FOTENN

1971 & 1975 St. Laurent Boulevard

Planning Rationale & Design Brief
Site Plan Control Application
March 18, 2022

FOTENN

Prepared for Starlight Developments

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1.0 Introduction

Fotenn Planning + Design has been retained by Starlight Developments to prepare this Planning Rationale & Design Brief in support of a Site Plan Control application, which is intended to facilitate the proposed infill development on the lands municipally known as 1971 & 1975 St. Laurent Boulevard in the City of Ottawa.

The purpose of the application is to permit the redevelopment of the property with three (3) high-rise, rental residential-use buildings with significant communal outdoor amenity space, a 4-storey above ground parking garage, internal private roadway, and public parkland dedication with frontage along St. Laurent Boulevard. The retention and integration of the proposed development with the two (2) existing 18-storey multi-unit residential buildings with 500-rental units, and associated vehicle access, loading areas, and easements, was a critical consideration of the design process and ongoing success of the property.

The proposed redevelopment of the property has been carefully designed to ensure full compliance with the provisions of Ottawa Comprehensive Zoning By-law (2008-250) and the current Arterial Mainstreet, Subzone 10, Height Max 54 metres Zone (AM10 H(54)) applied to the subject property. Therefore, to facilitate the proposed development, only a Site Plan Control application is required. The Site Plan Control process for the proposed development is intended to address site-specific design considerations such as landscaping, servicing locations, access/egress, building design & materiality.

Figure 1: Proposed redevelopment proposal from corner of Russel and St. Laurent.

To obtain a more complete understanding of the development proposal and the justification submitted to obtain the necessary planning approvals from the City of Ottawa, this Planning Rationale & Design Brief should be read in conjunction with the portfolio of technical drawings and reports prepared by the architectural team, engineering consultants, and other specialists as required by the City of Ottawa planning approval process.

A future severance application is anticipated to facilitate the creation of separately conveyable lots on the subject property and will be submitted under separate cover.

1.1 Public Consultation Strategy

Pursuant to the City's Public Notification and Consultation Policy, the above noted application will follow the Council-approved procedures for notification and consultation.

The required pre-application consultation meeting was held on September 21st, 2021, which involved City Staff and representatives from the Community Association. Starlight Developments has also met with the Ward Councillor to provide an overview of the proposal. Additional discussions with the City review team have been held leading up to this formal application.

These formal and informal discussions will continue to occur following submission of the application package. It is anticipated that the Ward Councillor will host a community information session following the submission of the applications to share the proposed development with the public. Additional public consultation events may be organized if requested by the Ward Councillor and/or Community Associations.

Other means of engagement and opportunities for input may include the statutory posting of notification signs by the City, posting on the City's Development Application (DevApps) website, and a formal review by the Ottawa Urban Design Review Panel (which is open to the public).

2.0
Site Context and Surrounding Area

The subject property is located at the corner of St. Laurent Boulevard and Russell Road in the Hawthorne Meadows-Sheffield Glen neighbourhood in the outer-urban, south end of the City of Ottawa. The subject property is approximately 2.5 kilometres south of Highway 417 (the "Queensway"), approximately 6.5 kilometres from the central business district of Downtown Ottawa, and immediately adjacent to the Elmvale Acres Shopping Centre (currently under redevelopment).

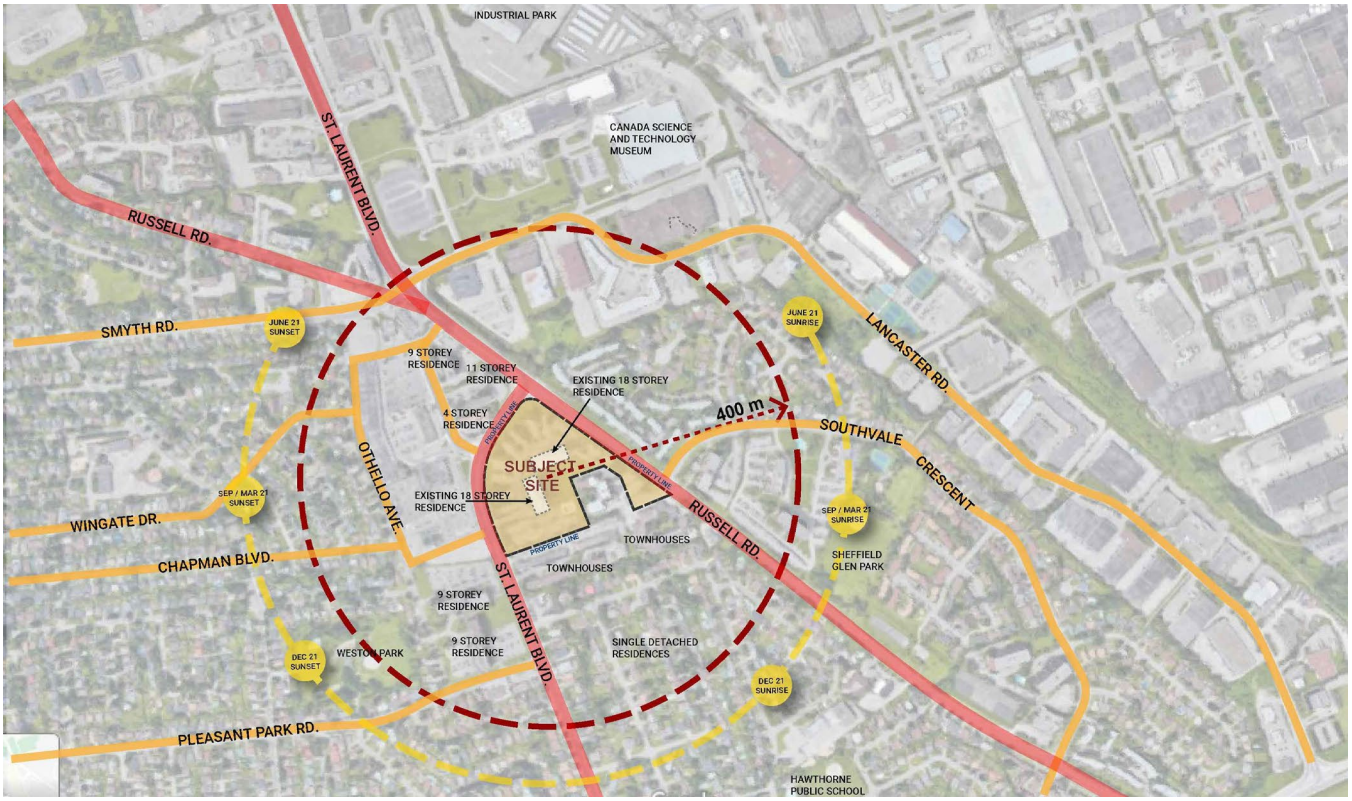

Figure 2: Site Context Aerial (Subject Property Noted) – Petroff Architects.

The lands are currently improved with two 18-storey apartment buildings located on the interior of the site, 500-rental residential units, and 505 surface parking spaces arranged around the edges. Two vehicle access points exist currently; one from Russell Road to the east and one from St. Laurent Boulevard to the west. Existing easements protect the drive aisle that connects these two (2) access points and will be preserved in the proposed development.

2.1 Surrounding Area

The subject property is surrounded by the following land uses:

North: North of the subject property is a block of residential buildings surrounded by streets on all sides, including low and high-rise apartment buildings. Further north is an industrial business park along Lancaster Road and the Canadian

Museum of Science and Technology. St. Laurent Boulevard north of the site is an important commercial mainstreet characterized by a range of retail, employment, and commercial uses.

East: East of the subject property is a low-rise residential neighbourhoods along Southvale Crescent. Further east is industrial lands along Lancaster and Sheffield Roads.

South: Immediately south of the subject property is Dwellingham Private, a private crescent bordered by townhouse dwellings with surface parking. Further south is a low-rise residential community comprised of primarily detached dwellings. Further south of the subject property is Hawthorne Public School.

West: Directly east of the subject property is the Elmvale Acres Shopping Centre, a single-storey retail strip plaza anchored by a retail food store, and hardware store and featuring a range of other retail uses and institutional (library) uses. In 2017, a comprehensive plan for the redevelopment of the Elmvale Acres Shopping Centre was approved as the Elmvale Acres Shopping Centre Secondary Plan. The redevelopment plan ultimately envisions new mixed-use buildings along the north and east frontages ranging in height from nine (9) to sixteen (16) storeys, and new commercial buildings along the western frontage. A new public park is proposed in the southwest corner of the site, supported by several new Privately Owned Public Spaces (POPS) throughout the site. The first phase of this redevelopment has been approved and is now under construction.

To the southwest is an existing mid-rise residential site which includes two (2), nine (9) storey residential buildings and surface parking. Further west is the Elmvale Acres neighbourhood comprised of low-density residential properties, municipal parks, and public schools.

Figure 3: Existing Street Context

2.2 Road Network

The nearby transportation network provides access to a range of daily goods and services, employment opportunities, various residential communities, and access to the central downtown and business district by means of active, public, and private modes of transportation.

The subject property fronts Russell Road to the east, a designated Arterial Road continuing north as St. Laurent Boulevard and connecting to Highway 417 and the north end of the City. The subject property also abuts the extension of St. Laurent Boulevard to the west, a designated Major Collector connecting to Walkley Road in the south. Arterial Roads are intended to carry large volumes of traffic over long distances. Major Collectors connect communities and distribute traffic between the arterials and local roads. Both roads are envisioned to accommodate transit services. In this sense, the surrounding road network is well situated to accommodate increased traffic activity and accommodate changing mobility habits, including increasing cycling infrastructure and transit service.

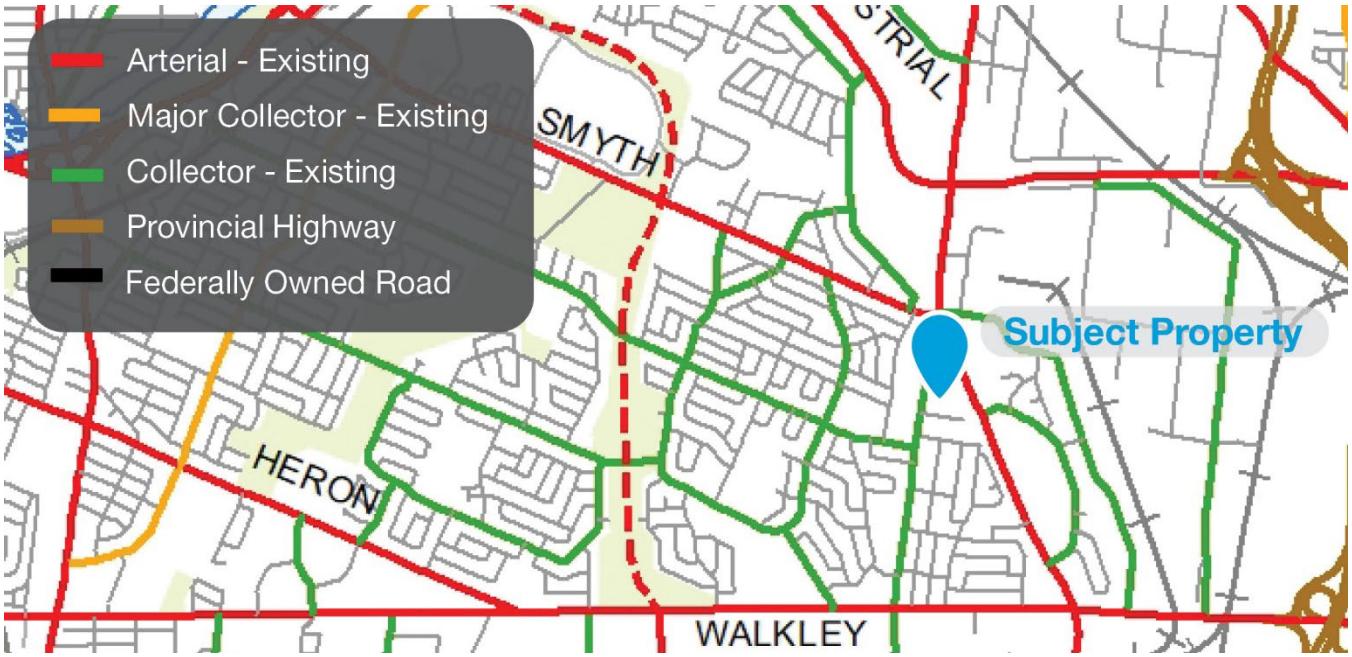

Figure 4: Excerpt from Schedule E, Road Network, City of Ottawa Official Plan

2.3 Transit Network

The subject property is ideally located adjacent to the future transit station at Elmvale Acres, as identified on Schedule D of the Official Plan. Ultimately, this station will be a part of the planned Bus Rapid Transit (BRT) line which is intended to connect to a future station at St. Laurent and Innes Road to the north, and with the planned Baseline BRT to the west (which is to be constructed by 2031 to connect Heron Station to Bayshore Shopping Centre in the west), providing a major east-west rapid transit service south of the core.

The subject property also abuts a Transit Priority Corridor with isolated measures on St. Laurent Boulevard south of Russell Road. Generally, isolated measures will relate to peak hour bus lanes, or queue jumps to improve transit efficiency along key corridors.

Figure 5: Excerpt from Schedule D, Rapid Transit Network, City of Ottawa Official Plan

2.4 Active Transportation Network

The subject property is located within an established and well served mixed-use neighbourhood in Ottawa. The site context offers ease of access to a full array of amenities, educational facilities, recreation options, and employment opportunities reducing the need for private personal vehicle trips for future residents and visitors of the proposed building. On-road cycle lanes are provided along St. Laurent Boulevard north of Russell Road, including recently installed grade-separated cycle tracks on the west side for southbound cyclists. Future facilities are planned for Smyth Road which will provide access to the north-south cross-town bikeway through the Ottawa General Hospital lands.

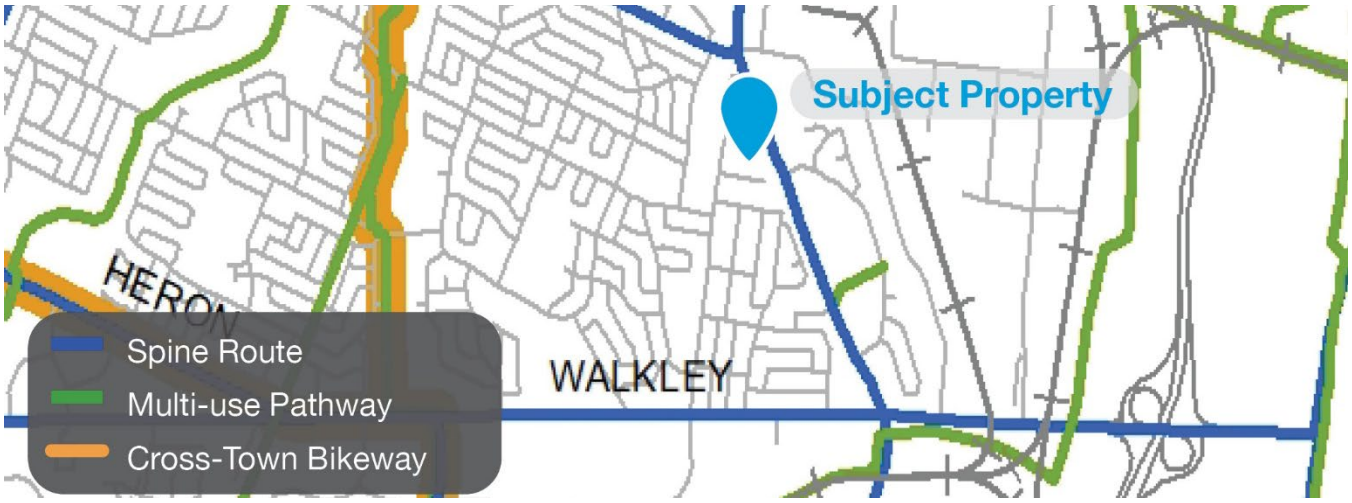

Figure 6: Excerpt from Schedule C, Primary Urban Cycling Network, City of Ottawa Official Plan

3.0
Proposed Development & Design Brief

3.1 Proposal Summary

The proposed development consisting of three high-rise (17-storeys) residential buildings (Figure 15), represents Phase 2 in the overall development plan of the property with Phase 1 consisting of the two existing 18-storey residential buildings constructed in the mid-1970s. In total, at full build-out, the site is proposed to consist of over 1,000 residential rental units.

Figure 7: Aerial of Proposed Development (Looking north-east)

As illustrated above, the proposed development consists of four (4) new buildings in total including three (3) 17-storey multi-unit residential buildings (referenced as Building A, Building B, and Building C) on the north and west side of the site with frontage along St. Laurent Boulevard and Russel Road. The fourth building (Building D) is proposed as a 4-storey above-grade parking garage to service the entire property and is located internally on the site and accessed via the existing surface parking area. The transition of building forms is provided along to the south and east, with the provision of ample tower separation, and the low-rise podium built-form, massing and residential entrances at-grade. In total, the subject property will contain five (5) high-rise residential buildings providing 1,000 residential rental units.

Table 1 below provides a summary of the proposed development statistics:

Total Project Statistics	
Lot Area	15,540m^2
Units	501 rental units (32 three-bedroom, 155 two-bedroom) - Building A: 165 units - Building B: 168 units - Building C: 168 units - 500 rental units in existing buildings on site.
Building Height	- Building A: 17-storeys - Building B: 17-storeys - Building C: 17-storeys - Parking garage: 4-storey
Building Area	38,956m^2 total GFA - Building A: 12,806m^2 - Building B: 13,075m^2 - Building C: 13,075m^2
Building Setbacks	3-metres from St. Laurent Blvd
Tower Floorplate	750m^2 for all towers
Tower Separation	>23 metres for all towers
Commercial Area	None
Parking	701 spaces total for proposed and existing units - Above-ground parking garage: 346 spaces - Parallel off drive-aisle: 18 spaces - Surface parking lot: 337 spaces
Bicycle Parking	500 spaces total for proposed and existing units
Amenity Space	7,010m^2
Total Landscaped Area	8,000m^2
Parkland Dedication	10% of impacted lot area (1,554m^2)

3.2 Proposal Description

As summarized in the above table, fronting onto St. Laurent Boulevard are the three (3) proposed 17-storey residential buildings referred to as Building A, Building B, and Building C (See site plan). Building A consists of 165 residential units while Buildings B & C propose 168 residential units each; no commercial space is provided within the proposed site redevelopment program. The proposed development contributes to a healthy mix of unit types, including 155 two-bedroom units and 27 three-bedroom units, to ensure options for various tenants and families in the area.

The proposed 4-storey, above-grade parking garage is located on the interior of the site and adjacent to the existing high-rise buildings and contains 346 parking spaces.

Given that the property is quite large, the proposed Site Plan intends to use various design elements to break up the “super block”. In additional to internal courtyards, pedestrian and cycling pathways, building and podium placement, a north-south private way adds connectivity between Russel Road and St. Laurent Boulevard through the site.

The programming and layout of the proposed development on this block has been designed to ensure high-levels of porosity and connectivity throughout. The proposed site layout offers multiple entry points for residents and visitors which promotes ease of access and logical movement to the internal elements as well as destinations in and around the proposed development. In this way, the proposed development will be logically incorporated into the surrounding community, promoting a more fulsome urban fabric and mobility network in this neighbourhood.

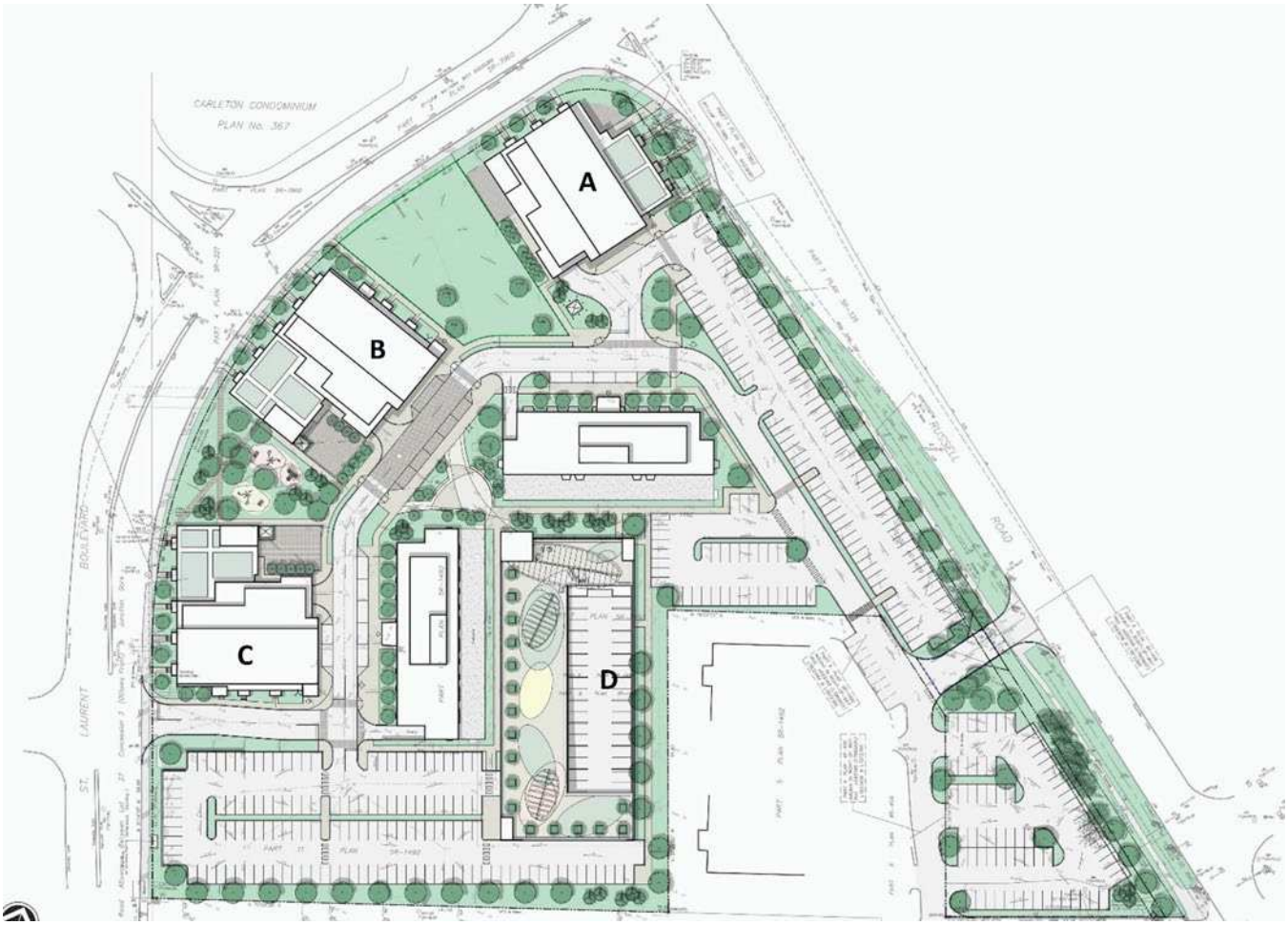

Figure 8 Proposed Site Plan.

3.3 Integration to Existing Site

Integration and compatibility with the existing high-rise residential buildings onsite was a critical consideration of the proposed design. Considerations included integration of parking, access/egress, and amenity space for both the existing and proposed buildings.

3.4 Amenity Space

A central element of the proposed redevelopment program of this portion of the property is the provision of outdoor, landscaped and programmed amenity space. Amenity space will be provided through a combination of, indoor spaces, exterior courtyards adjacent to each building, private landscaped park space between buildings B and C, and rooftop terrace space above the second and sixth levels for each building. A large communal amenity space is also provided atop

the four-storey parking garage. In total 7,010 square metres of amenity space is provided including 6,245 square metres for communal use. Further, a 1,554m^2 public parkland dedication is included within the overall redevelopment plan and proposed to be located between Buildings A and B with frontage along St. Laurent Boulevard and the internal private roadway and sidewalk network.

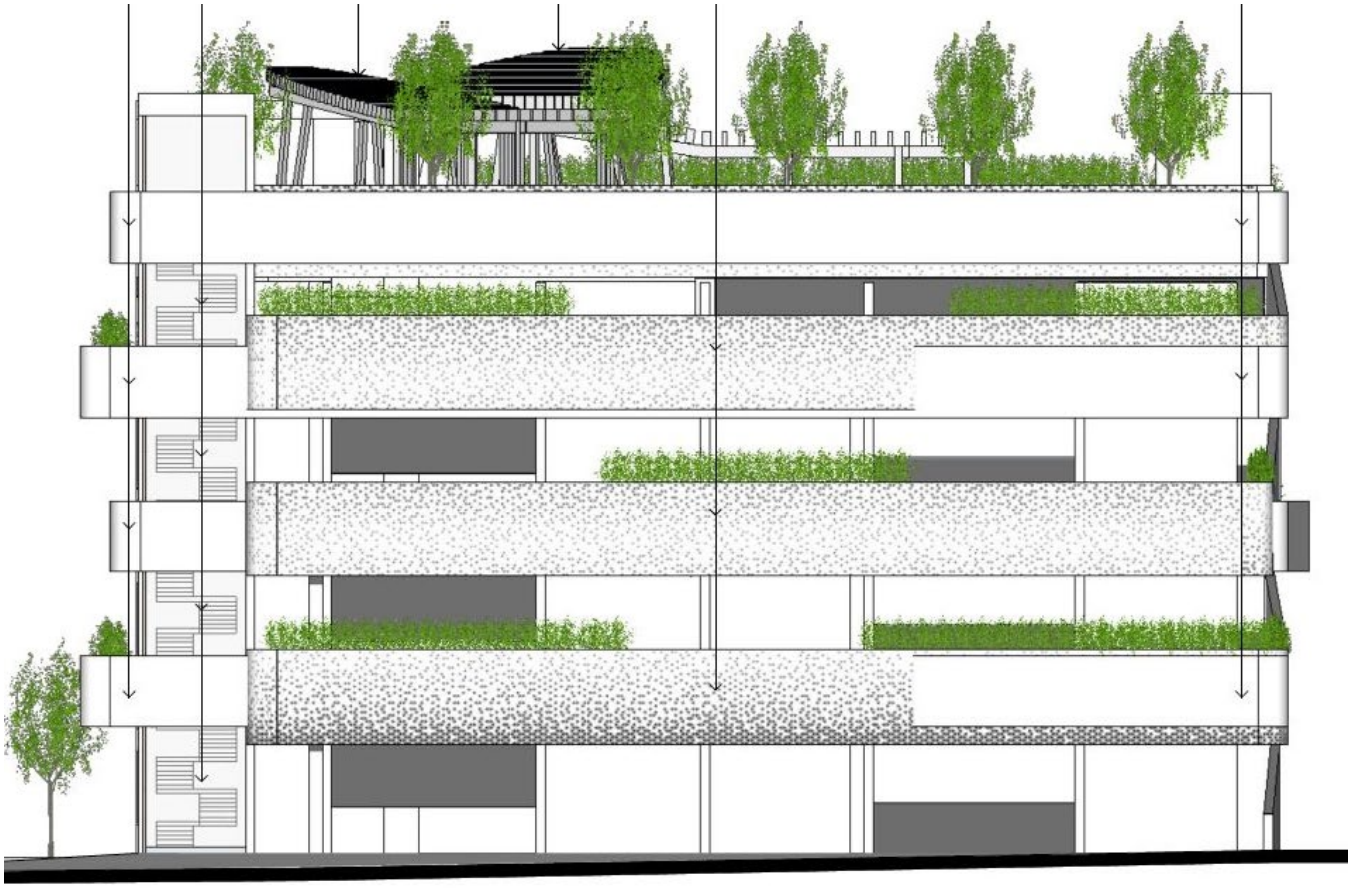

Figure 9 Proposed parking garage south elevation with rooftop amenity area landscaping shown.

3.5 Massing and Articulation

The orientation and design of the proposed infill buildings ensures ample frontage on the public realm with direct access for at-grade residential units from St. Laurent Boulevard, Russel Road, the at-grade courtyard, proposed public park, the internal landscaped amenity spaces, and the sidewalk along the proposed internal private roadway.

As noted, the proposed buildings are 17 storeys in height, consisting of 15 storey towers atop, 2-storey podiums. With respect to built-form, the design response for the proposed development includes the strong 2-storey podium base for each building that recognizes the existing built context, complemented with dark brick materiality. To maintain the strength of the podium as the focal point of this development, the towers for each building are proposed to be comprised of lighter materials to provide a background component to the built form. Additional consideration for the built form include the small tower floorplates (750m2) that reduce concerns of shadowing, overlook, and loss of sky views for abutting and nearby neighbours.

Buildings C and B are essentially mirror images of each other, each framing the proposed private courtyard park area with frontage on St. Laurent Boulevard as well. Building A has frontage on both St. Laurent Boulevard and Russel Road. The tower portions of each building are each setback over 23 metres from the proposed and existing towers on-site as well as the low-rise built-form to the north and south.

The façades of the podiums have been designed to provide openness and visual connection to the public realm and are intended to animate the street and give access to residential units and lobbies off of the interior private ring-roadway. Therefore, one of the most prominent features of the project will be its civic value as a building that offers an enhanced streetscape and definition to public space.

The design inspiration of the three towers is based on principles of symmetrical clarity and openness that is reflected in its strong balance of vertical and horizontal organizations. Each building consists of two complimentary volumes, a transparent grouping of horizontal volumes and a prominent vertically oriented volume facing St. Laurent Boulevard. The relationship between these two main elements is emphasized through a subtle articulation in both plan and elevation that translates into a dynamic variation in massing that responds to the immediate urban environment.

The shifting in the floor plates reduces the overall massing and also allows for residents to have views towards the Downtown Ottawa and the Rideau River in the distance rather than on the immediately abutting residential neighbours. The massing and proportions of the building are in harmony with the existing context, creating an articulated lower and upper tower volume.

All three towers have a strong architectural form with connections to the sky through more light and transparent horizontal volumes and floor-to-ceiling clear glazing, and responds to the land with a more solid podium massing. These elements are combined to generate a balance of heaviness and lightness that enhance the contemporary qualities of urban living. The project aims to contribute to the continuing growth of the Alta Vista ward, and the broader surrounding neighbourhoods in south Ottawa.

Figure 10 Buildings C (right) and B (left) looking from St. Laurent.

Figure 11 Building A (left) and B (right) with parkland dedication (centre). The existing high-rise building is viewed in the background.

3.6 Parking and Access

Vehicle access to the site including the 18-surface parking spaces parallel to the internal private roadway is provided midblock along St. Laurent Boulevard with secondary access provide from the existing setting along Russel Road. Pedestrian and Cyclist access is provided at numerous locations throughout the site further emphasizing the connectivity and integration of the site to the broader community. Vehicle drop-off areas have been incorporated onto the private roadway adjacent to each building for vehicles to manoeuvre in and out of the site in a smooth and uninterrupted manner. A modest amount of surface parking is proposed for deliveries, rideshare programs, and other short-term uses along the private roadway. Tenant parking will be located in the above ground structure and the existing surface parking area.

The subject property is located directly adjacent to a Transit Priority Corridor, a future BRT Station, and a Cycling Spine Route. It therefore represents a significant opportunity for intensification in proximity to active and public forms of transportation where multi-modal access will be available; shifting emphasis away from private vehicle usage. Pedestrian and cycling connectivity to St. Laurent Boulevard, Russel Road, Smyth Road, Elmvale Acres Shopping Centre and the broader community were important organizing elements to the design.

As mentioned, the 346 above-grade parking spaces are also provided internal to the site with access via the St. Laurent Boulevard entrance and is programmed to service all proposed and existing units on the site. The proposed at-grade parking area is maintained in its previous location and is sufficiently separated and screened from the public realm. Pedestrian access points to the site are provided from the north, east, and west with connections to the expanded proposed public Parkland and the private courtyard park space, and individual residential units. Loading spaces are

provided for each individual building internal to the site from the private internal roadway. Further, the private roadway provides 1.8 metre wide sidewalks for internal pedestrian movement on both sides of this right-of-way.

A total of 500 bicycle parking spaces (1 per unit) have been distributed throughout the site, at-grade and outdoors along St. Laurent and Russel and within the interior courtyard area. Of the 701 vehicle parking spaces provided, 500 spaces are proposed for residential parking with 201 spaces proposed for visitors; resulting in a residential parking rate of 0.5 spaces per unit.

Figure 12 Building C, surface parking area, and Parking Garage from St. Laurent (Existing high-rise in background).

3.7 Building Location and Programming

The proposed Site Plan for the large property proposes the previously mentioned three (3) distinct building massing, to contribute to a variety of building profiles, an articulated skyline when viewed from a distance and a transition in height to the existing and planned function of the area and to the low-rise areas to the south.

The proposed infill development is intended to contribute to the fabric of St. Laurent Boulevard as an Arterial Mainstreet by providing a building massing which is complementary of the desired scale, intended to frame the right-of-way. The proposed buildings include only one vehicular access from St. Laurent Boulevard, strengthening the pedestrian experience on this corridor, as it evolves.

The proposed development has been designed to fit within the envelope and objectives of the existing zoning framework, with no amendments required. Along St. Laurent Boulevard, the proposed buildings area situated near to the front property line with a landscape treatment and active residential entrances to contribute to the established continuous street frontage anticipated of an Arterial Mainstreet. The podiums of the three high-rise buildings are designed to provide a compatible mass and scale considering the existing and planned context of the area with all three buildings setback three-metres from the R.O.W.

Considering the proposed public park space, private courtyard, and active residential uses, this animation at-grade will promote a vibrant and transparent interface with the public realm. The design approach is consistent with other apartment buildings in the immediate area, contributing to a consistent yet aesthetically interesting building rhythm and streetscape along this corridor. Importantly, with the buildings set back at 3-metres, significant tree planting at the street edge can be accommodated.

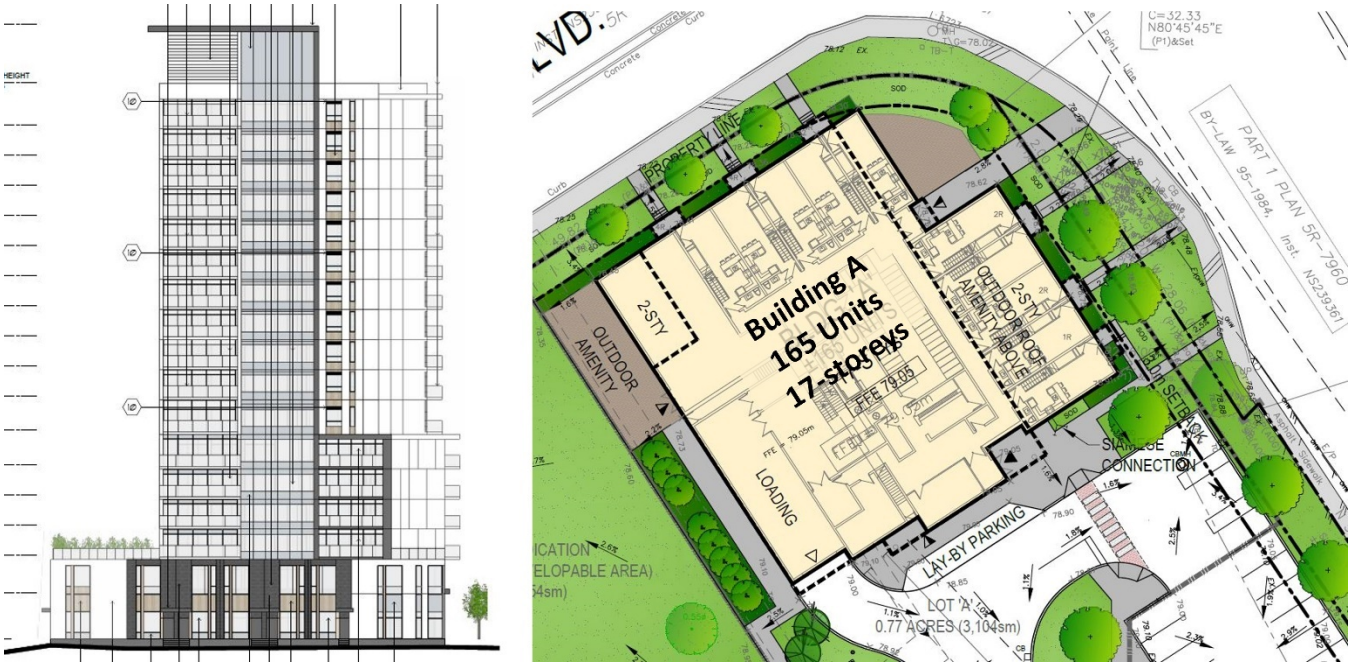

Figure 13 Building A Site Plan and front elevation.

Figure 14 Building B Site Plan and front elevation.

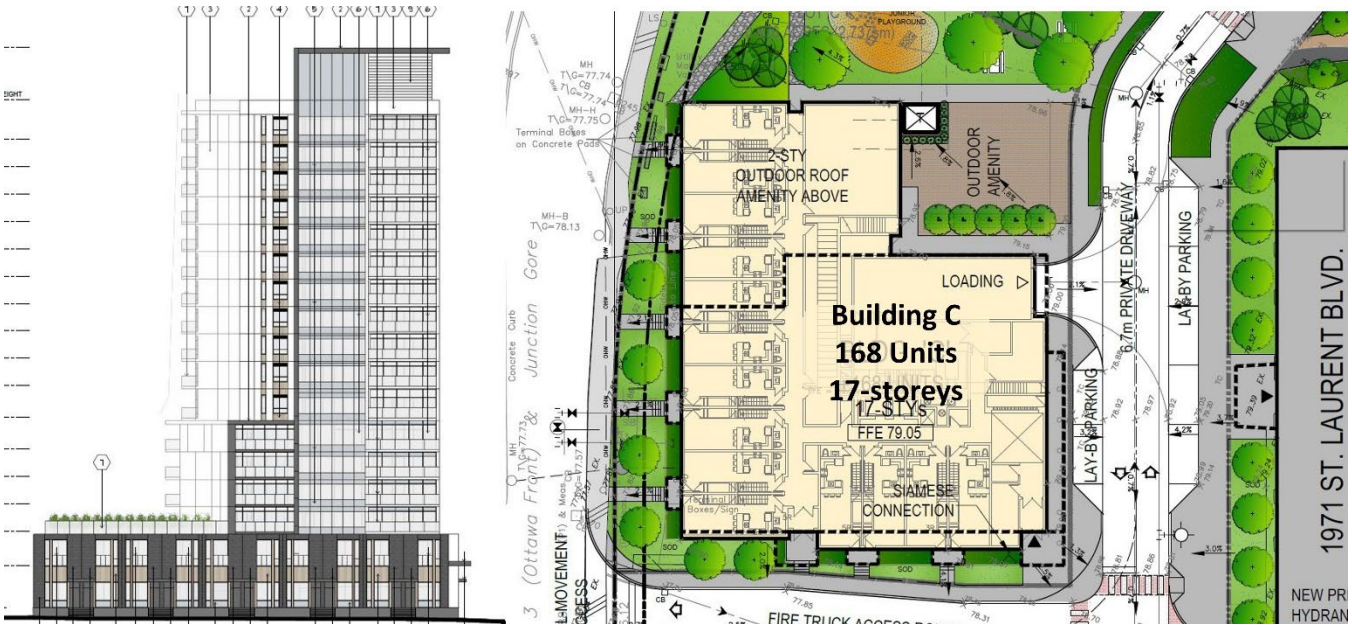

Figure 15 Building C Site Plan and front elevation.

3.8 Landscape Plan Approach

The contemporary landscape design proposed is consistent with, and integrated into the architectural expression of the buildings. It includes strong linear gestures as well as organic forms to reinforce important sightlines and connections. The approach is to establish a strong sense of place and a reflection of the context, programming elements and provide gathering spaces for residents and visitors to promote social interaction and community connectivity.

A parkland dedication is provided along St. Laurent which will be planned and developed by the City. Vegetated / sodded buffers are provided between the buildings to buffer the junior and senior play areas from adjacent roads. Landscaping is provided strategically to enhance the proposed pedestrian walkways, and building entrances include front yard landscaped pedestrian walkways. The amenity space above the 4 storey parkade includes decorative unit paving, raised planters, trellis features and lounge/dining areas for social interaction.

In its entirety, the development will benefit from a considerate and complementary landscaping treatment along the site's perimeter and the internal courtyards, rooftop patios, and private roadways. As the impacted portion of the subject lands borders two (2) public streets, an important element of the landscaping approach will be to enhance the interface between the public and private realm while assisting in promoting appropriate and beneficial transition outwards to the existing surrounding community. The areas between the new buildings the public realm, the internal amenity space, and the proposed parkland dedication provides opportunities for well-landscaped gathering space with residential entranceways to optimize usable space and act as a functional front yard for residents. Children's play space has been proposed within the at-grace amenity space between Building C and D. This space would be predominantly soft landscaping with an area of open lawn and modest area for children's play equipment.

The amenity space provided throughout the development will be available to tenants and will act as important element of the site's program encouraging a sense of community between the building and the public both in the future programming as well as the built form along the street. This broad range of amenities and services on the site, distributed at-grade and within the buildings contribute to a strong, vibrant community focus for the development and the broader neighbourhood.

As mentioned above, internally, the proposal includes a private roadway and pedestrian pathways to ensure permeability and ease of mobility for users of the site as well as a sizeable and programmable courtyard which will contain newly planted trees, shrubs and grasses to encourage an enjoyable experience, visual amenity, and appropriate privacy for those dwellings with windows facing the internal area.

A larger, consolidated amenity space is proposed as part of the development plan in the form of a landscaped courtyard framed by buildings B and C and with frontage along St. Laurent. The Courtyard (along with the proposed parkland dedication between Buildings A and B) functions as a community /and project focal point and both allowing for appropriate tower separation. The abutting proposed building podiums for all three buildings are an appropriate scale to the courtyard, park, and public realm, to be functional and comfortable for users. Communal internal and rooftop amenity space is also included for the tenants at-grade, atop the podium of all three buildings as well as atop the 4-storey parking garage, incorporated in the building design. Balconies are proposed to allow for private amenity for tenants.

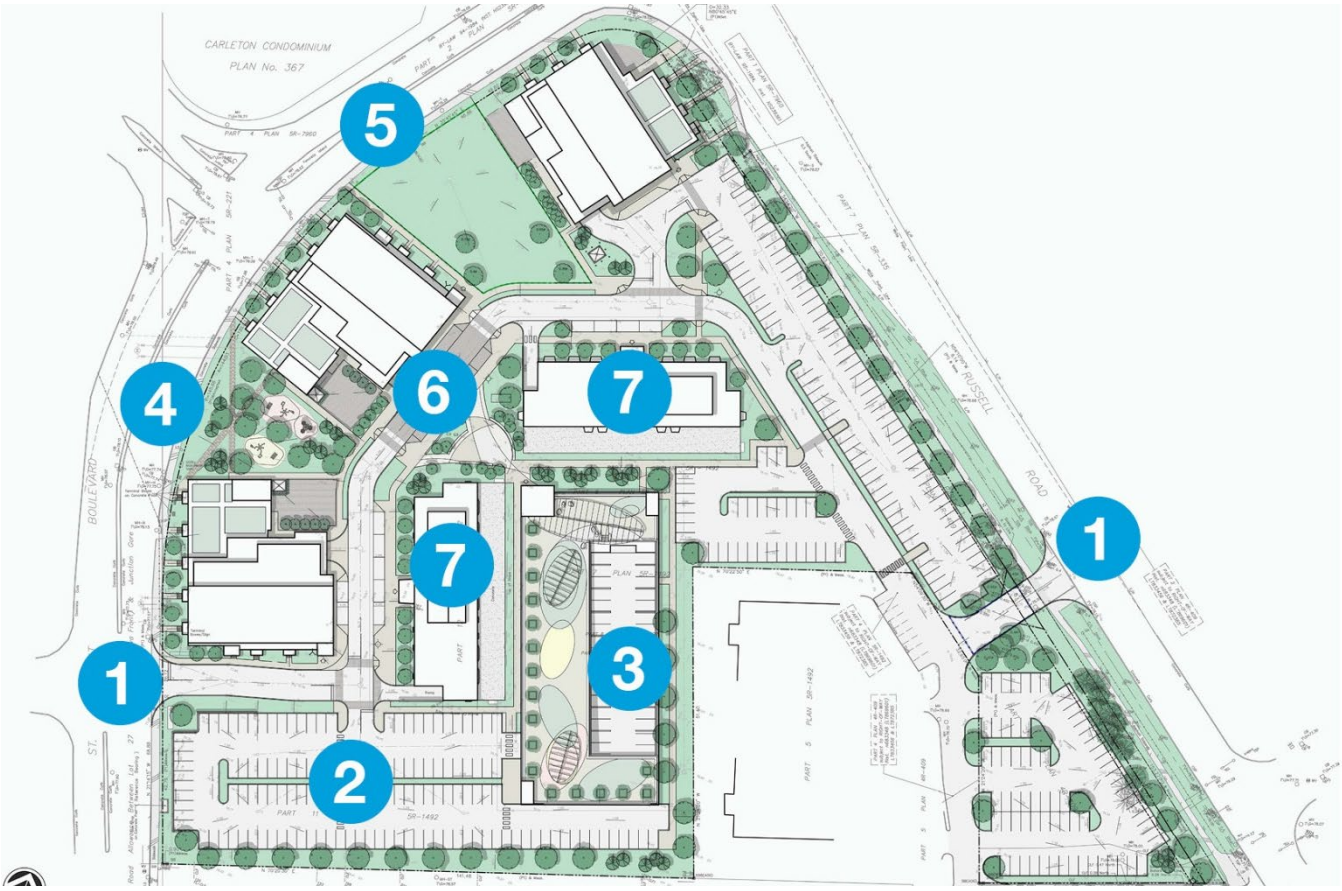

Figure 16: Key Elements of Proposed Site Layout (1 -Access Points; 2 -Surface Parking Area; 3 – 4-storey above-ground parking structure; 4 – At-grade landscaped private amenity space; 5 – Proposed Parkland dedication; 6 – Internal drive aisle with sidewalks; 7 – Existing 18-storey residential buildings.)

4.0
Policy and Regulatory Framework

4.1 Provincial Policy Statement

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

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment.

4.1.1 Building Strong Healthy Communities

Section 1.0 of the PPS recognizes that "efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities…" and provides policies to achieve these healthy communities throughout Ontario. Within this section, the policies applicable to the site and proposed development are as follows:

Section 1.1: Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

(a) promoting efficient development and land use patterns…;
(b) accommodating an appropriate affordable and market-based range and mix of residential types, employment,…, 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) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns…; and
(e) ensuring that necessary infrastructure and public service facilities are or will be available….

The proposed development is located within the urban boundary, on a serviced lot, on a designated transit priority corridor. As a site directly abutting an Arterial Mainstreet and on the edge of an established neighbourhood already characterized by high-rise development, the site presents an opportunity for the efficient use of land in proximity to existing amenities and services including parks, schools, employment, retail, and transit. The proposed development will contribute to the mix of housing types sizes to accommodate a variety of family and tenant compositions.

Subsection 1.1.3: Settlement Areas

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

(a) efficiently use land and resources;
(b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available…;
(c) support active transportation; and
(d) are transit-supportive, where transit is planned, exists or may be developed.

The proposed development is on an existing underutilized portion of the lot within the urban boundary where services, amenities, facilities, transit, and infrastructure are readily available. The site is located along a transit priority corridor and is within walking distance of a services and amenities, including parks, schools, employment, retail, and future rapid transit.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including

brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The subject site is an appropriate location for development that promotes opportunities for transit-supportive intensification within close proximity to the existing Elmvale Acres bus terminal and future Bus Rapid Transit station. The proposed development will provide a significant supply and range of housing options through intensification and redevelopment.

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 proposed development conforms to the policies of the Official Plan as they relate to intensification and compatible development and responds to the City's urban design guidelines, as discussed below.

Section 1.4: Housing

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:

(a) permitting and facilitating:
    1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
(b) 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;
(c) 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;
(d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
(e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development, which is on an existing underutilized lot within the urban boundary, will contribute to achieving residential intensification in an appropriate location to make use of existing services, including infrastructure and transit.

Section 1.5 Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 Healthy, active communities should be promoted by:

(a) planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;

The proposed development encloses the street edge with active at-grade residential uses that feature large amounts of glazing and active entrances to the sidewalk. Furthermore, the proposed development will support the reinvigoration for this portion of St. Laurent Boulevard, which is currently characterized by surface parking lots.

Section 1.7 Long-Term Economic Prosperity

1.7.1 Long-term economic prosperity should be supported by:

(a) promoting opportunities for economic development and community investment-readiness;
(b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;

(c) optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;
(d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
(e) 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.

The proposed development provides additional residential opportunities within the urban boundary and enhances the vitality of the nearby residential community and an existing Arterial Mainstreet and shopping areas. The design of the development promotes an improved sense of place along St. Laurent Boulevard by creating a continuous street edge and providing active at-grade uses.

Section 1.8 Energy Conservation, Air Quality and Climate Change

1.8 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:

(a) promote compact form and a structure of nodes and corridors;
(b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
(e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

In total, at full build-out, the site is proposed to consist of over 1,000 residential rental units. Therefore the proposed development provides additional residential intensification within an existing walkable community and at the intersection a transit priority corridors in close proximity to future rapid transit. Further, the development will offer a mix of residential unit types, and create a sense place along this portion of St. Laurent. The proposed building is located on an infill site and will have environmental benefits as it will reduce development pressure on outlying areas which, in turn, helps to safeguard lands that serve important ecological functions and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions.

In summary, through providing residential intensification on a serviced lot that is currently underutilized at the intersection of a transit priority corridors and future BRT station, the proposed development is consistent with the objectives and intent of the Provincial Policy Statement.

The proposed development represents an efficient redevelopment of the lands proposing a compact form and residential uses in proximity to existing transit, amenities, and public services. The development will promote active transportation given its location within the City's network of pedestrian and cycling infrastructure.

The range of unit sizes provided will ensure a diversity of housing opportunities in this area. Residential intensification of the currently underutilized subject property will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit.

4.2 City of Ottawa Official Plan

The overarching policy document directing development, land use, and growth in the City of Ottawa, the City of Ottawa Official Plan ('Official Plan'), is composed of eight (8) sections. Each of these addresses a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions or growth and development within the City.

The City's population is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. One third of housing growth is anticipated within the greenbelt with the Official Plan anticipating a population growth from 562,000 to 591,000 within the Greenbelt (OP Figure 2.2). At the same time, average household size inside the Greenbelt is expected to decline from approximately 2.18 people in 2021 to approximately 2.12 people in 2031.

Therefore, much of the anticipated demand within the Greenbelt will be for new housing in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. Managing Growth
    a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
    b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

2. Creating Liveable Communities
    a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
    b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

4.2.1 Managing Growth

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network and specifically the rapid transit network. Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Plan directs growth to locations with significant development potential.

Policy 1 of Section 2.2.2 defines residential intensification as the "intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses."

The proposed development seeks to redevelop an underutilized portion of the property currently characterized by surface parking within the built-up area and is therefore residential intensification as defined by Section 2.2.2, policy 1 of the Official Plan.

Policy 3 of Section 2.2.2 states that target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and that these areas are located on the Rapid Transit and Transit Priority Network as defined on Schedule D.

The proposed development is on a property that is designated Arterial Mainstreet and abutting a Transit Priority Corridors in close proximity to future planned BRT and is therefore within a target area for intensification.

Further, Policy 4 states that the City's target for residential intensification, as defined in Policy 1, is the minimum proportion of new residential dwelling units and accommodation based upon building permit issuance by calendar year in the urban area. The target for 2017 to 2021 is set at 40% of all permits issued being for intensification. Policy 5 states that the minimum targets, expressed in jobs and people per gross hectare, are set out in Figure 2.3 and applied to those target areas with the greatest potential to support the Rapid Transit and Transit Priority Networks.

In Figure 2.3, the St. Laurent t Arterial Mainstreet (which includes the subject site) is prescribed a density target of 120 jobs and people per gross hectare up from the 2012 density calculation of 84 jobs and people per gross hectare.

The Residential Land Strategy document referenced in Policy 8 of Section 2.2.2 was utilized to establish growth and density targets for identified priority mainstreets throughout Ottawa. To arrive at the density target of 120 jobs and people per gross hectare, the Strategy established a target unit growth of 1,500 new residential units between 2021 and 2031 with an overall unit growth 2,250 by 2031 and a long-term target of 7,625 new units post 2031.

Through providing 501 new residential rental units on this underutilized portion of the lot in close proximity to amenities, employment areas, and higher-order transit, the proposed development contributes to achieving the established growth targets for the St. Laurent Arterial Mainstreet corridor.

Policy 10 of Section 2.2.2 states that intensification may occur in a variety of built forms provided urban design and compatibility objectives are met. Policy 11 states that the distribution of appropriate building heights will be determined by:

- The location in a target area for intensification or by proximity to a rapid transit station or transit priority corridor, with the greatest height and the tallest building heights being located closest to the station or corridor; and,
- The design and compatibility of the development with the surrounding context and planned function as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.

The subject site is appropriate for high-rise development given its immediate proximity to a transit priority corridor, existing high-rise development, and future rapid transit stations which are scheduled for revitalization projects further improving multi-modal connectivity to amenities, employment areas.

Policy 12 and Figure 2.4 of Section 2.2.2 defines building heights as follows:

- Low-Rise: 4 storeys or less
- Mid-Rise: 5 to 9 storeys
- High-Rise: 10 to 30 storeys
- High-Rise 31+: 31 storeys or greater

Policy 14 of Section 2.2.2 states that permitted building heights are established in the land use designation policies of Section 3 of the Official Plan.

The land use designation policies of Section 3 relating to Arterial Mainstreets are discussed below.

Policy 16 of Section 2.2.2 states that the location of high-rise building is influenced by the need to provide adequate separation distance from other existing and potential future high-rise buildings. Separation distances are therefore to be considered when considering sites for development of high-rise buildings.

As detailed on the submitted site plan, each proposed new tower is setback at-least 23 metres from existing and proposed high-rise development on the site to ensure compatibility and appropriate scale throughout the subject site.

4.2.2 Land Use Designation

The subject property is designated “Arterial Mainstreet” on Schedule B, Urban Policy Plan, of the Ottawa Official Plan. Arterial Mainstreets are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places. The intent is that the majority of lot frontages will be occupied by buildings and with minimal setbacks. Arterial Mainstreets are also intended to take full advantage of their function multi-modal transportation corridors.

A broad range of uses are permitted on Arterial Mainstreets including retail and service commercial uses, offices, residential and institutional uses. Redevelopment and infill are encouraged on these streets to optimize the use of land through intensification, in a building format that encloses the street edge with active frontages that provide direct pedestrian access to the sidewalk.

The proposal meets the intent of the Arterial Mainstreet designation through providing a site layout and building designs that locate the buildings at the street and redevelops the underutilized portions of the lot with a high-rise residential-use development that significantly improves the existing condition, frames the public realm, and provides residential density to the St. Laurent Boulevard Arterial Mainstreet Corridor.

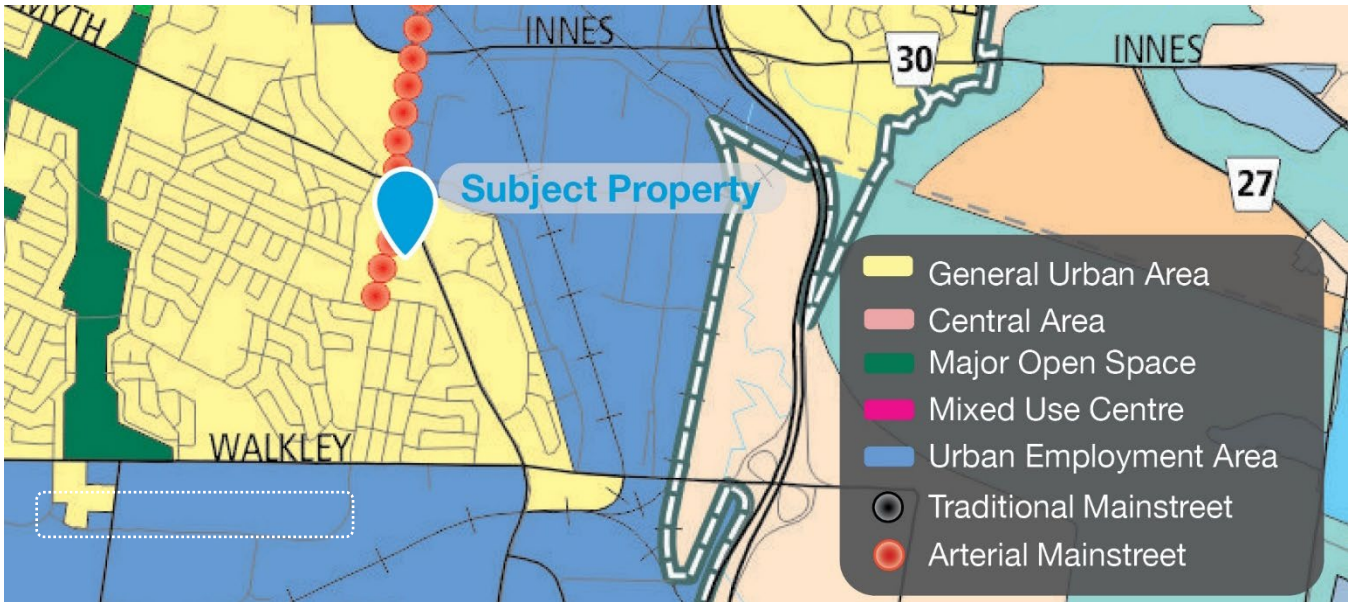

Figure 17: Excerpt from Schedule B, Urban Policy Plan, City of Ottawa Official Plan

Specifically, relevant policies under the Arterial Mainstreet Designation include:

Policy 1: Arterial Mainstreets should be planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places. To facilitate this evolution, the Zoning By-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function.

The proposal will provide additional housing opportunities in the community in the form of three (3) well-designed, high-rise mixed-use buildings. The placement and design of the buildings ensures a positive interface with the public realm while the location overall will facilitate a healthy mode-split (walking, cycling, public transportation, personal vehicle use) for residents, and visitors.

Policy 5: A broad range of uses is permitted on Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses and these uses may be mixed in individual buildings or occur side by side in separate buildings.

The proposed application to permit three (3) high-rise, residential-use buildings is consistent with the planned function of the area. This project is intended to include a mix of unit types. The development contributes to a broad and varied mix of residential typologies and units in the immediate area to foster a vibrant and diverse community in close proximity to key amenities, majority employment hubs, and the transit network.

Policy 9: On Arterial Mainstreets, the location of surface parking will be evaluated in the context of Section 2.5.1 and Section 4.11. Appropriate means such as coordinated tree planting and landscaping, pedestrian amenities and the dimension, location and number of vehicular access will be used to minimize the interruption of the Arterial Mainstreet street frontage and to ameliorate the impact on the pedestrian environment.

The proposal represents a significant reduction in surface parking areas directly abutting the Arterial Mainstreet. The existing site access driveway and surface parking on the south portion of the property have been retained but well landscaped with no additional surface parking or access points proposed to mitigate concerns arising from unnecessary interruptions along the St. Laurent Boulevard Mainstreet Corridor and to better ensure appropriate building framing to improve the pedestrian experience of the public realm along the mainstreet corridor.

Policy 10: Redevelopment and infill are encouraged on Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

The proposal represents the redevelopment of a formally underutilized portion of the lot currently characterized by surface parking and serves to better optimize land located in an established community with frontage along an Arterial Mainstreet. The overall site design has carefully considered the interface with the public realm and includes features such appropriate front-yard setbacks, engaging fenestration patterns, active residential entrances, landscaping, a public park, and appropriate podium building heights that define and frame the street edge. The proposed podium heights represents intensification that is sensitive to the existing community character and built form along St. Laurent Boulevard.

Policy 11: The Zoning By-law will establish a minimum building height equivalent to a two-storey building.

The proposed buildings achieve the two-storey minimum height for the majority of the main frontage along St. Laurent Boulevard to offer a transition to the proposed at-grade amenity space and public park and to animate and articulate the interface with the public realm.

Policy 12: On Arterial Mainstreets, unless a secondary plan states otherwise, building heights up to 9 storeys may be permitted as of right but High-rise buildings may only be permitted subject to a zoning amendment and where the building will be located at one or more of the following nodes:

a) within 400 metres walking distance of a Rapid Transit Station on Schedule D of this Plan; or
b) directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of this Plan; or
c) directly abutting a Major Urban Facility:

and where the development provides a community amenity and adequate transition is provided to adjacent low rise.

The Zoning By-law may establish as-of-right building heights lower than nine storeys where site conditions, existing character and compatibility with adjacent development dictate that a lower building form is appropriate.

The subject property is located approximately 120 metres from a future rapid transit station at the corner of St. Laurent Boulevard and Smyth Road (a Rapid Transit Station on Schedule D) and is also located at the intersection of the St. Laurent Boulevard Mainstreet and Transport Priority Corridor. The subject property is not currently within a designated Secondary Plan, though is adjacent to the recently approved (2017) Elmvale Acres Shopping Centre Secondary Plan. As discussed in greater detail in Section 6 of this report, the zoning on the property currently permits the proposed 54 metre maximum height.

The proposed development provides a 1,554 square metre public park located with frontage along St. Laurent Boulevard between buildings A and B, which act as the community amenity as part of the development. The transition to, and compatibility with, the adjacent low-rise is discussed below.

4.2.3 Urban Design and Compatibility

High-quality urban design is critical for all aspects of development on the subject property, given its location within a Design Priority Area. Two sections of the Official Plan provide design guidance on achieving high-quality urban design and compatibility with the existing and planned built context. Section 2.5.1 of the Official Plan sets out seven high-level design objectives which are broadly applicable on a city-wide basis. Section 4.11 of the Official Plan sets more specific criteria for certain classes of development.

Section 2.5.1 addresses community design, setting high level objectives to encourage good urban design and high-quality architecture. The section applies particularly to new, higher-density infill in existing urban areas. Development must be sensitive to and compatible with existing communities that have developed over long periods of time. Compatible development is identified as development that, although not necessarily the same as or similar to existing buildings in the vicinity nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. Compatible development 'fits well' within the physical context and 'works well' among those functions that surround it.

The proposed development responds to the identified Design Objectives in the following way:

Policy	Response
To enhance the sense of community by creating and maintaining places with their own distinct identity.	**The proposed development will greatly improve the existing condition of this portion of the property which is currently characterized by surface parking. The proposal seeks to redevelop and intensify an underutilized portion of the property, which will assist in positively enclosing the street edge and improving the public realm with active residential uses at-grade, improved landscaping program, and residential units above within a point-tower design.** **The proposed development will enhance St. Laurent Boulevard through a design that introduces a consistent street wall as well as improvements to the pedestrian environment and contributes to the intended evolution of the Arterial Mainstreet to more pedestrian focused corridor.** **The project includes the provision of a 1,554m^2 public park that will be framed by buildings B and A and will benefit from direct frontage along St. Laurent Boulevard.** **The project includes numerous pedestrian and cyclist access points to and from the site which will integrate the proposed residential units into the overall community creating a more logical and complete urban fabric in the area.**

To define quality public and private spaces through development.	**The proposed development animates the street edge with three separate buildings each providing a 2-storey podium that feature appropriately scaled ground floor heights and will animate the street edge with a large proportion of glazing at street level, and active residential entrances to the sidewalk.** **The upper floors of the buildings integrate a compact tower footprint (750m2) to ensure an appropriate pedestrian scale along the street and avoid an overwhelming building massing. Within the podium, the various rooftop amenity spaces are adequately setback from the buildings exterior walls and will provide a high-quality and unique communal amenity space for residents and their guests. This will be complemented by communal amenity rooms within the building, the at-grade courtyards, and private park space, and the proposed parkland dedication.** **The proposed 4-storey parking garage will be screened from view from the public realm by the existing and proposed buildings and landscaping and will provide additional landscaped amenity space on its rooftop.** **At-grade private amenity is provided between buildings B and C which is programed for children's play space and with direct frontage along the St. Laurent Boulevard will assist in improving the condition and interface along this portion of the mainstreet.**
To create places that are safe, accessible and are easy to get to.	**The proposed development provides adequate glazing and outdoor amenity spaces that improve passive surveillance along the street and has been designed to enclose the street edge and improve the public realm.** **The proposed development has been designed to improve the existing pedestrian environment and provide a vibrant pedestrian condition along St. Laurent Boulevard. The site benefits from proximity to a number of existing amenities and employment areas, convenient access to the City's transit network. A high proportion of glazing and active residential entrances along the street as well as the proposed public park, and private amenity space at-grade will ensure "eyes on the street" for safety.** **The proposed site layout and design has been carefully considered to provide ample access points for all users and will integrate well into the existing fabric of the adjacent community.** **The two-existing vehicle access points have been retained and no additional vehicle access is proposed for this development plan. This will ensure safe and convenient access for pedestrians and cyclists in the area.**
To ensure that new development respects the character of existing areas.	**The existing condition of the area is characterized by significant car-oriented elements and surface parking.** **The existing condition will be significantly improved through the proposed redevelopment of the site. The design of the three residential buildings contemplate a built-form that is compatible within the nearby context and the planned function of the area. The high-rise built form with point tower and prominent podium, responds to the policies and regulations established for**

	building heights within the Arterial Mainstreet Designation of the OP while also providing an appropriate building layout and ensuring that the front, rear, and side yards interface appropriately with the existing community. **The proposed development respects the existing permitted heights (54 metre maximum) prescribed by the OP and zoning for the lands.** **The proposed high-rise buildings respond to the policies and regulations established for increased heights within the Official Plan and the planned function of the surrounding area while also providing appropriate setbacks, step backs, and tower separation (+23 metres) to transition to the existing towers and abutting low-rise areas.**
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 proposal considers adaptability and diversity by intensifying the prominent property and adding to the diversity of housing types available in the area while transitioning away for surface parking along this Arterial Mainstreet.** **To accommodate increased residential units in the area, and facilitate additional families in the community, the proposal also includes a 1,554 m2 public park while the at-grade private amenity space includes facilities such as playgrounds and passive space for families.**
To understand and respect natural processes and features in development design.	**The design of the proposed development incorporates a large amount of green space and trees, restoring the previous asphalt parking lots. Additionally, the private amenity space and public park with significant landscaping is planned with the proposed parking garage including landscaping on the rooftop. This will aid in the reduction of the urban heat island effect and contribute to greater retention of stormwater on site.**
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 provides additional residential intensification within a well-serviced existing community. The proposed building is located on an underutilized site within the urban boundary on the City's transit priority network, which serves to reduce development pressure on outlying areas, and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions.** **The proposed development significantly reduces impermeable paved areas and includes substantial green landscaping for stormwater management and urban ecosystem improvements.**

The subject site is located along the St. Laurent Boulevard Arterial Mainstreet and as a result is considered a Design Priority Area per policy 4 of Section 2.5.1. As a result, the Urban Design Review Panel (UDRP) will participate in the review of the urban design elements of development applications within these areas. The UDRP is instructed to review developments against the criteria set out in Section 4.11 of the Official Plan. Requests for additional height and density are also evaluated against criteria set out in this section of the Official Plan.

The following table explains how the proposed development responds to the applicable compatibility criteria of Section 4.11:

	Policy	Proposed Development
1.	A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development.	**The required Design Brief has been integrated into this Planning Rationale.**
Building Design		
5.	Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: / Setbacks, heights and transition; / Facade and roofline articulation; / Colours and materials; / Architectural elements including windows, doors and projections; / On site grading; and / Elements and details that reference common characteristics of the area.	**The proposed development has a high-rise built form that is compatible with the existing context and planned function along St. Laurent Boulevard.** **The proposed development is seeking to introduce three 17-storey high-rise residential buildings, which are appropriate for the context. The existing high-rise building on the property are both 18-storeys and adequate separation distances(>23 metres) has been include between all existing and proposed towers.** **The proposed site layout retains the existing surface parking space to the south which provides additional distance and buffering to the abutting low-rise development to the south.** **The colours and materials have been carefully considered for the entire development, with certain elements responding to the existing materiality on the site and creating a unified design theme throughout the development.** **Key step-backs are proposed above the 2-storey podium and 6th-storey base of the building to create a distinction in function and form, but also at the upper levels to accentuate transition towards abutting sites with lower heights and density.** **The residential unit presence and orientation for all three towers contributes to the St-Laurent Boulevard streetscape, and the high-quality public spaces, such as the private and public parkland features.** **No new access points to the property are proposed with only one entrance from St. Laurent and one from Russel maintained. This will foster a positive pedestrian experience on the sidewalks surrounding the majority of the site and promote pedestrian safety.** **Servicing, loading, drop-off, and interior parking, and other vehicle-oriented areas are planned interior to the site to minimize interactions with pedestrians. The interior of the site is planned with sidewalks and pedestrian connections to**

		enhance the ability of new tenants and existing residents of the subject lands to access transit and nearby amenities. **The proposed development uses architecture to articulate the building entry points and at-grade amenity space.** **The comprehensive landscape plan for the streetscape is complemented by the residential units fronting the street and will drastically improve the public realm along St. Laurent Boulevard.**
6.	The City will require that all applications for new development: / Orient the principal facade and entrance(s) of main building(s) to the street. / Include windows on the building elevations that are adjacent to public spaces; / Use architectural elements, massing, and landscaping to accentuate main building entrances.	**The design of each building includes a prominent front entry feature for the residential unit along the internal roadway and active individual residential units along St. Laurent and creates opportunities for a vibrant streetscape and sidewalk treatments. The three buildings feature a significant amount of glazing to interface with the adjacent public realm.** **The improved public realm (sidewalks and improved landscape plan), as well as the integration of the parkland dedication into the overall site design will provide a positive and unique experience for the site.** **For all three proposed buildings, the first two floors of the building that forms the base are appropriately scaled to create a street-wall along St. Laurent Blvd. The façades of the podiums have been designed to provide openness and visual connection to the public realm and are intended to animate the street and give access to residential lobbies off of the interior private ring-road. Therefore, one of the most prominent features of the project will be its civic value as a building that offers an enhanced streetscape and definition to public space.**
8.	All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.	**The proposed design for each building integrates the garbage room, loading, and storage which are accessed from the internal private roadway and within the podium of the buildings and screened from the street to minimize impacts on the public realm.**
9.	Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.	**The rooftop mechanical equipment for each building has been integrated into the enclosed rooftop penthouse and incorporated into the building design.**
Massing and Scale		
11.	The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and	**A Shadow Analysis has been prepared by Petroff Architecture as part of the application package to assess the impact of the proposed development on adjacent properties.**

	pedestrian amenity areas. The intent of each Analysis is to demonstrate how impacts have been minimized or avoided.	**As shown in the study, the shadows generated by the proposed development will extend towards buildings to the east and north and will not impact the public realm or private residential properties in any meaningful way. The shadows will not result in undue adverse impacts on surrounding properties.** **A Pedestrian Level Wind Analysis has been prepared for the proposed development. The report concludes that all grade-level areas within and surrounding the subject property are predicted to be acceptable for the intended use throughout the year. The outdoor terraces have also been assessed and are anticipated to be suitable for their intended uses with certain noise mitigation tools recommended.** **All three towers have a strong architectural form with connections to the sky through its more light and transparent horizontal volumes and floor-to-ceiling clear glazing, and responds to the land with a more solid podium massing. These elements are combined to generate a balance of heaviness and lightness that enhance the contemporary qualities of urban living.**
12.	Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated.	**The proposed buildings are within an urban context with adjacent high-rise buildings and proposed high-rise development also in close proximity. The buildings will enhance the character of the skyline through its articulated massing and quality of materials. The height and position of the buildings is consistent with the surrounding context and creates a continuity of high-rise buildings in the area and planned function of the property known as the Elmvale Acres Shopping Centre.** **The subject lands allow for appropriate setbacks along all property lines and towards proposed and existing high-rise development (> 23metres) and represent compatible patterns of development for an Arterial Mainstreet intensification project.** **The orientation and siting of the buildings on the lands allow for penetration of sunlight to critical areas such as interior dwelling units and the landscaped amenity areas and proposed public parkland.** **Step backs are incorporated at multiple points of the towers' Elevations (2nd and 6th storeys), particularly above the podium and at the upper levels, achieving transition to the south and east where mid-rise apartment buildings and low-rise dwellings are located.**
High-Rise Development		

14.	High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline, and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with: a) pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building; b) public views, including view planes and view-sheds referred to in Policy 3 above. c) proximity to heritage districts or buildings, reduced privacy for existing building occupants on the same lot or on adjacent lots,	**The proposed compact tower footprint and built form of the tower reduces impacts on surrounding properties. The design and location of the towers encourages views towards the distant skyline and away from abutting low-rise neighbours.** **Regarding pedestrian comfort and usability, the submitted wind study concluded that conditions around the site at grade level, including access points, sidewalks, and the nearby bus stop, are acceptable for their intended uses through the year. For the rooftop amenity space atop the podiums the study concluded that conditions are mostly suitable for sitting during the typical months that the space would be used and recommendation that this be considered acceptable.** **The proposed three towers will stand as local landmarks rising 17-storeys above the city skyline and will set a new precedent in the Alta Vista ward as a purpose building market-rental intensification development that dedicates a large portion of the ground floor to at-grade units with direct walk-up access to St. Laurent Blvd. and Russell Rd. and indoor amenities that will enhance the public realm and contribute to the streetscape and framework of architecture that defines Hawthorne Meadows.**
15.	Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways; a) The base of a high-rise building should respect the scale, proportion, and character of the surroundings. b) The tower, which typically includes a middle and a top, should step back from the base where possible. Floor plates may also vary depending on the uses and the context.	**The design of the proposed building with a distinct base, middle, and top ensures the building respects the at-grade and low-rise scale and character of nearby properties while providing a compact tower that further steps back from the interior and rear-yard property lines mitigating impacts on shadowing, overlook, and loss of sky views.** **The design of the three towers is based on principles of geometric clarity and openness that are reflected in its strong balance of vertical and horizontal organizations. Each building consists of two complimentary volumes, a transparent grouping of horizontal volumes and a prominent vertically oriented volume facing St. Laurent Blvd.** **The relationship between these two main elements is emphasized through a subtle articulation in both plan and elevation that translates into a dynamic variation in massing that responds to the immediate urban environment. The shifting in the floor plates reduces the overall massing and also allows for residents to have views towards the Downtown Ottawa and the Rideau River in the distance. The massing and proportions of the building are in harmony with the existing context, creating an articulated lower and upper tower volume.**

16.	The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.	**The proposed buildings provide a tower floor plate of 750 m^2 for each building which is within the City's design guidelines.** **Further, each proposed and existing tower is setback over 23 metres from adjacent high-rise massing and the residential development to the south.**
17.	The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.	**The buildings have been designed as high-rise point towers with a compact footprint, distinct base/middle/ top and ample setbacks and separation distances which adheres to several of the City's Urban Design Guidelines for High-rise buildings.**
Outdoor Amenity Areas		
19.	Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	**With sufficient setbacks proposed, no significant impacts to outdoor amenity areas are anticipated.** **A variety of amenity areas, both indoor and outdoor, are proposed for the development, including the landscaped parkland area, internal courtyard, rooftop amenity space and the proposed parkland dedication.**
20.	Residential buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios.	**The proposal includes ample amenity area for residents well exceeding the Zoning By-law requirements. A total of 7,010 square metres is provided which includes 6,245 square metres of communal exterior amenity space within the podium rooftops, at-grade private park space, parking garage rooftop, and internal at-grade courtyards , and throughout the site.**
Design Priority Areas		
22.	The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features (e.g. taller first floor height, front facades parallel to the street, transparent windows, etc.)	**The proposed development incorporates many of the policy recommendations for Design Priority Areas, as described in this report, including:** **/ A continuous streetscape with transparent windows, a taller podium and active at-grade residential units and façade treatments resulting in a public-facing frontage along St-Laurent Boulevard with a high standard of design;** **/ Wide sidewalks and pathways, street plantings and furnishings, interior pathways, large public park space dedication;** **/ The size, orientation, and placement of the buildings is deliberate in order to create an interior space to the development and enclose the development.**

24.	The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios)	**The proposed development encloses St. Laurent street edges and creates an animated and active pedestrian realm. Building setbacks and tower articulation ensures an appropriate pedestrian scale along the street.**

The proposed development conforms to the policies of the Official Plan, including the urban design objectives of Section 2.5.1 and the compatibility criteria of Section 4.11.

Figure 18: Integration of the City Registry Office into the ground floor of the Proposed Development

4.2.4 Rights-of-Way Protection Requirements

Annex 1 of the Official Plan indicates that the City will protect rights-of-way for the development of the transportation network. Annex 1 establishes the right-of-way (ROW) widths for this portion of Russel Road as follows as 37.5 metres.

The proposed design has considered the required right-of-way width. The required widening has been incorporated into the proposed development.

4.3 New Ottawa Official Plan

Ottawa City Council approved the City's new Official Plan on October 27, 2021 which was the culmination of a multi-year review process with final adoption by Council on November 24, 2021.The new Official Plan provides a vision for the future growth of the city and a policy framework to guide the overall development. The policy document will now require review by the Ontario Ministry of Municipal Affairs and Housing with final approval expected in early 2022.

Per City direction, development applications filed and deemed complete prior to adoption of the new Official Plan would be subject to the policies of the current Official Plan (summarized above). Regardless it is important to review the draft of the New Official Plan as it provides insight on the direction the City of Ottawa has on land use planning and growth management in the future.

The City has the goal of becoming most liveable mid-sized City in North America. By 2046, population is expected to hit 1.4 million. The City has drafted an Official Plan that is intended to create a flexible, resilient City where people want to live/work/play. The main thrust of the plan in to achieve more growth by intensification than by greenfield development.

Policy directions include:

- Achieve an intensification target of 60% by 2046;
- Orient land use designations around nodes, corridors, and neighbourhoods;
- Evolve to denser, walkable, 15-minute neighbourhoods;
- A renewed emphasis on building form; and
- Establishing minimum densities for new developments in proximity to important rapid transit stations.

4.3.1 Transect Policy Areas

Schedule A of the Draft Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject property is in the Outer Urban Transect. These communities represent the “classic” suburb, and the goal of the new Official Plan is to introduce sustainable transportation, encourage more diverse housing forms and create functional local hubs and corridors within these areas.

4.3.2 Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).

The subject property is proposed to be designated as a “Corridor - Mainstreet” on Schedule B3 of the Approved Official Plan. Hubs are generally envisioned as areas of higher density of development, mixed land-use and higher level of public transit connectivity. Residential uses and compatible non-residential uses are generally permitted within Corridors.

The Hub designation when overlapping a Corridor designation would generally support high-rise buildings (up to 40 storeys) within a 300 metre radius of a rapid transit station, subject to height restrictions within a Secondary Plan.

A minimum of 5% of new dwellings within Hubs are required to be large dwellings, with a preferred target of 10%. Large dwellings are defined as units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

Policies in this Draft OP list the applicable density requirements for Corridors, which range from 100 to 200 units per hectare depending on the Hub, creating the critical mass essential to make transit viable. Hubs are typically areas within 800 metres walking distance from rapid transit stations. This designation would allow for building heights up to 40 storeys, where the parcel is of sufficient size to allow for a transition in built form massing.

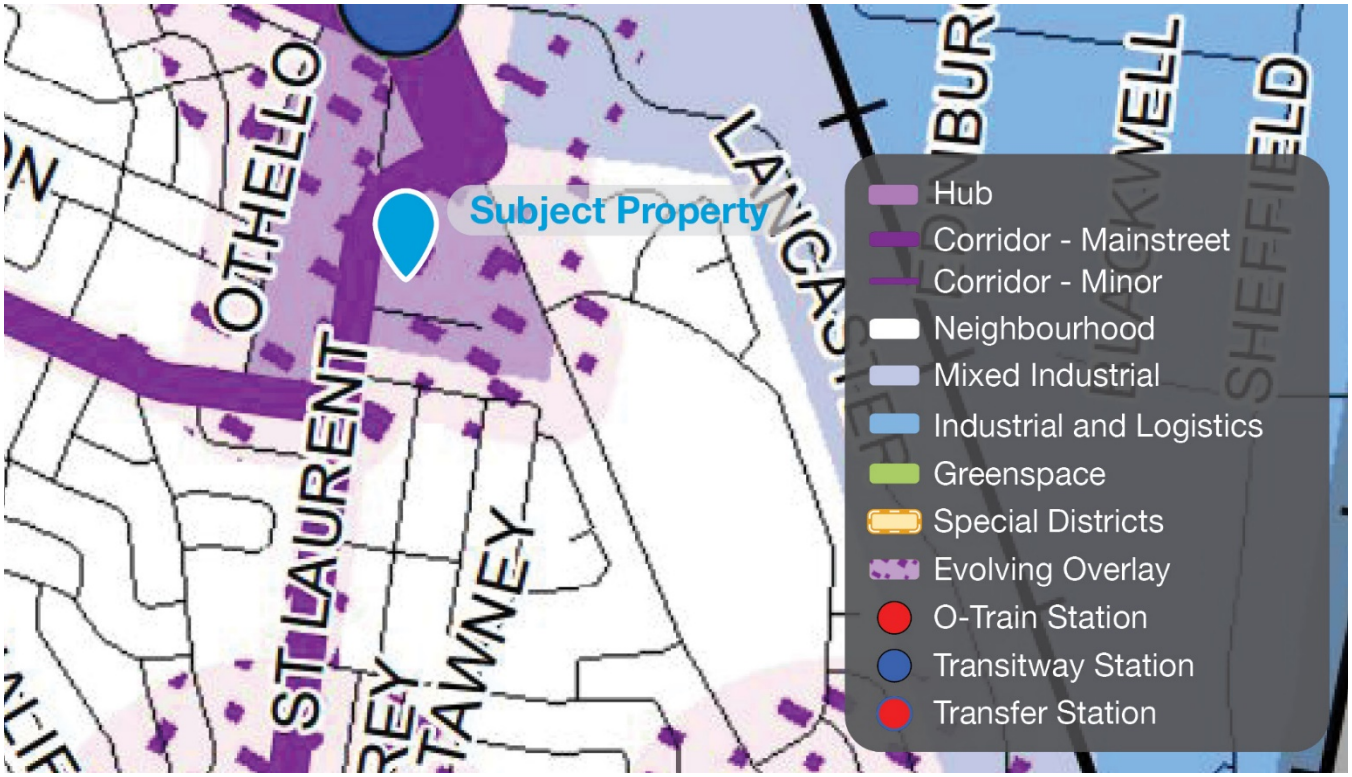

Figure 19: Excerpt from Schedule B1, Downtown Core Transect, City of Ottawa Approved New Official Plan

The Evolving Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to "allow new built forms and more diverse functions of land". Intended to provide opportunities to reach the City's growth management framework for intensification through the Zoning by-law by providing:

- Guidance for a gradual change in character
- Allowance for new building forms and typologies, like the missing middle
- Provide direction to built form and site design that support more urban built form patterns and applicable transportation mode share goals.
- Provide direction to govern the evaluation of development.

The new Zoning By-law shall provide development standards for the built form and buildable envelope within the Evolving Neighbourhood Overlay and will apply minimum density targets. In the Inner Urban Transect area covered by the Evolving Overlay, substantial increases of density are planned and building form and massing is anticipated to change significantly from existing context. Form-based regulation will provide for built form and site development characteristics that are urban (as opposed to suburban).

The proposed development adheres to the direction of the Evolving Overlay by providing a more urban built form and site design. The proposed development has been designed in a manner which contemplates the transitioning character of the area and considers its context along a Mainstreet Corridor Designation within the Outer Urban Transect. The proposed development provides a density, unit mix, and building typology supported by new Official Plan policy direction for the Evolving Overlay.

The proposed development conforms to the emerging direction of the new Official Plan.

4.4 Elmvale Acres Shopping Centre Secondary Plan

As noted, the Elmvale Acres Shopping Centre Secondary Plan was adopted in 2017. The Secondary Plan was initiated by the owner of the mall, RioCan, as part of their long-term plan to redevelop the centre with a mix of uses. The Secondary Plan does not include the subject property, but the following summary is provided for information purposes.

The Secondary Plan sets forth a redevelopment of the shopping centre over time to become an attractive and well-designed focal point for the community with active street frontages, outdoor amenity areas, and a new public park. The area is intended to accommodate a mix of land uses (residential, office, retail) and will be integrated into the surrounding community with multiple connections and buildings with active edges.

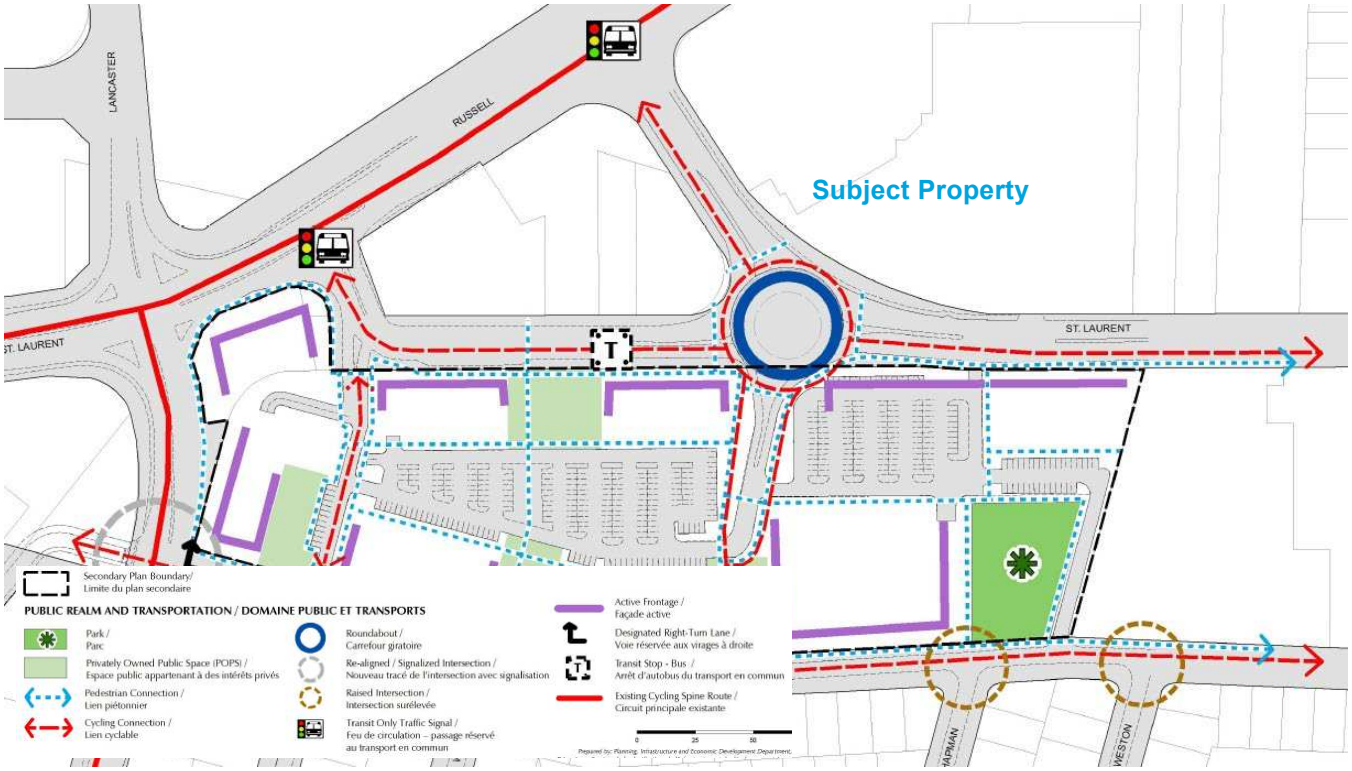

Figure 20: Elmvale Acres Shopping Centre Secondary Plan Schedule D - Public Realm and Transportation

Building heights generally transition from low-rise buildings along Othello Avenue in the west, to mid-rise buildings along Smyth Road, and high-rise buildings closest to the transit station along St. Laurent Boulevard. The tallest permitted buildings are 16 storeys with podiums between three (3) and six (6) storeys.

In addition to the public park in the southwest corner of the subject property (along Othello Avenue), the Plan anticipates several Privately Owned Public Spaces (POPS) throughout the study area. Each of these POPS has a minimum area of 650 square metres and are intended to support the redevelopment and be open to the public.

The Secondary Plan envisions a new roundabout at the intersection of St. Laurent Boulevard (see Figure below) and a “complete street” design of St. Laurent Boulevard abutting the transit terminal and the subject property. Active frontages abut St. Laurent Boulevard, fronting the subject property.

The proposed development, access and egress plan, public realm improvements, and overall site layout has been implemented to support the vision of a complete street with pedestrian and cycling connections along St. Laurent Boulevard.

4.5 Urban Design Guidelines for High-Rise Buildings

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 the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges. Further, the guidelines indicated that the context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. Proponents of a development proposal and City staff participating in the review of the proposal should review these guidelines holistically and work collaboratively to determine which guidelines are priorities for implementation and how they may be applied in the preparation and review of the development proposal.

The Guidelines also recognize that the Official Plan "provides direction to evaluate the appropriateness of individual sites…and to inform many aspects of high-rise design". As the subject site is not subject to a Secondary Plan, Policy 4.11(10) of the Official Plan requires that high-rise development will be assessed using the Guidelines, as appropriate.

The following sections provide analysis of the Guidelines and Fotenn's professional opinion as they relate to the proposed development.

4.5.1 Section 1 – Context

Section 1 of the Guidelines acknowledges that development must consider existing and planned context to provide an effective design response. The following guidelines within this section are applicable to the revised development proposal.

- 1.1: Identify existing and future landmarks with the associated views and vistas. Existing and future landmarks with associated views and vistas are typically determined by the Official Plan (OP), a Secondary Plan and/or a CDP.
- 1.2: The Official Plan has established a series of views and angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols. These views and angular planes must be respected in the development process. A comprehensive view analysis, including a three-dimensional computer model is required to evaluate the potential impact of the proposed development on these views and view planes.

While the proposed development is not within the Central Area, it does not impact any identified protected views to protected landmarks or prominent locations.

- 1.4: In the absence of Council policies, the proposal for a high-rise development should clarify whether or not the proposed building will be a landmark building or a background building through a thorough context analysis, documented in the Design Brief or Scoped Design Brief.

The proposed building will function as a background buildings setting a framework amongst the existing and future high-rise development in the immediate area now and into the future.

- 1.12: Include base buildings that relate directly to the height and typology of the existing or planned street wall context.

With a low-rise podium design for each building, the buildings have been designed to respect the low-rise properties to the south and will also form a street wall condition that positively frames the public realm along St. Laurent Boulevard improving the pedestrian scale on this portion of the street.

/ 1.14: The lot should be in regular shape to allow for a design that incorporates effective transition measures.

The lot overall is generally uniform in shape and provides ample size to incorporate appropriate transition measures, which each high-rise building setback above the recommended 23 metres from each other and from abutting residential property lines.

/ 1.15: The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.

The site abuts both the St. Laurent Boulevard and Russel Road right-of-way. It is our professional opinion that, given the size of the lot (15,540m^2), the length of the frontage along St Laurent (293 metres), and the design of the buildings, the proposed lot configuration is appropriate. The proposal also includes parkland dedication which will be framed by the proposed Buildings B and A further increasing the interface between the private and public realm.

/ 1.16: When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back (b) 1,800m² for an interior lot or a through lot;

At 15,540 square metres, the portion of the lot proposed for redevelopment is a sufficient size to accommodate a high-rise building. Each building is setback over 23 metres from other high-rise buildings in the area and from the abutting property line to the south.

/ 1.17: When a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition:
  (a) in the Central Area and the emerging downtown districts the lot should be of sufficient size to establish a minimum 20m tower setback from the abutting low-rise residential properties (Diagram 1-5); and
  (b) in other areas, the lot should be of sufficient size to establish a gradual height transition on site by generally following an angular plane, typically 45° (Diagram 1-6).

The subject lands consist of a lot area of 15,540m^2 and exceeds the minimum lot size guideline. Using appropriate design and a compact and sensitive tower portions of the buildings, shadowing and overlook are minimized, and sky views are preserved. Furthermore, considerable design effort has been made to include streets along the public realm and interior of the site which will further aid in achieving appropriate transition.

4.5.2 Section 2 – Built Form

Built form is discussed in Section 2 of the Guidelines and states that "built form is key to achieving many Official Plan design objectives, including enhancing the sense of community, defining quality public and private spaces, promoting sustainable design and ensuring compatibility". The following guidelines within this section are applicable to the revised development proposal.

/ 2.1: Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which:
  (a) fits into the existing urban fabric, animates existing public spaces, and frames existing views; and
  (b) creates a new urban fabric, defines, and animates new public spaces, and establishes new views.

The proposed development enhances the overall pedestrian experience in the immediate surrounding public realm through well-designed podiums with high-quality materiality and glazing and the design of the lower portion which animates the existing street edge. The proposal includes active residential uses at-grade along St. Laurent, and a public park between Building A and B further improving the public realm and pedestrian experience.

/ 2.2: Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that:
  (a) protects and/or creates views and landmarks; and
  (b) respects and/or enriches urban fabric and skylines

The proposed building enhances and creates the image of a community and a city through the design of the upper portion of the building that respects and enhances the skyline.

/ 2.3: Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions: a. a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives (Diagram 2-2). b. a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment.

The proposed buildings have been designed with a distinctive base, middle, and top with stepbacks and a change in materiality from dark brick to predominantly lighter materiality and glazing emphasizing the different vertical aspects of the buildings.

/ 2.13: Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):
  (a) where there is an existing context of street wall buildings, align the facades of the base with adjacent building facades;
  (b) in the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution.

The proposal places the base of each building along St. Laurent to form a building edge along the street which will appropriately frame the public realm on St. Laurent and respects the planned high-rise function of the area.

/ 2.15: The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street.
/ 2.16: Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots.
/ 2.17: The minimum height of the base should be 2 storeys.
/ 2.19: For sites where the adjacent context is lower-scale and not anticipated to change:
  (a) the height of the base or the portion of the base immediately adjacent to the neighbouring lower-scale buildings should match the height of the neighbouring buildings; and
  (b) provide a transition in height on the base through setbacks and architectural articulation.

At two storeys, the proposed podium heights provide a scale that is reflective of the height permission of the properties to the south and will not overwhelm the public realm. The slender towers (750m^2) are designed to ensure the overall massing is not overwhelming and the predominant focus remains on the podium treatment and at-grade amenity and park space. The base of the proposed buildings are appropriately expressed given the width of the abutting ROWs and the nearby low-rise built-form. Furthermore, the height of the tower portions is appropriate given the abutting ROW and permitted zoning.

/ 2.20: Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by:
  (a) breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context;
  (b) determining appropriateness of larger-scale façades in certain areas, such as along the ceremonial routes; and
  (c) introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor.

The two-storey podiums and point tower towers (750m^2 floorplates) represent a beneficial contribution to the public realm along St. Laurent that improves the existing edge condition. The dark brick materiality, significant glazing, and multiple active entrances help to promote an improved scale and rhythm to this street.

/ 2.21: Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade.

The proposed design uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade.

/ 2.22: Use bird-friendly best management practices in accordance with the City's guidelines. In particular, apply visual markers or use low reflectance materials on all exterior glazing within the first 20 m of the building above grade.

The recently adopted bird-friendly guidelines will be utilized at the detailed design stage of this process.

/ 2.23: The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages (refer to guideline 3.12).

The ground floor of the base of each building has been designed to be animated and transparent with direct resident access to individual units

/ 2.24: Encourage small tower floor plates to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into interior spaces: (a) the maximum tower floor plate for a high-rise residential building should be 750 m^2;

The proposed tower floorplates are 750 m^2 to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into interior spaces.

/ 2.25: Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of sky views, and allow for natural light into interior spaces:
  (a) the minimum separation between towers should be 23 m;
  (b) a tower must provide a minimum 11.5 m setback from the side and/or rear property lines when abutting another high-rise building;
/ 2.26: In the Central Area and some areas within the Greenbelt where lot fabric is tight, a reduced separation to a minimum of 15 to 20 m respectively may be considered provided the towers are staggered and do not overlap by more than 15 to 20% of the length of the facing facades (Diagram 2-10).

The proposed and existing towers are each setback greater than 23 metres from the other towers and adjacent property lines to ensure proper separation distances and reduce undue impacts on neighbouring properties and the public realm.

- 2.29: Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening sky-views:
  (a) a step back of 3 m or greater is encouraged.
  (b) the minimum step back, including the balconies, should be 1.5 m; and
  (c) where development lots are very narrow (less than 30 m), such as in the Central Area and emerging downtown

Along with the change in materiality, the tower portions of each building steps back from each base to allow the base to be the primary defining element for the site.

- 2.31: Orient and shape the tower to minimize shadows

The tower locations and floorplates have been oriented and shaped to minimize shadow and wind impacts on the public and private spaces. The property is located north and west of the immediately abutting low-rise residential community which ensures minimal shadow impacts on these areas. The slender tower design ensures any shadows move quickly across impacted areas.

- 2.35: The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.
- 2.36: Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.
- 2.37: The top should make an appropriate contribution to the character of the city skyline:
  (a) for a background building, the top should fit into the overall character and contribute to the harmony of the city skyline; and
  (b) for a landmark building, the top should enrich the city skyline by creating a new focal point.

Additional articulation is provided throughout the tower to allow for visual distinction for this portion of the building. The penthouse feature for each tower is integrated into the overall massing of the tower with changes in materiality offering additional visual distinction.

4.5.3 Section 3 – Pedestrian Realm

The final section of the Guidelines addresses the pedestrian realm with a focus on pedestrian spaces to support high-rise intensification, as well as opportunities to design safe and attractive pedestrian spaces while also managing the challenges to managing microclimates created through development.

- 3.1: Provide a minimum 6 m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area:
  (a) the pedestrian clearway must be within the ROW;
  (b) on a street with commercial character, introduce hard surfaces between the curb and the building face to maximize the walkable area and provide flexible spaces to accommodate seasonal uses such as outdoor patios, where appropriate; and
  (c) on a street with residential character, introduce landscaping and/or residential patios between the sidewalk and the building face to allow for public/private transition.
- 3.2: At locations with high foot traffic volumes, such as the Central Area and the emerging downtown districts, a wider curb to building face space may be desirable to accommodate pedestrians, street furniture, signs, displays, and vendor space:
  (a) provide increased building setbacks at the street corner, where appropriate; and

(b) in areas where the streets are narrow and building setback is difficult to achieve, provide additional pedestrian spaces through pedestrian easements, and use arcaded, colonnaded and cantilevered building bases to augment the width of the pedestrian space at grade.

The proposed base of each building is setback 3 m from the front property line with additional room in the ROW for setback from the curb and the vehicle travel lanes of St. Laurent Boulevard. Appropriate hard and soft landscaping will be implemented within the front yard of the buildings to improve on the interface between the public and private realm.

The proposal also includes private amenity space at-grade with ample landscaping and children's play areas with direct frontage on the public realm as well as proposed land for a parkland dedication also directly interfacing with St. Laurent Boulevard, both of which will greatly improve the pedestrian experience along this portion of the street.

/ 3.10: Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.
/ 3.11: Where the main pedestrian entrance is located away from the sidewalk provide a direct, clearly defined pedestrian connection such as a walkway or a pedestrian plaza, between the main pedestrian entrance and the sidewalk.
/ 3.12: Animate the streets, pathways, parks, open spaces, and POPS by:
  (a) introducing commercial and retail uses at grade on streets with commercial character;
  (b) incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character;
  (c) providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time;
  (d) providing a minimum of 50% of clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm;
  (e) providing a range of amenities appropriate to the context to meet the needs of a diversity of potential uses, including seniors and children, residents and employers, local people, and visitors; and
  (f) providing public arts that suits the scale and character of the high-rise building and the surrounding pedestrian realm.

The main pedestrian entrances to all residential uses are linked with a seamless connection to the internal sidewalk and glazing is provided at the pedestrian level to better frame and animate the public realm. Each building provides active entrances to numerous residential units at-grade.

/ 3.14: Locate parking underground or at the rear of the building.
/ 3.15: Locate drop-off and pick up areas on private lands and where possible, at the rear of the property.
/ 3.16: Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.
/ 3.18: Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm.
/ 3.19: Recess, screen, and minimize the size of the garage doors and service openings visible from streets and other public spaces.
/ 3.20: Design elements such as the screen, garage doors and serve openings as integral parts of the building and use high quality finishings
/ 3.21: Locate ventilation shaft, grades, and other above grade site servicing equipment away from public sidewalk and integrate these elements into the building and landscape design.

Parking is located predominantly within the proposed 4-storey parking structure and accessed away from the primary pedestrian realm. Loading, servicing, and utilities are screened from view and accessed from the internal roadway. Fencing, landscaping, and screening will be installed along the south property line, which will ensure

appropriate separation from the parking area together with the setback of the parking spaces. Where the parking area abuts the street, the right-of-way provides appropriate separation and space for landscaping.

- 3.23: Infill development should fit in and enhance the character of the street by:
  (a) implementing the applicable City's streetscape design standards; and
  (b) implementing streetscape design visions and policies of a CDP and Secondary Plan, where applicable.

This portion of St. Laurent Boulevard is underdeveloped and consists of variable built form, and surface parking. The proposed development will improve on the existing condition and provide building podiums that improve the pedestrian experience through framing the ROW and provide glazing and landscaping for visual amenity.

- 3.26: Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference and indicate:
  (a) how the building is placed and built form is designed to minimize the potential impacts; and
  (b) how measures have been introduced to mitigate any potential wind impacts

In order to understand the impact and required mitigation for wind effects on both the proposed development and the surrounding streetscape, a pedestrian level wind study was undertaken. The study concluded that conditions around the site at grade level, including access points, sidewalks, and the nearby bus stop, are acceptable for their intended uses through the year. For the rooftop amenity spaces atop the podiums the study concluded that conditions are mostly suitable for sitting during the typical months that the space would be used and recommendation that this be considered acceptable.

- 3.27: Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms.

In order to understand the impact of the proposed development in terms of shadowing, a Shadow Study was undertaken. The Shadow Study shows that shadows move quickly through the site as is expected within an urban context.

4.6 Transit Oriented Development Design Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 200 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 following sections provide analysis of the Guidelines and Fotenn's professional opinion as they relate to the proposed development.

- Guideline 1: Provide transit supportive land uses within a 200 metre walking distance of a rapid transit stop or station.
- Guideline 2: Discourage non transit-supportive land uses that are not oriented primarily to the automobile and not the pedestrian, cyclist or transit user.
- Guideline 3: Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses.
- Guideline 7: Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit.

- Guideline 14: Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.
- Guideline 15: Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order to provide ease of entrance, visual interest and increased security through informal viewing.
- Guideline 28: Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes and residences.
- Guideline 29: Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians.
- Guideline 36: Design access driveways to be shared between facilities.
- Guideline 39: Encourage underground parking or parking structures over surface parking lots.
- Guideline 43: Locating loading areas off the street, behind or underneath buildings.

As a site within 200 metres walking distance of the existing Elmvale Acres Bus Terminal and future BRT Station and, in close proximity to nearby bicycle lanes, and within a well-served outer urban area, the proposed development strongly supports and encourages transit-use, walking and cycling for residents and visitors alike. The proposed development will include a significant amount of glazing at the lower levels, together with active resident entrances, to provide animation and safety along St. Laurent Boulevard.

Parking for the proposed development will be located within an aboveground structure via St. Laurent as well as the existing surface lot to the south of the property. Garbage collection and loading access will be provided from the internal roadway and within the building in order to minimize disruption to the pedestrian realm.

Overall, the proposed development responds well to the applicable Transit-Oriented Development Guidelines.

4.7 Bird Safe Design Guidelines

Ottawa's Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds.

However, on an individual basis, large buildings (whether low, mid or high-rise) tend to have higher per-structure kill rates than houses due to their greater surface area and, frequently, their more extensive use of glass and lighting. Targeted mitigation in such buildings can substantially reduce bird deaths, and can be readily achieved for new buildings through the site plan control process.

Some important aspects of bird-safe design include:

- Treating glass to make it more visible as a barrier to birds (see Guideline 2).
- Eliminating design traps such as glass passageways or corners that are invisible to birds (see Guideline 3).
- Designing landscaping to reduce the risk of collisions (see Guideline 5).
- Designing and managing exterior lighting to minimize impacts on night migrating or nocturnal birds (see Guideline 6).

The proposed development has considered and incorporated relevant guidelines into the design program.

4.8 Park-Land Dedication By-law

The City requires though their Park-Land Dedication By-law that "No person shall develop land within the City unless the owner of the land has either, conveyed or agreed to convey to the City the amount of land that corresponds to the type of development or use identified in Table 1". For the subject property the parkland requirement calculated will not exceed a maximum of 10% of the land area of the site being developed.

The City, at the Pre-application Consultation Meeting for the subject site indicated that for this proposal they would seek a land dedication opposed to cash-in-lieu. It should be noted that the parkland shown on the proposal is equivalent to 10% of the impacted redeveloped site area. The estimated parkland dedication based on the redevelopment area is approximately 1,554 metres squared. Starlight Developments and City Staff will have further conversations on the ultimate size of the publicly owned portion of this parkland as part of the approval process.

4.9 City of Ottawa Zoning By-Law

The subject property is currently zoned Arterial Mainstreet, Subzone 10, Height Maximum 54 metres, (AM10 H(54)) in the City of Ottawa's Comprehensive Zoning Bylaw (2008-250).

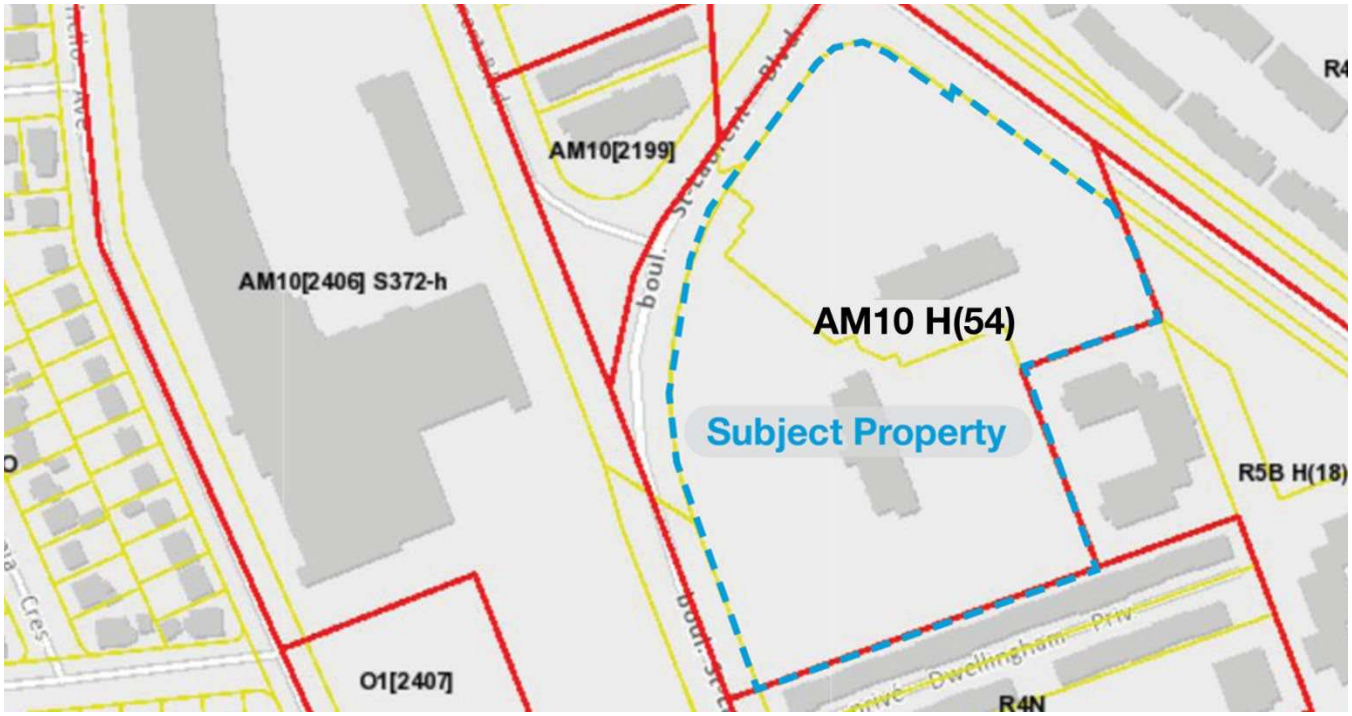

Figure 21: Excerpt from the City of Ottawa's Zoning By-Law Map

The purpose of the 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.

The AM10 zone is applied in locations where the City's objective is to promote development which achieves high-quality design and an improved interface between the private and the public realm. Consequently, the AM10 zone includes provisions that require the building to located closer to the front property line, minimum building glazing, and minimum building heights.

For the purposes of the Arterial Mainstreet zone, the front lot line is always the lot line abutting the Mainstreet. In this case, that would be the lot line abutting St. Laurent Boulevard. The east frontage along Russell Road is considered a corner side lot line, and the south property lines would be treated as interior side lot lines.

The maximum building height in the AM10 zone is nine (9) storeys or 30 metres, or as specified on the zoning map. For the subject property, the specified height on the zoning map permits a maximum height of 54 metres.

The proposed development is compared to the (AM10 H(54) requirements in the table below:

Provisions of the AM10 H(54) Zone:			
Zoning Mechanism	**Zoning Provision**	**Provided**	**Conformance**
Minimum Lot Area	No minimum	15,407m2	✓
Minimum Lot Width	No minimum	132 metres	✓
Front Yard Setback	No Minimum	3 metres	✓
Minimum FrontYard frontage: *St. Laurent*	At least 50% of the frontage along the lot line must be occupied by building walls within4.5 metres of the frontage for a Residential use building	+ 50% of the frontage is along the lot line.	✓
Corner Side Yard Setback: Russell	No Minimum	3 metres	✓
Corner side lotline Setback	At least 50% of the frontage along the lot line must be occupied by building walls within4.5 metres of the frontage for a Residential use building	+ 50% of the frontage is along the lot line.	✓
Interior Side Yard Setback: South Property Line	Despite Table 185(d)(i), the minimum interior side yard setback from a lot line abuttinga residential zone is: - 3.0 metres for the first o 20 metres back fromthe street, - 7.5 metres beyond 20 metres back from the street, Other Cases: No Minimum.	+21m	✓ ✓
Minimum Rear Yard Setback	3.0 metres for any building wall within 20 metres of a lot line abutting a public street. 7.5 metres in all other cases.	+7.5metres	✓

Maximum Building Height	54 metres	54 metres	✓
Minimum Building Height	Any portion of a building located within 10 metres a front lot line or corner lot linemust satisfy the following minimum building heights: / The minimum overall buildingheight required is 7.5 metres, and must contain at least two storeys,	2-storeys (+7.5 metres)	✓
Active Frontage	The ground floor façade facing a publicstreet of a building located within 4.5 metres of the front lot line or corner side lot line must include: □ a minimum of one active entrance in thecase of a residential use building;	Each residential unit at-grade fronting St. Laurent has an active entrance to the mainstreet.	✓
Amenity AreaRequirements	/ 6m² per dwelling unit,and 10% of the grossfloor area of each rooming unit. / A minimum of 50% of / the required total amenity area is required as communal. Aggregated into areasup to 54 m², and where more than one aggregated area is provided, at least one must be a minimum of54 m²	7,010m² – 6,245m² communal.	✓ ✓

4.9.1.1 Parking Provisions:
The subject property is located within “Area B” on Schedule 1A of the Zoning By-law which relates to minimum parking requirements. As a result, the minimum parking requirements for residential uses are 0.5 spaces per dwelling unit. Visitor parking is required to be provided at a rate of 0.2 parking spaces per dwelling unit, after the first 12 units.

Zoning Mechanism	Zoning Provision	Provided	Conformance
Vehicle Parking Requirements	Area B: / Residential: 0.5 per dwelling unit= 500 spaces / Visitor: 0.2 per dwelling unit (except first 12) = 198 Total Required: 698	700 spaces provided	✓

Bicycle Parking Requirements	Area B: 0.5 per dwelling unit = 500 bicycle parking spaces.	600	✓
Minimum Widthof Landscaped Area for a parking lot	3 metres abutting a street. 1.5 metres not abutting a street if the lot contains morethan 10 spaces.	3 metres	✓
Parking lot landscaping	A minimum of 15% of the areaof any parking lot, whether a principal or an accessory use, must be provided as perimeteror interior landscaped are.	15%	✓
Drive Aisle	6.0 m minimum for a double traffic lane leading to a parkinggarage or lot 6.0 metre minimum aisle for parking lot or garage serving residential use 6.7 m minimum aisle for parking garage or lot servingnon-residential uses (n/a)	6.7 metres 6.7 metres 6.7 metres	✓ ✓ ✓
Loading Space Requirements	No loading space required.	3-provided	✓

Planned Unit Development

Zoning Mechanism	Zoning Provision	Provided	Conformance
Minimum width of private way	6 metres	6.7 metres	✓
Minimum setback for any wall of a residential use building to a private way	the minimum setback for any wall of a residential use building to a private way is 1.8 metres	>1.8 metres	✓
Minimum setback for any garage or carport entrance from a private way	5.2 metres		✓
Minimum separation area between buildings within a planned unit development	3 metres	>3 metres	✓
Parking	parking within a planned unit development may be located anywhere within the development,	Parking for all proposed and current units is consolidated in the surface, parallel, and structured parking areas.	✓

	whether or not the development parcels within the planned unit development are severed. Required visitor parking may be provided as parallel parking on a private way, provided the private way has a minimum width of 8.5 metres.		

Other Considerations

Zoning Mechanism	Zoning Provision	Conformance
Hydro Infrastructure	Hydro Infrastructure is locatedalong Russel Road. Consideration should be givento their setback requirements.	✓
ROW Widening	37.5 metre Right-of-Way requirement for this portion ofRussel Road	✓

As demonstrated in the table above the proposed development adheres to the established provisions within Ottawa Zoning By-law (2008-250).

5.0
Supporting Studies

Site Servicing & Stormwater Management Report

The submitted Site Servicing & Stormwater Management Report was completed by Counterpoint Engineering on March 11th, 2022.

This report presents a site servicing strategy for the proposed development that addresses the requirements of the applicable design guidelines and provides the basis for detailed servicing design. The key points are summarized as follows:

Stormwater Management:

- Post-development stormwater flows are to be controlled to an allowable release rate of 19.6 l/s to the St. Laurent Boulevard outlet, 13.8 l/s to the Russell Road and 443.0 l/s to the Southvale Crescent outlet, which represents the 2-year, 5-year and 2-year design storms respectively.

- The on-site water quantity requirements will be achieved by in-sewer underground storage, primarily provided by Stormcon GreenStorm SWM detention units in combination with a 390mm orifice plate control, at the downstream side of the control manhole, in order to attenuate storm run-off to the required level.

- A Stormceptor model EFO12 Oil/Grit Separator (OGS) quality control unit will be provided downstream of the control manhole, in order to achieve the minimum 80% TSS removal quality control criteria.

Sanitary Servicing:

- The subject site required multiple sanitary service connections to accommodate the future parcel severances on site. A new sanitary service will be provided for Building B and Building C with sanitary sewer connection which will connect into the existing municipal 250mm sanitary sewer on St. Laurent Boulevard. Building A and Building D will connect to the existing private sanitary sewer system, which then eventually outlets to a 250mm diameter sanitary sewer on Southvale Crescent.

- The proposed development concept will generate a net increase of 3.64 l/s of peak wet weather sanitary flow to the Southvale Crescent sanitary sewer outlet. As well, the proposed development concept will generate a net increase of 6.76 l/s of peak wet weather sanitary flow to the St. Laurent Boulevard sanitary sewer outlet, in addition to the existing sanitary flow from the existing apartment buildings to remain.

Water Servicing:

- The existing site is currently serviced by a private looped watermain on site consisting of 200mm and 150mm watermain pipes. Building A and Building D will be serviced by 300mm diameter and 150mm diameter PVC watermain extensions of the existing private looped watermain network.

- Building B and Building C will be serviced by the existing 300mm municipal watermain on St. Laurent Boulevard. Building B and Building C will each require two 150mm PVC water service connection separated by an isolation valve along the water main to provide a redundant looped system to each parcel.

- Building A and Building D as well as the existing buildings (1971 & 1975 St. Laurent Blvd. and

208 & 2100 Russell Road) have an average day domestic demand of 5.25 l/s, a maximum hour demand of 12.9 l/s and a maximum day demand of 11.3 l/s.

- Building B has an average day domestic demand of 1.0 l/s, a maximum hour demand of 2.5 l/s and a maximum day demand of 2.2 l/s.

- Building C has an average day domestic demand of 1.0 l/s, a maximum hour demand of 2.5 l/s and a maximum day demand of 2.2 l/s.

- Fire flow demand was estimated using the Fire Underwriters Survey guidelines. It was determined that the private looped watermain system (Buildings A, D & Existing) will require 18,000 l/min (300.0 l/s) to provide sufficient fire flow protection for the development. It was determined that Building B will require 14,000 l/min (233.3 l/s) to provide sufficient fire flow protection for the development. It was determined Building C will require 13,000 l/min (216.7 l/s) to provide sufficient fire flow protection for the development.

- The subject site was modeled using EPANET software and boundary conditions provided by City of Ottawa staff. The model confirmed that adequate pressure is available in the existing system to service the proposed development.

Geotechnical Investigation

The submitted Geotechnical Report was completed by DS Consultants Ltd in November 2021. The purpose of this report is to determine the subsoil and groundwater conditions at this site by means of test holes and to provide geotechnical recommendations pertaining to design of the proposed development including construction considerations which may affect the design.

The findings of the report indicate that from a geotechnical perspective, the subject site is considered suitable for the proposed development. It is therefore expected that based on the subsurface conditions at the site (weak soils of silty clay), deep foundations such as drilled caissons founded in shale bedrock can be adopted to support the proposed buildings.

Phase I Environmental Site Assessment

The submitted Phase I Environmental Site Assessment Report was completed by Pinchin Ltd. in July 2019. Based on the results of the Phase I ESA completed by Pinchin, nothing was identified that is likely to result in potential subsurface impacts at the Site. As such, no subsurface investigation work (Phase II ESA) is recommended at this time.

Transportation Impact Assessment

The submitted Transportation Impact Assessment Report was completed by CGH on March 8, 2022.

The report indicates that based on the findings, the proposed development is recommended from a transportation perspective. A key finding of the report is that as the development is located in an area, within 200m of an BRT Station at Smyth and St. Laurent and that transit usage is expected to continuously increase, and auto usage is expected to decrease and therefore the study area intersections and roadways are projected to operate similar to existing conditions.

Pedestrian Level Wind Study

A Pedestrian Level Wind Study has been prepared by Gradient Wind in February 24 2022. The study is intended to investigate pedestrian wind comfort and safety within, and surrounding the subject property, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The Study determined that:

- 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, walkways, bus stops, parking spaces, outdoor amenities, and in the vicinity of building access points, are considered acceptable. One exception is noted. Conditions over the proposed parkland dedication space are predicted to be mostly suitable for sitting during the typical use period of late spring through early autumn, with the southeast corner being suitable for standing. Depending on the programming of the space, the noted conditions may be considered acceptable. If necessary, sitting conditions may be extended at the southeast with landscaping features, such as tall wind barriers, topographical depressions or berms, or dense coniferous plantings.
- Regarding the elevated amenity terraces serving Buildings A, B, and C and the parkade, wind conditions are predicted to be suitable for sitting during the typical use period, which is considered acceptable according to the City of Ottawa wind criteria.

Roadway Noise Impact Assessment

The submitted Roadway Impact Assessment Report was completed by Gradient Wind in February 2022. The scope of this study was to evaluate noise levels received at the proposed development caused by local roadway traffic and stationary noise sources.

Buildings A, B, and C in the development will require central air conditioning, or a similar ventilation system, which will allow occupants to keep windows and doors closed and maintain a comfortable living environment. It is expected that the design for the buildings will incorporate central air conditioning. A warning Clause will also be required to be placed on all Lease, Purchase and Sale Agreements

Noise levels at various Outdoor Living Areas are expected to exceed the criteria listed in Section 4.2.1. Specifically, the east and west Level 3 amenity terraces of Building A exceed the 60 dBA criteria for which mitigation is required.

Furthermore, the level 3 amenity terraces of Building B and Building C, and the grade-level outdoor amenity of Building A exceed the 55 dBA criteria where mitigation is recommended. Results of the barrier investigation concluded that a 1.1-meter-tall solid perimeter guard surrounding the Level 3 amenity terraces of Buildings A, B, and C will reduce noise levels to acceptable levels in all cases. A noise barrier at the grade-level outdoor amenity of Building A is not considered feasible.

Further, the study states that the buildings' proposed HVAC equipment has the potential for noise impacts on surrounding buildings and the study building itself. Typically, noise levels can be controlled by judicious selection and placement of the equipment and the introduction of silencers or noise screens where needed. A stationary noise study will be performed once mechanical plans for the proposed building become available. This study will include recommendations for any noise control measures that may be necessary to ensure noise levels fall below recommended limits.

The surroundings were also evaluated for sources of stationary noise impacting the proposed development. HVAC equipment serving the existing residential apartment buildings at 1971 and 1975 St. Laurent Boulevard is contained in mechanical penthouses, therefore, impacts are expected to be insignificant.

Tree Conservation Report

A Tree Inventory and Preservation Plan was prepared by Kuntz Forestry Consulting on March 3rd 2022. The work plan for this tree preservation study included the following:

- Prepare inventory of all tree resources on and adjacent to the subject property, with the potential to be impacted by the proposed work;

- Evaluate potential tree saving opportunities based on proposed development plans; and
- Document the findings in a Tree Inventory and Preservation Plan Report.

The findings of the study indicate a total of 150 trees on and within six metres of the subject property. The removal of 93 trees will be required to accommodate the proposed development and/or due to their condition. The report concludes that the remaining 57 trees can be saved provided appropriate tree protection measures are installed prior to the development.

6.0 Conclusion

It is our professional planning opinion that the proposed Site Plan Control application represent good planning as follows:

- The development proposal is consistent with the intent of the Provincial Policy Statement with respect to infill development, particularly allowing development in established urban areas where services, amenities, facilities, transit, and infrastructure are readily available.
- Through providing an additional 501 residential rental units on the site, the proposal adheres to intensification objectives for properties within well-serviced existing communities.
- The proposed development conforms to the Official Plan policies regarding intensification, managing growth, and the land use policies for the Arterial Mainstreet Designation.
- The proposal complies with the City's urban design objectives and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan. The high-rise built form and materials reflect the character of the existing community and will contribute positively to the community.
- The proposed development adheres to the intent of the Zoning By-law with regards to the proposed, height, built form, building orientation, and lot location. The existing AM10 H(54) zone for the subject property is compatible with the zoning framework of the surrounding area and ensures compact and efficient development on the subject property.
- The proposed development is supported by the submitted plans and studies and will create no adverse impacts on the area regarding shadowing, wind, noise, or transportation capacity.

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