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Institutional
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Hillside Commons Residential Apartments 3277 St. Joseph Boulevard Ottawa, Ontario

Planning Rationale

**HILLSIDE COMMONS RESIDENTIAL APARTMENTS
3277 ST. JOSEPH BOULEVARD
OTTAWA, ONTARIO**

**PLANNING RATIONALE
IN SUPPORT OF AN APPLICATION FOR
SITE PLAN CONTROL**

Prepared For:

Hillside Commons Inc.



Prepared By:



Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
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December 23, 2021

Novatech File: 120237
Ref: R-2021-169

December 23, 2021

City of Ottawa
Planning, Infrastructure, and Economic Development Department
110 Laurier Ave. West, 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: Steve Belan, MCIP, RPP – Planner II

**Reference: Hillside Commons Residential Apartments
Planning Rationale in Support of an Application for Site Plan Control
3277 St. Joseph Boulevard
Our File No.: 120237**

Novatech has been retained by Hillside Commons Inc. (the owner) to prepare this Planning Rationale in support of an application for *Site Plan Control* for their property municipally known as 3277 St. Joseph Boulevard in Ward 1 – Orléans, Ottawa, Ontario. The herein will be referred to as the 'Subject Site'.

Hillside Commons Inc. is proposing to develop a Planned Unit Development consisting of two (2) mid-rise residential apartment buildings with a total of two hundred seventy-four (274) rental units at various sizes. The proposed development features two (2) 9-storey residential buildings that will have frontage onto St. Joseph Boulevard. The northern half of 'Building A' is 5-storeys in height to comply with the 85.8 metre A.S.L. (Above Sea Level) maximum building height provision for the Subject Site. A total of one hundred thirty-seven (137) underground bicycle parking spaces will be provided for the proposed development through secured storage rooms. A total of one hundred eighty-four (184) underground parking spaces will be provided for the development which will be distributed between the two residential buildings.

This Planning Rationale will demonstrate that the proposed development is consistent with the *2020 Provincial Policy Statement (PPS)*, conforms to the *City of Ottawa's Official Plan* and *Town Centre Secondary Plan (Former City of Cumberland)*, and complies with the provisions of *Zoning By-Law 2008-250*.

Yours truly,

NOVATECH



Robert Tran, M.PL.
Planner, Planning & Development

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1.0 INTRODUCTION AND PROPOSED DETAILS

Novatech has been retained by Hillside Commons Inc. (the owner) to prepare this Planning Rationale in support of an application for *Site Plan Control* for their property municipally known as 3277 St. Joseph Boulevard in Ward 1 – Orléans, Ottawa, Ontario. The herein will be referred to as the ‘Subject Site’.

Hillside Commons Inc. is proposing to develop a Planned Unit Development consisting of two (2) mid-rise residential apartment buildings with a total of two hundred seventy-four (274) rental units at various sizes. The proposed development features two (2) 9-storey residential buildings that will have frontage onto St. Joseph Boulevard. The northern half of ‘Building A’ is 5-storeys in height to comply with the 85.8 metre A.S.L. (Above Sea Level) maximum building height provision for the Subject Site. A total of one hundred thirty-seven (137) underground bicycle parking spaces will be provided for the proposed development through secured storage rooms. A total of one hundred eighty-four (184) underground parking spaces will be provided for the development which will be distributed between the two residential buildings.

This Planning Rationale will demonstrate that the proposed development is consistent with the *2020 Provincial Policy Statement (PPS)*, conforms to the *City of Ottawa’s Official Plan* and *Town Centre Secondary Plan (Former City of Cumberland)*, and complies with the provisions of *Zoning By-Law 2008-250*.

1.1 Site Description and Surrounding Uses

The Subject Site is situated at the northwest corner of St. Joseph Boulevard and Tenth Line Road in the community of Orléans as shown on **Figure 1**. The Subject Site has approximately 58.7 metres of frontage on St. Joseph Boulevard and a total area of 0.49 hectares.

The existing topography of the Subject Site presents challenges for the proposed development given significant grade differences between St. Joseph Boulevard and Lionel Rhéo Private as well as grade differences between Tenth Line Road and Lionel Rhéo Private. This includes a 10-metre-wide easement for the existing City of Ottawa Gloucester Cumberland Trunk Sewer that bisects the Subject Site in a north-south direction. The overall design and layout of the proposed development has considered the Subject Site’s numerous constraints.

The Subject Site is currently vacant but was previously developed with a building and accessory structure based on a review of 1965 aerial photography from GeoOttawa. The building and accessory structure were removed around the mid 1990’s as shown on aerial photography from that time period.

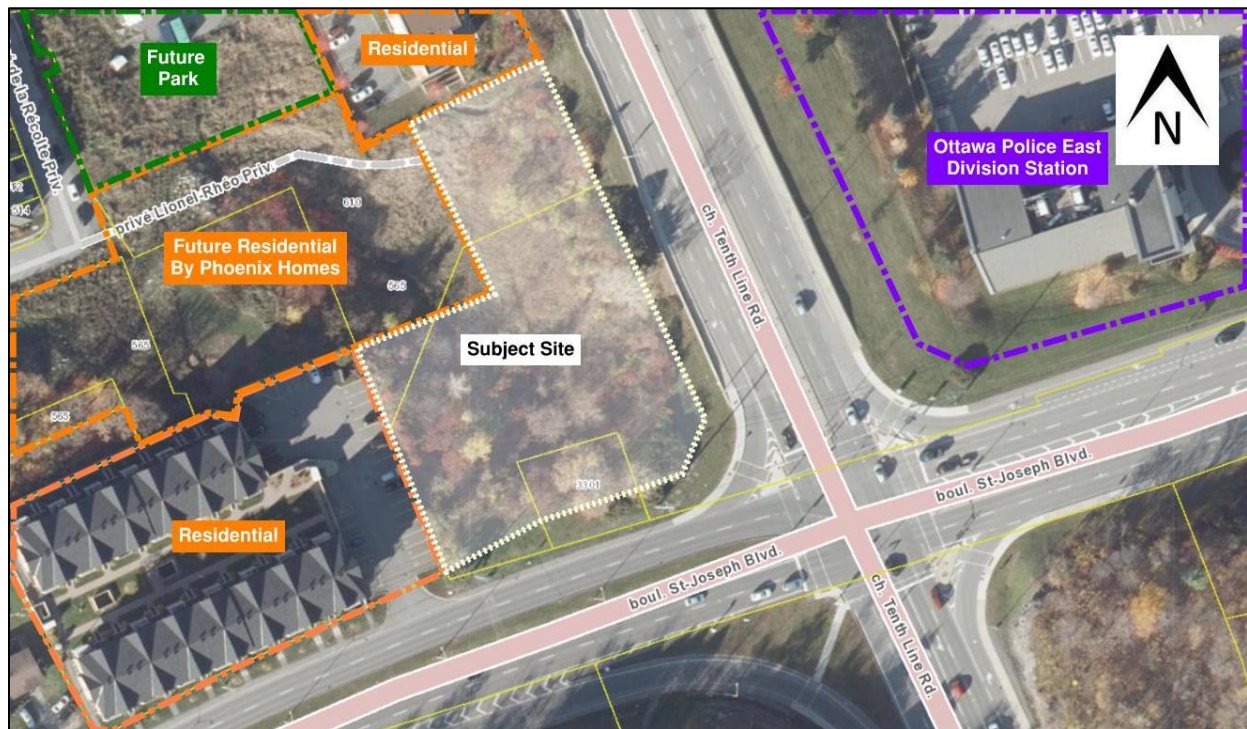


Figure 1: Subject Site and surrounding uses.

The following describes the land uses adjacent to the Subject Site as shown on **Figure 1**:

North: Place Perrault, a forty-one (41) unit affordable housing development operated by Wigwamen Incorporated and future City of Ottawa park are situated north of the Subject Site. Situated further north of the Subject Site is Eric Czapnik Way and Highway 174.

East: Tenth Line Road abuts the Subject Site to the east with the Ottawa Police East Division Station situated on the opposite side on Eric Czapnik Way.

South: St. Joseph Boulevard abuts the Subject Site to the south. An existing residential subdivision on Turner Crescent is situated further south of the Subject Site.

West: Existing stacked townhouse dwellings and future planned residential currently under construction by Phoenix Homes (*City File No.: D07-12-16-0133*) on Récolte Private and the future Lionel Rhéo Private are located west of the Subject Site. Situated further west are more residential development as well as the Place d'Orléans Shopping Centre.



Figure 2: View of the Subject Site looking north from St. Joseph Boulevard.



Figure 3: View of the Subject Site looking southwest from Tenth Line Road. Note the significant grade differences on the Subject Site.



Figure 4: View of the Subject Site looking northwest from the corner of St. Joseph Boulevard and Tenth Line Road.



Figure 5: View of the Subject Site looking south from Eric Czapnik Way in front of the future park. Note the significant grade differences at this lower elevation.

The Subject Site is legally described as follows:

1. PART BLOCK 2, PLAN 4M-1542, PART 7, PLAN 4R-32463 SUBJECT TO AN EASEMENT AS IN OC1723609 SUBJECT TO AN EASEMENT AS IN OC1723610 SUBJECT TO AN EASEMENT IN GROSS AS IN OC1723611 SUBJECT TO AN EASEMENT AS IN OC1828333 CITY OF OTTAWA
2. PART LOT 35, CONCESSION 1, CUMBERLAND OLD SURVEY, PARTS 4, 8, 9 AND 10, PLAN 4R-32463 SUBJECT TO AN EASEMENT IN GROSS OVER PARTS 4 AND 9, PLAN 4R-32463 AS IN OC1763317 CITY OF OTTAWA
3. PART OF LOT 35, CONCESSION 1 (OLD SURVEY), CUMBERLAND, BEING PARTS 11, 12 AND 13 ON PLAN 4R32463 SUBJECT TO AN EASEMENT IN GROSS OVER PART 12 ON PLAN 4R32463 AS IN OC1763317 CITY OF OTTAWA
4. PART BLOCK 2, PLAN 4M-1542, PARTS 5 AND 6, PLAN 4R-32463 SUBJECT TO AN EASEMENT OVER PART 5, PLAN 4R-32463 AS IN OC713790 SUBJECT TO AN EASEMENT AS IN OC1723609 SUBJECT TO AN EASEMENT AS IN OC1723610 SUBJECT TO AN EASEMENT IN GROSS AS IN OC1723611 SUBJECT TO AN EASEMENT AS IN OC1828333 CITY OF OTTAWA

1.2 Proposed Development

As previously discussed, Hillside Commons Inc. is proposing to develop a Planned Unit Development consisting of two (2) mid-rise residential apartment buildings with a total of two hundred seventy-four (274) rental units. The new rental apartment units will include: nine (9) studio units, one hundred eleven (111) 1-bedroom units, eighty-three (83) 1-bedroom plus den units, sixty-nine (69) 2-bedroom units, and two (2) 3-bedroom units. The proposed development features two (2) 9-storey residential buildings that will have frontage onto St. Joseph Boulevard. The northern half of 'Building A' is 5-storeys in height to comply with the 85.8 metre A.S.L. (Above Sea Level) maximum building height provision for the Subject Site as shown on **Figure 6**. The site-specific zoning provisions further add to the complexity of the overall development including the topography and 10-metre-wide Gloucester Cumberland Trunk Sewer easement.

The main pedestrian level entrance will be provided off of St. Joseph Boulevard with internal pathways and staircases provided to allow for greater circulation between the proposed development and surrounding community. An opening in the concrete barrier along Tenth Line Road is proposed to allow for a secondary pedestrian pathway and staircase to provide a direct connection to the Subject Site. Future residents will have access to private amenity space through individual unit balconies which provide for passive surveillance and views that capitalize on the topography of the Subject Site. Communal amenity space will be provided through various recreational and fitness rooms as well as a roof top patio space on the top of the 5th storey building.

A total of one hundred thirty-seven (137) underground bicycle parking spaces will be provided for the proposed development through secured storage rooms which satisfies zoning requirements. A total of one hundred eighty-four (184) underground parking spaces will be provided for the proposed development which will be distributed between the two residential buildings. An asphalt drive aisle will cross the 10-metre-wide sanitary trunk sewer easement and provide connection between the two (2) mid-rise residential buildings underground parking structures. Two (2) vehicular accesses and egresses are proposed for the underground parking structures, including a drive aisle off Lionel Rhéo Private and secondary right-in/right-out off of St. Joseph Boulevard.

A dedicated drop-off and pick-up area for daily deliveries is proposed adjacent to the P2 underground parking lot entrance off of Lionel Rhéo Private. Waste management collection will be facilitated through municipal pick up with a separate drive aisle between the two buildings over the sanitary trunk sewer easement to provide convenient access to the waste collection zone rooms. This separate asphalt drive aisle will also function as an access during moving periods and larger deliveries.

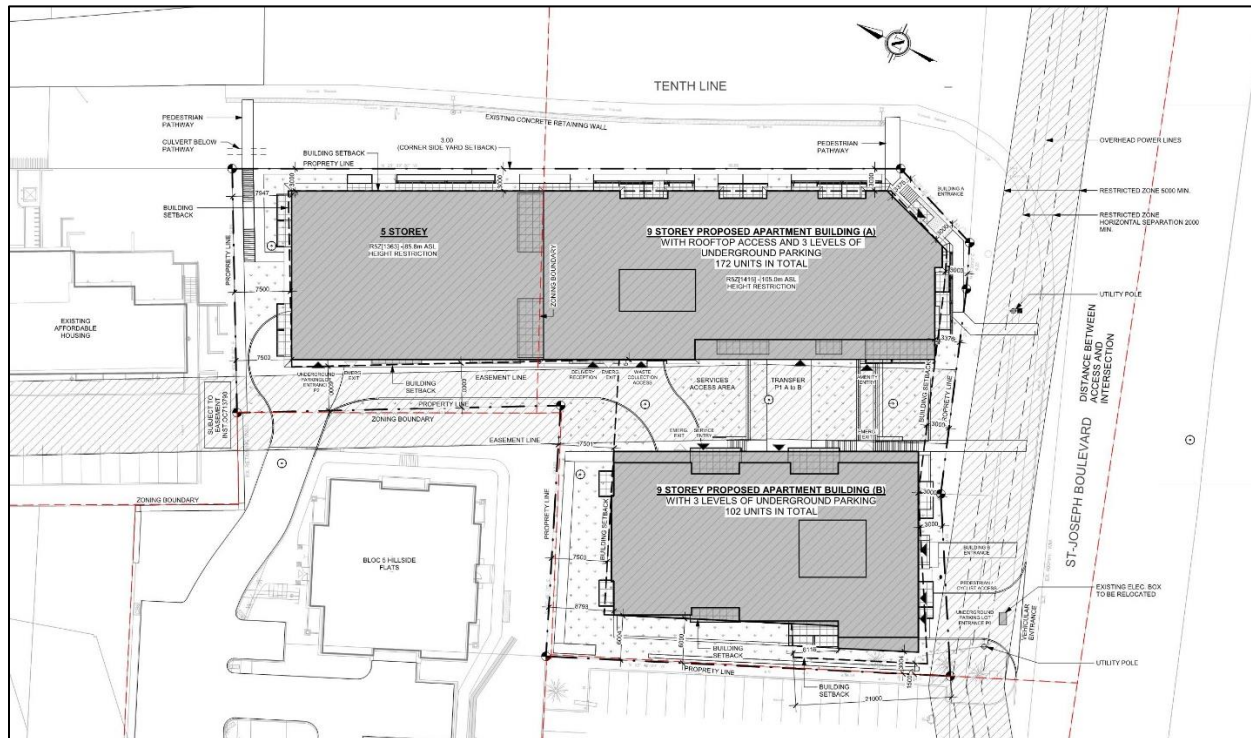


Figure 6: Excerpt from Site Plan prepared by Rossmann Architecture Inc., REV 1.4, dated December 22, 2021.

2.0 ADDITIONAL REPORTS

This report should be read in conjunction with the following reports and plans prepared by Novatech, Rossmann Architecture Inc., Paterson Group, Lashley + Associates, and Gradient Wind.

- Servicing and Stormwater Management Report, Report Ref: R-2021-116, prepared by Novatech dated December 23, 2021.
- Transportation Impact Assessment, Report Ref: R-2021-075, prepared by Novatech dated December 15, 2021.
- Architectural Design Brief, prepared by Rossmann Architecture Inc. dated December 22, 2021.
- Site Plan, Drawings A003-A004, REV 1.4, prepared by Rossmann Architecture Inc. dated December 22, 2021.
- Landscape Plan, Drawings L-TP1, L-TP2 and L1-1, REV 2, prepared by Lashley + Associates dated December 10, 2021.
- Pedestrian Level Windy Study, Report: 21-401-PLW, prepared by Gradient Wind dated December 17, 2021.

- Roadway Traffic Noise Assessment, Report: 21-401 – Traffic Noise, prepared by Gradient Wind dated December 16, 2021.
- Geotechnical Investigation, Report: PG5625-1, prepared by Paterson Group dated April 12, 2021.
- Phase 1 Environmental Site Assessment, Report: PE5155-1, prepared by Paterson Group dated April 6, 2021.
- Phase 2 Environmental Site Assessment, Report: PE5155-2, prepared by Paterson Group dated April 9, 2021.

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement (PPS)

The *2020 Provincial Policy Statement (PPS)* provides policy direction on land use planning and development matters of provincial interest by setting the policy foundation for regulating the development and use of land as set out in *Section 2* of the *Planning Act*. The decisions that affect all matters “*shall be consistent with*” relevant policy statements under the authority of *Section 3* of the *Planning Act*. The following is an overall review of the applicable *PPS* policies:

Building Strong Healthy Communities

Section 1.1 of the *PPS* speaks to managing and directing land use to achieve efficient and resilient development and land use patterns.

Policy 1.1.1 states that “*healthy, liveable, and safe communities are sustained by*”:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent to or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.*

- **The proposed development will achieve an efficient land use pattern in an urbanized Town Centre area by maximizing the Subject Site's existing land resources and amenities for development.**
- **The development will be served by municipal infrastructure including water, stormwater, and sanitary services as well as an existing road network. A Servicing and Stormwater Management report was prepared by Novatech dated December 23, 2021.**
- **The proposed development will consist of new rental apartment units at various bedroom sizes to meet the socio-economic needs of future residents.**
- **The Subject Site is situated within close proximity of the future Place d'Orléans transit station which will support alternative modes of transportation.**

Section 1.1.3 speaks to settlement areas which are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities.

Policy 1.1.3.1 requires that settlement shall be the focus of growth and development.

Policy 1.1.3.2 notes that land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed.*

Policy 1.1.3.6 states that new development taking place in *designated growth areas* should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.

- **The proposed development will achieve a residential density which represents an efficient use of land and resources in an already urbanized area. The development will be served by municipal infrastructure including water, stormwater, and sanitary services as well as an existing road network.**
- **The Subject Site is situated within close proximity of the future Place d'Orléans transit station which will support alternative modes of transportation.**
- **Community amenities such as two future City of Ottawa neighbourhood parks and the Place d'Orléans Shopping Centre within close proximity will encourage active transportation and public transit usage.**

Section 1.6.6 addresses sewage, water, and stormwater services.

Policy 1.6.6.2 notes that “*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*”.

- **As previously discussed, the proposed development will be served by municipal infrastructure including water, stormwater, and sanitary services to optimize the use of the existing services.**

Section 1.6.7 speaks to transportation systems.

Policy 1.6.7.2 notes that “efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible”.

Policy 1.6.7.4 states “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 proposed development will achieve a residential density which represents an efficient use of land and resources in a urbanized Town Centre area. Community amenities such as two future City of Ottawa neighbourhood parks and the Place d’Orléans Shopping Centre within close proximity will encourage active transportation and public transit usage.**
- **The number of parking spaces provided for the proposed development equates to less than one (1) vehicle per unit to minimize the overall number of vehicle trips and encourage alternative modes of sustainable and active transportation.**

Wise Use and Management of Resources

Section 2.0 of the PPS speaks to conserving biodiversity and protecting the health of Great Lakes, natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources for the long-term prosperity, environmental health, and social well-being of Ontario.

Policy 2.1.1 requires that natural features and areas shall be protected for the long term.

Policy 2.1.2 notes that “the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features”.

- **The Subject Site has no natural heritage, water, agricultural lands, mineral aggregate, petroleum, and wetland features.**
- **The proposed development will not have any impacts to Brisebois Creek which is situated further north of the Subject Site.**

Protecting Public Health and Safety

Section 3.0 considers the Province’s long-term prosperity, environmental health and social wellbeing which are dependent on reducing the potential for public cost or risk to Ontario’s residents from natural or human-made hazards. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health, safety, property damage and not create new or aggravate existing hazards.

The applicable policies under *Section 3.6.2* are listed below with key sections highlighted. A description of how the proposal responds to the policies then follows:

- 3) *Mixed Use Centres are priority areas for undertaking more detailed Secondary Plans. These plans may:*
 - a) *Provide for minimum and maximum building heights;*
 - b) *Apply the target density for the area identified in Figure 2.3, or require different densities to be achieved on a site-specific basis such that, over time, the overall target density is achieved for the area;*
 - c) *Develop area-specific design considerations.*
- **The Subject Site's current site-specific zoning provisions establishes the maximum building height permitted as well as prescribes the minimum and maximum residential densities. Further discussion regarding the site-specific zoning provisions will be further discussed in Section 3.5 below.**
- 5) *Mixed Use Centres will permit a broad variety of land uses at transit-supportive densities, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing. Major Urban Facilities are permitted as set out in Section 3.6.7.*
- **The proposed development will feature a residential density consisting of new rental apartment units at various bedroom sizes to meet the socio-economic needs of future residents.**
- **The new rental apartment units will include: nine (9) studio units, one hundred eleven (111) 1-bedroom units, eighty-three (83) 1-bedroom plus den units, sixty-nine (69) 2-bedroom units, and two (2) 3-bedroom units.**
- **The proposed development will further contribute to an additional supply of housing options within the community.**
- **The Subject Site is situated within close proximity of the future Place d'Orléans transit station which will reduce auto dependency and encourage the use of alternative modes of transportation.**
- 9) *All development applications and Community Design Plans for Mixed-Use Centres will be reviewed in the context of this Plan in particular:*
 - a) *Will be evaluated in the context of the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11, particularly with regard to achieving a compact, mixed-use, transit-oriented, pedestrian-friendly environment and creating a place with visual interest;*
 - b) *Will, where possible, contribute to a range of housing options in the area.*
- **Please refer to the accompanying Architectural Design Brief prepared by Rossmann Architecture Inc. dated December 22, 2021 which evaluates the proposed development in conjunction with the design criteria of Section 4.11.**
- **As previously discussed, the proposed development will further contribute to an additional supply of housing options within the community by introducing rental apartment units at various bedroom sizes.**

Section 2.5.1 – Designing Ottawa considers elements of urban design such as “how buildings, landscapes and adjacent public spaces look and function together”. The components of communities where urban design play a key role include built form, public spaces, and infrastructure.

- **The Subject Site is situated within a *Design Priority Area* per *Section 2.5.1(2)(c)*.**
- **The proposed development was prepared in conjunction with the master planning scheme for the overall area with connections to Lionel Rhéo Private and St. Joseph Boulevard planned as intended.**
- **As per *Section 2.5.1(4)*, an informal pre-consultation was held with the Ottawa Urban Design Review Panel (UDRP) on July 9, 2021 where the proposed development was presented, and comments/recommendations were provided. A formal consultation with UDRP is anticipated following the first submission of the full *Site Plan Control* application.**

The following is a review of the design objectives and summary of how the proposed development is consistent with the design objectives of *Section 2.5.1*:

- 1) *To enhance the sense of community by creating and maintaining places with their own distinct identity.*
- **The proposed development will enhance the sense of the Orléans community by contributing to a greater range of housing typologies and tenure for the area to meet the socio-economic needs of future residents.**
- 2) *To define quality public and private spaces through development.*
- **Future residents of the proposed development will have access to private amenity space through individual unit balconies which provide for passive surveillance and views that capitalize on the topography of the Subject Site. Communal amenity space will be provided through various recreational and fitness rooms as well as a roof top patio space on the top of the 5th storey building.**
- 3) *To create places that are safe, accessible and are easy to get to, and move through.*
- **The main pedestrian level entrance will be provided off of St. Joseph Boulevard with internal pathways and staircases provided to allow for greater circulation between the proposed development and surrounding community. An opening in the concrete barrier along Tenth Line Road is proposed to allow for a secondary pedestrian pathway and staircase to provide a direct connection to the Subject Site.**
- 4) *To ensure that new development respects the character of existing areas.*
- **The Subject Site’s existing site-specific provisions permits maximum building heights up to 10-storeys/105 metres A.S.L. and 85.8 metres A.S.L. as of-right. The scale and massing of the proposed development will respect the existing residential development through the stepdown of Building B at the northern edge of the property as well as buffering to the west.**

- 5) *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*
- **The Subject Site is a remaining parcel of undeveloped land in an already heavily urbanized area of the Orléans community.**
- 6) *To understand and respect natural processes and features in development design.*
- **The proposed development will respect the Subject Site's surrounding natural and environmental features and will not have any impacts to Brisebois Creek which is situated further north of the Subject Site.**
- 7) *To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*
- **The proposed development will feature large windows which allows for the passing through of natural light and reduces the need for resource consumption. The location of local community amenities such as the Place d'Orléans Shopping Centre and access to public transit within walking and cycling distance will encourage future residents to reduce their overall carbon footprint while encouraging alternative modes of transit.**

Section 4.11 – Urban Design and Compatibility includes policies that require “high quality urban design in all parts of the city and design excellence in design priority areas. The policies within this Section are the responsibility of the development proponent to implement in the design of their site”. The components of the urban design and compatibility include views, building design, massing and scale, outdoor amenity areas, and design priority areas.

- **Please refer to the accompanying Architectural Design Brief prepared by Rossmann Architecture Inc. dated December 22, 2021 which evaluates the proposed development in conjunction with the criteria of Section 4.11.**

Section 4.3 – Walking, Cycling, Transit, Roads and Parking Lots speaks to evaluating “the adequacy of the transportation network to meet the needs of the proposed development”. The section outlines policies regarding proposed developments in relation to modes of transportation such as walking, cycling, transit, and automobile.

- **The proposed development will ensure that convenient access is provided between the Subject Site and future transit stations through pedestrian pathways that will connect to existing sidewalks.**
- **The Subject Site is situated at the corner of St. Joseph Boulevard and Tenth Line Road which are both identified as *Spine Routes* per *Official Plan Schedule C – Primary Urban Cycling Network* as shown below in Figure 8. St. Joseph Boulevard west of Tenth Line Road and the section of Tenth Line Road south of St. Joseph Boulevard are identified as a *Cross-Town Bikeway*.**
- **As previously discussed, the Subject Site is situated within close proximity of the future Place d'Orléans transit station as shown below in Figure 9.**
- **The Subject Site abuts St. Joseph Boulevard and Tenth Line Road which are both designated as existing arterial roadways per *Official Plan Schedule E – Urban Road***

Network as shown below in Figure 10. The Subject Site is also conveniently located within close proximity to the Highway 174.



Figure 8: Excerpt from the existing City of Ottawa Official Plan Schedule C – Primary Urban Cycling Network.

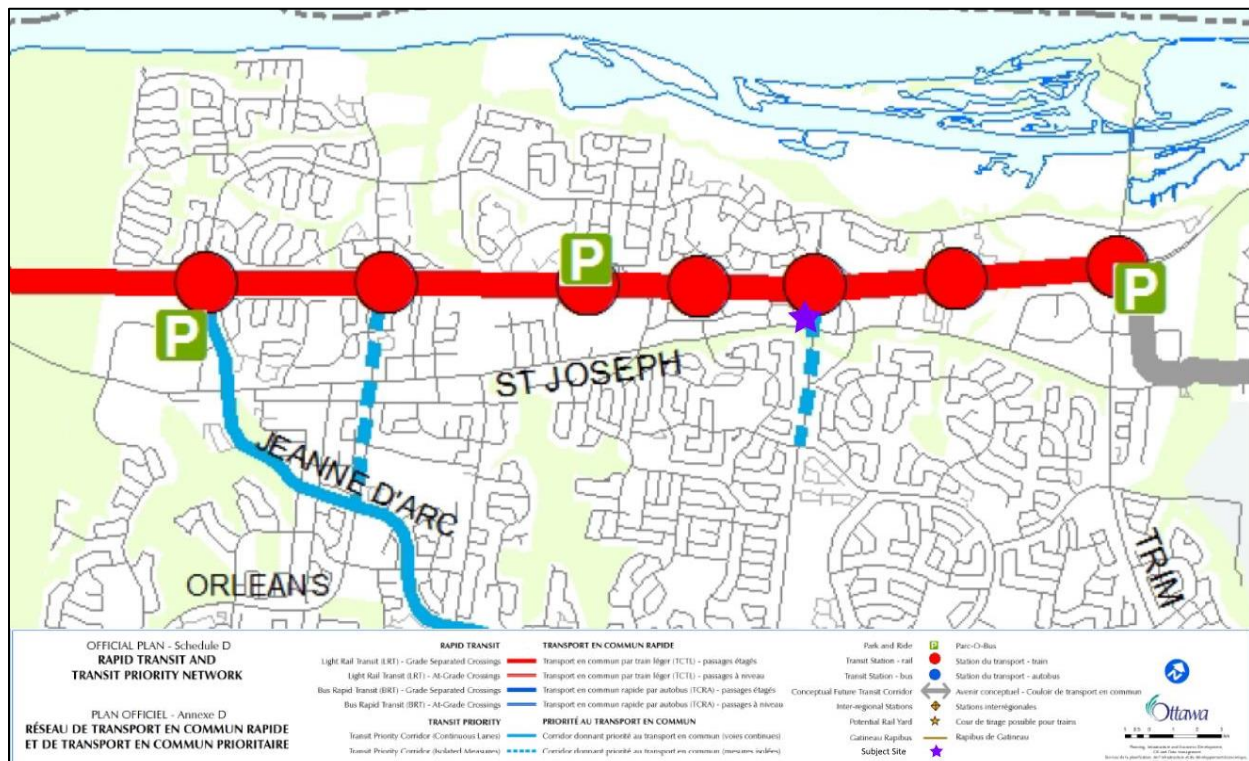


Figure 9: Excerpt from the existing City of Ottawa Official Plan Schedule D – Rapid Transit and Transit Priority Network.



Figure 10: Excerpt from the existing City of Ottawa Official Plan Schedule E – Urban Road Network.

Section 4.4 – *Water and Wastewater Servicing* states that development within Public Service Areas will be on the basis of public services and requires an assessment of the adequacy of public services to support the development.

- As previously discussed, proposed development will be served by municipal infrastructure including water, stormwater, and sanitary services to optimize the use of the existing services.
- A Servicing and Stormwater Management report was prepared by Novatech dated December 23, 2021 and outlines the details of how the proposed development will be serviced.

Section 4.6.2 – *Archaeological Resources* outlines policies for where development is proposed on land where archeological potential exists as identified on the City of Ottawa map of *Areas of Archaeological Potential*.

- A portion of the Subject Site is identified as containing archaeological potential per the City of Ottawa’s GeoOttawa Archaeological Potential layer.
- A Stage 1 and 2 Archaeological Assessment was prepared by Jacques Whitford dated February 15, 2007 on behalf of the City of Ottawa for the Orléans Town Centre Subdivision.
- The study evaluated the entirety of the Subject Site and recommended that the overall study area be cleared for development and that no further assessment was required.

3.2.2 New Official Plan

Under the new *Official Plan*, the Subject Site is now designated as a *Corridor – Mainstreet* for the portion abutting St. Joseph Boulevard as well as *Minor – Corridor* for the portion abutting Tenth Line Road. The Subject Site also has an *Evolving Neighbourhood Overlay* as shown on *Schedule B8 – Suburban (East) Transect* of the new *Official Plan* as shown on **Figure 11**.

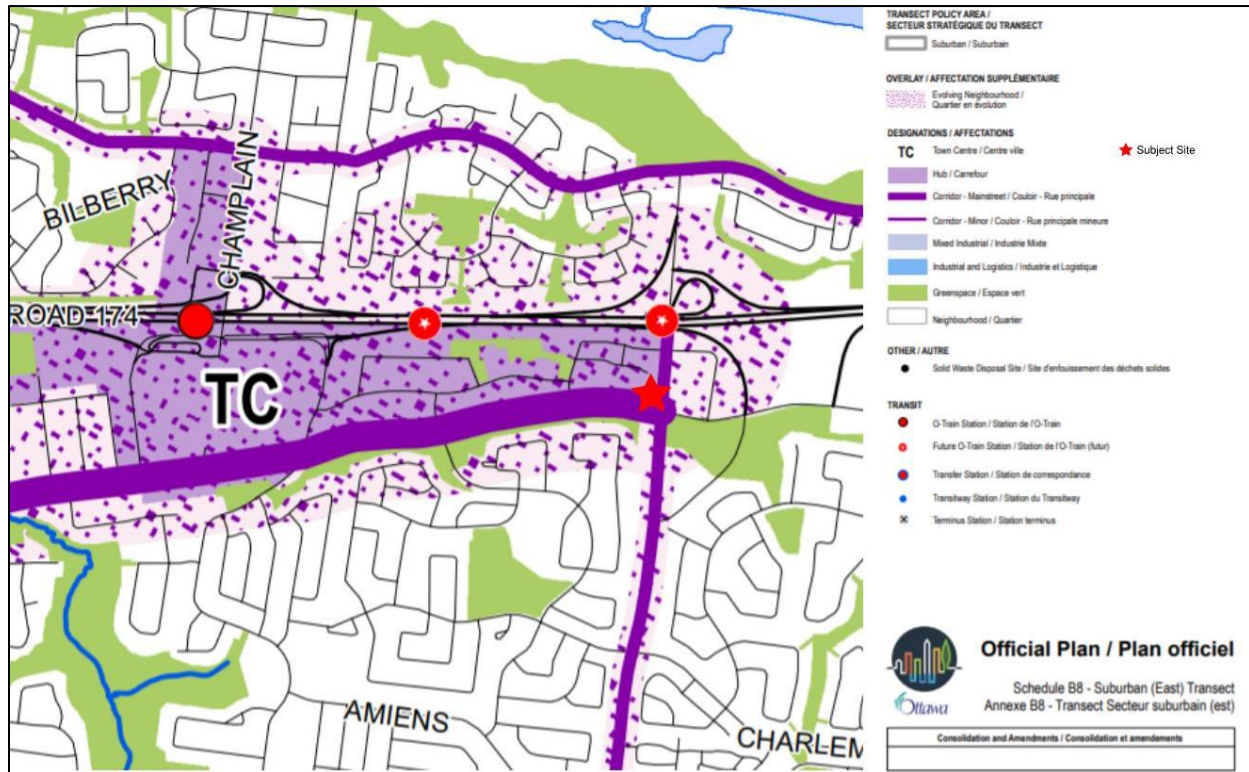


Figure 11: Excerpt from City of Ottawa Official Plan Schedule B8 - Suburban (East) Transect.

The *Suburban Transect* comprises neighbourhoods within the urban boundary located outside the *Greenbelt*. The objectives of the *Suburban Transect* as per *Section 5.4* of the *Official Plan* include an evolution towards 15-minute neighbourhoods, enhancing mobility options and street connectivity, provide direction for *Corridors*, and provide direction for new development.

Policy 5.4.1(2) states that “the *Suburban Transect* is generally characterized by Low- to Mid-density development. Development shall be”:

- b) *Mid-rise along Mainstreet Corridors, however the following policy direction applies;*
 - i. *Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;*
 - ii. *The setback 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*
 - iii. *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 Subject Site's *R5Z[1415]* and *R5Z[1363]* site-specific zoning provisions permits maximum building height up to 10-storeys/105 metres A.S.L. for the southern portion and up to 85.8 metres A.S.L. for the northern portion as of right.
- The proposed development will feature two (2) 9-storey residential buildings that will have frontage onto St. Joseph Boulevard with the northern half of 'Building A' lowered to 5-storeys to comply with the maximum building height provisions for the Subject Site.
- The stepdown in building height will ensure that the massing and scale of the proposed development transitions appropriately to existing residential development to the north. There is no immediate residential development to the east or south.
- Access to community amenities such as employment, retail, and green space as well as a future rapid transit within close proximity will contribute towards principles of 15-minute neighbourhoods.

Policy 5.4.1(3) states that "in the Suburban, this Plan shall support:"

- a) *A range of dwelling unit sizes in:*
 - i. *Multi-unit dwellings in Hubs and on Corridors; and*
 - ii. *Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes; and*
 - b) *In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household.*
- As previously discussed, the proposed development will consist of new rental apartment units at various bedroom sizes to meet the socio-economic needs of future residents.
 - The new rental apartment units will include: nine (9) studio units, one hundred eleven (111) 1-bedroom units, eighty-three (83) 1-bedroom plus den units, sixty-nine (69) 2-bedroom units, and two (2) 3-bedroom units.
 - The proposed development will provide new rental apartment units that will diversify the existing housing supply in the community and represents residential intensification in a *Corridor – Mainstreet* designation that will support principles of 15-minute neighbourhoods.

Policy 5.4.2(1) states "in the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by":

- a) *Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations;*
- The proposed development will achieve a high residential density that is situated within close proximity of the future Place d'Orléans transit station as denoted on the Stage 2 Light Rail Transit (LRT) Interactive Map.
 - The residential density will encourage greater public transit usage as well as other active modes of transportation given its proximity to nearby community amenities.

Policy 5.4.3(3) states "along Mainstreet Corridors, permitted building heights, except where a secondary plan or area specific policy specifies different heights and subject to appropriate height transitions, setbacks and angular planes, maximum building heights as follows"

- a) Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area specific policy specifies greater heights; however
 - b) The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height 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
 - c) Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition. Along Minor Corridors, subject to appropriate height transitions and stepbacks, permitted building heights are up to 4 storeys.
- **As previously discussed, the proposed development will feature two (2) 9-storey residential buildings that will have frontage onto St. Joseph Boulevard with the northern half of 'Building A' lowered to 5-storeys in height to comply with the maximum building height provision of 85.8 metres A.S.L. for the Subject Site.**

Section 5.6 – Overlays state that the overlays are intended to “provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that is otherwise not included in the designation section of this Plan”.

Policy 5.6.1.1(1) states that the *Evolving Overlay* will “apply to areas that are in a location or at 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 this 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”:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
 - b) Allowance for new building forms and typologies, such as missing middle housing;
 - c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
 - d) Direction to govern the evaluation of development.
- **The Subject Site is currently vacant and undeveloped with the proposed development consisting of a residential density that will support and encourage alternative modes of transportation given its close proximity to a future transit station.**
 - **The proposed development will further contribute to an additional supply of housing options within the community by introducing rental apartment units at various bedroom sizes.**

Policy 5.6.1.1(2) notes that where an *Evolving Overlay* is applied:

- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
 - b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.
- **The Subject Site’s site-specific provisions permits maximum building heights up to 10-storeys/105 metres A.S.L. for the southern portion and up to 85.8 metres A.S.L. for the**

northern portion as of right. The scale and massing of the proposed development will respect the existing residential development through the stepdown of Building B at the northern edge of the property as well as buffering to the west.

- Further, the Subject Site's site-specific provisions also establishes the minimum and maximum density targets which the proposed development will achieve with 136 units per hectare.

As per *Section 6.2 – Corridors*, the designation applies to bands of land along streets that are planned with a combination of a higher density, greater mix of land uses and higher level of street transit service than *Neighbourhoods* but with a lower density than *Hubs*.

Policy 6.2.1(1) states that “*Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to*”:

a) *Generally, a maximum depth of:*

- In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;*
- In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;*

- **As previously discussed, the entirety of Subject Site is now designated as a *Corridor – Mainstreet* for the portion abutting St. Joseph Boulevard which is measured approximately 120 metres from the centerline of the roadway to the rear lot line using GeoOttawa.**
- **The Subject Site is also designated as a *Minor – Corridor* for the portion abutting Tenth Line Road.**

Policy 6.2.1(2) notes that development within this designation “*shall establish buildings that locate the maximum permitted building heights and densities close to the Corridor, subject to building setbacks 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;*

- **The design of the proposed development will position the two (2) 9-storey buildings closest to St. Joseph Boulevard whereas the northern half of ‘Building A’ is lowered to 5-storeys in height to comply with the site-specific zoning provisions while also respecting the residential development to the north.**

Policy 6.2.1(4) states that “*unless otherwise indicated in an approved secondary plan, the following applies to development of land with frontage on both a Corridor and a parallel street or side street*”:

- 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*
- Vehicular access shall generally be provided from the parallel street or side street.*

- As previously discussed, the design of the proposed development will address the *Mainstreet – Corridor* designation as shown on the Site Plan and Elevations prepared by Rossmann Architecture Inc.
- A secondary vehicular access and egress has been designed for the proposed development off the Lionel Rhéo Private.
- The Subject Site is a remaining undeveloped parcel of land within an already urbanized area that has been developed with a mix of residential densities, variety of housing typologies, and an existing urban roadway network as shown on Figure 12.

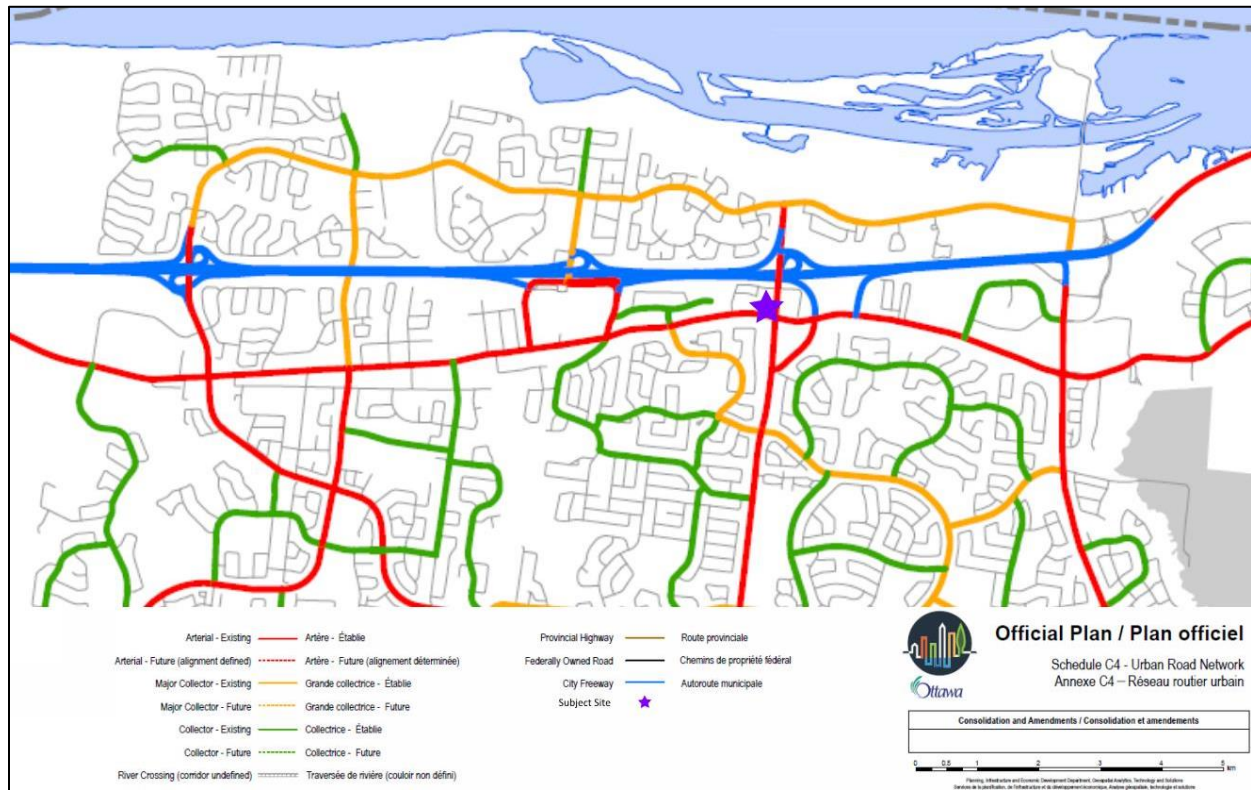


Figure 12: Excerpt from City of Ottawa Official Plan Schedule C4 – Urban Road Network.

Section 4.6 – *Urban Design* addresses policies in regard to the design of both the built form and public realm. *Policy 4.6.1(1)* states to “promote design excellence in Design Priority Areas”.

- The Subject Site is situated within a *Design Priority Area* as per *City of Ottawa Official Plan Schedule C7-A – Design Priority Areas – Urban* as shown on Figure 13.
- The overall design and layout of the proposed development has considered the applicable policies of *Section 4.11* of the existing *Official Plan* policies as per *Document 6 – Transition of In-Stream Applications* which requires that the “more restrictive” policies apply.

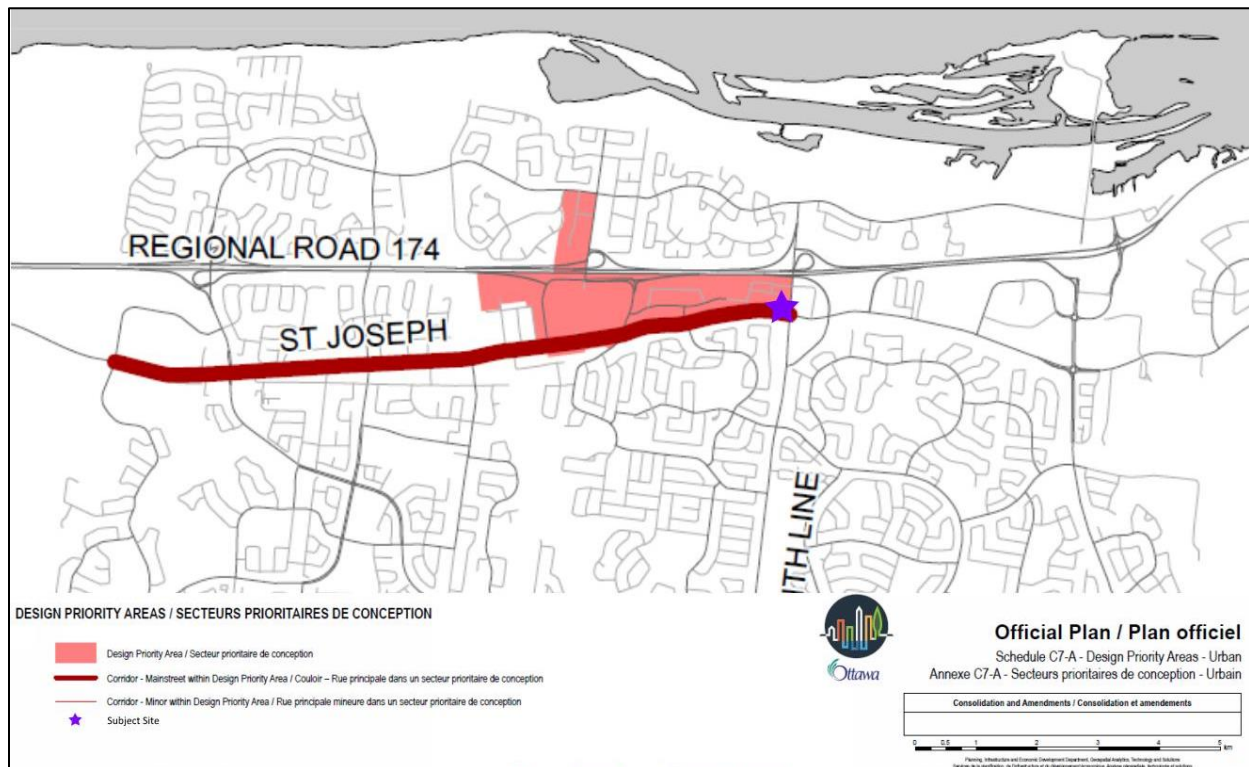


Figure 13: Excerpt from City of Ottawa Official Plan Schedule C7-A – Design Priority Areas – Urban.

3.3 Town Centre Secondary Plan (Former City of Cumberland)

As previously mentioned, the Subject Site is situated within the *Town Centre Secondary Plan (Former City of Cumberland)*. The purpose of the *Town Centre Secondary Plan* is to “set out the general concepts and policies required to achieve the desired pattern of development for the Town Centre”. The Subject Site is designated as *Urban Residential* as shown on the *Town Centre Secondary Plan Schedule A-1 – Orléans Town Centre* as shown in **Figure 14**.

Section 4.11.2.5 – Urban Residential states that “a major objective of the *Town Centre Secondary Plan* is to provide a residential community to add life to the Town Centre, encourage night time activity, and to provide for people who would like to live and work in the same location. The City will therefore”:

- a) Encourage planned residential developments reflecting a high standard of design for the site and buildings and encourage innovating housing developments.
 - b) Permit in the area designated *Urban Residential* medium and high-density residential development. The density shall range from 50 to 150 units per hectare, allowing for a range of apartments and town housing. The ultimate population of this area should be in the range of 1500-2000 persons.
 - c) The maximum height of any residential building shall not protrude above the height of the escarpment except as indicated on *Schedule A-1*.
 - d) Require that a senior citizens building be built in the Town Centre either in the *Major Commercial* or *Urban residential* designations.
- The proposed development will achieve a high standard of design that is compatible with surrounding the Orléans community with further discussion on the architectural

design and elements addressed in the Architectural Design Brief prepared by Rossmann Architecture Inc. dated December 22, 2021.

- The proposed development will achieve a high residential density that has been calculated to be 136 units per net hectare which conforms to the policies of the *Town Centre Secondary Plan* and site-specific zoning provisions. Further discussion on how this was calculated will be provided in Section 3.5 of this report.
- The building height of the two mid-rise residential apartment buildings will range from 5-storeys to 9-storeys in height which complies with the site-specific zoning provisions for the Subject Site.

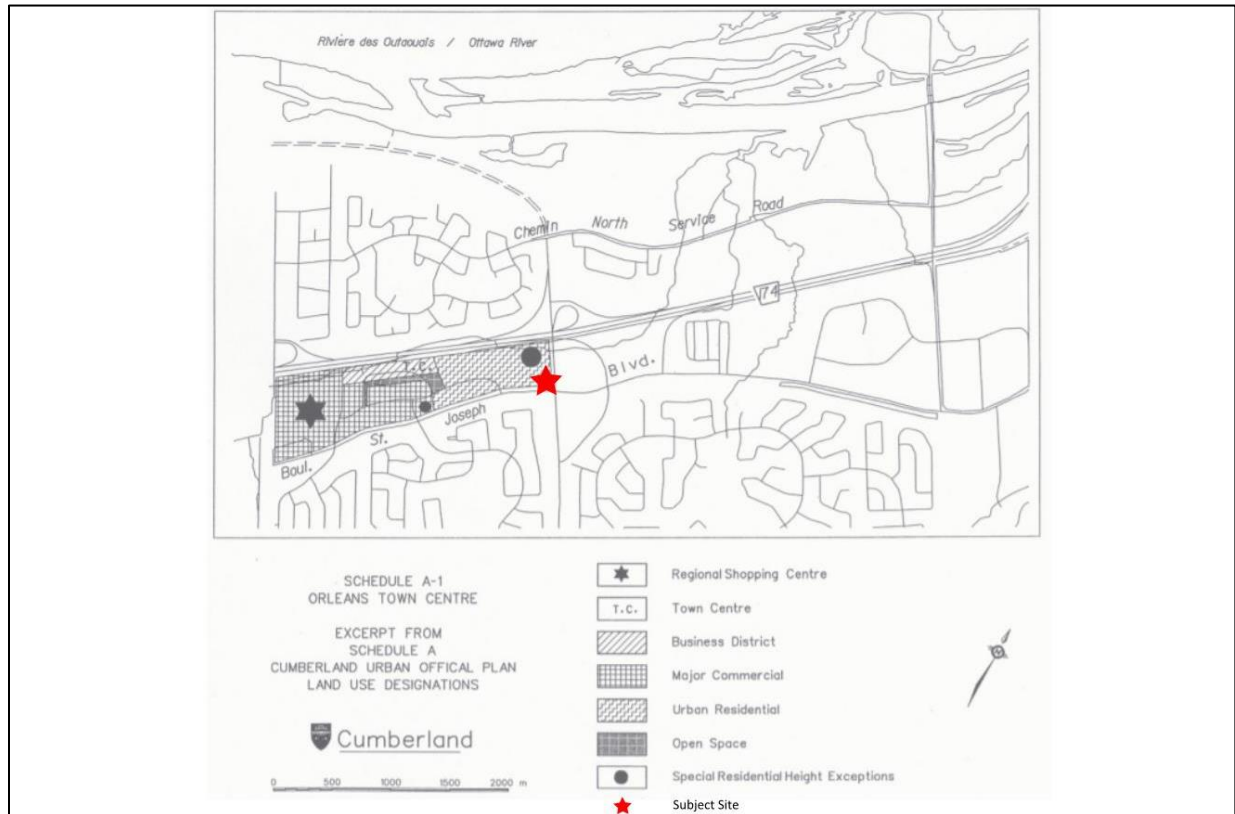


Figure 14: Town Centre Secondary Plan (Town of Cumberland) Schedule A-1 – Orléans Town Centre.

Section 4.11.5(1) – *Visual Environment and Urban Design* states the importance of ensuring that “all future development exhibits a high standard of urban design”. The implementation of urban design techniques will promote compatibility between land uses, improve the quality of the Town Centre streetscape, promote better pedestrian circulation systems, and encourage attractive, innovative and diverse development.

- The proposed development will achieve a high standard of design that is compatible with surrounding the Orléans community with further discussion on the applicable policies of Section 4.11.5.2 – *Urban Design Policies* addressed in the Architectural Design Brief prepared by Rossmann Architecture Inc. dated December 22, 2021.

3.4 Outer East Line 1 and 3 Stations Secondary Plan

It is acknowledged that the City of Ottawa is currently undertaking a planning study for the Orléans corridor to create a new *Secondary Plan* titled, “*Outer East Line 1 and 3 Stations*” as shown on **Figure 15**. The new *Outer East Line 1 and 3 Stations Secondary Plan* would replace the current *Town Centre Secondary Plan (Former City of Cumberland)*. It is noted that at the time this report was prepared, no draft policies were released to the public. Based on discussions with City of Ottawa staff, it is anticipated that the *Outer East Line 1 and 3 Stations Secondary Plan* would be approved by Ottawa Planning Committee around the time the new *Official Plan* receives approval from the Ministry of Municipal Affairs and Housing in 2022.

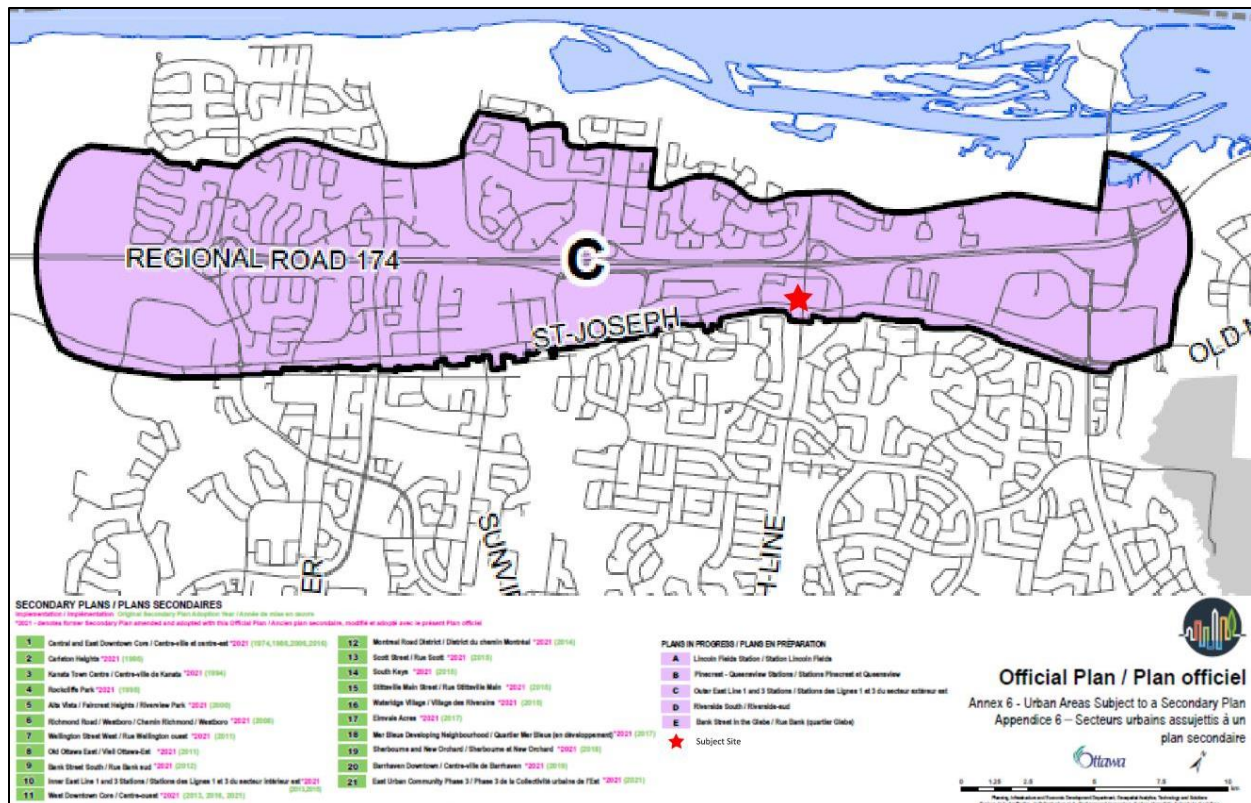


Figure 15: Excerpt from City of Ottawa Official Plan Annex 6 – Urban Areas Subject to a Secondary Plan.

3.5 Zoning By-law 2008-250

The Subject Site is currently dual zoned *Residential Fifth Density, Subzone Z, Urban Exception 1415 – R5Z[1415]* and *Residential Fifth Density, Subzone Z, Urban Exception 1363 – R5Z[1363]* under the *City of Ottawa’s Zoning By-law 2008-250* as shown on **Figure 16**. The purpose of the *Residential Fifth Density Zone – R5* is to:

1. allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
2. allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;

3. permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;
4. ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses;
5. regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and
6. permit different development standards identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

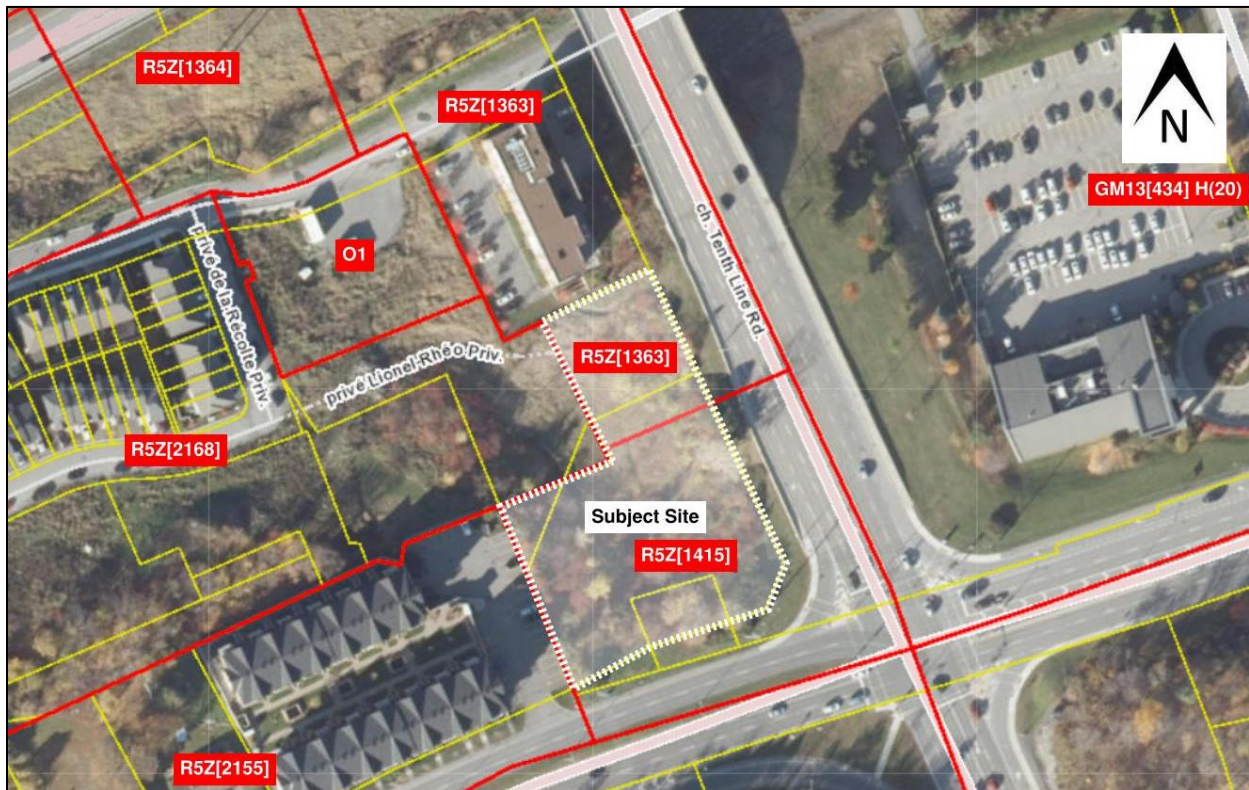


Figure 16: Excerpt of existing zoning from GeoOttawa.

I Exception Number	II Applicable Zone	III Exception Provisions - Additional land uses permitted	IV Exception Provisions - Land uses prohibited	V Exception Provisions - Provisions
1415 (By-law 2014-294)	R5Z[1415]			<ul style="list-style-type: none"> • maximum building height- 10 storeys and 105 m above sea level • for the calculation of density, lands located within exceptions [1363], [1364] and [1415] are considered as one lot for zoning purposes • maximum density is 150 units per hectare • minimum density is 50 units per hectare • for the calculation of density, lands located within exceptions [1363], [1364] and [1415] are considered as one lot for zoning purposes.
I Exception Number	II Applicable Zones	III Exception Provisions - Additional Land Uses Permitted	IV Exception Provisions - Land Uses Prohibited	V Exception Provisions - Provisions
1363 (By-law 2014-294) (By-law 2012-334)	R5Z[1363]			<ul style="list-style-type: none"> • maximum building height is 85.8m above sea level • minimum density is 50 units per hectare • maximum density is 150 units per hectare • minimum lot area of 140m² and minimum lot width of 5 metres for each dwelling unit in a townhouse dwelling • no landscaped area is required • maximum number of townhouse dwelling units - 30 <p>(OMB Order #2138 issued July 31, 2007)</p>

Figure 17: Excerpt from Zoning By-law 2008-250 Urban Exceptions 1415 and 1363.

As shown above in **Figure 17**, the Subject Site is also conditioned to site-specific provisions outlined in both *Urban Exceptions 1415* and *1363* that establishes the maximum building heights, minimum and maximum densities permitted per hectare, as well as provisions related to townhouse dwellings. The site-specific provisions applicable to the proposed development are the maximum building heights permitted as well as the minimum and maximum residential densities. The Subject Site’s site-specific provisions were amended following an Ontario Municipal Board hearing on July 31, 2007 (*OMB File No.: PL070167*) in which the appellant had unsuccessfully appealed the City’s previously enacted *Zoning By-law 2007-26* that amended *Zoning By-law I-84*. The effect of the amendment was to permit an increase in building height on the Subject Site which would permit an apartment building up to 10-storeys. The proposed development features two (2) 9-storey residential buildings with the northern half of ‘Building A’ designed to 5-storeys which complies with the Subject Site’s maximum building height provisions of 10-storeys/105 metres A.S.L. and 85.8 metres A.S.L.

The proposed development will achieve a residential density that has been calculated to be 136 units per net hectare which complies with the Subject Site’s zoning provisions for minimum and maximum densities. As per *Urban Exception 1415*, “for the calculation of density, lands located within exceptions [1363], [1364] and [1415] are considered as one lot for zoning purposes”. The provision was clarified in a letter provided by the City’s By-law Writer and Interpretation Officer provided to Novatech for an inquiry into the Subject Site’s maximum building height permitted dated March 15, 2021. As such, the proposed number of dwelling units for the development was added to other known or proposed residential developments within *Urban Exceptions 1363, 1364 and, 1415* and divided by the estimated total land area. A summary of the density calculation is provided in **Table 1**:

Table 1: Summary of Total Residential Density Within the Applicable Urban Exceptions.

Property ID Number	Applicable Zone	Land Area (ha)	Residential Dwelling Units	Notes
1	R5Z[1363]	0.21	0	-
2	R5Z[1363]	1.39	72	D07-12-20-0104
3	R5Z[1364]	0.25	0	-
4	R5Z[1363]	0.65	41	205 Eric Czapnik Way
5	R5Z[1415]	0.35	274	Proposed
Total		2.85	387	
Net Residential Density			136 units per ha	

Notes:

All land areas were measured were calibrated and measured using REVU Bluebeam and are approximate.

Net residential density is based on the area of land exclusively for residential use, including lanes and parking areas internal to developments but excluding public streets, right-of-way and all non-residential uses.

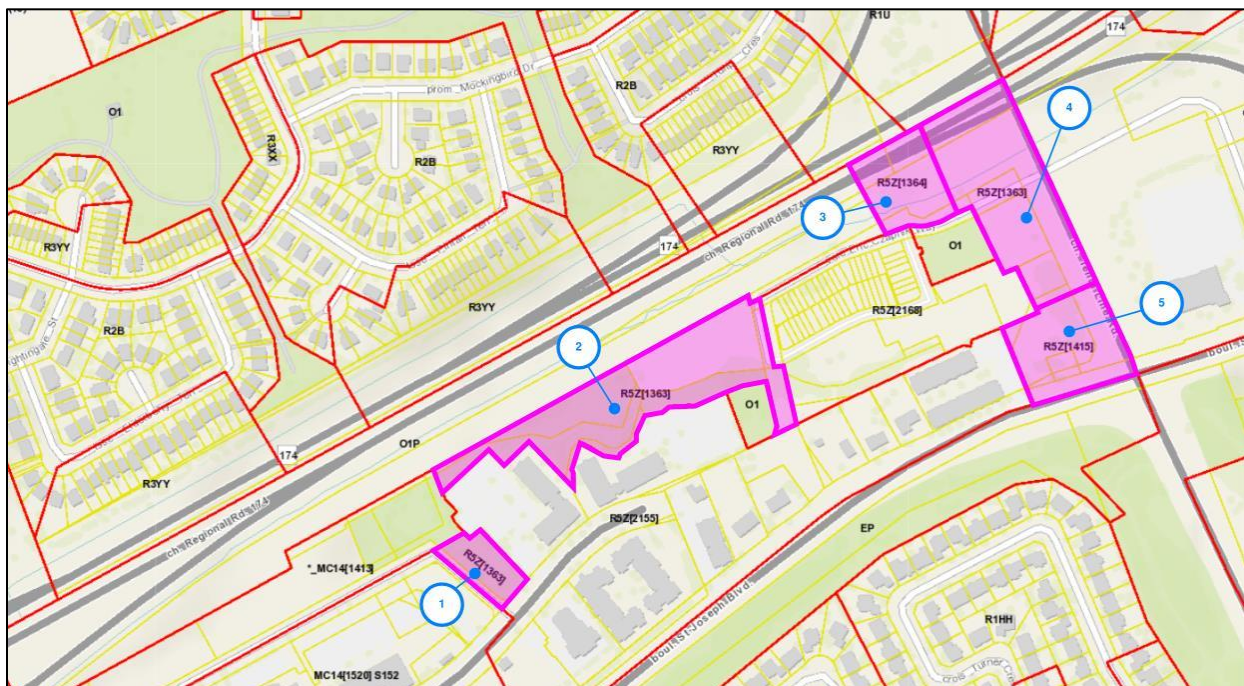


Figure 18: Excerpt from GeoOttawa showing applicable zones used in calculating minimum and maximum densities.

4.0 PUBLIC CONSULTATION STRATEGY

The public consultation strategy will involve a variety of methods as follows:

- Signage posting on the Subject Site which provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).
- Public consultation will also be conducted with the local ward councillor.
- Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City of Ottawa staff.

5.0 CONCLUSION

It is our assessment that the proposed residential development is consistent with the *2020 Provincial Policy Statement*, conforms with the *City of Ottawa Official Plan, Town Centre Secondary Plan (Former City of Cumberland)* and complies with *Zoning By-Law 2008-250*. This Planning Rationale along with the associated technical studies supports the development of the residential development.

The proposed development is an appropriate and desirable addition to the Orléans community and represents good planning.

Yours truly,

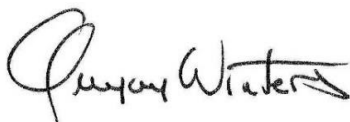
NOVATECH

Prepared by:



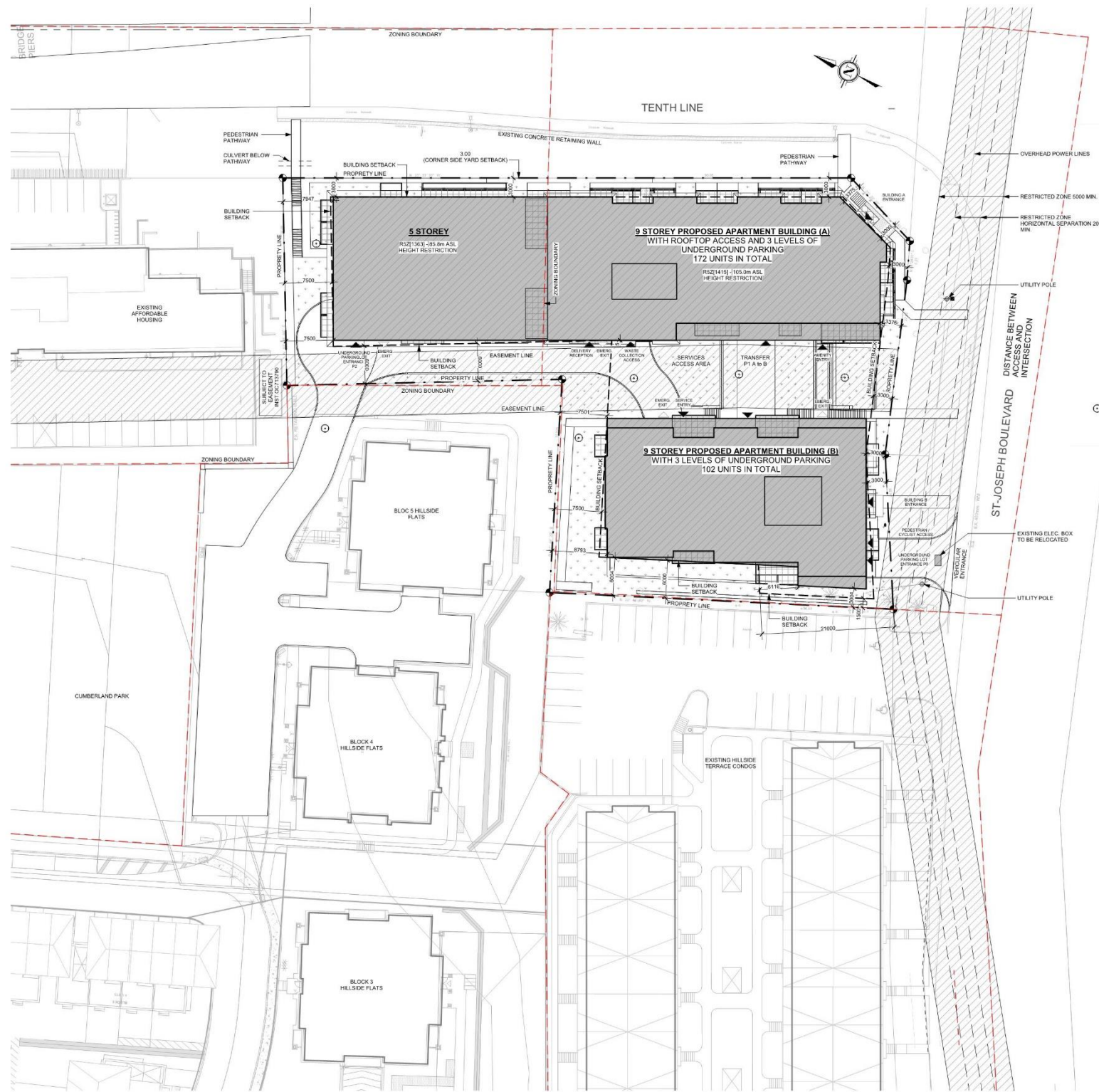
Robert Tran, M.PL.
Planner, Planning & Development

Reviewed by:



Greg Winters, MCIP, RPP
Senior Project Manager, Planning & Development

Appendix A
Site Plan REV 1.4
Prepared by Rossmann Architecture Inc.
Dated December 22, 2021



SITE PLAN LEGEND

- NEW CONSTRUCTION BUILDING
- NEW CONSTRUCTION RETAINING WALL
- GRASS
- INTERLOCK PATHWAY
- CONCRETE PATHWAY
- BUILDING ACCESS / EXIT
- PROPERTY LINE
- SETBACK LINE
- ZONING LINE
- TREE/BUSH

GENERAL NOTES

- NOTE A: NO PERMANENT BUILDING OR STRUCTURE SHALL BE PLACED WITHIN 300MM MEASURED RADIALY FROM ANY PRIMARY VOLTAGE CONDUCTOR OR EQUIPMENT MEASURED FROM THE CLOSEST PRIMARY CONDUCTOR (AT REST) TO THE CLOSEST POINT OF THE BUILDING OR STRUCTURE.
- NOTE B: ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCIES BETWEEN DRAWINGS WILL BE REPORTED TO THE PROJECT LEAD IMMEDIATELY FOR CLARIFICATION PRIOR TO COMMENCE ANY CONSTRUCTION.
- NOTE C: ALL GENERAL SITE INFORMATION AND CONDITIONS HAVE BEEN COMPILED FROM EXISTING PLANS AND SURVEY.
- NOTE D: CONTRACTOR IS RESPONSIBLE TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ALL ERRORS AND / OR OMISSIONS TO THE ARCHITECT.
- NOTE E: ALL CONTRACTORS MUST COMPLY WITH ALL CURRENT APPLICABLE CODES, REGULATIONS AND BYLAWS.
- NOTE F: DO NOT SCALE DRAWINGS.

PROJECT INFORMATION STATISTICS

SITE SUMMARY
 ADDRESS: 3277 ST-JOSEPH-BOULEVARD
 ZONING: RSZ (1415), RSZ (1363), RSZ(168)
 SITE AREA: 4965.04 m²
 PROPOSED USE: RESIDENTIAL APARTMENTS (274 UNITS) 3 LEVELS OF UNDERGROUND PARKING

ZONING SUMMARY

	REQUIRED	PROPOSED
MIN LOT AREA:	1000 m ²	4965.04 m ²
MIN LOT WIDTH:	22 m	58.53 m
BUILDING HEIGHT:	10 storeys	9 storeys

MINYARD SETBACKS

	REQUIRED	PROPOSED
FRONT YARD:	3 m	3m
CORNER SIDE YARD:	3 m	3m
REAR YARD:	7.5 m	7.5 m
INTERIOR SIDE YARD:	1.5-6 m	3-6m

LANDSCAPE OPEN SPACE: TBD
SOFT LANDSCAPING: TBD
HARD LANDSCAPING: TBD

VEHICULAR PARKING

	REQUIRED	PROPOSED
RESIDENTIAL APARTMENTS (274) UNITS EXCEPT UNDER ZONE 'Z'	0	157
AS PER TABLE 112		
VISITOR PARKING (274-12) UNITS	27	27
0.1 SPACES PER DWELLING:		
TOTAL VEHICULAR PARKING:	27	184
ACCESSIBLE PARKING (INCLUDED IN TOTAL PARKING COUNT)	1	3

BICYCLE PARKING

	REQUIRED	PROPOSED
RESIDENTIAL APARTMENTS (274) UNITS AS PER TABLE 114:	137	137
0.5 SPACES PER DWELLING:		

WASTE MANAGEMENT CONTAINERS

BUILDING	REQUIRED	AMOUNT
BUILDING 'A' - 172 UNITS		
GARBAGE (172 X 0.11Y = 18.92Y)	4Y1	5
RECYCLING (172 X 0.08Y = 6.24Y)	4Y1	2
ORGANICS (24G, per 50 UNITS = 4)	24G1	4
BUILDING 'B' - 102 UNITS		
GARBAGE (102 X 0.11Y = 11.22Y)	4Y1	3
RECYCLING (102 X 0.08Y = 3.84Y)	4Y1	2
ORGANICS (24G, per 50 UNITS = 3)	24G1	3

BUILDING SUMMARY

	GROSS FLOOR AREA	UNIT COUNT
LEVEL P3 PARKING:	1972.82 m ²	47
LEVEL P2 PARKING:	2940.47 m ²	85
LEVEL P1 PARKING:	2940.47 m ²	64
LEVEL P0 PARKING:	1108.87 m ²	18
GROUND FLOOR:	2982.45 m ²	30
LEVEL 2-9:	1972.19 m ²	244
TOTAL (incl. units):	21873.84 m ²	274

AMENITY SPACE

	REQUIRED	PROPOSED
0m ² REQUIRED PER UNIT:	164m ²	2134 m ²
COMMUNAL AMENITIES (50%):	820m ²	933.50m ²
TOTAL:	164m ²	3267.88m ²

BREAKDOWN:

PRIVATE TERRACES / BALCONIES 'A'	1483.8m ²
PRIVATE TERRACES / BALCONIES 'B'	650.8m ²
COMMUNAL ROOF TERRACE:	620m ²
COMMUNAL STAIR:	55.8m ²
COMMUNAL GROUND FLOOR:	113.81m ²
COMMUNAL EXTERIOR GRADE:	130.97m ²

UNIT STATISTICS

	PROPOSED
BEDROOM STUDIO:	9 units (3.29%)
1 BEDROOM:	111 units (40.81%)
1 BEDROOM + DEN:	83 units (30.29%)
2 BEDROOM:	69 units (25.19%)
3 BEDROOM:	2 units (0.72%)



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 Tel.: 514-600-1555

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PROJECT TEAM / ÉQUIPE DU PROJET

ARCHITECTE: Rossmann Architects

KEY PLAN / PLAN CLE:



1.4	ISSUED FOR SPCA	2021-12-22
1.3	FOR COORDINATION	2021-12-16
1.1	COORDINATION 33%	2021-11-16
	revisions	description

PHOENIX HILLSIDE

DRAWING NAME / NOM DU DESSIN:

GENERAL SITE PLAN CONTROL

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