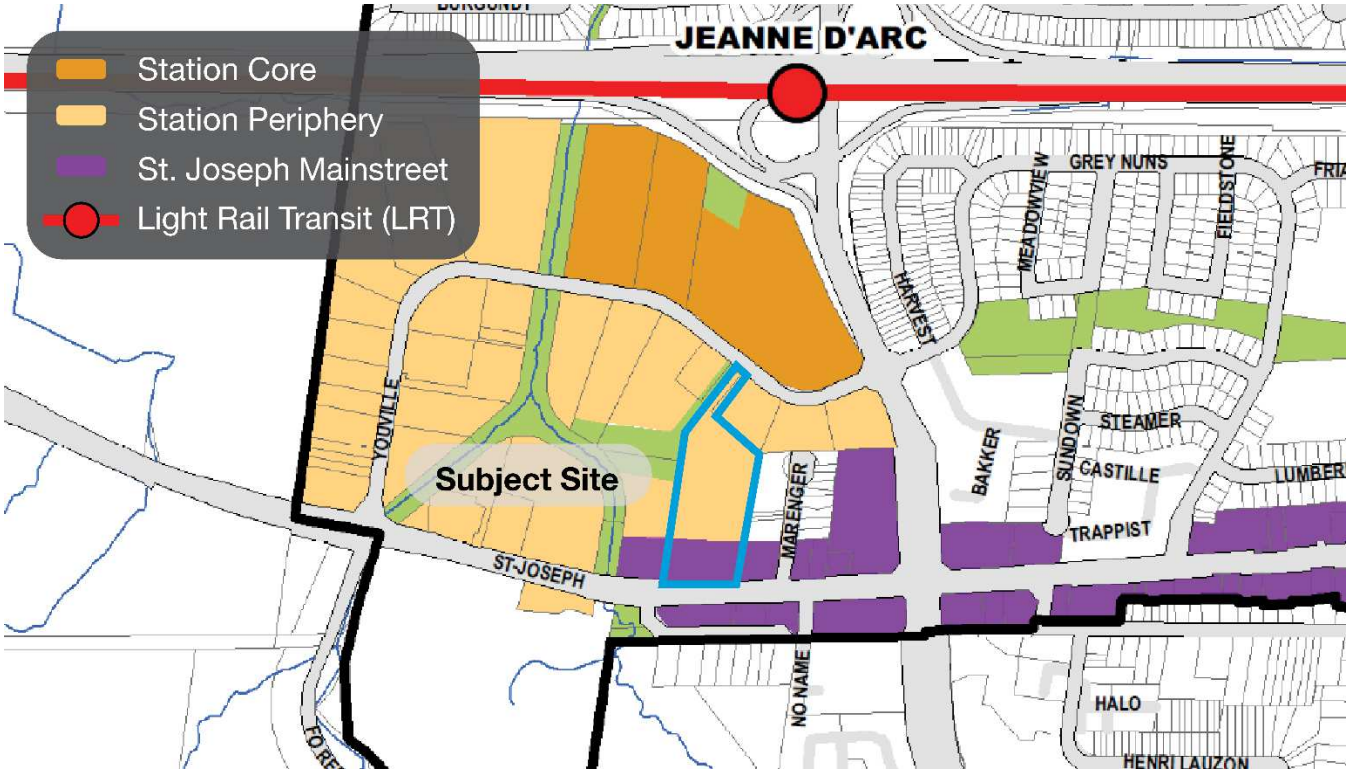

Figure 19: Schedule A – Designation Plan (Orléans Corridor Secondary Plan, 2022)

The subject site is designated as St. Joseph Mainstreet along the St. Joseph Boulevard frontage and Station Periphery for the remainder of the site extending north.

The subject site has a maximum height of 18 storeys to the north and south of the site and a maximum of 9 storeys for the interior of the site.

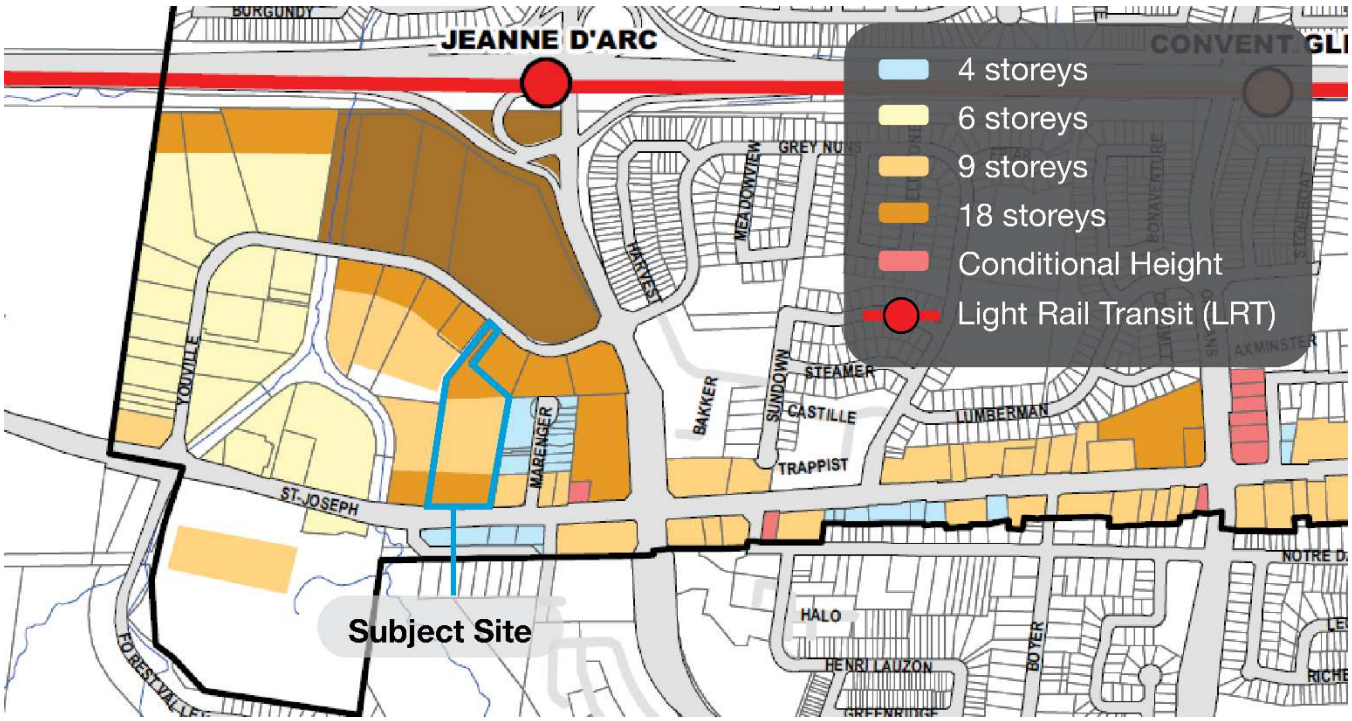

Figure 20: Schedule B – Maximum Building Heights (Orléans Corridor Secondary Plan, 2022)

4.3.1 Policies that Apply to the Entire Plan Area

Section 4 includes policies that apply to the entire plan area. Section 4.2 outlines built form and public realm policies. Policy 3 states that development shall minimize conflict between vehicles, pedestrians and cyclists and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment, and utilities, where possible, into the design of the building.

A MUP is proposed as part of the redevelopment to connect the public park to Youville Drive.

Policy 5 indicates that all new local and private streets shall be designed as follows:

- Include sidewalks, soft landscaping and street trees;
- Be designed for operating speeds of 30 kilometers per hour or less;
- May establish pedestrian-only or woonerf streets in high-density mixed-use and residential areas;
- Provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities; and
- Winter maintenance standards shall support the priority of active transportation networks.

Per policy 6, new buildings shall, wherever possible, include active frontages facing the public realm, such as along public or private streets, multi-use pathways, City parks (including linear parks and the Voyageur Creek Greenway) and Privately-Owned Public Spaces (POPS). Policy 7 notes that buildings will locate the main entrance fronting an adjacent street with a direct connection to the nearest sidewalk. Policy 8 states that residential units at-grade that face a public or private street will each be designed with an individual entrance.

Active retail frontages and sidewalks are proposed on both public and private streets with the inclusion of an east-west woonerf that strengthen the sense of neighbourhood connectivity. This approach prioritizes pedestrians and multi modal transportation options given the proposed residential densities and mix of retail uses.

Per policy 9, mid-rise and high-rise buildings are required to provide a height transition to abutting Neighbourhood designated properties to create a liveable environment with a gradual change in height and massing, through setbacks and stepbacks generally guided by the application of an angular plane in accordance with Council-approved Plans and design guidelines.

Under policy 10, new development shall frame their adjacent streets and parks to animate public spaces and create comfortable pedestrian environments in the public realm and avoid long expanses of blank walls.

Policy 11 notes that to increase opportunities for larger households, corner units of residential mid-rise buildings or podia of high-rise buildings should be designed as larger units that maximize the number of bedrooms.

Policy 12 states that units in high-rise buildings that can accommodate large households should be ground-oriented where possible or be located on levels that have easy access and sight lines toward amenity areas used by children.

Building heights transition toward the residential community to the east, from 18 to 16 storeys along St. Joseph Boulevard. The mid-rise buildings are proposed at seven (7) and nine (9), with the seven-storey building proposed in the interior to provide a variation in heights. All development proposed frames adjacent streets and parks with no blank walls contemplated. Unit mix and layout will be further refined at the site plan control phase and the proposed ZBLA allows the provision of larger units (i.e., 2- and 3-bedroom units).

Policy 14 notes that the City will plan for and support the burial of hydroelectric infrastructure on St Joseph Boulevard.

Setbacks on St. Joseph Boulevard have accounted for the overhead hydro wires in the event that redevelopment on the site proceeds before burying the infrastructure can occur. This would not preclude future development from occurring closer to the road with reduced front yard setbacks.

Section 4.6 provides high-rise building policies. In addition to demonstrating general conformity with the intent of the Urban Design Guidelines for High-rise Buildings, additional policies apply. Policy 1 states that the podium building height of a high-rise building should generally be three- to six-storeys, and determined by considering the existing context, the width of the adjacent right-of-way, and the impacts on the pedestrian environment within the public realm.

Policy 2 states that tower elements of developments shall be positioned and designed to minimize shadow impacts on the public realm.

A Shadow Study was undertaken and shows that new net shadows for the proposed development causes a marginal increase the amount of shadow cast.

Policy 3 indicates that minimum tower separation of 25 metres is required between the tower elements of high-rise buildings. If site constraints are demonstrated to result in the loss of a tower due to provision of this setback, a minimum tower separation of 23 metres may be permitted.

Tower separation of 23 metres is proposed, which accommodates the provision of the public road to the west and private road to the east. The current tower footprints on the site have been pushed as far away from the low-rise residential neighbourhood as possible. Increasing the tower separation from 23 metres, which is a common recommendation under the Urban Design Guidelines for High Rise Buildings, to the proposed 25 metres under the Secondary Plan would unnecessarily push the tower density closer to the low-rise residential neighbourhood to the

east. In comparison, careful consideration has been made to minimize impacts to the adjacent community while also balancing the development opportunity on the site.

The tower floorplates of Buildings A1 and A2 are already below the maximum recommended tower floorplates of 750 square metres. Increasing the tower separation would require a further reduction in the tower floorplates to such a degree that the towers would become unbuildable, as there would be too few units per floor to justify the cost of construction.

A 23-metre tower separation is therefore proposed recognizing that it would result in the loss of a tower, complies with applicable Urban Design Guidelines, ensures the buildability of the two towers fronting onto St. Joseph Boulevard, and locates density away from the existing low-rise residential neighbourhood on Marenger Avenue.

Under policy 4, provision of tower separation distances shall be shared equally between owners of all properties where high-rise buildings are permitted, including through the provision of sufficient setbacks to property lines.

There are two sites that have the potential for redevelopment with high-rise buildings: 1875 St. Joseph Boulevard to the west and 1479 Youville Drive to the northeast. Schedule B – Maximum Building Heights shows that maximum building heights 18 and nine (9) storeys for 1875 St. Joseph Boulevard and 18 storeys for 1479 Youville Drive. Adjacent high-rise buildings have been considered in the site plan; Building D is located 11.4 metres from the adjacent property line and the tower is located 12.9 metres. Building A1 is located 11.2 metres from the western property line and the tower is located 11.6 metres. In both cases, sufficient space is provided for tower setbacks.

Per policy 5, the implications of each proposed high-rise building on the skyline shall be demonstrated to ensure an appropriate diversity of heights within any existing or planned cluster of high-rise buildings, and generally a downward transition of building heights away from the closest O-Train station.

A range of building heights is proposed as part of the ZBLA and will contribute to the gradual height transition moving toward the LRT station.

Section 4.7 provides direction for mid-rise buildings between five (5) and nine (9) storeys in height. Under policy 1, new mid-rise development should have:

- A base that relates to the sidewalk and pedestrian realm, and depending on location, incorporate commercial uses; and
- A middle portion, with a maximum height of the building that is approximately equivalent to the width of the right-of-way, to form part of the streetwall and relate to adjacent buildings and the street; and
- A middle or top portion that incorporates building form articulations such as stepbacks and/or elevation treatments to break up building mass and allow skyview, sunlight and transition; and
- Where proposed mid-rise buildings are taller than the width of the adjacent ROW, additional setbacks are required to generally maintain a 1:1 ratio. These additional setbacks should be utilized as space for pedestrians, trees or other streetscape enhancements that benefit active transportation users.

Per policy 2, the relationship between the new development and the abutting existing and future residential buildings shall be carefully examined and addressed to ensure liveability for existing and future residents through adequate provisions for privacy, sunlight, and cross ventilation.

Policy 3 notes that building layouts that orient residential units front to back are preferred. On deep lots where side facing units may be proposed, additional side yard setbacks will be required to ensure reasonable facing conditions between the proposed building and adjacent or future buildings.

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

All mid-rise buildings have been designed with a base and middle portion and stepbacks and articulation provide visual interest to the buildings. Buildings are generally less than 50 metres, with the exception of Building B1, which is 51.2 metres in length.

Section 4.8 includes direction on active transportation, with policies 1 through 5 noting:

- Plan and design new development to prioritize sustainable transportation.
- Create new active transportation connections to key community destinations.
- Mid-block crossings and traffic calming measures will be considered in proximity to community destinations such as schools and parks.
- Publicly accessible through-block connections should be provided as part of the design and redevelopment of large properties, including shopping centres, commercial plazas and places of worship.
- A winter-maintained cycling network in the Orléans Corridor will be developed that prioritizes travel to community destinations and O-Train stations, and transit stops. This policy would be used in the interim until such time that a City-wide network is established through the update to the Transportation Master Plan.

Sustainable transportation is encouraged, such as through the provision of bicycle parking in excess of the minimum required, a MUP, porous site layout, mid-block crossings, and woonerf.

Section 4.9 outlines direction on street network, with policies 1 though 10 as follows:

- New local streets should have at least two connections to a public street. Cul-de-sacs are not permitted.
- New local streets shall ensure that pedestrians and cyclists are prioritized while sharing the street with automobiles.
- Traffic calming will be used on local streets to ensure slow speeds for vehicular traffic, targeting a maximum operating speed of 30 kilometres per hour.
- Development applications for large properties will demonstrate where new streets and pathways will be provided on the property, how they support the broader street network, and how connections to future developments on abutting properties have been incorporated to ensure continuity in the transportation system.
- New street layout should result in small block sizes to create a highly connected urban street grid.
- All new streets, public or private, shall be accessible to the public at all times.
- The construction of all new streets shall be at the cost of the developer.
- Alternative design standards may be considered for new streets that enhance pedestrian or cycling facilities.
- Through-block pedestrian and cycling connections shall be provided where the length of the block is a distance greater than approximately 200 metres.
- Collector street design shall be in accordance with the City's approved Designing Neighbourhood Collector Streets guidelines, or its successor document, and will include built-in traffic calming measures.

The proposed development will improve the street network by adding a new public street with connections to Youville Drive and St. Joseph Boulevard. The network also provides connectivity to the cul-de-sac on Marenger Street, and the addition of a MUP helps to prioritize active transportation. The proposed development has carefully considered the street network to create an hierarchy of roads, with the north-south public road proposed to handle the bulk of vehicular traffic, a private road for parking and garage access, and a woonerf linking the two. The proposed development creates smaller block sizes while also providing internal corridors between the building that are navigable by people walking, cycling, or using a mobility device.

Section 4.10 provides guidance on parks and privately-owned public spaces (POPS). Recommendations for new parks, expansions to existing parks and opportunities for Privately-Owned Publicly Accessible Spaces (POPS) are identified on Schedule C, which is shown below as Figure 21. Policy 1 states that the City will prioritize the dedication of land rather than Cash-in-lieu for parkland during the development review process for the purpose of acquiring new parks in the planning area as set out in the Parkland First Policy for parkland dedication.

The design of the site responds to and accounts for the proposed public park located to the west. Connections to the proposed park are included in the site plan.

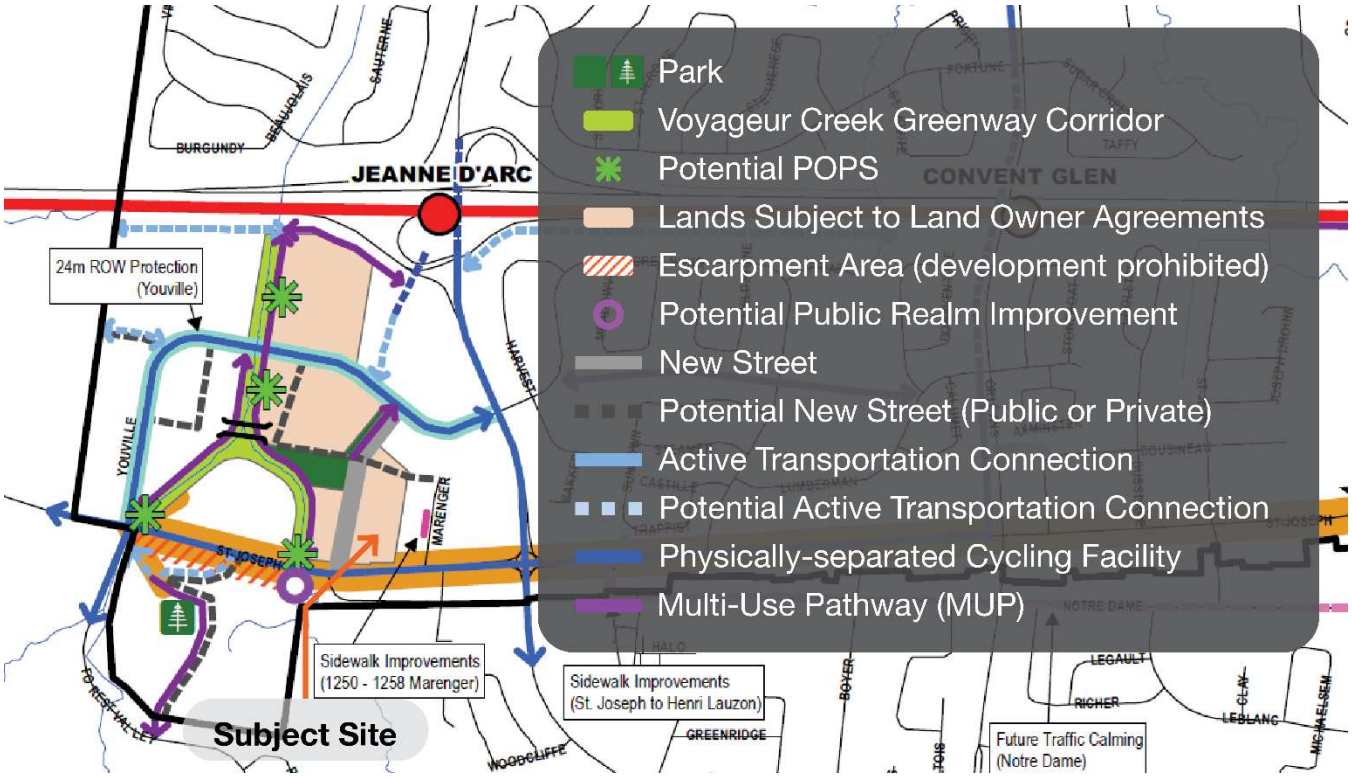

Figure 21: Schedule C - Public Realm and Mobility Improvements (Orléans Corridor Secondary Plan, 2022)

Section 4.11 outlines vehicular parking policies, which include the following:

- There shall be no minimum vehicular parking space rate requirements for development within the Secondary Plan Boundary identified on Schedule A – Designation Plan, with the exception of required visitor and accessible parking.
- Maximum parking requirements may be applied to land uses within the Station Core designation through the Zoning By-law.
- Surface parking lots will generally be placed at the rear of properties, or otherwise visually screened from the public realm.
- With the exception of the municipal Park and Ride facilities, private principle-use parking lots and/or parking garages are not permitted within 400 metres of any O-Train station.
- Underground vehicular parking is encouraged for mid-rise and high-rise developments.
- Continuous urban street facades with minimal curb cuts are encouraged.
- Where possible, access to underground parking should be provided from side streets.

- Lay-bys may be considered in the interior of a site or for click and collect facilities but should not be located between the building and the sidewalk.
- On-site storage and logistical functions such as solid waste management and removal, should occur within buildings, underground, or in a well-designed area that is visually screened from the public realm and where noise is mitigated from the general public and nearby residential uses.
- Where possible, adjacent residential buildings should combine access to parking facilities.

Part of the ZBLA application is to re-classify the site as 'Area Z' on Schedule 1A, which would have no parking minimum for resident parking. Parking is generally provided underground, with some at-grade parking contemplated across from the park and to serve retail customers who may arrive by car. Access to underground parking garages are all provided from side streets and curb cuts are minimized, as on-street parking is only proposed on the west side of the site on the public road; otherwise, curb cuts provide access to underground parking as laybys are not proposed. Underground parking is proposed to be shared among six (6) of the proposed buildings.

Section 4.12 provides direction on bicycle parking; policies are as follows:

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

Bicycle parking is proposed at a rate of 1.3 bicycle parking spaces per dwelling unit, in excess of the requirements under the Zoning By-law. Long-term bicycle parking is provided internal to the proposed buildings, while some exterior, at-grade bicycle parking is proposed for visitor and short-term use.

4.3.2 Station Periphery

Section 5.2 includes policies related to sites designated as Station Periphery. The vision for the station periphery is to provide for high density pedestrian-oriented development of neighbourhoods in close proximity to the station in a 15-minute neighbourhood. The Station Periphery designation supports residential development at generally lesser heights than the Station Core designation. Policies are as follows:

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

The proposed development's height is guided by the site-specific policies and Schedule B – Maximum Building Heights, which permit a maximum height of 18 storeys in the Station Periphery designated area. The proposed

development includes a MUP to provide a safe route to the proposed public park to the west of the site. During development of the site plan, coordination with the Foresters and Landscape Architects has resulted in a layout that can accommodate tree plantings to develop a healthy site-wide tree canopy.

4.3.3 St. Joseph Mainstreet Policies

Section 5.3 provides direction for sites on St. Joseph Boulevard. The St. Joseph Mainstreet designation includes properties along St. Joseph Blvd from the east side of Voyageur Creek to the west side of the intersection of St. Joseph Blvd at Duford Dr. The vision for St. Joseph Mainstreet is to see this street return to prominence as the mainstreet of Orléans that started with the founding of the original Village of St-Joseph d'Orléans. Policies include:

- New building heights will be primarily low-rise and mid-rise.
- Where appropriate, high-rise development will be permitted where the lot provides adequate space to transition to abutting low-rise properties, and where lot size and context are supportive of taller buildings.
- Buildings fronting onto St. Joseph Blvd in the St. Joseph Mainstreet designation will be predominantly mixed-use and commercial buildings, with an emphasis on active frontages, and street-oriented uses, that direct uses towards the front of buildings facing the public right-of-way.
- Opportunities to establish patios on private property, or on public property where available space in the public right-of-way allows, will be pursued.

High-rise buildings are proposed adjacent to St. Joseph Boulevard and provide a transition in height to the adjacent mid- and low-rise residential community to the east with setbacks and stepbacks. Buildings fronting onto St. Joseph Boulevard are proposed to be mixed use, with commercial spaces accommodated on the ground floor, and active frontages facing both the corridor and the proposed north-south street. Patios are envisioned south of Building A2, between Buildings A2 and A1; however, the site plan is flexible enough to accommodate patios elsewhere and are anticipated to be refined during the Site Plan Control stage. It is also worth noting that properties to the east fronting onto St. Joseph Boulevard have a maximum height of nine (9) storeys, whereas the properties further north on Marenger Avenue have a maximum height of four (4) storeys. Transition to these areas differs; Building A2, which fronts onto St. Joseph Boulevard, is a 16-storey building with a six (6) storey podium; to its north is Building B2, a seven (7) storey building with a five (5) storey podium. These differing building and podium heights provide a contextual transition to the adjacent low-rise residential neighbourhood that respond to both the existing and anticipated future conditions.

4.3.4 St. Joseph Boulevard Corridor

Section 6.1 provides additional policies for lands located on St. Joseph Boulevard. Land Uses and Built Form policies, which include policies 1 through 4, include:

- New development on St. Joseph Blvd will include the following characteristics:
  - Be located close to the mainstreet with minimal to zero front yard setbacks;
  - Primary building façades and commercial entrances front onto the mainstreet;
  - Vehicular parking is either located underground or in a surface parking lot at the rear of the lot;
  - Signage reflects a pedestrian scale.
- Development fronting onto St. Joseph Blvd mainstreet shall be developed at grade-level as follows:
  - Occupying a minimum of approximately 40 percent of the width of the St. Joseph Blvd frontage on each property.
  - Notwithstanding [the] above, site-specific exceptions may be considered in a Site Plan Control application by ensuring that non-commercial uses provide active frontages facing the mainstreet.
  - The primary access (i.e. main entrance) for commercial land uses will be oriented towards and located in close proximity to St. Joseph Blvd.
  - The width of commercial units along the St. Joseph Blvd frontage should generally be inversely proportionate to the walkability of the street, such that narrower storefronts are preferred between

Belcourt Blvd and Place D'Orléans Blvd where the right-of-way is narrower and the blocks are shorter, whereas wider storefronts are more appropriate west of Belcourt Blvd.

- Minimum building height is two storeys.
- Maximum building heights are primarily informed by mainstreet character, lot depth, proximity to low-rise residential, and access to rapid transit. Specific maximum building heights are identified in Schedule B and general maximum building height policies are as follows:
  - St. Joseph Blvd mainstreet building heights are intended to be predominantly mid-rise, with some properties limited to low-rise and some opportunities for modest high-rise buildings.
  - Generally, properties more than 40 metres deep will have maximum building heights of 9-storeys or mid-rise.
  - Modest high-rise buildings, ranging between 10- and 18-storeys, are permitted in specific locations on the mainstreet, as identified in Schedule B – Maximum Building Heights provided they meet the following:
    - Buildings must fit within the planned urban context of a predominantly mid-rise mainstreet and are generally limited to the deepest and largest properties along the mainstreet;
    - May require deeper front stepbacks above the podium in order to move the tower further away from the mainstreet to reinforce a low-rise or mid-rise street wall;
    - Precise maximum building heights will be determined through a Zoning By-law Amendment process and will depend on numerous site-specific conditions, such as the ability to achieve building height transitions and proximity to transit.

Policies 9 and 10 provide direction on parking and servicing. Per policy, 9 upon redevelopment of individual properties and/or road reconstruction or renewal, curb cuts on St. Joseph Blvd. will be consolidated and minimized as follows:

- Maximum of one curb cut per property, per street frontage. This will typically allow for one curb cut for each property at the interior of a block or two curb cuts for corner properties.

Two curb cuts are proposed at St. Joseph Boulevard, which is consistent with the above policy as the introduction of the north-south public street will render the site a corner property.

Policies 23 through 25 are area-specific policies that apply to 1875 St. Joseph Boulevard:

- The south portion of the site fronting St. Joseph Blvd, up to a depth of approximately 53 metres, falls within the St. Joseph Blvd designation. To the north, the remaining portion of 1875 St. Joseph Blvd falls within the Station Periphery designation. The following policies apply only to the south portion of the site within the St. Joseph Blvd designation.
- Upon redevelopment:
  - The south-west portion of the property over the Voyageur Creek Greenway will be used for the southern access to the Greenway, as described in the Jeanne d'Arc Station Area policies;
  - A 6-metres wide land dedication will be provided for the Voyageur Creek Greenway, at no cost to the City, as illustrated in Schedule C [shown above as Figure 21].
  - A 10-metres wide land dedication will be provided along the eastern property line for the purpose of a new 20 metre wide public street, at no cost to the City.
- Maximum building height is 18- storeys.

As discussed further in section 4.3.5, below, a municipal park is shown on 1875 St. Joseph Boulevard and provides a link between Voyageur Creek and the Voyageur Creek Greenway Corridor and Youville Drive via a multi-use path. The proposed development has accommodated this design by allocating space for both a north-south public road and multi-use path, which is proposed on the east side of the street between Youville Drive and the woonerf.

- The south portion of the site fronting St. Joseph Blvd, up to a depth of approximately 53 metres falls within the St. Joseph Blvd designation. To the north, the remaining portion of 1875 St. Joseph Blvd falls within the Station Periphery designation. The following policies apply only to the south portion of the site within the St. Joseph Blvd designation.
- Upon redevelopment, a 10-metres wide land dedication will be provided along the western property line for the purpose of a new 20 metre wide public street, at no cost to the City;
  - Maximum building height is 18- storeys, with considerations for appropriate height transitions to abutting low-rise residential to the east.
  - If there is more than one modest high-rise building fronting St. Joseph Blvd, the western tower closest to Voyageur Creek should be the tallest and the eastern tower(s) should step down in height towards 1921 St. Joseph Blvd.

A 10-metre strip has been provided on the west portion of the property to accommodate a 20-metre public road allowance, with the other half of the future road to be shared with the neighbouring property. Buildings transition in height, with 18 storeys for the western building and 16 storeys for the eastern building. Transition is further provided through a 12-metre tower setback.

4.3.5 Jeanne d'Arc Station Area

Section 6.2 provides direction for the Jeanne d'Arc Station Area. The Jeanne d'Arc Station Area generally comprises four areas created by the intersection of Highway 174 and Jeanne d'Arc Boulevard, where the O-Train Station is located. The primary area of focus is the called the "Youville District" situated to south-west of the O-Train Station, including properties on either side of Youville Drive, but also properties fronting St. Joseph Boulevard. Properties in this area are generally commercial, large and underutilized and they are within proximity to an LRT station. The other three quadrants to the south-east, north-east, and north-west are generally existing low-rise residential neighbourhoods, with some institutional and commercial uses, and are not candidates for significant growth.

Policies 1 through 9 are related to built form and uses and include:

- Increase the diversity of land uses and the quality of spaces throughout the district to include and attract more businesses, residents and visitors.
- Establish a new, mixed-use neighbourhood with a range of residential building typologies to allow for housing diversity and options.
- Concentrate the most dense and tallest buildings on properties immediately south of the O-Train station to support transit use.
- Provide built form transitions between high-rise buildings to the predominant mid-rise built form over the Youville District.
- Design development blocks with a high lot coverage that positively contribute to the public realm.
- Redevelop underutilized lots across the district with buildings that have active frontages and contribute positively to the public realm.
- Build on existing heritage assets and identify new opportunities to revitalize cultural heritage of the community.
- Support and build on the diversity of existing, small-scale activity generators to support a resilient local culture and economy for all members of society.
- Reinforce the low-rise character and function of mature residential areas, generally, through incremental infill permitting generally low-rise buildings.

The proposed development contributes to the goals of diversifying the land uses and quality of spaces; introduces new housing opportunities and residential typologies, thereby expanding housing diversity and options; concentrates the densest buildings proximate to the LRT station and corridor; increases the lot coverage while also providing a high-quality at-grade outdoor public realm; revitalizes an underutilized lot with active frontages that will contribute to the

transformation of the public realm along St. Joseph Boulevard; and creates new opportunities for small-scale retail opportunities.

Policies 10 through 12 are related to the public realm and include:

- Break-down large parcels to establish a fine-grained network of smaller streets and blocks that enable multiple connectivity options, provide more access to create more parcels for development, and set favourable conditions for a high-quality urban public realm.
- Establish new public spaces, including public parks and privately-owned public spaces, to provide places for gathering and recreation and create places of community identify or local landmarks.
- Reduce the amount of paved area currently allocated to automobiles in the right-of-way in order to increase the amount of land available for landscaped public realm and/or new development opportunities.

The proposed development introduces a fine-grained network of streets with multiple sizes and scales.

Policies 13 and 14 are related to mobility and state:

- Expand the opportunities for active transportation and a dense pedestrian and cycling network to support healthy, convenient, and sustainable area mobility and city-building.
- Reduce automobile activity and car dependence to minimize conflicts with pedestrians and cyclists, to support the use of transit and active transportation, and to reduce greenhouse gas emissions.

Opportunities for active transportation are enhanced with the provision of an MUP.

In addition to the Secondary Plan area-wide policies related to the designations, the Plan also provides additional direction on designations within their station areas. Within the Jeanne d'Arc Station Area, an additional layer of policies are provided for the Station Periphery designation. Policies 31 through 35 deal with land uses and built form, while policies 36 through 41 provide direction related to the public realm. Relevant policies related to land uses and built form include:

- Modest high-rise, mixed-use development to a maximum building height of 18- storeys, is permitted as shown on Schedule B; otherwise the maximum building height is 9-storeys.
- Any new buildings at 1887 St. Joseph Boulevard abutting the existing buildings on the west side of Marenger Street, shall be designed with a transition respecting that established low-rise, and residential context.

A maximum of 18 storeys is proposed for the buildings. Transition to the residential community on Marenger is provided through a stepping down in building heights, setbacks, and stepbacks.

Pertinent public realm policies include:

- A new municipal neighbourhood park shall be provided central to the Youville District, and generally, be located to the east of Voyageur Creek in proximity to the east and west fork of the creek. See "Implementation".

The municipal neighbourhood park is shown on the site plan.

Policy 49 provides direction on MUPs in the Jeanne d'Arc Station Area, which states:

- MUPs shall be provided in the following locations, as shown on Schedule C – Public Realm and Mobility Improvements. Where indicated, other cycling facilities may be deemed appropriate alternatives.

- From Youville Drive to the future neighbourhood park to provide the most direct active transportation route into the centre of the Youville District. This MUP will be incorporated within the future linear park, as detailed in Schedule C – Public Realm.

An MUP is included in the site plan on the east side of the north-south public street between Youville Drive and the intersection of the woonerf at the public park.

Policies 50 through 52 outline the proposed private agreement for establishing streets and parks, which is shown below:

- Landowners within the "Youville District", as shown on Schedule C, subject to Land Owners' Agreement in accordance with Section 11.6 (11) of Volume 1 in the Official Plan, shall enter into private agreement(s) to:
  - Share the costs of the major infrastructure projects, such as new public or private streets, and associated studies and plans required for the development of the defined Youville District which are not otherwise covered by Area-Specific Development Charges;
  - Establish a Land Owners' Agreement to create a mechanism which allows for compensation of parkland dedication and associated development costs that may be inequitably distributed across the Youville District area;
  - Share the dedication and costs of development of parkland.
  - Such agreement(s) are to be initiated by the landowners within the defined Youville District and provide for the fair sharing of costs among the benefiting parties, to complement or, if deemed redundant, replace the provisions of an Area-Specific Development Charges By-law;
  - Private agreements shall contain a financial schedule describing the estimated costs of the major infrastructure projects or parkland requirements and associated studies and plans, as well as the proportionate share of the costs for each landowner.
- The City will require the execution of private agreement(s) by each landowner prior to the approval of any application by the landowner for draft plan of subdivision or condominium, conditional approval of a severance, or approval under site plan control. The City shall include as a condition of approval for all plans of subdivision and condominium, site plan and severance applications in the Youville District a requirement for notification from the Youville District Landowners Group that the owners are party to the agreement(s) and have paid their share of any costs pursuant to the agreement(s).
  - The landowners are required to provide a copy of the executed agreements to the City.
- Other properties not subject to parkland agreements shows on Schedule C in the Youville District will provide contribution to fulfill the Parkland Dedication By-law requirements as determined through the development application review process.

The proposed north-south public road and public park have been identified in the site plan. Please note that the public parkland is on the adjacent property as per the Secondary Plan as is half of the public street.

Portions of the Secondary Plan are currently under appeal, including the location of the park on 1875 St. Joseph Boulevard and the north-south public road intended to be shared between 1875 St. Joseph Boulevard and 1887 St. Joseph Boulevard. The Secondary Plan is in force and effect except for the specific portions that are under appeal, which as of time of writing, does not affect policies related to height or density.

As part of the Secondary Plan development process, the most suitable location for a municipal park in the Youville District has been identified on the site of 1875 St. Joseph Boulevard. It is worth noting that the language of the Plan specifically identifies this site for "southern access to the [Voyageur Creek] Greenway." Other sites have been identified as priorities for POPS, but the Plan does not provide flexibility for relocating the park to another site. Furthermore, in order to realize the vision for this park, the Plan intends to fund it with a Landowners' Agreement. In the absence of such an agreement, subject to the resolution of the appeals, the landowner of the subject site and other sites in the Youville District would be required to provide a financial contribution to the city. In summary, as part of the Secondary Plan process, it was determined that a park was not

best-suited on the subject site, and a park has been identified as being preferred to the west of the site. Understanding that an off-site park is the preferred parkland delivery, the proposed development endorses this vision and implements policies to support its creation, such as the MUP and public road. The Secondary Plan indicates that cash (i.e., the Landowners' Agreement) should be provided to support a public park; cash-in-lieu contributions could be provided to the city to manage the outcome of the ongoing appeal to the Secondary Plan.

With respect to the north-south public road being under appeal, the proposed development has been designed to be delivered as either a shared 20-metre public road or a nine (9) metre drive aisle with a one (1) metre landscaped buffer. The proposed development does not rely on the outcome of any appeals in order to achieve the proposed development and is consistent with the policies, goals, and vision of the Secondary Plan.

4.4 Urban Design Guidelines for High-Rise Buildings (2018)

The City of Ottawa's Urban Design Guidelines for High-rise Buildings (the "Guidelines") were approved by City Council on May 23, 2018 and provide recommendations for urban design and guidelines to be used during the review of development proposals. As stated on page 2 of the Guidelines, they are not intended to be used as a checklist for evaluating a proposal and not all the guidelines are applicable to every site. As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

The proposed development responds to the guidelines in the following ways:

- While the subject site is not located in an Intensification Target Area in the 2003 Official Plan, it is located on a Mainstreet Corridor, the successor to the Arterial Mainstreet designation. A group of high-rise buildings are proposed and the buildings contribute to a pattern of building heights in which the heights become progressively lower than those in the "centre", commensurate with the Secondary Plan maximum permitted heights (Guideline 1.10);
- The base of buildings fronting onto St. Joseph Boulevard define the street wall context (Guideline 1.12);
- Despite the lot's unusual shape, due to the careful design of the buildings, transition measures have been incorporated (Guideline 1.14);
- The lot abuts the public realm on multiple sides, including two existing streets to the north and south, proposed public and private roads to the east and west, and is proposed to be bisected by a woonerf in the centre. A public park is also contemplated west of the site per the Secondary Plan and is shown in this site plan (Guideline 1.15);
- The subject site abuts two lots that permit high-rise buildings: to the west (1875 St. Joseph Boulevard) and to the northeast (1479 Youville Drive). The lot should be of sufficient size to achieve tower separation, setback, and step back, exceeding the minimum required 1,350 square metres for a corner lot (Guideline 1.16);
- The subject site abuts lots where only low-rise residential buildings are permitted on Marenger Avenue. The subject site is sufficient in both width and depth to establish a desirable transition; a gradual transition in height is provided in the site plan (Guideline 1.17);
- The proposed development enhances the overall pedestrian experience in the immediate surrounding public realm with well-designed podiums and a pedestrian-scale entry points at every building (Guideline 2.1);
- The proposed buildings enhance and create the image of a community and a city through the design of the upper portion of the building that creates views and landmarks and enhances the skyline (Guideline 2.2);
- All high-rise buildings have been designed with a distinctive base, middle, and top, with generous fenestration, consistent colour palette of grey and white, with pops of colour of green and orange (Guideline 2.3);
- The proposal places the bases of the buildings to form a building edge along St. Joseph Boulevard and the north-south public road, which will help to establish a street wall. Building D, which faces the proposed public road and the woonerf similarly frames these streets and provides a strong corner feature (Guideline 2.13);
- Additional setbacks beyond the zoning requirements have been provided at the corner of St. Joseph Boulevard and the north-south public road to open up the site and signal an entry point (Guideline 2.14);

- The podium height (6 storeys) provides enclosure along St. Joseph Boulevard and the north-south public road at an appropriate scale, given the protected right-of-way width is approximately 32 metres and 20 metres respectively (Guideline 2.15);
- All podiums exceed the minimum height of 2 storeys (Guideline 2.17);
- The six-storey podiums and towers represent a beneficial contribution to the public realm along existing and proposed roads that improve the existing and future edges. The podium materiality, significant glazing, and multiple active entrances help to promote an improved scale and rhythm to St. Joseph Boulevard and continue this pattern into the site on the public road and woonerf. The facade is broken up with two buildings fronting onto St. Joseph Boulevard to create a finer grain built form context (Guideline 2.20);
- The proposed design contemplates a variety in texture and colour to achieve visual interest; this is anticipated to be further refined in the Site Plan Control process (Guideline 2.21);
- Bird-friendly guidelines are anticipated to be contemplated at the Site Plan Control stage of this process (Guideline 2.22);
- The ground floors of the bases of the buildings have been designed to be animated and transparent (Guideline 2.23);
- The proposed average tower floorplate include 730, 735, and 765 square metres, which are appropriate given the suburban location of the site. These floorplates minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into the established neighbourhood (Guideline 2.24);
- Tower setbacks are 23 metres and provide 11.2 metres (Building A1) and 13.4 metres (Building D) to the adjacent corner side yard to the west, which permits the adjacent sites to redevelop with high-rise buildings and appropriate tower setbacks (Guideline 2.25);
- Towers are clustered to avoid random placement of buildings (Guideline 2.27);
- No blank wall façades are proposed (Guideline 2.28);
- Podiums are well articulated and designed with stepbacks to the towers occurring at the seventh storey (Guideline 2.29);
- Tower location and floorplates has been oriented and shaped to minimize shadow and wind impacts on the public and private spaces (Guideline 2.31);
- The mechanical penthouse has been integrated into the design and massing of the top storey (Guideline 2.36);
- Setbacks have been determined by the overhead hydro wires, with a minimum of 6.38 metres provided along St. Joseph Boulevard. A mix of hard and soft landscaping is provided along St. Joseph Boulevard, with primarily unit pavers and planting areas; plantings, including trees, are provided along the north-south public street frontage (Guideline 3.1);
- The building setback at the intersection of St. Joseph Boulevard and the north-south public road are increased to emphasize its role as the corner and gateway to the site (Guideline 3.2);
- Internal amenity spaces and the potential for a commercial patio are provided between the two high-rise buildings on the site (Guideline 3.4);
- The St. Joseph Boulevard frontage is split between two buildings with mid-block pedestrian and multi-use connections to increase and enhance the overall pedestrian accessibility and walkability of the site (Guideline 3.8);
- All main pedestrian entrances are located at the street with seamless connections to the sidewalks (Guideline 3.10);
- Commercial and retail uses are proposed for the buildings fronting onto St. Joseph Boulevard and amenity space is proposed, with plantings to provide screening and visual separation (Guideline 3.12);
- Parking is primarily located underground and accessed primarily via the private street, away from the primary pedestrian realm, with access to the parking garage of Building D via the proposed woonerf. Loading, servicing, and utilities are internalized and access via the parking garages. Limited at-grade parking is proposed as parallel parking on the public road (Guidelines 3.14, 3.16, 3.18);
- The proposed development implements streetscape design visions and policies of the Orléans Corridor Secondary Plan (Guideline 3.23);

- A pedestrian level wind study was undertaken as part of the proposed development. The study concluded that conditions around the site at grade level are acceptable for their intended uses throughout the year (Guideline 3.26); and,
- A Shadow Study was undertaken and shows that new net shadows for the proposed development causes a marginal increase in the amount of shadow cast (Guideline 3.27).

4.5 Transit-Oriented Development Guidelines (2007)

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

- Provides transit supportive land uses, mixed use development including high-density residential uses, within a 600-metre walking distance of a rapid transit stop or station (Guideline 1);
- Discourages non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user (Guideline 2);
- Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community, with proposed commercial/ retail space at the ground floor of the buildings fronting onto St. Joseph Boulevard (Guideline 3);
- Lays out new pedestrian connections, permitting pedestrian movement throughout the site (Guideline 4);
- Creates pedestrian and cycling “short cuts” that lead directly to transit, such as with the pedestrian network internal to the site and the MUP proposed along the side of the north-south public road (Guideline 6);
- Locates buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit (Guideline 7);
- Locates the highest density and mixed uses immediately adjacent and as close as possible to the proposed transit stop, with the density concentrated to the north, to recognize proximity to the LRT station, and to the south, contributing to the transformation of St. Joseph Boulevard into a Mainstreet Corridor (Guideline 8);
- Contributes to a transition in scale between higher intensity development around the transit station and adjacent lower intensity communities; building heights are lower at 18 storeys compared with maximum heights permitted heights of 40 storeys near the LRT station (Guideline 9);
- Orients buildings towards transit stations and provides direct pedestrian access that minimizes conflict with vehicles, with buildings oriented toward the under construction Jeanne d’Arc Station and pedestrian entrances facing north (toward the LRT station) and south (toward St. Joseph Boulevard), compared to the vehicular access points to the east, accessible via the woonerf (Guideline 10);
- Architectural variety is provided with windows, a variety of building materials, and roof overhangs on the lower storeys of buildings to provide visual interest to pedestrians (Guideline 14);
- Clear windows are proposed to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing (Guideline 15);
- Pedestrian connections to transit have been designed to be are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit through the MUP (Guideline 16);
- Grade separated pedestrian connections are not proposed; the ground level of the site matches the existing grade (Guideline 18);
- Minimal at-grade parking is provided, with the majority provided underground (Guideline 39); and
- Shade trees, shrubs, and permeable surfaces are proposed to help reduce urban heat and to create a more comfortable microclimate (Guideline 52).

The proposed development responds to the relevant approved Design Guidelines to create a high-quality building and site plan that fosters a positive pedestrian realm and supports alternative mode uses, including transit.

4.6 Urban Design Guidelines for Development along Arterial Mainstreets (2006)

Approved by Council in May 2006, the Urban Design Guidelines for Development along Arterial Mainstreets provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets. It should be noted and it is Fotenn's general opinion that the initial intent of the se guidelines was to provide design direction for mostly large-format retail development. The guidelines are nonetheless useful to mid-and high-rise residential developments. The proposed development achieves several of the guidelines by:

- New buildings are located along the public street edges (Guideline 1);
- Provides an unobstructed 2.0-metre-wide pedestrian sidewalk along St. Joseph Bouelvard (Guideline 2);
- Uses buildings and landscaping to create a continuous streetscape (Guideline 4);
- Provides streetscape elements, such as planters and decorative paving between the building and the curb (Guideline 5);
- Bases new development on an internal circulation pattern that allows for logical movement through the site (Guideline 10);
- Designs the built form in relation to the adjacent properties to create coherent streetscapes (Guideline 12);
- Ensures buildings occupy most of the frontage and situates the building as close as possible to lot line – given overhead hydro wire considerations – with the entrance near corner facing south (Guideline 13);
- Contributes to a transition in scale and density, locating the greater heights closer to the Mainstreet Corridor and stepping down in heights moving north to mitigate against potential impacts to the neighbouring low-rise residential community (Guideline 14);
- Orients the front façades to face the public street and locates front doors to be visible and directly accessible from the public street (Guideline 17);
- Uses clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locates active uses along the street at grade (Guideline 18);
- Connects pedestrian walkways between properties to facilitate pedestrian circulation between the two buildings and into the site's interior (Guideline 19);
- Provides direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances (Guideline 20);
- Provide an unobstructed 2.0 metre wide sidewalk in the public right-of-way, across private access driveways. Ensures little or no change in elevation (Guideline 23);
- Provides site furnishings such as planters, benches, and bike racks at building entrances and amenity areas. Ensures that these locations do not conflict with pedestrian circulation (Guideline 24);
- Provides a consistent width of landscape and pedestrian areas across the front of the property at St. Joseph Boulevard (Guideline 30);
- Coordinates tree planting with below-grade utilities (Guideline 34);
- Landscapes areas between the building and the sidewalk with plantings, street furniture, and walkways to the public sidewalk (Guideline 40);
- Shares service and utility areas between different users, within a single building or between different buildings, to maximize space efficiencies (Guideline 49); and
- Encloses all utility equipment within buildings (Guideline 50).

The proposed development meets several of the Urban Design Guidelines for Development along Arterial Mainstreets.

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

The subject site is split zoned. The majority of the site is zoned “Arterial Mainstreet, Subzone 3” (AM3) and the drive aisle extending to Youville Drive is zoned “Light Industrial, 14 metre height limit” (IL H(14)). The subject site is proposed to be rezoned in its entirety to “Arterial Mainstreet, Subzone 3, Exception XXXX” (AM3[XXXX]).

The purpose of the AM – Arterial Mainstreet Zone is to:

- accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
- impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

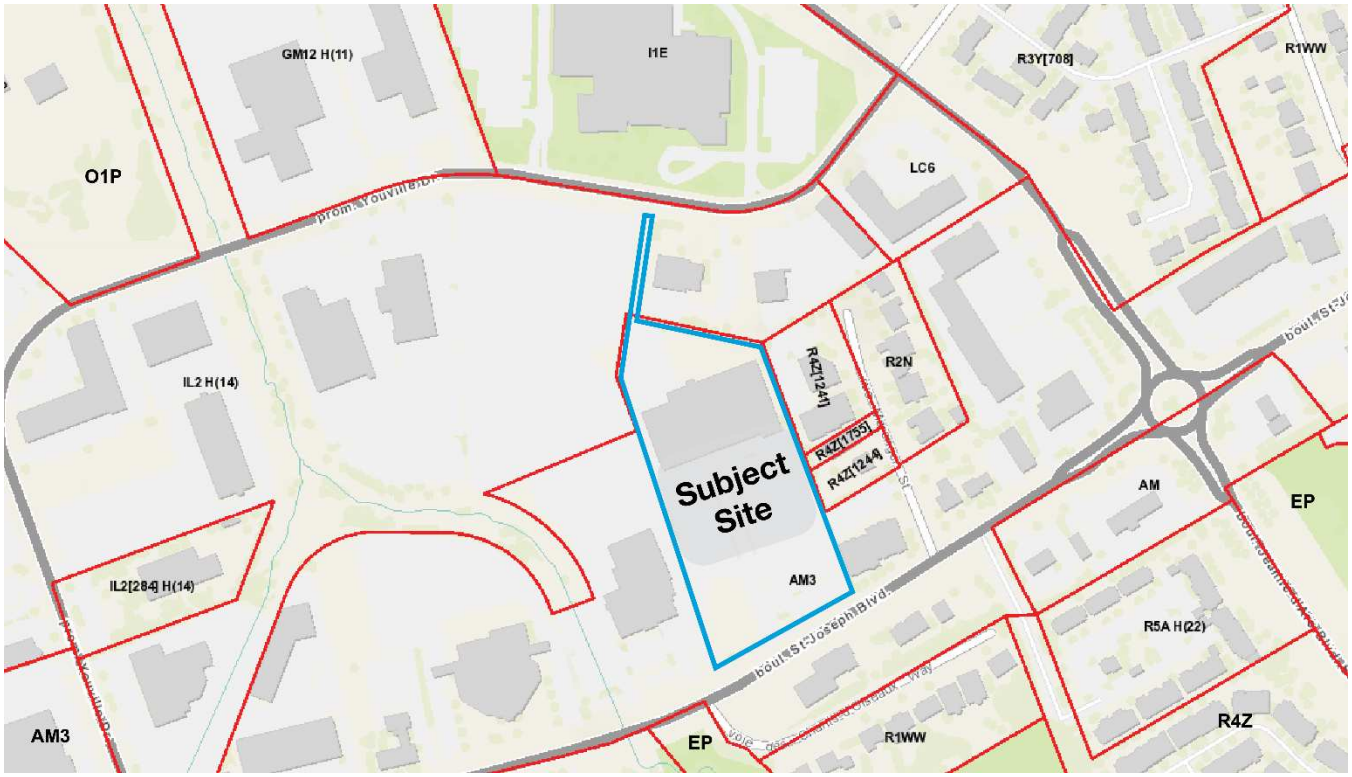

Figure 22: Zoning of the site and surrounding neighbourhood (City of Ottawa Zoning By-law, 2008-250)

Permitted non-residential uses include:

- amusement park being located within a building;
- amusement centre
- amusement park
- animal care establishment
- animal hospital
- artist studio
- automobile dealership
- automobile rental establishment
- automobile service station
- medical facility
- municipal service centre
- museum
- nightclub
- office
- park
- parking garage
- payday loan establishment
- personal brewing facility

- bank
- bank machine
- bar
- broadcasting studio
- car wash
- catering establishment
- cinema
- click and collect facility
- community centre
- community health and resource centre
- convenience store
- day care
- diplomatic mission
- drive-through facility
- emergency service
- funeral home
- gas bar
- hotel
- instructional facility
- library
- personal service business
- place of assembly
- place of worship
- post office
- production studio
- recreational and athletic facility
- research and development centre
- residential care facility
- restaurant
- retail food store
- retail store
- school
- service and repair shop
- sports arena
- storefront industry
- technology industry
- theatre
- training center
- urban agriculture

Permitted residential uses include:

- apartment dwelling, low rise
- apartment dwelling, mid rise
- bed and breakfast
- dwelling unit
- group home
- home-based business
- home-based day care
- planned unit development
- retirement home
- retirement home, converted
- rooming house
- stacked dwelling
- townhouse dwelling

Prohibited uses include:

- automobile dealership
- automobile rental establishment
- car wash
- gas bar

4.7.1 Zone Provisions and Analysis

Table 4, below, provides a summary of the AM3 subzone as detailed in Zoning By-law 2008-250. The table demonstrates how the development meets the provisions. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Table 4: AM3 Performance Standards and Analysis

AM3	Required	Provided	Compliance?
Minimum lot area Table 185(a)	No minimum	23,091.56 m^2	✓
Minimum lot width	24 m	111.4 m	✓

AM3	Required	Provided	Compliance?
Table 186A(i)			
Maximum front yard and corner side yard setbacks Table 186A(ii)	Non-residential or mixed-use buildings: 4m	Front yard: 7.5 m Corner side yard: 11.3 m	✗
	Residential use building: 6m	Corner side yard: 15.6 m	✗
Maximum floor space index Table 186A(iii)	3	3.5	✗
Maximum building heights Table 186A(v)(2)	Within 20 metres from a residential zone: 13 m	50 m	✗
	Beyond 20 metres from a residential zone: 19 m	56 m	✗
Minimum rear yard setback Table 186A(vi)	7.5 m	11.3 m	✓
Minimum front and corner side yard Table 1852(c)	Non-residential or mixed-use buildings: No minimum	Front yard: 6.3 m Corner side yard: 11.2 m	✓
	Residential use building: 3 m	Corner side yard: 11.1 m	✓
Minimum interior side yard Table 185(d)	Abutting a residential zone: 7.5 m	11.1 m	✓
	All other cases: No minimum	11.1 m	✓
Minimum street frontage 186(g)(i)	A minimum of 50% of the width of a lot, measured at the building setback, must be occupied by a building face	61.2%	✓
Minimum fenestration and customer entrances 186(g)(i)	A minimum of 50% of the length of the ground floor elevation must consist of openings such as windows and customer entrances.	86.6%	✓
Outdoor storage s. 185(4)	Permitted to be located in an interior side yard or rear yard;	Not proposed	✓
	Must be completely enclosed and screened from a public street, and from residential or institutional zone	Not proposed	✓
Amenity Area Table 137(4)	Total amenity area: 6 m^2 per dwelling unit Building A1: 1170 m^2 Building A2: 1158 m^2 Building B1: 768 m^2 Building B2: 534 m^2 Building C1: 384 m^2	Building A1: 1,205 m^2 Building A2: 1,279 m^2 Building B1: 995 m^2 Building B2: 867 m^2 Building C1: 919 m^2 Building C2: 1,347 m^2 Building D: 1,497 m^2	✓

AM3	Required	Provided	Compliance?
	Building C2: 726 m^2 Building D: 1410 m^2 Total: 6,150 m^2	Total: 8,109 m^2	
	Communal Amenity Area: Minimum of 50% of the required total amenity area: 3,075 m^2	4,130 m^2	✓
	Layout: Aggregated into areas up to 54 m^2, and where more than one aggregated area is provided, at least one must be a minimum of 54 m^2	Amenity areas (without balconies) Building A1: 76 m^2,234 m^2,174 m^2 Building A2: 51 m^2, 220 m^2,204 m^2, 109 m^2 Building B1: 282 m^2, 243 m^2 Building B2: 227 m^2,150 m^2,168 m^2 Building C1: 124 m^2,142m^2 ,202 m^2 Building C2: 281 m^2,360 m^2,259 m^2 Building D: 86 m^2,210 m^2,151 m^2,177 m^2	✓
High-Rise building provisions s. 77(4)	Minimum lot area for an corner lot: 1,350 m^2	23,091.56 m^2	✓
	Minimum lot area for an interior lot: 1,800 m^2		✓
	Minimum interior side and rear yard setback for a tower: 11.5 m	Building A2: 12 m Building A1: 11.8 m (side), 194.5 m (rear) Building D: 13.4 m (side), 12.9 m (rear)	✓
	Minimum separation distance between towers on the same lot: 23 m	23 m	✓
Parking Analysis			
Min. Resident Parking Area C on Schedule 1A	**Mid- and high-rise building** 1.2 parking spaces/ dwelling unit, less the first 12 units, less the first 12 units, less 10% <u>Building B1</u>: ([128 units-12]*[1.2])-10% = 125.28 <u>Building B2</u>:	Actual provided: 495 resident parking spaces	✓

AM3	Required	Provided	Compliance?
	([89 units-12]*[1.2])-10% = 83.16 Building C1: ([63 units-12]*[1.2])-10% = 55.08 Building C2: ([126 units-12]*[1.2])-10% = 123.12 Building D: ([237 units-12]*[1.2])-10% = 243 **Proposed to utilize Area Z parking rate** No minimum parking rate required		
	Mixed-use building **Proposed to utilize Area Z parking rate** No minimum parking rate required	Actual provided: 0	✓
Min. Visitor Parking	**Mid- and high-rise building, Mixed use building**: Proposed to utilize Area Z parking rate: 0.1 parking spaces/ dwelling unit, less first 12 units, max. 30 spaces per building Building A1: 18 Building A2: 18 Building B1: 12 Building B2: 8 Building C1: 5 Building C2: 11 Building D: 23	Building A1: 18 Building A2: 18 Building B1: 12 Building B2: 8 Building C1: 5 Building C2: 11 Building D: 23 Total: 95 visitor parking spaces	✓
Commercial/ Retail Parking	Proposed to utilize Area Z parking rate No minimum parking rate required	12 (street parking)	✓
Parking reduction for resident parking when all spaces underground s. 101(6)(c)	Where all parking spaces provided or required for a permitted land use are located below grade in the same building as that land use, the parking required by Table 101 for that land use may be reduced by the lesser of: / 10 per cent of the required parking spaces; or / 20 parking spaces.	Accounted for in resident parking minimums	✓
Bicycle Parking Table 111A	0.5 bicycle parking spaces/ dwelling unit	Total: 1,523 Indoor: 1,479	✓

AM3	Required	Provided	Compliance?
	(1,076 units*0.5 bps/du) = 538 bicycle parking spaces	Outdoor: 44	
Bicycle Parking in Landscaped Area s. 111(7)	A maximum of 50% of the required bicycle parking spaces or 15 spaces, whichever is greater, may be located in a landscaped area: 269 bicycle parking spaces	44 exterior bicycle parking spaces, most located in hardscaped area	✓
Bicycle Parking Space Dimensions Table 111B	Horizontal: 0.6m by 1.8m Horizontal Stacked: 0.37m by 1.8m Vertical: 0.5m by 1.5m	Horizontal: 0.6m by 1.8m Horizontal Stacked: 0.37m by 1.8m	✓
Minimum Aisle Width, Access to Bicycle Parking Spaces s. 111(9)	1.5 m	1.5 m	✓
Minimum Number of Horizontal Bike Parking Spaces at Floor level s. 111(10)	50% of required spaces: 269 bicycle parking spaces	Horizontal total: 270 Indoor: 226 Outdoor: 44 Stacked total: 1,253	✓
Driveway Width, Parking Garage s. 107(1)(a)(ii, iii)	6.0 m	6.0 m	✓
Drive Aisle Width s. 107(1)(c)(ii) Table 107(d)	Parking garage, residential use, parking spaces 56° to 90°: 6.0 m	Building D parking garage: 6 m	✓
	Parking garage, parking spaces 71° to 90°: 6.7 m	Buildings A1, A2, B1, B2, C1, and C2 parking garage: 6 m	✗
Landscaping Provisions for Parking Lots s. 110	A minimum of 15% of the area of any parking lot, whether a principal or an accessory use, must be provided as perimeter or interior landscaped area comprised of the following: / a landscaped buffer must be provided between the perimeter of the parking lot and a lot line in accordance with Table 110. A driveway may cross the landscaped buffer; and / in addition to the landscaped buffer, interior landscaping may be provided including various landscaped islands, landscaped medians,	No parking lots established on site	✓

AM3	Required	Provided	Compliance?
	pedestrian pathways or public plazas to meet the minimum 15% requirement		

5.0
Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment would amend the zoning of the entirety of the subject site to "Arterial Mainstreet, Subzone 3, Site Specific Exception XXXX" (AM3[XXXX]). The site-specific exception will provide the necessary relief from specific provisions of the current zone as detailed in Section 4.7 of this report, including identifying building heights and required setbacks, to ensure flexibility upon redevelopment. Specifically, the proposed Amendments would:

Permit the land use "Apartment Dwelling, High-Rise"
Add "Apartment Dwelling, High-Rise" to the list of permitted uses.

Establish a Schedule to Identify Minimum and Maximum Setbacks and Heights
A Schedule will be required to establish setbacks from property lines.

Setbacks are proposed as follows:

- Maximum front yard setback:
  - Non-residential buildings: 4 metres required, 6.3 metres provided
- Maximum corner side yard setback:
  - Non-residential buildings: 4 metres required, 11.18 metres provided
  - Residential buildings: 6 metres required, 15.6 metres provided

Due to the existing overhead hydro lines and associated setbacks, buildings are unable to be brought closer to the road. Therefore, relief from the maximum front yard setback is required. Although the Secondary Plan indicates that the city intends to bury the hydro lines, the hydro setback requirements have been accounted for in the site plan. In the event that the hydro lines are buried, buildings could be constructed closer to the road, as there is no minimum front yard setback in the site's subzone, and this is not proposed to be revised.

The Secondary Plan also includes provision of a north-south road. The corner side yard setback is also unable to be provided at the rates set out in AM3 due to the conveyance of the public road. The public road requires a 10-metre Right-of-Way (ROW) land dedication from the west side of the site. While the buildings will be set closer to the street after lands are conveyed, this roadway dedication will occur after the ZBLA is approved; therefore, relief is required.

Maximum Building Heights
The Zoning By-law requires maximum building heights as follows:

- Within 20 metres from a residential zone: 13 m
- Beyond 20 metres from a residential zone: 19 m

Three (3) buildings within 20 metres of a residential zone are proposed with maximum heights of 25, 28, and 50 metres for buildings B2, C2, and A2 respectively.

Four (4) buildings located beyond 20 metres of a residential zone are proposed with heights of 28, 28, 55, and 56 meres for buildings B1, C1, D, and A1 respectively.

Building heights were determined by conforming to the Orléans Corridor Secondary Plan and represent execution of that vision for maximum building heights and density.

Maximum Floor Space Index

An FSI of 3 is required when 3.5 is provided. The FSI cap is proposed to be removed so that density and height will be determined by the maximum permitted heights and setbacks and in accordance with the Orléans Corridor Secondary Plan. An increase to the FSI is required to implement the policies of the Secondary Plan.

The AM3 subzone predates the Secondary Plan and is a holdover from a now-superseded Official Plan designation: Arterial Mainstreet. As the site is now located within a Protected Transit Station Area (PMTSA) and given that the Arterial Mainstreet zone and subzone could not have predicted the change in densities and heights brought forward by both the Secondary Plan and the Official Plan, an increase to the FSI is necessary to realize the vision of the Secondary Plan.

Utilise the 'Area Z' Parking Rate for the site

The ZBLA would reconsider the required residential parking for the lands, given proximity to future transit facilities and policy direction of the Secondary Plan.

- Despite Schedule 1A, utilise the 'Area Z' rates from Table 101, Minimum Parking Space Rates, whereas the subject site is identified as being in 'Area C'
- Despite Schedule 1A, utilise the 'Area Z' rates from Table 102, Minimum Visitor Parking Space Rates, whereas the subject site is identified as being in 'Area C'

This approach is consistent with other recent applications across the city, which utilize the 'Area Z' rate when they are within proximity to an LRT station or other transit facilities and when development proceeds before an update to the schedule is made. This also conforms with policies within the Orléans Corridor Secondary Plan, which states that "there shall be no minimum vehicular parking space rate requirements for development within the Secondary Plan Boundary identified on Schedule A – Designation Plan, with the exception of required visitor and accessible parking."

The amendment is consistent with recent policy direction in the Ottawa Official Plan, including Big Move no. 2 and Policy 4.1.4 2) to reduce available parking and encourage greater use of public transit and other modes of transportation.

Parking Garage, Drive Aisle Width

A 6-metre drive aisle is provided in the parking garages despite the requirement that the drive aisle adjacent to parking spaces angled between 71° to 90° be 6.7 metres. Whereas section 107(1)(c)(iii) permits parking garages for residential uses to provide a drive aisle with a width of 6 metres when adjacent to parking spaces angled from 56° to 90°, for mixed-use buildings and non-residential uses, the requirement is 6.7 metres. Relief is proposed for simplicity so that drive aisles are a consistent width for all the buildings and to ensure flexibility and ease of constructability.

6.0 Supporting Studies

6.1 Adequacy of Existing Services Report

McIntosh Perry prepared an Adequacy of Existing Services Report dated November 23, 2023. The main purpose of this report is to demonstrate that the contemplated development has access to sufficient public services in accordance with the recommendations and guidelines provided by the City of Ottawa (City), the Rideau Valley Conservation Authority (RVCA), and the Ministry of the Environment, Conservation and Parks (MECP). This report will address access to water, sanitary and storm servicing for the development, ensuring that existing services will adequately service the contemplated development.

Findings from the report are as follows:

- The Fire Underwriters Survey (FUS) method estimated fire flow indicated a maximum of 6,000 L/min is required for the contemplated development;
- The development is anticipated to have a peak wet weather flow of 19.50 L/s. Based on the sanitary analysis, the development is expected to occupy 9.7% of the existing sanitary sewers capacity within Youville Drive;
- Based on discussion with City Staff, the development will be required to attenuate post-development 5 and 100-year flows to the 5-year release rate of 334.44 L/s;
- It is contemplated that stormwater objectives may be met through storm water retention via roof top, surface, and subsurface storage. It is anticipated that approximately 522.6 m3 of onsite storage will be required to attenuate flow to the established release rate; and
- Quality controls are anticipated to be required to provide an enhanced level of treatment (80% TSS removal).

6.2 Environmental Site Assessment (ESA)

6.2.1 Phase 1 ESA

Pinchin prepared a Phase One Environmental Site Assessment (ESA) dated April 14, 2023. Based on the findings of this Phase One ESA, Pinchin identified three potentially contaminating activities (PCAs) at the Phase One Property (i.e., on-Site) and 14 PCAs within the Phase One Study Area outside of the Phase One Property (i.e., off- Site). The off-Site PCAs are not considered to result in areas of potential environmental concern (APECs) at the Phase One Property. Of the on-Site PCAs, two are not considered to result in APECs at the Phase One Property. The remaining one on-Site PCA has resulted in a total of one APEC at the Phase One Property. It is Pinchin's opinion that this PCA may have impacted soil and groundwater quality at the Phase One Property and, as such, PCA #1 has resulted in an APEC at the Phase One Property that warrants further investigation prior to the application of a re-zoning application with the City of Ottawa.

Pinchin recommends that a Phase Two ESA be conducted at the Phase One Property as an "assessment of property conducted in accordance with the regulations by or under the supervision of a qualified person to determine the location and concentration of one or more contaminants in the land or water on, in or under the property". Pinchin concludes that one or more contaminants originating from PCAs located within the Phase One Study Area outside of the Phase One Property may have affected land or water on, in, or under the Phase One Property. Therefore, Pinchin recommends that a Phase Two ESA be conducted prior to the application of a Site Plan Approval application with the City of Ottawa.

6.2.2 Phase 2 ESA

Pinchin prepared a Phase Two ESA dated June 27, 2023. The objectives of this Phase Two ESA were to assess the soil and groundwater quality in relation to an area of potential environmental concern (APEC) and related potentially contaminating activities (PCAs) and contaminants of potential concern (COPCs) identified in a Phase One ESA completed by Pinchin in accordance with O. Reg. 153/04.

The Phase Two ESA completed by Pinchin included the advancement of seven boreholes at the Phase Two Property, all of which were completed as groundwater monitoring wells to facilitate the sampling of groundwater and/or for the purpose of monitoring hydrogeological conditions.

Based on Site-specific information, the applicable regulatory standards for the Phase Two Property were determined to be the *Table 3 Standards* for residential land use and medium and fine-textured soils. Soil samples were collected from each of the borehole locations and submitted for laboratory analysis of volatile organic compounds (VOCs), PHCs, polycyclic aromatic hydrocarbons (PAHs), metals and/or inorganic parameters. In addition, groundwater samples were collected from the four newly-installed monitoring wells, and submitted for laboratory analysis of VOCs, PHCs and PAHs.

The laboratory results for the submitted soil and groundwater samples indicated that all reported concentrations for the parameters analyzed met the corresponding *Table 3 Standards*.

It is the opinion of the QP who supervised the Phase Two ESA that the applicable *Table 3 Standards* for soil and groundwater at the Phase Two Property have been met as of the Certification Date of May 30, 2023, and that no further subsurface investigation is required in relation to assessing the environmental quality of soil and groundwater at the Phase Two Property.

6.3 Tree Conservation Report (TCR)

Dendron Forestry Services prepared a Tree Conservation Report (TCR) dated May 16, 2023. The report identifies 49 trees on the site.

6.4 Transportation Impact Assessment (TIA)

CGH Transportation prepared a Transportation Impact Assessment (TIA) dated October 2023 available under a separate cover. The reports concludes that from a transportation perspective, the proposed development applications proceed.

6.5 Pedestrian Level Wind Study

GradientWind prepared a Pedestrian Level Wind Study dated July 10, 2023. Results and recommendations arising from the study are as follows:

- All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, nearby transit stop to the southeast, existing parking lots, potential public and private streets, proposed walkways, outdoor amenities southeast, southwest, and north of Buildings C1, C2, and D, respectively, and in the vicinity of building access points, are considered acceptable. Exceptions are as follows:
  - Conditions in the vicinity of the building access point serving the indoor amenity situated at the southeast corner of Building D are predicted to be suitable for standing during the summer, becoming suitable for strolling throughout the remainder of the year. It is recommended that this building entrance be recessed into the building façade by at least 2 m on account of windy conditions that are predicted to occur during the colder months of the year.
  - The nearby transit stops to the south of St. Joseph Boulevard and near the southwest corner of the subject site are predicted to experience wind comfort conditions suitable for strolling during the winter. It is recommended to implement typical shelters for the noted transit stops which provides pedestrians with means to protect themselves during periods of strong wind activity.
  - Regarding the future park area to the west of the subject site, the outdoor amenity to the northwest of Building A2, and the outdoor amenity to the southwest of Building B2, wind comfort conditions are predicted to be suitable for mostly for sitting with some regions predicted to be suitable for standing during the typical use period.

- Depending on programming of the noted spaces, the noted conditions may be considered acceptable. Specifically, if the windier areas of the noted spaces will not accommodate seating or more sedentary activities, the noted conditions would be considered acceptable.
- If required by programming, sitting conditions may be extended with targeted wind barriers installed around sensitive areas. Wind barriers could take the form of wind screens, clusters of coniferous trees in dense arrangements, or a combination of both options.

/ The proposed development is served by several common amenity terraces. Wind comfort conditions within the common amenity terraces and recommendations regarding mitigation, where required, are described as follows:

- **Building A1, MPH Level Common Amenity Terrace**. Conditions during the typical use period are predicted to be suitable for sitting over most of the area, with a small, isolated region predicted to be suitable for standing to the east of the terrace. The noted conditions are considered acceptable.
- **Building A2, Level 7 Common Amenity Terrace**. Conditions during the typical use period are predicted to be suitable for sitting, with a region predicted to be suitable standing to the east of the terrace.
- **Buildings A2, B1, C1, and C2 Common Amenity Terraces**: Wind comfort conditions within the common amenity terrace serving Building C1 at Level 7, the common amenity terrace serving Building C2 at Level 5, and the common amenity terraces serving Buildings A2, B1, C1, and C2 at their respective MPH Levels are predicted to be suitable for sitting during the typical use period. The noted conditions are considered acceptable.
- **Building B2, Level 6 and MPH Level Common Amenity Terraces**. Conditions are predicted to be suitable for sitting throughout the year. The noted conditions are considered acceptable.
- **Building D, Level 7 Common Amenity Terrace**. Conditions during the typical use period are predicted to be suitable for sitting, with a region predicted to be suitable for standing to the east of the terrace.
- **Building D, MPH Level Common Amenity Terrace**. Conditions during the typical use period are predicted to be suitable for sitting at the northeast corner and to the west and suitable for standing elsewhere throughout the terrace.
- Sitting conditions may be extended within the Level 7 amenity terraces serving Buildings A2 and D, and within the MPH Level amenity terrace serving Building D by implementing tall wind screens, typically glazed and solid, along the full perimeters of the noted common amenity terraces, in combination with targeted mitigation inboard of the terrace perimeters. This inboard mitigation could take the form of tall wind screens or clusters of coniferous plantings in dense arrangements located around sensitive areas, and canopies located above designated seating areas.
- The extent of the mitigation measures is dependent on the programming of the terraces. If required by programming, an appropriate mitigation strategy will be developed in collaboration with the building and landscape architects. This work is expected to support the future Site Plan Control application submission.

/ The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events (for example, thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

6.6 Roadway Traffic Noise Feasibility Assessment

GradientWind prepared a Roadway Traffic Noise Feasibility Assessment dated July 10, 2023. The primary sources of roadway traffic noise include St Joseph Boulevard, Jeanne D'Arc Boulevard, and Youville Drive. It should be noted that the study site is not within 75 m of any existing or proposed light rail transit system or a rail corridor; as such, a ground vibration assessment is not required.

The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) and City of Ottawa requirements; (ii) noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of

Ottawa's Official Plan roadway classifications; and (iv) site plan drawings provided by Figurr Architects Collective dated May 2023.

The results of the current analysis indicate that noise levels at the building façades will range between 46 and 65 dBA during the daytime period (07:00-23:00) and between 39 and 57 dBA during the nighttime period (23:00-07:00). The highest noise level (65 dBA) occurs at the south corner of the site nearest and most exposed to St Joseph Boulevard.

Standard building components in compliance with the Ontario Building Code are sufficient, as noise levels do not exceed 65 dBA. Results of the calculations also indicate that all buildings will require forced air heating with provisions for air conditioning, or a similar ventilation system, which will allow occupants to keep windows closed and maintain a comfortable living environment. However, it is expected that air conditioning will be provided. Warning Clauses will also be required be placed on all Lease, Purchase and Sale Agreements for all buildings.

Noise levels at the rooftop amenity areas are expected to be between 43 dBA and 59 dBA. The highest noise level at an outdoor amenity area occurs at the Building B2 rooftop terrace. The Building A2 Level 7 outdoor amenity area, B1 rooftop terrace and C2 rooftop terrace also experience noise levels above 55 dBA, as such, noise mitigation will be required, in the form of noise barriers.

A detailed noise assessment will be required at the time of site plan approval to determine specific noise control measures for each building.

The site is surrounded by small commercial buildings and low-rise residential dwellings, which are served by small air handling units. As the site is not near any large mechanical equipment, negative stationary noise impacts onto the study site are not anticipated.

With regard to stationary noise impacts from the development onto the environment, a stationary noise study is recommended for the site during the detailed design once mechanical plans for the proposed buildings become available. This study would assess impacts of stationary noise from rooftop mechanical units serving the proposed block on surrounding noise sensitive areas. As the mechanical equipment will primarily reside in the mechanical level located on the high roof, noise levels on the surrounding noise sensitive properties are expected to be negligible. Noise impacts can generally be minimized by judicious selection and placement of the equipment.

6.7 Geotechnical Report

Pinchin prepared a Preliminary Geotechnical Investigation dated July 21, 2023. Pinchin completed a field investigation at the Site from May 19 to 29, 2023 by advancing a total of six (6) sampled boreholes throughout the Site. Groundwater observations and measurements were obtained from the open boreholes during and upon completion of drilling. The field investigation was monitored by experienced Pinchin personnel. Pinchin logged the drilling operations and identified the soil samples as they were retrieved. The field logging of the soil and groundwater conditions was performed to collect geotechnical engineering design information. Select soil samples collected from the boreholes were submitted to a material testing laboratory to determine the grain size distribution and the Atterberg Limits of the soil.

6.8 Slope Stability Study

Per page 5 of the Preliminary Geotechnical Investigation prepared by Pinchin dated July 21, 2023, Pinchin notes that as there are no slopes within the immediate vicinity of the Site, a Slope Stability Analysis is not required.

7.0
Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted:

- Pre-Application Consultation Meeting
  - A pre-application consultation meeting was held with city staff and the applicant team on March 22, 2023.
- Notification of Ward Councillor, Councillor Laura Dudas
  - The Ward Councillor has been notified of the application; the applicant team met with her office on July 24, 2023.
- Community Information Session
  - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
  - It is anticipated that the community information session would be held in an online webinar format organized and moderated by the Ward Councillor and their staff members.
- Planning Committee Meeting Advertisement and Report Mail out to Public
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
  - The statutory public meeting will take place at the City of Ottawa Planning Committee

8.0
Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment Application represents good planning and is in the public interest for the following reasons:

- The proposed development is consistent with the intent of the Provincial Policy Statement, proposing the intensification of a property within the built-up area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported and encouraged;
- The proposed development conforms to the City of Ottawa Official Plan policies regarding growth management, land use policies for the Suburban Transect and Mainstreet Corridor designation, and policies related to Protected Major Transit Station Areas (PMTSA);
- The proposed development conforms to urban design objectives and compatibility criteria established in section 4.6 of the Official Plan;
- The proposed development realizes the vision of the Orléans Corridor Secondary Plan and complies with the policies related to the designations, geographic area, and site-specific policies;
- Despite the fact that a Secondary Plan has been approved by the City of Ottawa Council, and is currently being tested by a range of appeals, the proposed density can be supported through the Official Plan policies. The proposed development conforms to the Secondary Plan and the Official Plan. In short: in the absence of a Secondary Plan, the policies of the parent Official Plan support the densities proposed;
- The proposal advances several of the City's Urban Design Guidelines for High-Rise Buildings, Transit-Oriented Guidelines, and Arterial Mainstreets [Mainstreet Corridors]; and,
- The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.

Tamara Nahal
Planner

Saide Sayah, MCIP RPP
Principal