



## **265 Centrum Boulevard**

Planning Rationale + Design Brief  
Official Plan Amendment + Zoning By-law Amendment + Site Plan Control  
March 27, 2023



Prepared for Bayview Hospitality

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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Bayview Hospitality (“Bayview”) to prepare this Planning Rationale and Design Brief in support of Official Plan Amendment, Zoning By-law Amendment and Site Plan Control applications to facilitate the proposed development of the property municipally known as 265 Centrum Boulevard (the “subject property”) in the City of Ottawa.

## 1.1 Application Overview

The intent of this Planning Rationale and Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the subject property and compatible with existing, adjacent developments and the surrounding community. This review also includes an analysis of how the proposed development achieves the City’s applicable guidelines, specifically related to high-rise towers and transit-oriented development.

The development proposal consists of three (3) high-rise towers consisting of two (2) residential towers at 30- and 40-storeys in height and one (1) mixed-use tower at 35-storeys in height consisting of retail at grade, office within the podium, and residential on upper levels. A total of 516 underground vehicular parking spaces are proposed, while a total of 1,254 bicycle spaces are proposed on site. Each building will provide a combination of indoor communal amenity spaces, as well as private balconies for every residential unit.

As noted above, Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications are required to facilitate the proposed development. The Official Plan Amendment will create an area-specific policy for the subject property that addresses minimum lot coverage in a Protected Major Transit Station Areas (PMTSA), encumbered parkland dedication, and will include the permissions of the council-approved Orleans Corridor Secondary Plan. The Zoning By-law Amendment will amend the existing MC14[1520] S152 zoning and result in a new site-specific MC14 zone to permit the proposed development. The Site Plan Control application will resolve site-specific design details and features among other considerations.

## Site Context and Surrounding Area

### 2.1 Subject Property

The subject property, municipally known as 265 Centrum Boulevard, is located on the north side of Centrum Boulevard, south of Brisebois Crescent in Orléans East-Cumberland (Ward 1) (Figure 1). The subject property has frontage of approximately 80.58 metres along Centrum Boulevard and 82.24 metres along Brisebois Crescent, and a total lot area of approximately 8,995 square metres.

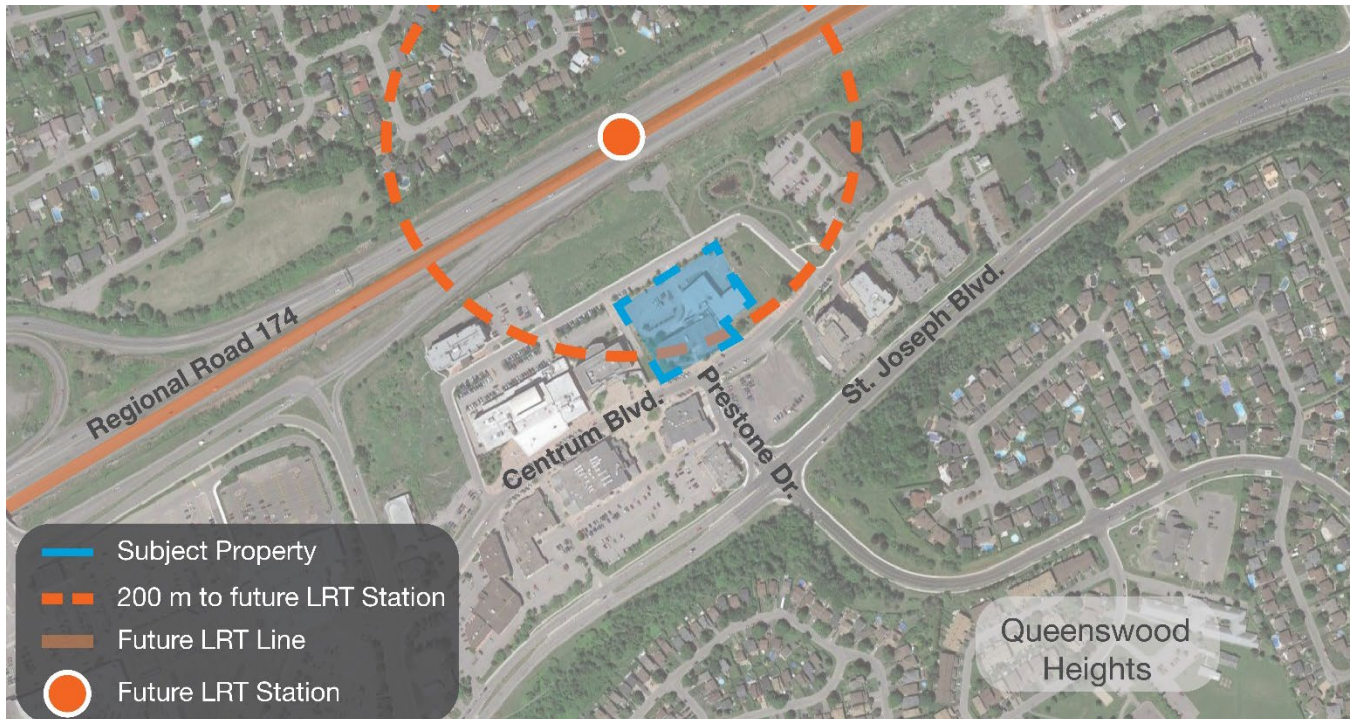


Figure 1: Aerial image of subject property and surrounding area

The subject property is currently developed with a two-storey recreational facility (Altitude Climbing Gym). The subject property formerly housed the Ruddy Family YMCA-YWCA and childcare services. Vehicular access to the property currently exists in two (2) locations from Brisebois Crescent, providing direct access to the existing surface parking lot and main entrance to the YMCA-YWCA building.

Sidewalks are provided on both the north and south sides of Centrum Boulevard and on the north side of Brisebois Crescent. There are currently no sidewalks abutting the subject site along Brisebois Crescent. Immediately abutting the sidewalks on both sides of Centrum Boulevard are angled parking spaces, while only the south side of Brisebois Crescent contains 90-degree parking within the City's road right-of-way. Street lighting is located on the north and south sides of Brisebois Crescent, while pedestrian lighting is located on the north and south side of Centrum Boulevard.

The subject property is landscape with medium- and large-sized trees along the edge of the Centrum Boulevard frontage.

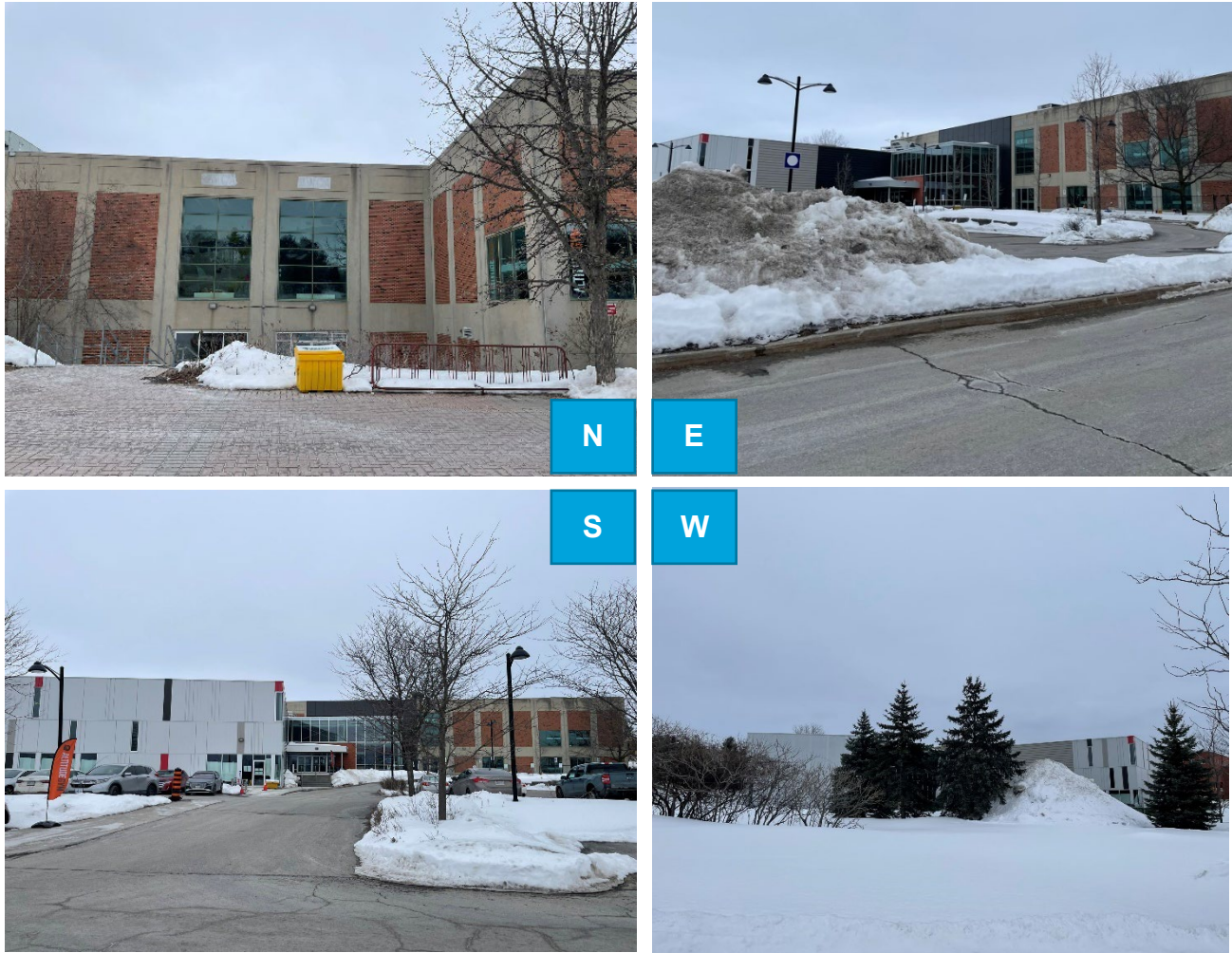


Figure 2. Images of the subject property looking north, east, south, and west

## 2.2 Surrounding Area

The surrounding uses vary and can be described as follows:

**North:** North of Brisebois Crescent is vacant land that consists of grass and some trees, as well as an access driveway to a hydro tower. Further north is Regional Road 174 (RR 174), which is classified as a City Freeway that provides access across the east end of the city and further east towards Cumberland. North of RR 174 is Chatelaine Village, which is a residential neighbourhood consisting of a mix of low-rise dwelling types, as well as some commercial uses, schools, and municipal parks.

**East:** Abutting the subject property to the east is vacant land consisting of grass and some trees. This property is anticipated to be developed in the future due to its development potential and proximity to rapid transit. East of Brisebois Crescent is Royal 22e Régiment Park, which has been identified by the City of Ottawa as a passive recreation park. The park consists of pathways, benches, a gazebo, and a mix of soft and hard landscaping. Further east of the municipal park along Centrum Boulevard are low- and mid-rise residential apartments, with some ground floor commercial located in the mid-rise buildings.

**South:** Immediately south of the subject property is Centrum Boulevard. Centrum Boulevard's right-of-way consists of angled parking on the north and south side of the road, as well as sidewalks. South of Centrum Boulevard are a variety of commercial uses, restaurants, and surface parking lots. Further south of the property along the south side of St. Joseph boulevard is a wooded area on top of the escarpment. South of the escarpment is Queenswood Heights, which is a residential neighbourhood consisting of a mix of low-rise dwelling types, as well as some commercial uses, institutional uses, schools, and municipal parks.

**West:** Immediately west of the subject property is the Orleans Town Centre Client Service Centre, a City of Ottawa municipal building. West of this building is the Shenkman Arts Centre located on the north side of Centrum Boulevard as well as commercial uses and community and social service uses, such as the Orleans-Cumberland Community Resource Centre on the south side of Centrum Boulevard. Further west of the subject property is a hotel located on the north side of Brisebois Crescent, as well as an approved 17-storey retirement home consisting of 392 dwelling units on the west side of Brisebois Crescent.



Figure 3. Looking east (left) and west (right) on Centrum Boulevard



Figure 4. Images of Royal 22e Régiment Park



Figure 5. Looking north at the mid-block connection on the City of Ottawa's property, which immediately abuts the subject property along the west property line



Figure 6. Looking east (left) and west (right) on Brisebois Crescent

### 2.3 Road Network

The subject property abuts Centrum Boulevard which has been identified as a collector road, as well as Brisebois Avenue which has been identified as a local road, as per Schedule C4 – Urban Road Network, in the City of Ottawa's Official Plan (Figure 7). Centrum Boulevard is a two-way street, with two lanes of east-west travel. The City defines collector roadways as roads that connect communities and distribute traffic between the arterial system and



local road system. These roads tend to be shorter in length and carry lower volumes of traffic than do arterials. Collector roads are the principal streets in urban neighbourhoods and are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists and pedestrians. Local roads are typically residential streets that serve numerous overlapping functions, as they provide transportation access to collectors and arterials, and act as social places that foster interaction between neighbours, and provide space for street trees and on-street parking.

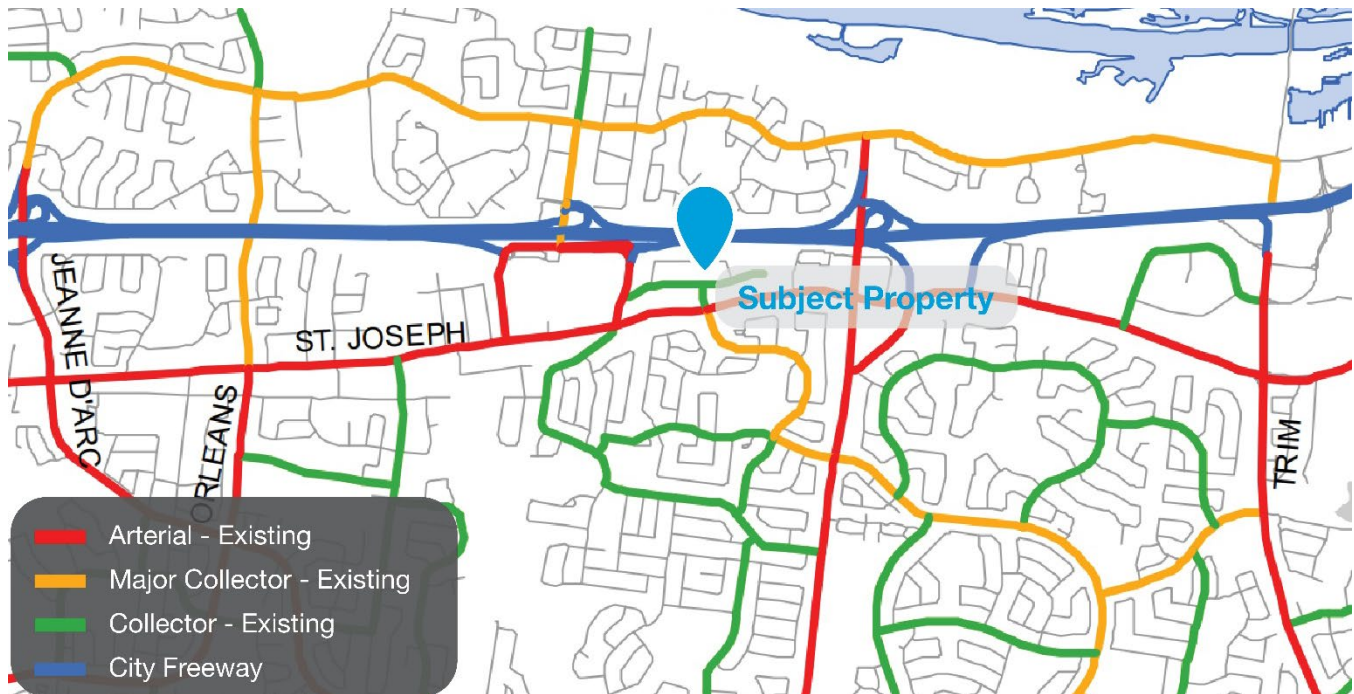


Figure 7. Schedule C4 - Urban Road Network, City of Ottawa Official Plan

## 2.4 Transportation Network

The subject property is well served by public transit options. As per Schedule C2 – Transit Network-Ultimate, and Schedule C1 – Protected Major Transit Station Areas (PMTSA), the majority of the subject property is located within 250 metres of the future Orleans Town Centre LRT station, and within 875 metres of the existing Place d' Orleans BRT station (Figure 8 and Figure 9).

The nearest bus stop is located across the street from the subject property on Prestone Drive, and west of the subject property on Centrum Boulevard. The bus stops on the east side of Prestone Drive and north side of Centrum Boulevard service OC Transpo bus routes #33, #302, #636, and #35 (Centrum Boulevard only), while the bus stops on the west side of Prestone Drive and south side of Centrum Boulevard service OC Transpo bus routes #33, #35, #37, #232, and #302.

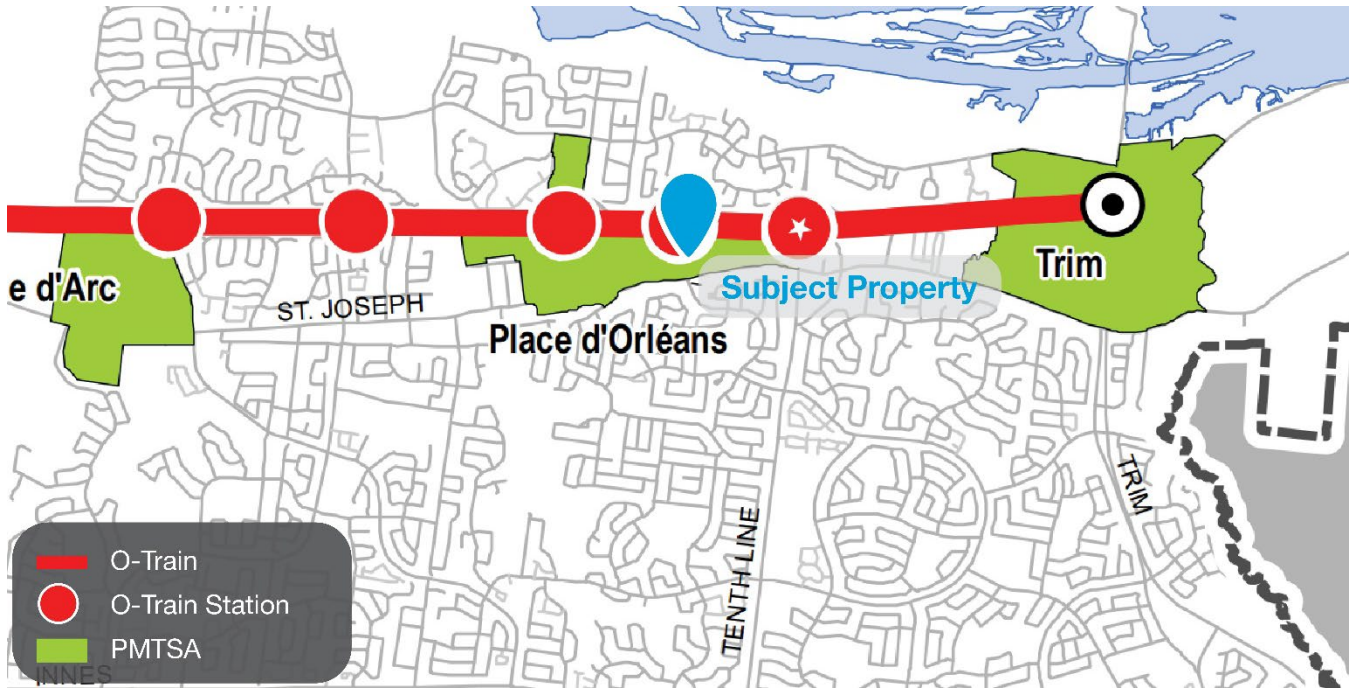


Figure 8. Schedule C1 - Protected Major Transit Station Area (PMTSA), City of Ottawa Official Plan



Figure 9. Schedule C2 - Transit Network Ultimate, City of Ottawa Official Plan

### 2.5 Active Transportation Network

The subject property is well served by the City of Ottawa’s planned cycling network, as shown on GeoOttawa (Figure 10). South of the subject property along St. Joseph Boulevard, the street has been identified as a cycling spine route, as well as a cross-town bikeway. This cycling infrastructure provides direct access to the nearby major pathways that are identified on Schedule C3 – Active Transportation Network (Figure 11). The closest major pathway to the subject property is within Pierre Rocque Park, and extends east to the interior portion of the Orleans neighbourhood, and south throughout Bilberry Creek. While cycling infrastructure and major pathway networks do not currently exist along the portions of Centrum Boulevard and Brisebois Crescent that abut the subject property, the existing cycling infrastructure is located in proximity to the subject property, providing access to the greater network.

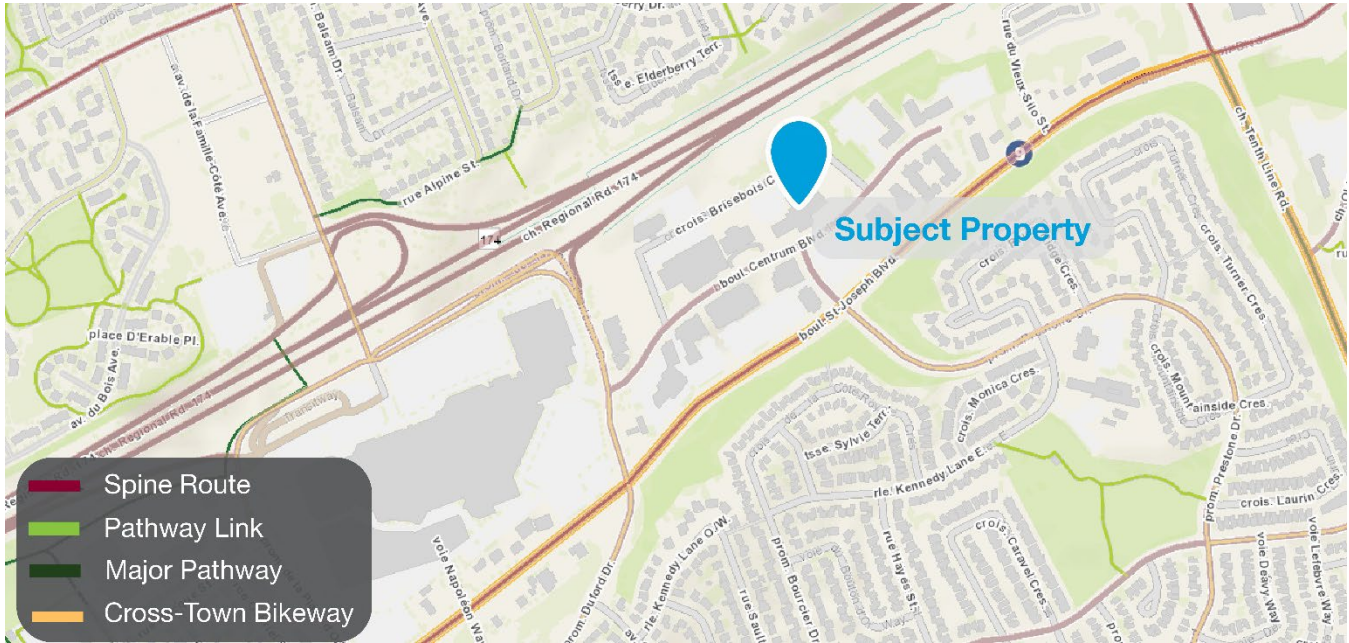


Figure 10. Ultimate Cycling Network, GeoOttawa

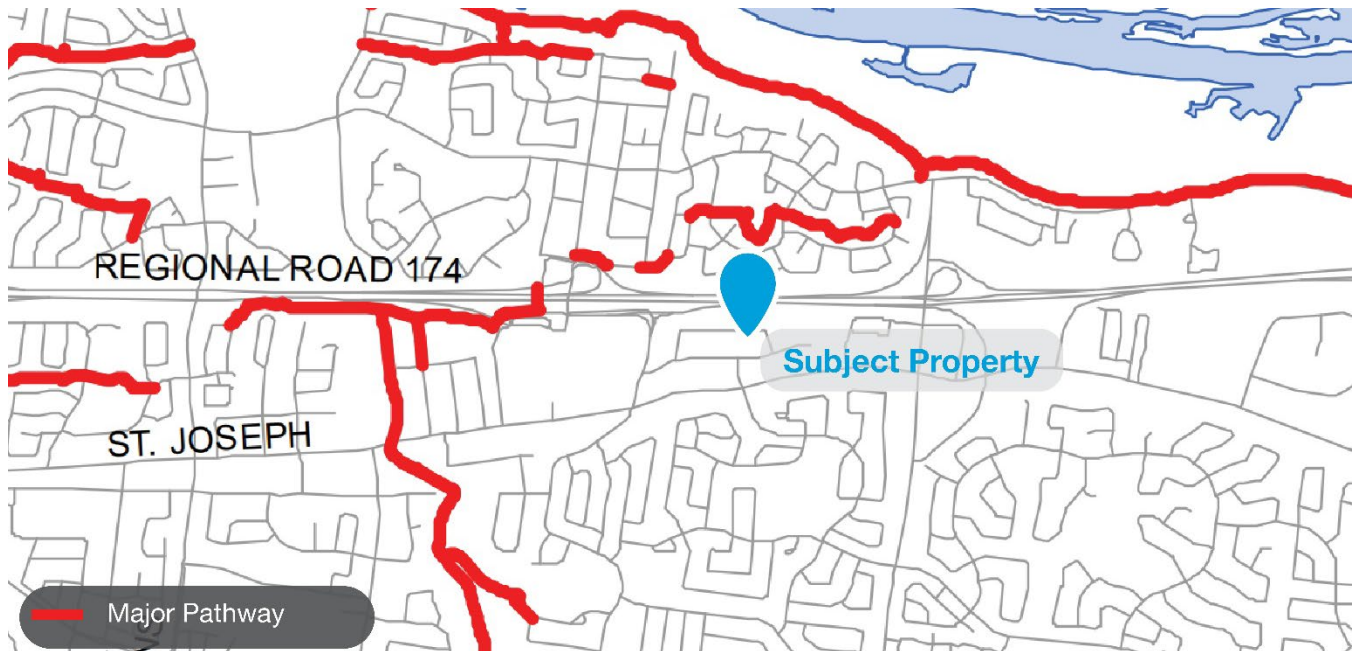


Figure 11. Schedule C3 - Active Transportation Network - Major Pathways, City of Ottawa Official Plan

## 2.6 Neighbourhood Amenities

As a property located within the Orleans Town Centre, the subject property enjoys proximity to a variety of neighbourhood amenities which include locally-oriented commercial uses such as restaurants, retail shops, coffee shops, as well as some regionally-scaled uses such as the Place d'Orleans Shopping Mall and the Shenkman Arts Centre. The surrounding area also benefits from access to two (2) grocery stores within a 5-minute drive – Farm Boy at 3035 St. Joseph Boulevard and No Frills at 1226 Place d'Orleans Drive. The site is served by the Royal 22e Regiment Park, located on Brisebois Avenue, courtyard/urban plaza areas along Centrum Boulevard, and Queenswood Ridge Park to the south of St. Joseph Boulevard and Prestone Drive. Figure 12, below, highlights some key amenities in the area.

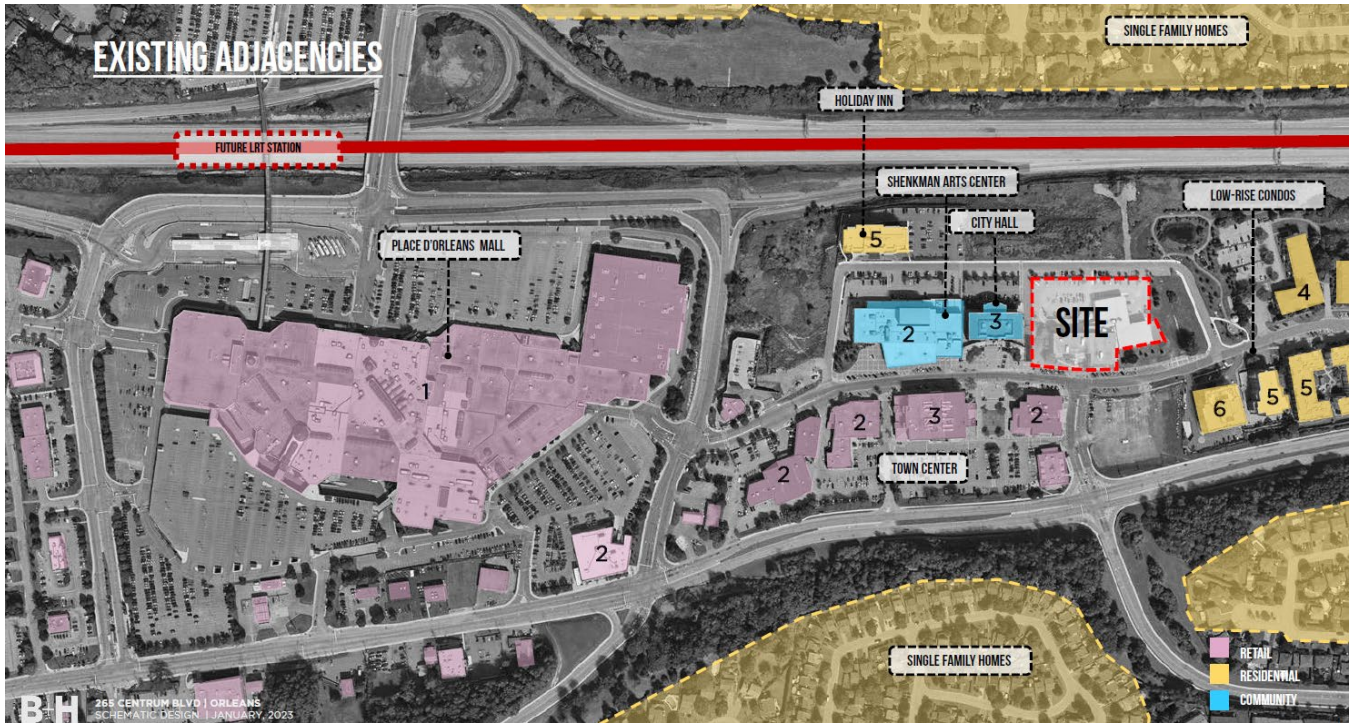


Figure 12. Aerial image of the surrounding neighbourhood amenities, prepared by B+H Architects

## Proposed Development & Design Brief

The proposed development on the subject property consists of three (3) high-rise towers. Tower A is proposed to be a 35-storey mixed use building containing retail, office, and residential uses. Tower B and C are proposed to be 30 and 40 storey residential buildings, respectively. The proposed development has a total gross floor area of 64,114 m<sup>2</sup> for the residential uses, 833 m<sup>2</sup> for the retail use, and 2,933 m<sup>2</sup> for the office use. Three (3) levels of underground parking are proposed, containing a total of 516 parking spaces and 1,194 bicycle parking spaces. An additional 60 exterior bicycle parking spaces are proposed across the subject property for short-term visitors.

Vehicular access to the subject property will be from Brisebois Crescent only, while pedestrian and cyclist access will benefit from both Centrum Boulevard and Brisebois Crescent. A 500 m<sup>2</sup> municipal park is proposed to be located between Tower A and Tower B, with frontage along Centrum Boulevard, providing an opportunity for the public realm along Centrum Boulevard to be extended into the proposed development.



Figure 13. Aerial view of the proposed development looking northeast across the subject property

As the proposed development proposes over 1,000 units, construction of the new buildings will occur through a phased approach. Phase 1 includes Tower B and the municipal park dedication, while Towers A and C will be constructed through future phases. Phasing the development will help to create a critical mass of people that will support the future retail and office space within Tower A, as well as the future light rail transit. The phasing plan for the project is outlined in Figure 14.

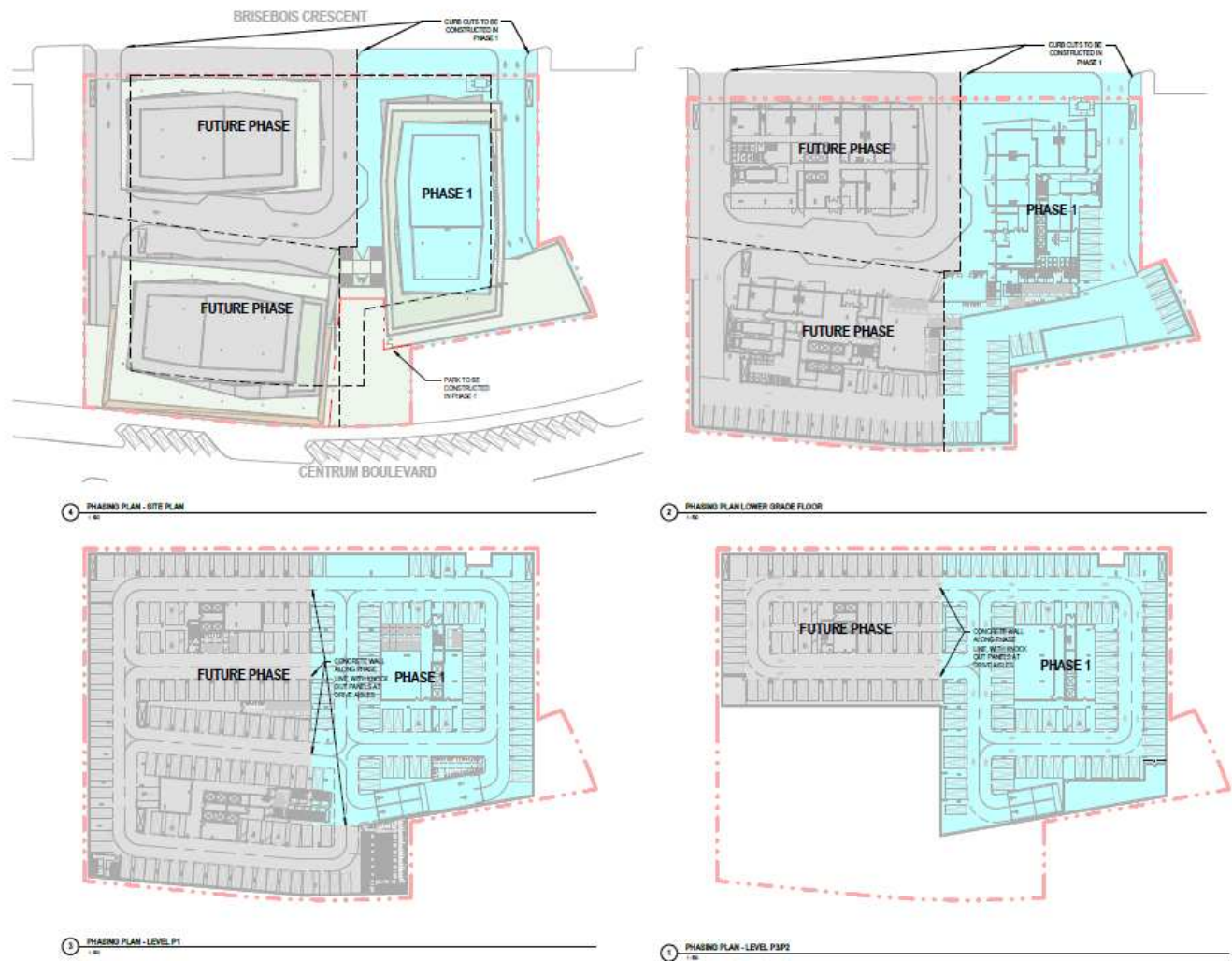


Figure 14. Phasing Plan of the proposed development

The statistics for the proposed phases are outlined in Table 1, below:

Table 1. Proposed phasing of the development

Provisions	Phase 1 (Tower B)	Future Phases (Tower A & C)
<b>Dwelling Units</b>	328 units	799 units
<b>GFA</b>	18,739 m <sup>2</sup>	46,208 m <sup>2</sup>
<b>Vehicle Parking</b>	255 spaces	261 spaces
<b>Bicycle Parking</b>	Min. 328 spaces with some additional short-term spaces	Min. 799 units with additional short-term spaces and retail/office spaces
<b>Amenity Space</b>	Private: 5,204 m <sup>2</sup> Communal: 1,044 m <sup>2</sup>	Private: 12,757 m <sup>2</sup> Communal: 3,024 m <sup>2</sup>

In designing the proposed development, many components were considered to respond to the existing and planned context, while ensuring liveability for future residents of the development. The following sections outline and describe these design considerations.

### 3.1 Building Design

#### 3.1.1 Building Massing and Scale

The proposed development consists of three (3) towers set upon their own individual podiums. The three (3) towers have heights of 30, 35 and 40 storeys (high-rise), while the podiums range from one (1) storey to six (6) storeys. There is a significant grade change between the two frontages of the subject property, between Centrum Boulevard and Brisebois Crescent, so it is noted that the podiums and tower heights will read differently from each street and frontage.



Figure 15. View of the proposed development looking north on Prestone Drive

The proposed development is the first high-rise development within the Orleans Town Centre, however as shown in Figure 15, the adjacent properties are likely to develop with high-rise buildings in accordance with the vision of the Orleans Corridor Secondary Plan.

As a high-density development, consideration was given to how the building massing of the three buildings would work together to create a cohesive feel. As demonstrated in Figure 16, the buildings were designed in a similar language, so the development reads as one gesture, rather than three towers with competing articulation. This design was influenced by the context and geography of the City of Ottawa, drawing from the concept of floating chunks of ice in the Ottawa River. This approach has resulted in a design that includes an outer skin, an inner skin, an interesting tower shape, and interesting crown, or building top.



**Outer Skin:** The design of the outer skin features continuous balconies with white picket railings and white perforated screening, which alternates around the demising walls between units. The perforated screening allows for light and air while expressing varying shapes. The varying shapes pulls in the concept of floating ice chunks in the Ottawa River, which can be seen in the distance from the proposed development.

**Inner Skin:** The design of the inner skin features continuous balconies with glass railings, which are intended to keep the façade articulation as light as possible to maximize the amount of light for the inner units. The use of natural blue and green tinted glass at the inner faces are intended to resemble the colour of water, again drawing from the context of the Ottawa River.

**Tower Shape:** The tower shapes have been designed to be slim and rectangular in order to achieve an approximate 750 m<sup>2</sup> floorplate and a 25-metre separation distance between towers within the site. The long faces of the towers have been shaped to have an inflection point, which is intended to orient units away from each other and ease vis-à-vis, and orient units towards the views of the Ottawa River – the contextual basis for the design. Mid-level breaks have been introduced for all three towers, which has the effect of creating a base-middle-top design of the buildings without having additional setbacks after the higher levels. Tower A has been designed to follow the angle of Centrum Boulevard, while Tower B and C have been designed to be perpendicular to each other.

**Crown:** The top of the towers have incorporated the prismatic geometries that are seen along the outer skin of the buildings, which is intended to reinforce the reference to the winter landscape of the Ottawa River, while also accentuating the different heights of the buildings. As the buildings are an example of early high-density development within the area, an interesting crown/roof top was important to ensure an interesting skyline that is seen from a distance.

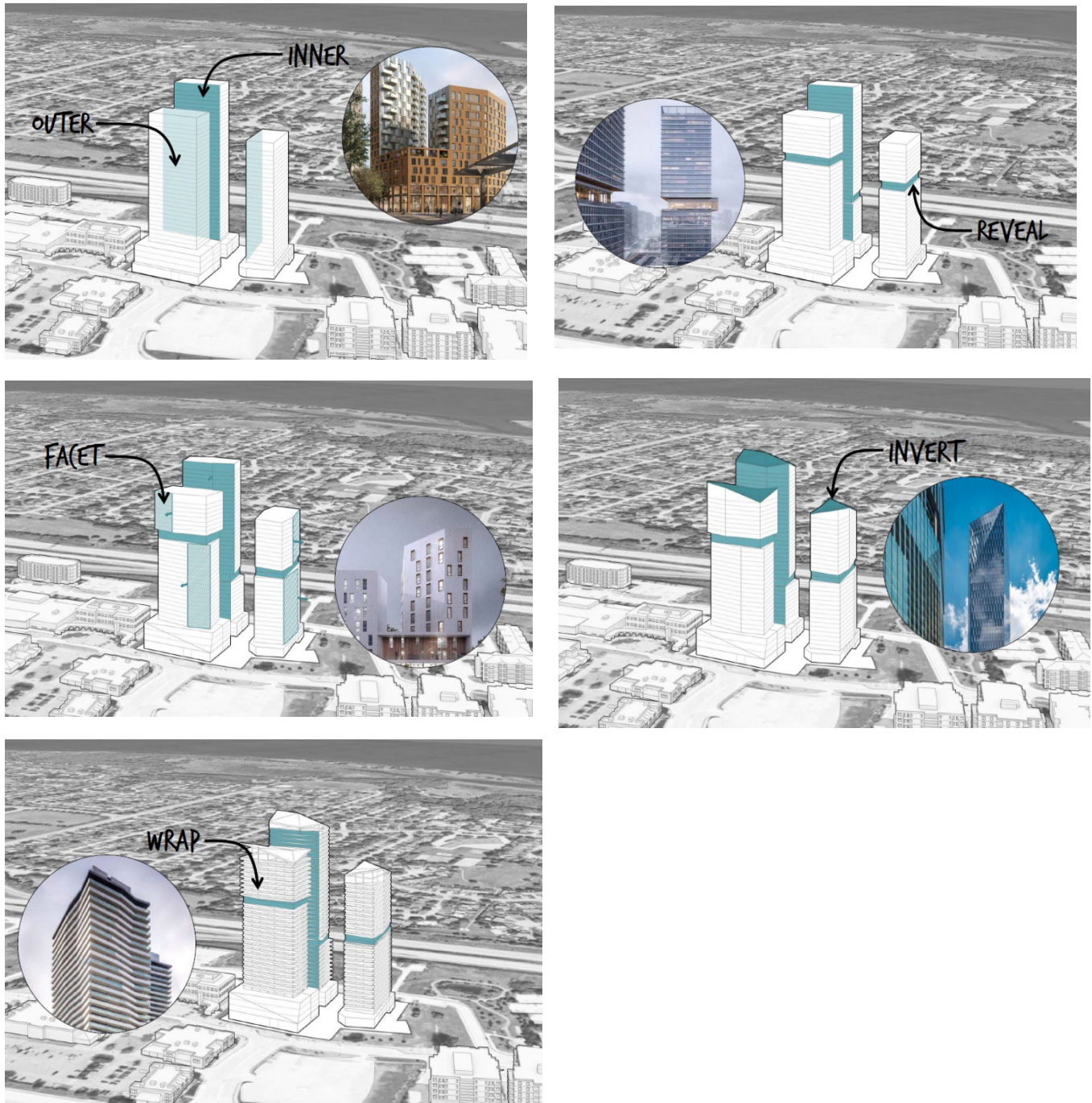


Figure 16. Design concept for the proposed development

The tallest building (40 storeys) has been located closest to the existing and future rapid transit stations, which is on the northern portion of the site. Locating the tallest building towards the north will ensure that shadowing, overlook and other impacts associated with height and massing are shifted away from the rest of the proposed development, as well as the proposed park and Centrum Boulevard. As shown in Figure 17, Tower A which immediately abuts Centrum Boulevard has a prominent podium which fits within the existing context and the tower portion is pulled back 10.2 metres from the edge of the podium to ensure that a pedestrian scale of buildings lines Centrum Boulevard.



Figure 17. View of the proposed development looking east on Centrum Boulevard.

As a high-rise development, the City provides some direction that building transition measures should be located within the property where the high-rise towers are being located, while the responsibility for providing separation distances between towers on separate properties will be shared equally by the owners of all properties where high-rise buildings are permitted. Transition measures have been provided on the subject property through the use of appropriate setbacks from the property lines, building step backs as the tower height increases, and separation distances between towers on the same site. The proposed development complies with the required setbacks as outlined in the High-Rise Provisions of the Zoning By-law.

All towers are proposed to be set back greater than 11.5 metres to the interior side lot lines, and more specifically, Tower A is set back 12 metres from the west property line and Tower C is set back 12.3 metres from the west property line. Tower B is set back 11.9 metres from the east property line. The proposed tower setbacks to the existing public streets also provide an appropriate transition to potential development sites that are located on the north side of Brisebois Crescent (18 metre right of way) and the south side of Centrum Boulevard (26 metre right of way). Tower A is set back 10.3 metres to Centrum Boulevard, while Tower B is set back 11.8 metres to Centrum Boulevard, providing over a 30-metre setback to the edge of the future development parcel on the south side of Centrum Boulevard. Tower B is set back 13.2 metres from Brisebois Crescent, while Tower C is set back 5.9 metres from Brisebois Crescent, providing over a 22-metre setback to the edge of the future development parcel on the north side of Brisebois Crescent. Overall, the careful and intentional placement of building towers ensures privacy of dwelling units is maintained and that an appropriate amount of air and light will filter through the site, minimizing potential impacts on adjacent properties.

On-site, the towers are proposed to have separation distances of 25 metres at a minimum, while some of the separation distances exceed 27 metres, providing ample space on site between the tower elements of each building. Overall, the proposed development has ensured that future high-rise development on abutting and adjacent properties is not precluded, while also maintaining separation distances that contribute to a positive pedestrian experience at-grade for the future residents of the proposed development.

### 3.1.2 Shadow Study

The towers have been designed with floorplates that are generally 750m<sup>2</sup>, in accordance with the policy direction of the Official Plan and the high-rise design guidelines. The slim design of the towers will limit the extent of the shadow impact on the surrounding area. As demonstrated in Figure 18, Figure 19, and Figure 20, the shadow impact of the development is primarily towards the north and moving towards the southeast throughout the day. The building shadows will move quickly throughout the day, limiting the amount of shadow impact in one specific area.

The subject property has an as-of-right maximum permitted building height of 85 metres above sea level (approximately 14.85 metres) for the first 10 metres of the site north of Centrum Boulevard, while the remainder of the property does not have a maximum permitted building height. Given the majority of the subject property does not have a maximum permitted building height, the net increase in shadow is minimal, as outlined in the below images.

The proposed development includes municipal parkland dedication, located to the east of Tower A and south of Tower B, along Centrum Boulevard. The new shadow is less than the as-of-right shadow on the proposed park, and as such there is no net new impact. During the summer, shadows will be cast on a portion of the park at 1 pm and 2 pm, and the shadows will move through the park resulting in full shadow from 3 pm until 8 pm. During the equinox (September/March), shadows will be cast on the park for a similar time period as the summer, with shadows cast on a portion of the park from 1 pm to 3 pm, and full shadow from 4 pm until 6 pm. Overall the proposed location of the park will help to strengthen the public realm and streetscape along Centrum, but also maximize southern sunlight exposure.

Royal 22e Régiment Park is located north of the property on the north and east side of Brisebois Crescent. The proposed development will create less of a shadow impact on the park as compared to the as-of-right potential of the subject property, where a very minimal part of the park will be subject to shadows at 3 pm and 4 pm in the summer. During the equinox, the shadows will extend a further distance, however there is still less of an impact compared to the as-of-right potential on the subject property. Shadows from the proposed development will be cast on a portion of the park from 1 pm until 6 pm; however, there is no time where the development will fully shadow the existing park.

In addition to municipal parkland, the proposed development will include several different communal amenity areas, including the balcony that extends from the second-floor amenity room and seventh-floor terrace that wraps around the full floor in Tower A, the at-grade amenity area and twenty-first floor terrace of Tower B, as well as the third-floor terrace and fourth-floor terrace that wraps around the full floor in Tower C. In addition to the private communal amenity spaces, which have been identified in blue on the images below, a retail patio is also proposed as part of the development, which has been identified in pink on the images below.

During the summer, shadows will be cast on the west portion of Tower A's terrace and the entirety of Tower C's terrace during the morning hours starting at 8 am. From 11 am until 3 pm, the at-grade amenity space east of Tower B will be exposed to sunlight for three consecutive hours (11 am to 2 pm), with the area becoming shadowed by 2 pm. The amenity space on the south side of Tower A will be exposed to sunlight from 8 am until 4 pm, at which point the shadows will move across the site. The amenity space on the north, east and south sides of Tower C will be exposed to sunlight from 2 pm onwards as the shadows move through the site.

During the equinox, the shadows will follow a similar pattern as the summer shadows; however, the extent of the shadow will be much longer. From 11 am to 3 pm, the proposed communal amenity areas located on the south, east and west side of Tower A, south and east side of Tower B, and west side of Tower C will be exposed to sunlight. These spaces will receive at a minimum two consecutive hours of sunlight per day.

Lastly, the proposed retail patio on the west side of Tower A will be exposed to sunlight from 10 am until 7 pm during the summer, and from 10 am until 5 pm during the equinox. Locating the retail patio in an area that is exposed to sunlight for the majority of the day during the spring, summer, and fall will contribute to a vibrant public realm along Centrum Boulevard.

As previously discussed, the subject property does not have an existing as-of-right maximum building height for the portion of the property further than 10 metres from Centrum Boulevard, and as such, the new net shadow is less than the as-of-right. The slender design of the buildings ensure that shadows move through the site quickly, reducing the overall shadow impact on the proposed towers, public spaces, and proposed communal amenity areas.

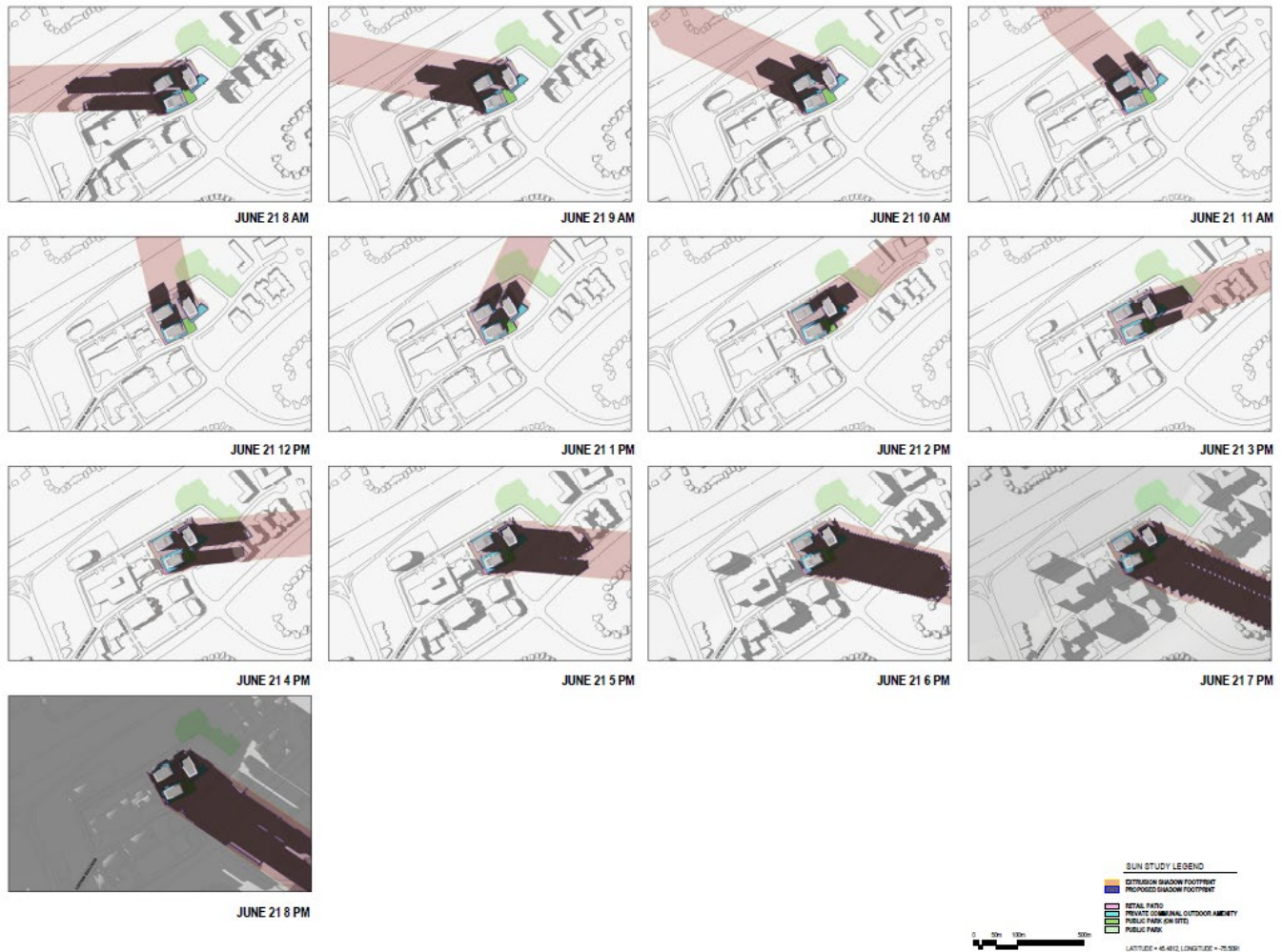


Figure 18. Shadow Study of the proposed development during the Summer (June 21)

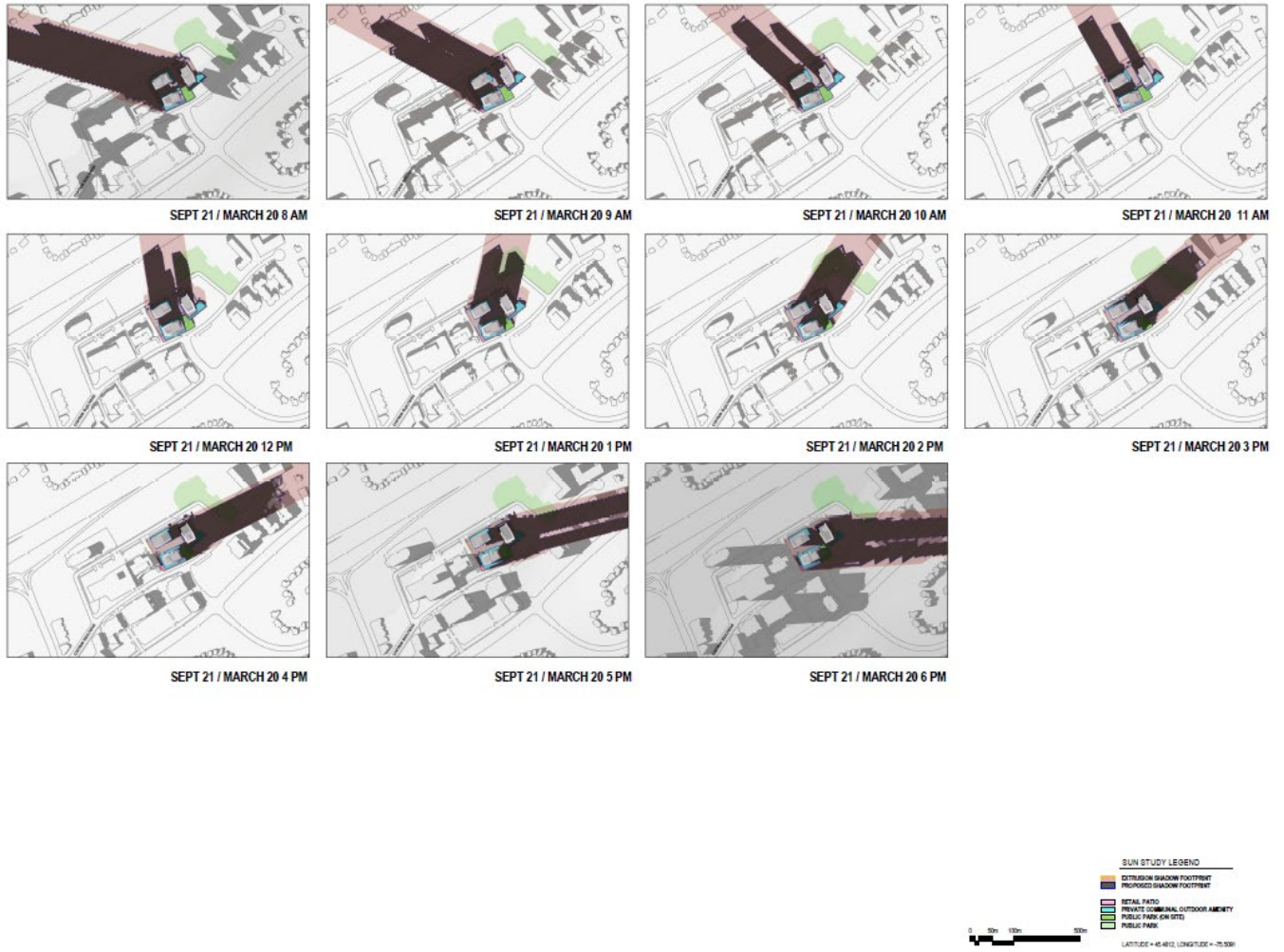


Figure 19. Shadow Study for the proposed development during the Spring and Fall equinox (Sept 21/March 20)

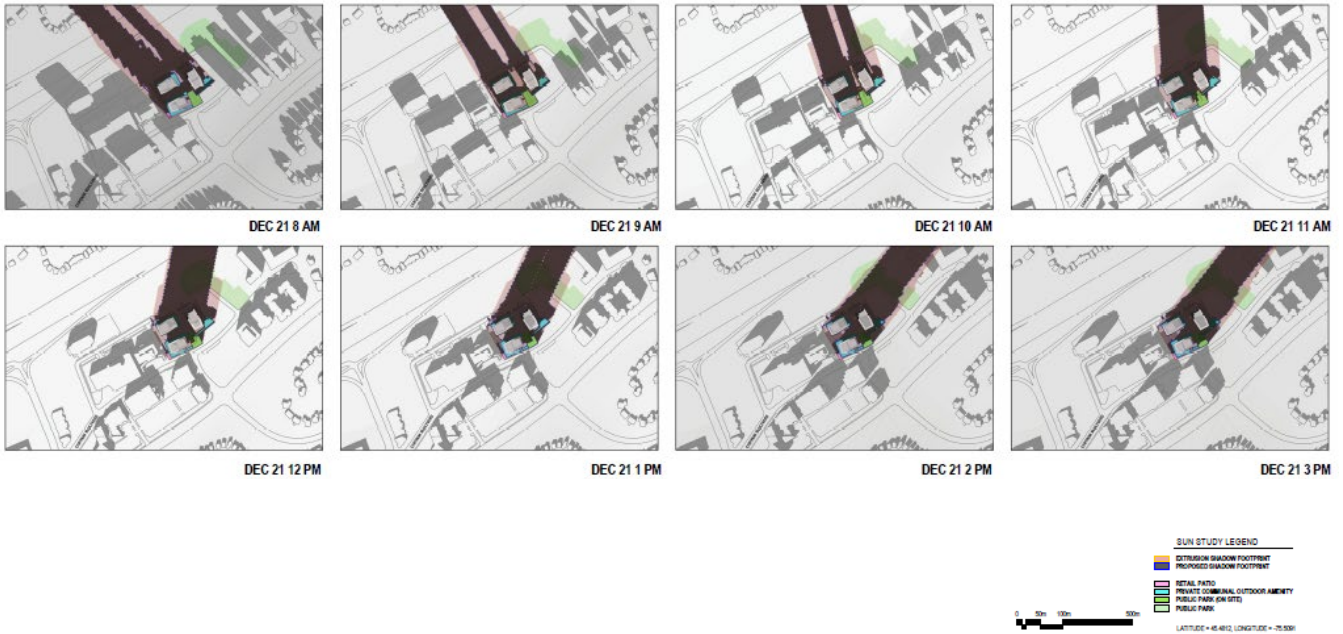


Figure 20. Shadow Study for the proposed development during the Winter (December 21)

### 3.1.3 Materiality

As previously stated, the proposed development utilizes materiality and colour to break up the building facades, providing articulation and architectural interest. The proposed development will utilize a range of materials, primarily focusing on light and earthy tones with some darker colours also incorporated. The materials proposed will primarily consist of metal paneling, wood panels, and pre-cast concrete panels. The elevations of the proposed development illustrate the proposed materiality. For further details about the materials being proposed, the architectural package submitted as part of the development applications should be referenced.



Figure 21. Tower A - North (left) and south (right) elevations



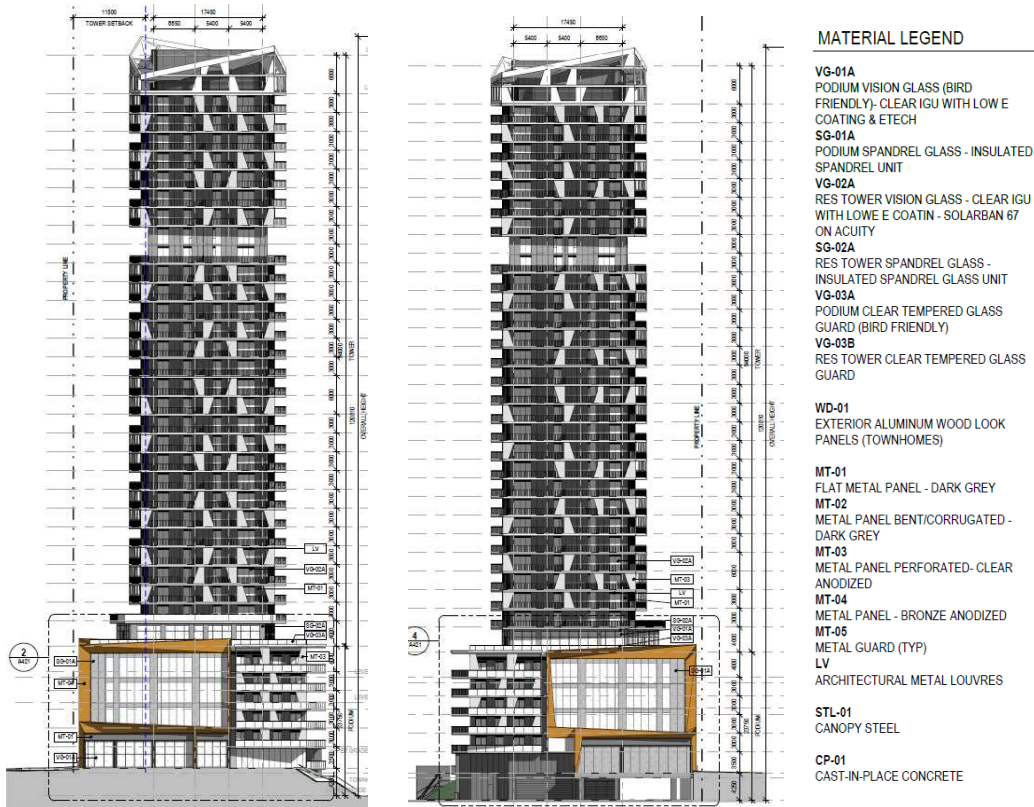


Figure 22. Tower A – East (left) and west (right) elevations

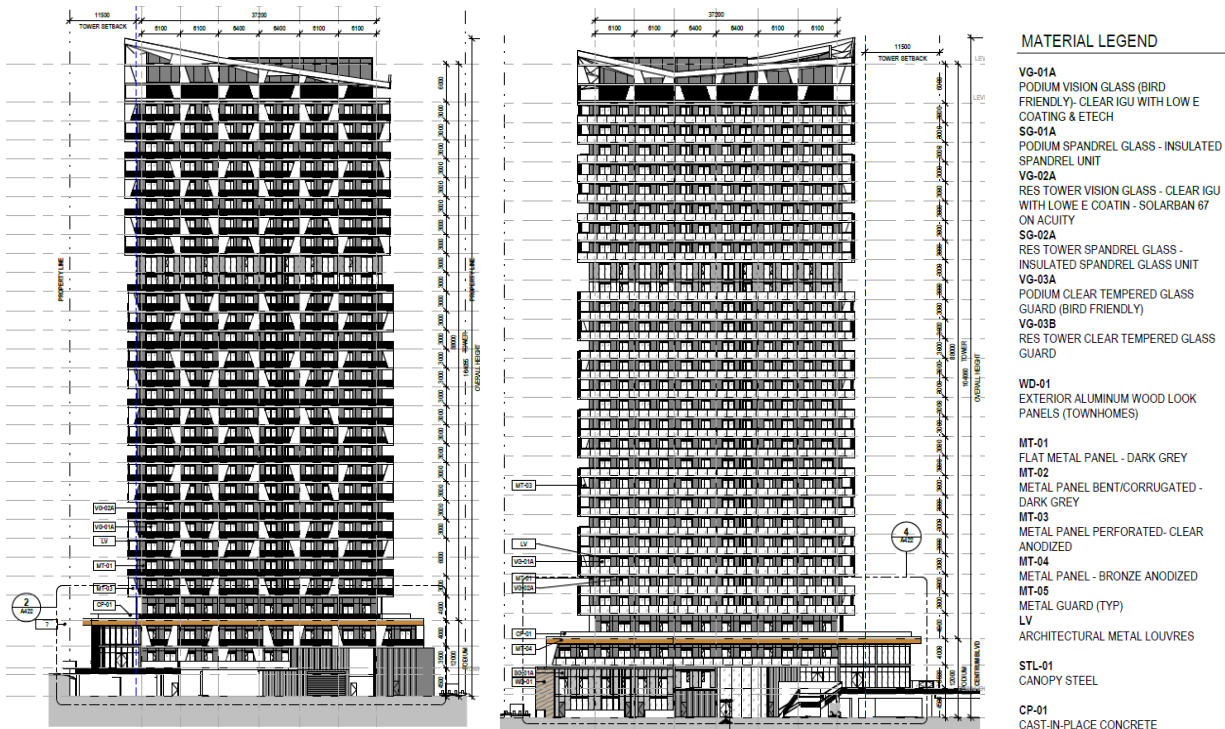
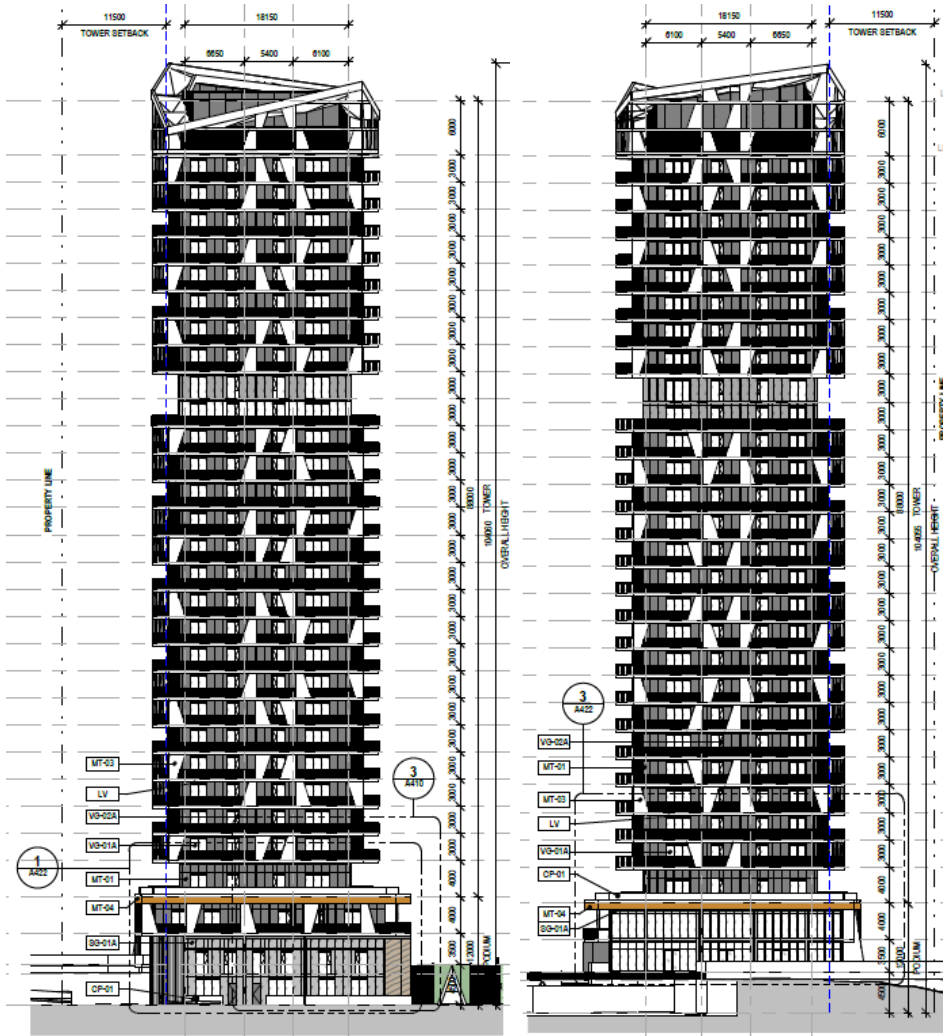


Figure 23. Tower B - East (left) and west (right) elevations



**MATERIAL LEGEND**

- VG-01A**  
PODIUM VISION GLASS (BIRD FRIENDLY)- CLEAR IGU WITH LOW E COATING & ETECH
- SG-01A**  
PODIUM SPANDREL GLASS - INSULATED SPANDREL UNIT
- VG-02A**  
RES TOWER VISION GLASS - CLEAR IGU WITH LOWE E COATIN - SOLARBAN 67 ON ACUIITY
- SG-02A**  
RES TOWER SPANDREL GLASS - INSULATED SPANDREL GLASS UNIT
- VG-03A**  
PODIUM CLEAR TEMPERED GLASS GUARD (BIRD FRIENDLY)
- VG-03B**  
RES TOWER CLEAR TEMPERED GLASS GUARD
  
- WD-01**  
EXTERIOR ALUMINUM WOOD LOOK PANELS (TOWNHOMES)
  
- MT-01**  
FLAT METAL PANEL - DARK GREY
- MT-02**  
METAL PANEL BENT/CORRUGATED - DARK GREY
- MT-03**  
METAL PANEL PERFORATED- CLEAR ANODIZED
- MT-04**  
METAL PANEL - BRONZE ANODIZED
- MT-05**  
METAL GUARD (TYP)
- LV**  
ARCHITECTURAL METAL LOUVRES
  
- STL-01**  
CANOPY STEEL
  
- CP-01**  
CAST-IN-PLACE CONCRETE

Figure 24. Tower B - North (left) and south (right) elevations

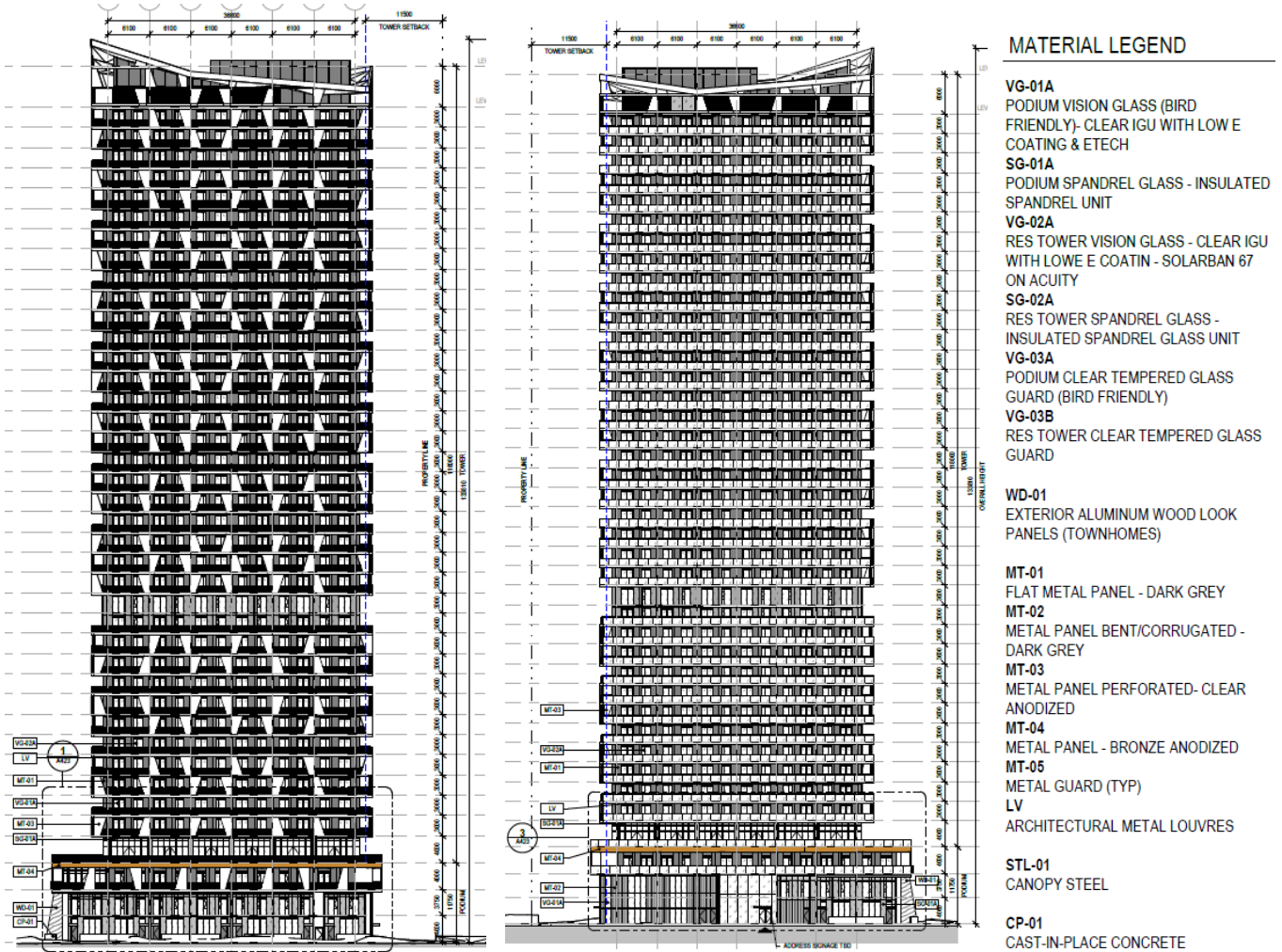


Figure 25. Tower C - North (left) and south (right) elevations

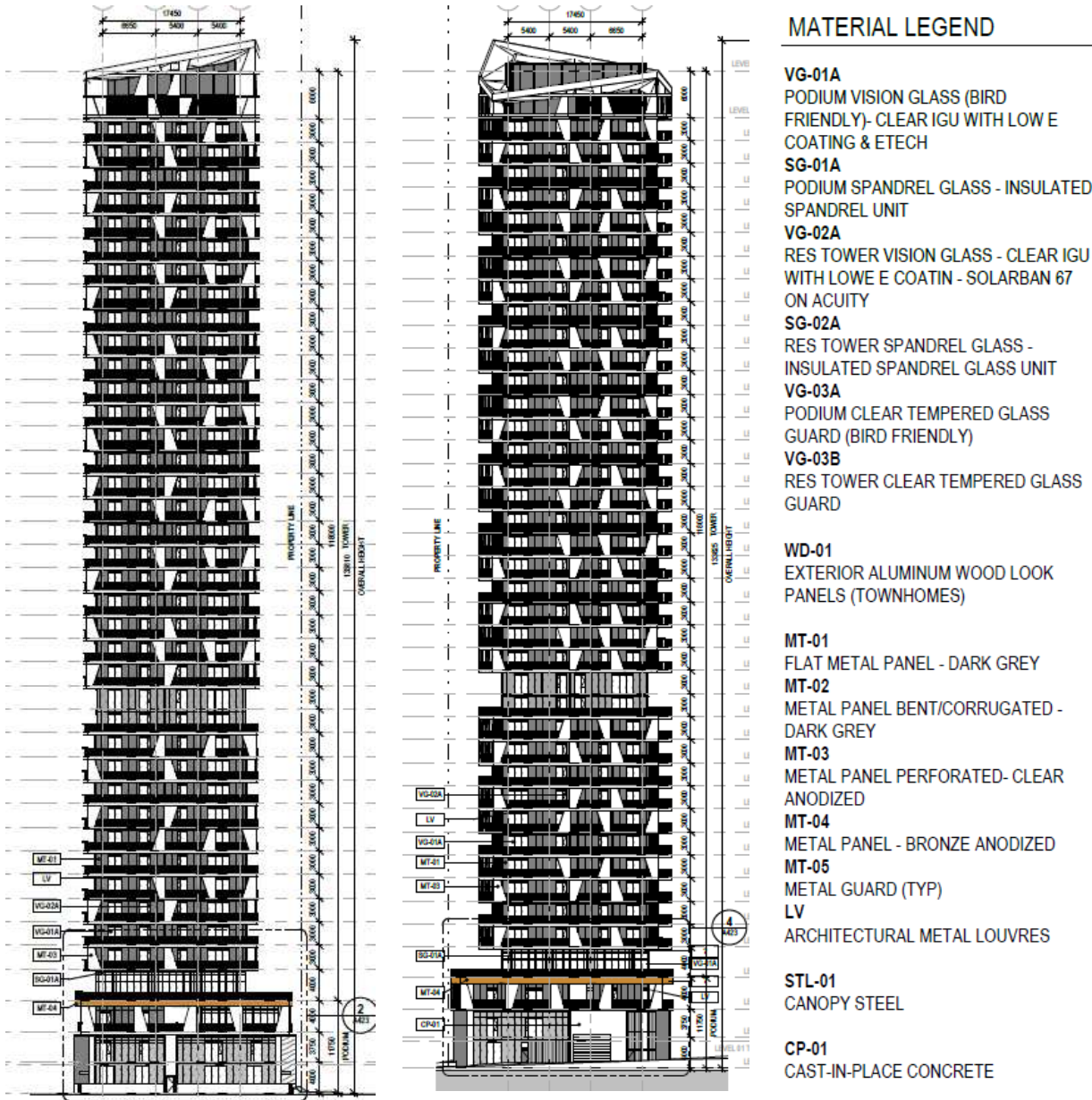


Figure 26. Tower C - East (left) and west (right) elevations

**3.1.4 Alternative Building Massing**

Alternative building massing, height, and location were explored and considered through the evolution of the proposed development, as outlined in Figure 27, 28 and 29, below. The alternative designs included different park locations and different podium massing as the towers relate to both Centrum Boulevard and Brisebois Crescent. The alternative design schemes for the proposed development are discussed in more detail below.

Early concepts for the subject property, as shown in Figure 27 included three (3) high-rise towers with heights of 38-storeys, 35-storeys, and 23-storeys. The design included a four-storey podium for Tower A that extended along the entire Centrum Boulevard frontage, a one-storey podium for Tower B and a four-storey podium for Tower C. The design did not include space for municipal parkland dedication, however, a privately-owned public space (POPS) was proposed

along the west property line. This early concept also included surface parking, which under the new Official Plan and Orleans Corridor Secondary Plan, is not supported within such close proximity to a future rapid transit station.

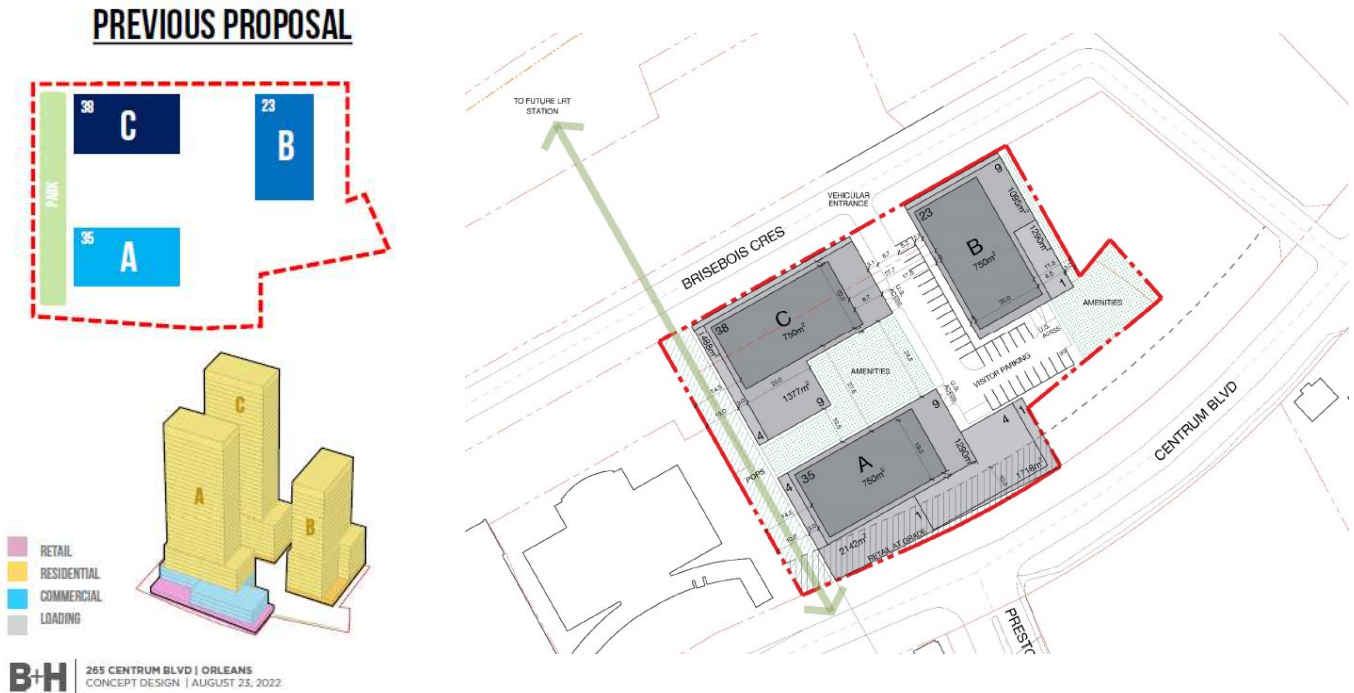


Figure 27. February 2022 Design Scheme

After pre-consulting with City staff with the early design concept, two additional design schemes were developed which incorporated parkland dedication into the site layout, replacing the originally proposed POPS. The proposed heights under these design schemes were redistributed to create for more variability in the tower heights, allowing for increased sunlight throughout the site. The proposed heights included 40-storey, 32-storey, and 28-storey towers.

Alternative Design Scheme 1 proposed the park at the south end Tower B, immediately abutting the property south interior property line. Access and egress on the site were proposed in two locations along Brisebois Crescent, with one underground parking access, and an additional loading access from Brisebois Crescent. A small number of surface parking spaces remained, with the remainder of the parking located underground, providing more open space that could accommodate landscaping, parks and communal amenity space.

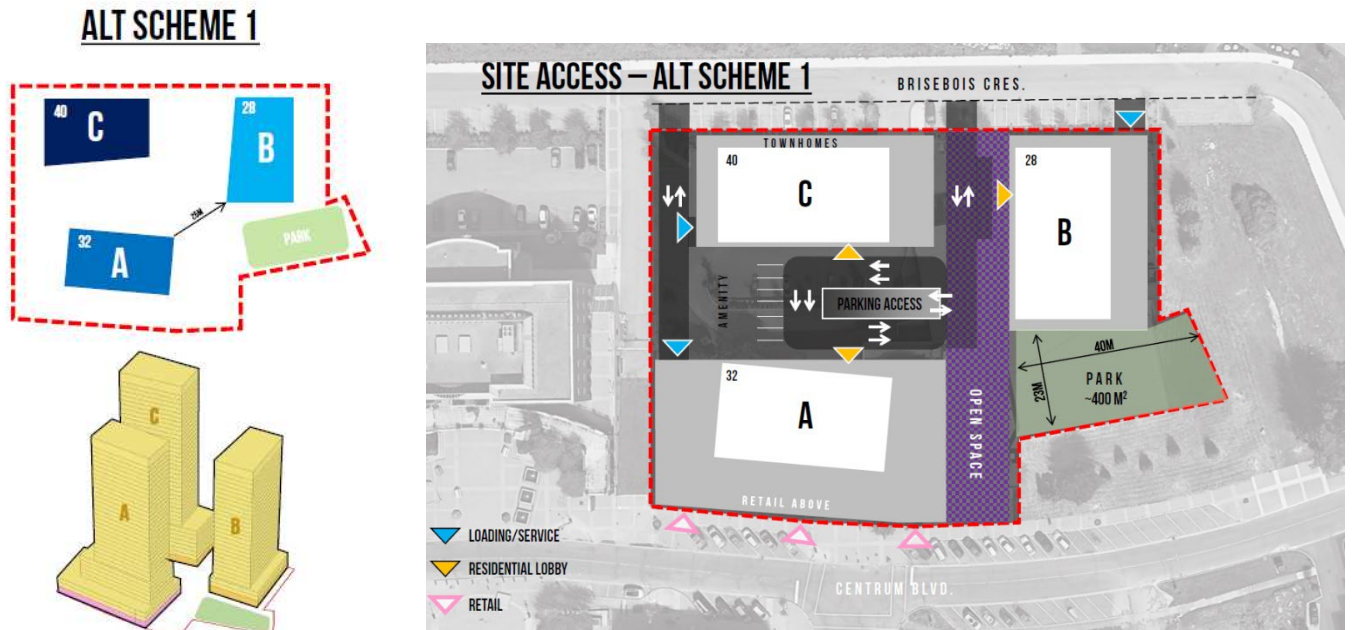


Figure 28. August 2022 Alternative Design Scheme 1

Alternative Design Scheme 2 relocated the proposed park to the north side of Brisebois Crescent, providing an interface with the existing park to the north and east of Brisebois Crescent and the subject property. Access and egress on the site were proposed in the same located as Scheme 1, with one access to the underground parking garage. With the new park location, Tower B was moved further south with the podium against the south interior lot line. All buildings in this design scheme were located to the west and south of the proposed park, which did not create a favourable condition for a park, as the shadows of the proposed development primarily cast to the north and east. Both design schemes also the reduce the podium size of Tower A, resulting in an open space area directly abutting Centrum Boulevard.

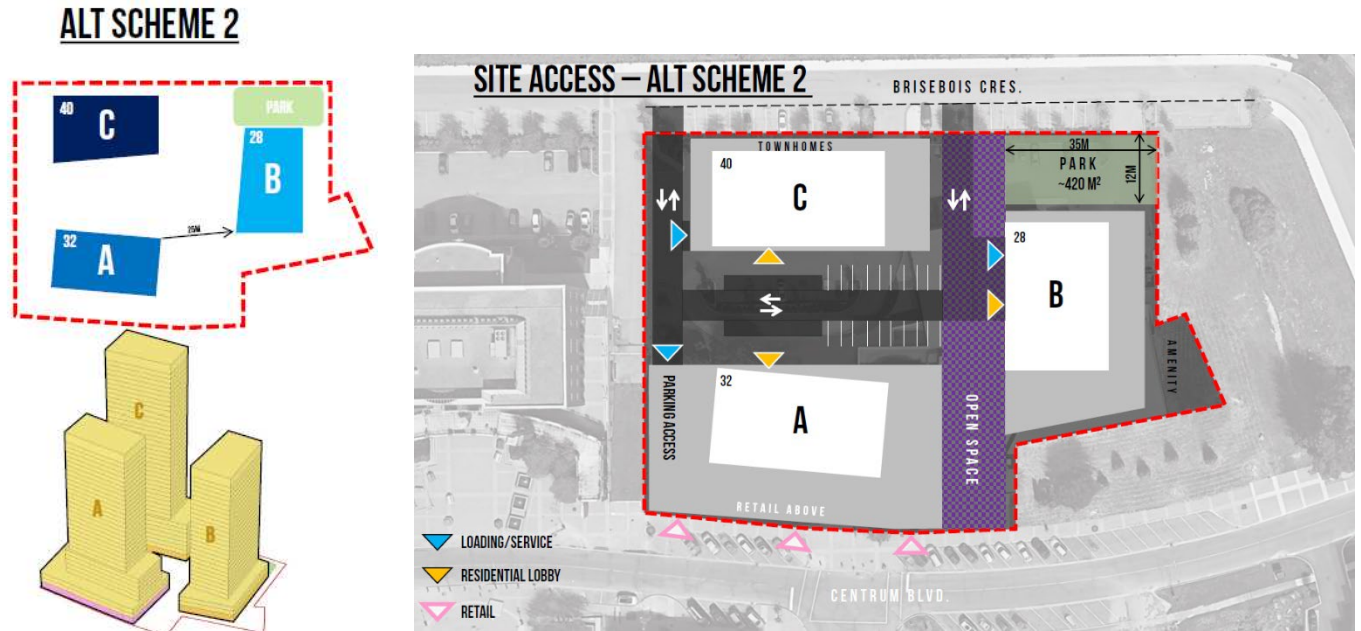


Figure 29. August 2022 Alternative Design Scheme 2

Although the massing of the buildings remained very similar in the three different design schemes, this is due in part to ensuring that transition measures for the high-rise towers will be achieved on the subject property, while also ensuring that the high-rise towers meet the required separation distances as outlined in the Official Plan, Secondary Plan, Zoning By-law, and high-rise design guidelines. The resulting design, as discussed in this Design Brief and Planning Rationale, creates an opportunity for municipal parkland dedication to be located where it fronts Centrum Boulevard, contributing to the Orleans Town Centre public realm. Internal circulation and connectivity have also been refined, while prioritizing pedestrians in the design of the site by removing surface parking.

### 3.2 Internal Circulation & Connectivity

Internal circulation within the proposed development is limited to a single internal driveway that provides direct connection to all three buildings (Figure 30). Two (2) vehicular access points from Brisebois Crescent are proposed, with the eastern-most curb-cut providing direct access to the underground parking garage and loading bay for Tower B, and the middle curb-cut providing the only vehicular access to the site for direct access to each building entrance. This entrance is a one-way entrance, with the third curb-cut along Brisebois Crescent used for vehicles egress only. Lay-by parking is proposed in front of each building entrance to provide convenient access for residents and the day-to-day function of the buildings. These parking spaces are intended to be short-term parking spaces. No vehicular access or egress is proposed from Centrum Boulevard thereby strengthening the streetscape and public realm along this important street.

Pedestrian access to the development is proposed along both Centrum Boulevard and Brisebois Crescent. The middle curb-cut along Brisebois Crescent provides direct access from the concrete sidewalk along Brisebois Crescent into the site, while direct access along Centrum Boulevard is provided through Tower A. Pedestrian access to the interior of the site from Centrum Boulevard is also provided through the municipal park and down a set of stairs.

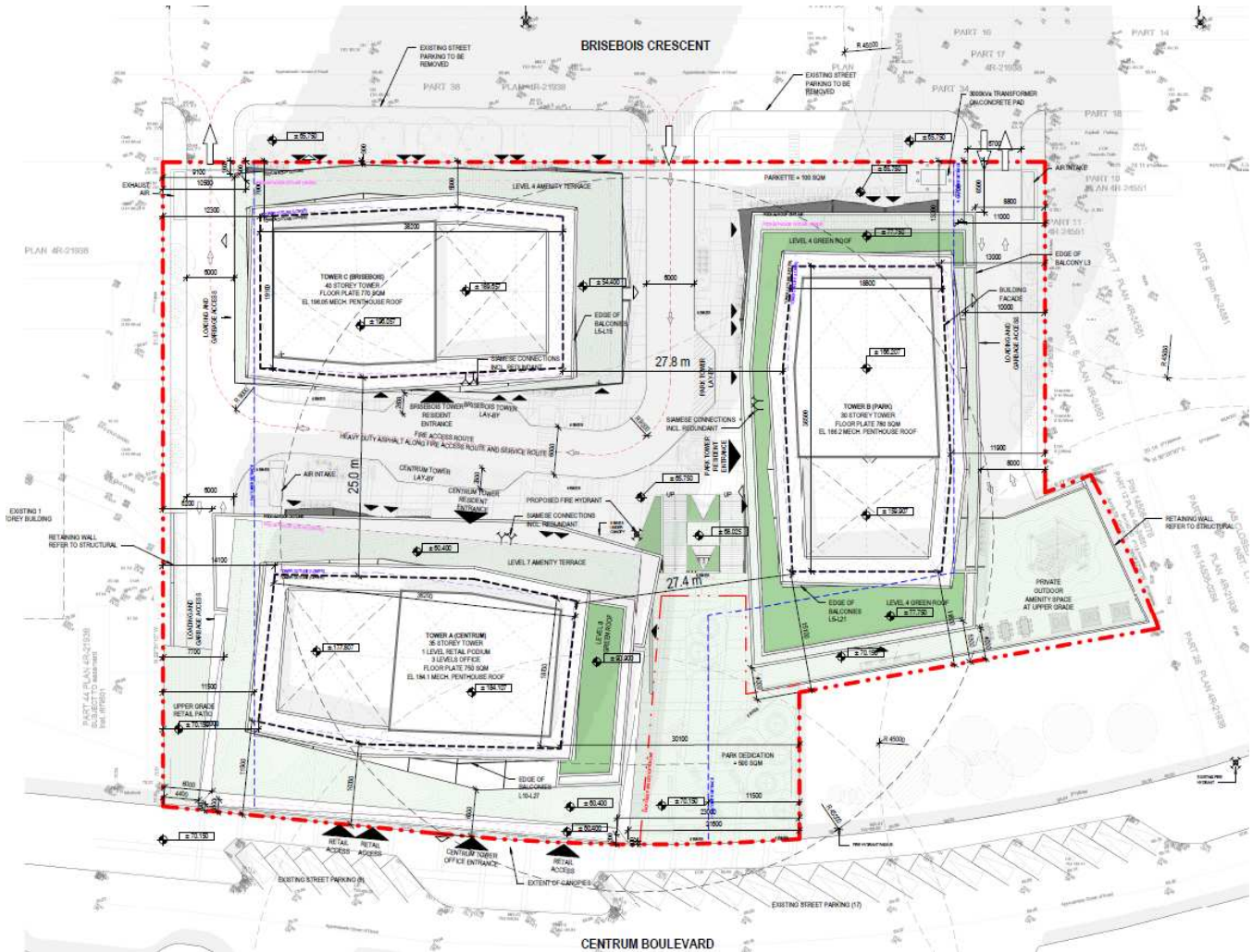


Figure 30. Site Plan

### 3.3 Pedestrian Experience & Public Realm

An important focus of the design for the proposed development was to enhance the public realm and provide connections to the site from Centrum Boulevard. The proposed development has located a future municipal park along the Centrum Boulevard frontage, which will contribute to creating a vibrant and lively public realm. The proposed park will take the form of an urban plaza and is proposed to be programmed as an area for people to primarily gather. The design of the park currently proposes a water fountain located close to Centrum Boulevard, which will act as a focal point of the park. In addition to the proposed park, Tower A has located retail space at-grade which will promote Centrum Boulevard as a commercial street. Adjacent to the retail space, a patio has been proposed on the west side of Tower A to further contribute to the animation and activity options along Centrum Boulevard.

The podium of Tower A is proposed to be four (4) storeys (19.5 metres) in height. The podium will consist of ground-floor retail, with three floors of office space above within the front half of the podium. The proposed podium height is a result of increased floor to ceiling heights due to the proposed use. Unlike residential uses, the floor to ceiling heights of office and retail are closer to 4 metres, which is proposed as part of this development. The height of the proposed podium is intended to contribute to a pedestrian scale, as four-storeys is consistent with a low-rise building in the City of



Ottawa. The proposed office and retail uses will not only provide for “eyes on the street”, but it will bring more people into the site who can contribute to Centrum Boulevard being a vibrant and lively place to be.



Figure 31. Proposed retail frontage along Centrum Boulevard

Tower B will have direct frontage onto the proposed municipal park. The park is an extension of the existing Centrum Boulevard Plaza, and as such, Tower B has been designed to have amenity both outside at-grade and inside at-grade that interfaces with the park. A double-height at-grade amenity space is proposed within the podium along Centrum Boulevard in Tower B, with direct access to the private outdoor amenity space located to the south and east of Tower B. Similar to the offices located in Tower A, the generous fenestration along the ground level of Tower B along Centrum Boulevard will allow for eyes on the municipal park, which will contribute to improved safety for pedestrians in the area. The two-storey podium along Centrum Boulevard will also contribute to a pedestrian scale environment for users of the park, amenity space, and Centrum Boulevard in general.



Figure 32. Proposed Centrum Boulevard frontage

As shown in Figure 33, the context along Brisebois Crescent is more characteristic of a residential neighbourhood. Towers B and C have been designed with townhouse dwellings integrated into the podium of each building. Each townhouse will have direct access from the outside of the building, contributing to a pedestrian-friendly streetscape. Tower B proposes a three-storey podium, with the third level cantilevering over the first two levels before the tower is stepped back approximately 7 metres from the edge of the third floor. Similarly, Tower C proposes a three-storey podium with a step back after the third floor. The podium of Tower A includes a mix of uses, with retail and office within the half of the podium that fronts onto Centrum Boulevard, while the half of the podium that fronts onto Brisebois Crescent is a 6-storey residential, visible as you enter the site (Figure 34).



Figure 33. View of the proposed development looking southwest on Brisebois Crescent



Figure 34. View of the entrance to the site from Brisebois Crescent, looking north.

Interior to the proposed development, a one-way driveway is proposed that will provide internal connectivity to Brisebois Avenue. As shown in Figure 35 and Figure 36, the podiums of Tower A and B as they relate to the interior of the site maintain a pedestrian scale, with a six-storey residential podium of Tower A and three-storey podium of Tower B both facing the driveway and sidewalks. Tower A provides a taller floor to ceiling height after the second storey at the corner of the building closest to the proposed stairs, which contributes to the six-storey podium feeling like it has been broken up. Townhouse units are proposed within the first two storeys of Tower A fronting the new driveway through the development. The use of architectural details such as different materiality, contributes to a pedestrian-scale interior, similar to the architectural details of the residential lobby of Tower B and the townhouses that front onto Brisebois Crescent in Tower B and Tower C. The location of townhouses and residential lobbies interior to the site carries the animated public realm of Centrum Boulevard and the new urban plaza through the development to Brisebois Crescent.



Figure 35. View of the interior portion of the proposed development, looking south towards Centrum Boulevard



Figure 36. View of the interior portion of the proposed development, looking east toward Tower B and the stairs leading to the new urban plaza

### 3.4 Amenities

An important consideration in the design of the proposed development was the inclusion of spaces that will maximize liveability for residents of proposed development. The proposed development has included a combination of communal amenity areas and private balconies for building residents. A total of 17,961 m<sup>2</sup> of private amenity space is proposed, throughout all three buildings, as a result of all units having access to a balcony. The proposed development will provide a total of 4,068 m<sup>2</sup> of communal amenity space, which is a combination of amenity space at grade and within upper levels of the towers (both interior and outdoor terraces).

As part of Phase 1, Tower B will provide outdoor amenity space at-grade along Centrum Boulevard, as well as interior amenity space at-grade along Centrum Boulevard. The interior amenity space will be a double-height space, extending to the fourth floor. Additionally, interior amenity space with an outdoor terrace will be provided on the north side of the 21<sup>st</sup> floor, as shown in Figure 37.



Figure 37. Tower B amenity space - Upper grade (2nd floor), 3rd floor and 21st floor

In future phases, Tower A will provide interior amenity space at-grade with the municipal park. Additionally, the seventh floor will be an amenity floor that is comprised of interior amenity space and an outdoor terrace. As part of this amenity space, an indoor pool is proposed (Figure 38).



Figure 38. Tower A amenity space - Upper grade (2nd floor) and 7th floor

Tower C will provide interior amenity space at-grade with the internal driveway, abutting the residential lobby. This amenity space will be a double-height space, extending up to the fourth floor. Additional amenity space is proposed on the third floor within the northeast corner of the podium, which will consist of interior space and an outdoor terrace. Finally, the fourth floor is proposed to be comprised entirely of interior amenity space and an outdoor terrace (Figure 39).

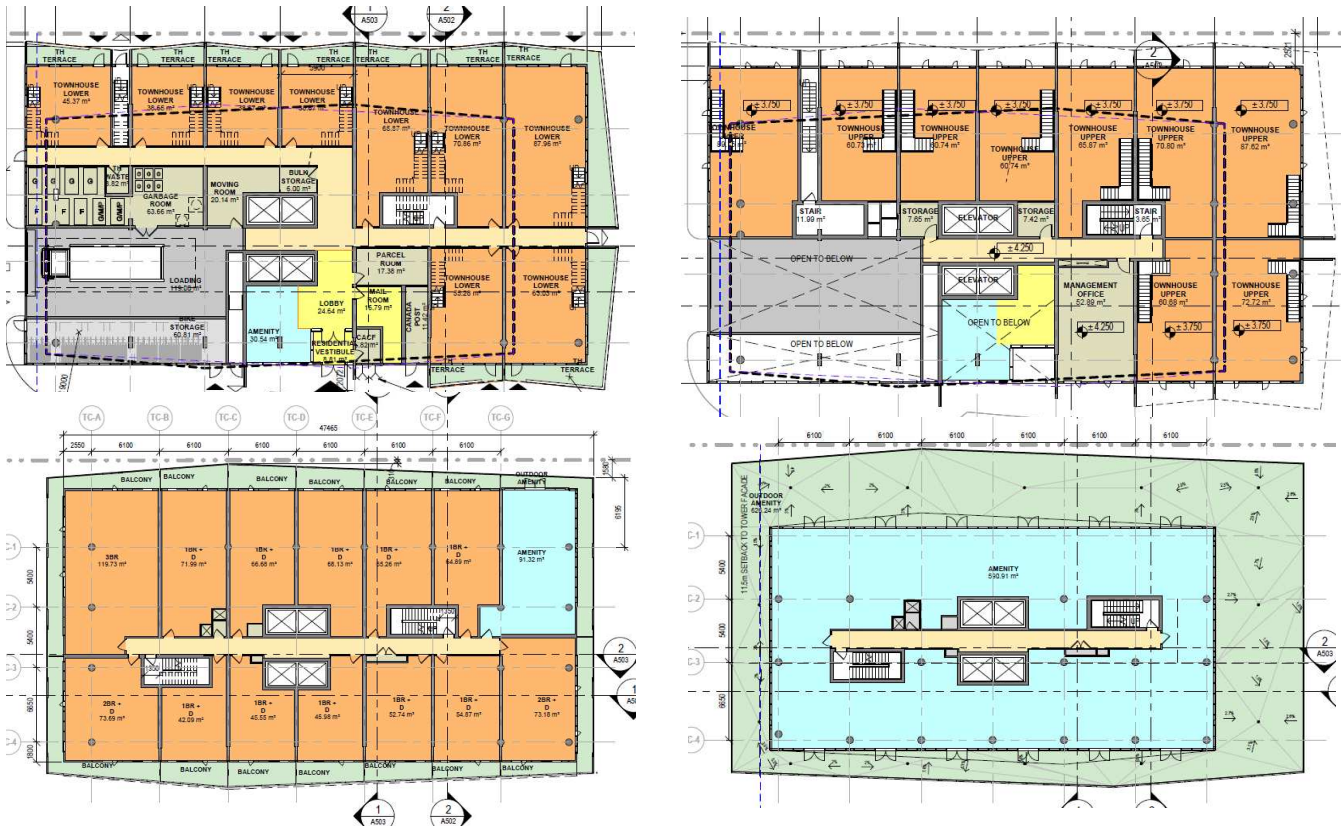


Figure 39. Tower C amenity space - Lower grade (1st floor) (top left), 2nd floor (top right), 3rd floor (bottom left) and 4th floor (bottom right)

The proposed development has taken into consideration all-season use, providing a mix of interior and exterior amenity space within all three buildings. The interior amenity rooms will be spaces that can be tailored to meet the needs of residents and is adaptable over time. The amount of amenity space that has been provided well exceeds the requirement under the Zoning By-law, highlighting the importance of providing ample amenity space as part of the proposed development.

### 3.5 Parkland Dedication

As previously discussed, the proposed development includes the dedication of a 500 m<sup>2</sup> municipal park (Figure 40). The proposed parkland accounts for approximately 5.5% of the lot area. As per the Parkland Dedication By-law and Ontario’s Bill 23 (More Homes Built Faster Act), the maximum amount of parkland dedication is capped at 10% of the gross developable area. As part of Bill 23, the Province has directed that municipalities will allow for the possibility of encumbered lands and privately-owned parks to be counted for parkland credit. As a result of this direction, which has not yet been fully implemented by the Province, nor updated in the City of Ottawa’s Parkland Dedication By-law, the proposed development has located underground parking below the proposed park, resulting in the parkland dedication being fully encumbered under ground.

The park is proposed as an urban plaza, which is consistent with the direction for the subject property in the Orleans Corridor Secondary Plan. The urban plaza park typology will provide a synergy with Centrum Boulevard, creating a social destination in Orleans. When determining the location of the urban plaza, consideration was given to how the surrounding parcels of land will develop. It is anticipated that the lands immediately abutting the subject property to the east will redevelop, and a future urban plaza will be located along Centrum, which would result in a larger plaza defining Centrum Boulevard. The proposed urban plaza typology also provides residents in the area with different options for



park space, as a passive park with benches and pathways is located on the north and east side of Brisebois in proximity to the proposed development. The location of the park and mixed-use podium of Tower A at the terminus of Prestone Drive will draw the eye of residents in the area and be an inviting space into the Orleans Town Centre.

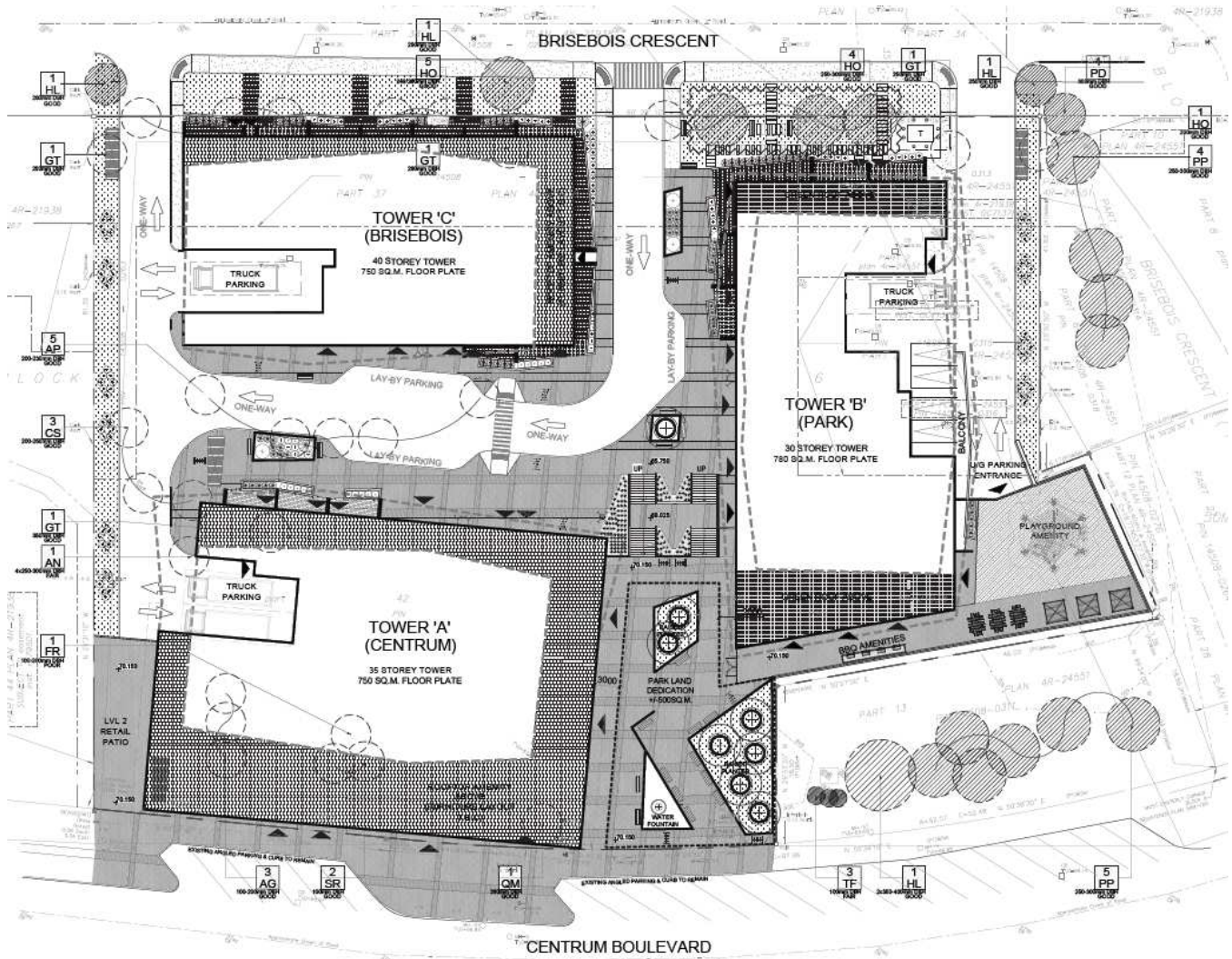


Figure 40. Landscape Plan

It is Fotenn and Bayview's understanding that the original subdivision agreement for subject property and surrounding lands from 1988 required 15% parkland dedication across the entire parkland. The existing park and trail connections located on the north and east side of Brisebois Crescent has been developed and contributes to the 15% requirement. As a result of parkland dedication having already been collected for the subject lands, the proposed park conveyance goes over and above what is required by law. Bayview has also confirmed that during the subsequent construction of the original YMCA building in 1999 and the later extension on the subject property in 2010, no parkland was requested during Site Plan Control.

### 3.6 Sustainability Features

The proposed development has incorporated several sustainability measures, such as environmentally friendly materials (bird friendly glass, green roofs, etc.), sustainable site management, and location in proximity to transit and cycling facilities. As the plans are refined through the development application process, the sustainable features of the proposed development will also be refined.

- / **Environmentally Friendly Materials:** As part of the proposed development, bird friendly glazing is being proposed. For the first 16 metres of each building, 85% of all exterior glazing will be treated with Bird Friendly glass to reduce bird collisions in accordance with the City's Bird Friendly Design Guidelines (Figure 41, Figure 42, and Figure 43). In addition to bird friendly glazing, the proposed development will include light coloured materials that will absorb less heat, which will be beneficial during the hot summer months when the sun is the strongest.
- / **Sustainable Site Management:** The proposed development will maintain a mix of soft and hard landscaping that consists of permeable pavers, grass, planters, etc. As part of the proposed towers, rooftop terraces with landscaping will provide additional greenery to the development, along with green roofs that will contribute to on-site stormwater management. The proposed development will be located on an underutilized property, where surface parking is currently located along with a low-rise building. The proposed development makes use of land that is suitable for a mixed-use development in proximity to a planned LRT station further contributing to ridership of the system.
- / **Site Location and Connections:** The proposed development will expand the existing public realm along Centrum Boulevard by providing a new municipal park that will take the form of an urban plaza. The use of pavers that have the same design as those along Centrum Boulevard will help to welcome people into the park and the development, providing informal connections to Brisebois Crescent. The proposed development's location within 250 metres of a planned rapid transit station is an appropriate area for intensification and will help to increase and support transit ridership.



Figure 41. Tower A - Bird friendly glazing and treatment



Figure 42. Tower B - Bird friendly glazing and treatment

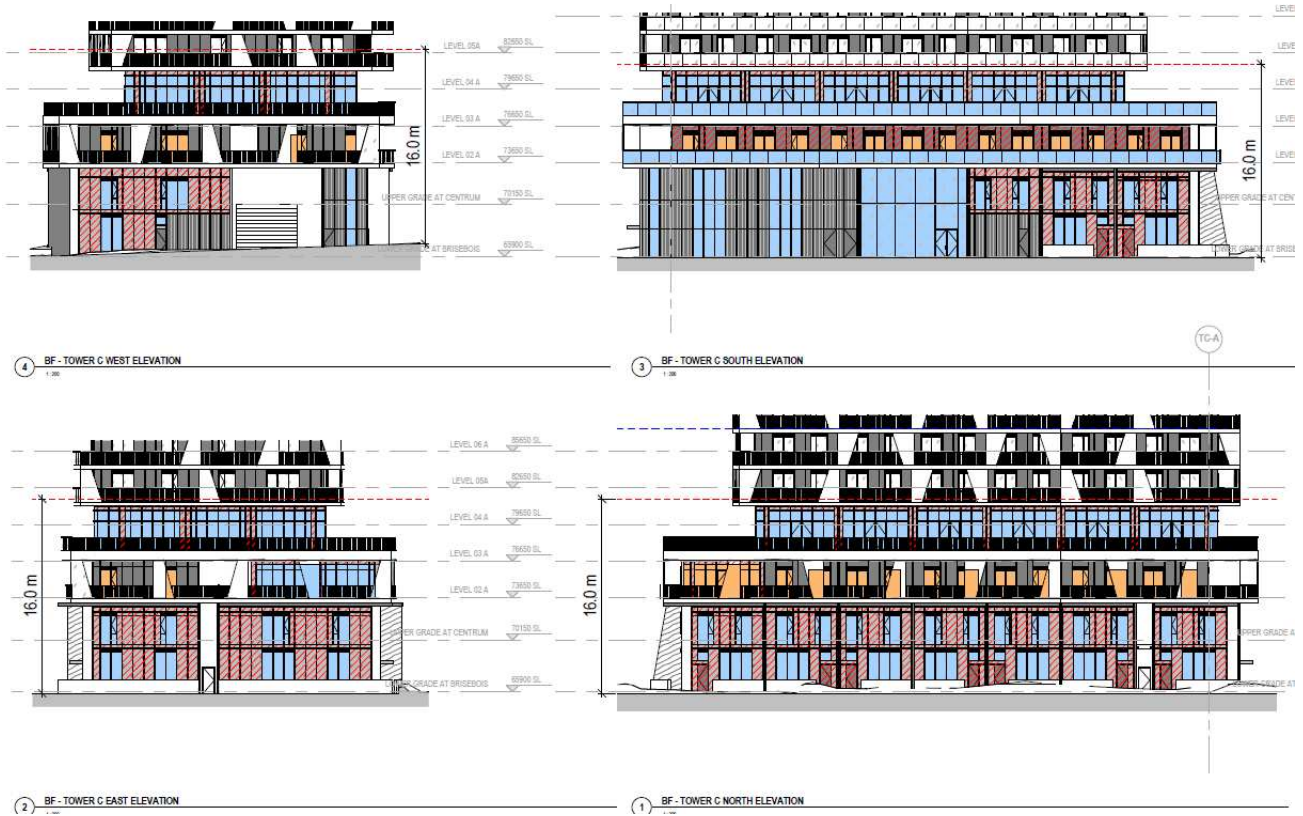


Figure 43. Tower C - Bird friendly glazing and treatment

## 4.0 Policy & Regulatory Review

### 4.1 Provincial Policy Statement (2020)

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

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

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

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

- / Policy 1.1.3.3 – Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- / Policy 1.3.1 – Planning authorities shall promote economic development and competitiveness by:
  - (d) Encouraging compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities, with consideration of housing policy 1.4.
- / Policy 1.4.3 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market by:
  - (b) Permitting and facilitating:
    - 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
  - (c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - (d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
  - (e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
  - (f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.
- / Policy 1.5.1 – Healthy, active communities should be promoted by:
  - (b) Planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical water-based resources.
- / Policy 1.6.2 – Planning authorities should promote green infrastructure to complement infrastructure.
- / Policy 1.7.1 – Long-term economic prosperity should be supported by:
  - (a) Promoting opportunities for economic development and community investment-readiness;
  - (b) Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
  - (d) Maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
  - (e) Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character;

**The proposed development is consistent with the policies of the Provincial Policy Statement. As a site located in close proximity of planned Light Rail Transit, existing Bus Rapid Transit, and commercial uses, the proposed mixed-use and residential high-rise development advance the provincial goals of healthy, liveable, and safe communities that**

efficiently use infrastructure, improve the range and mix of housing types, and support transit use. The proposed development proposes a mix of uses, including residential units, retail space and office space, all within approximately 250 metres of the future Orleans Town Centre LRT station and within close proximity to the City of Ottawa’s active transportation network. In addition to being located in an area that supports efficient land development, the proposed development enhances the vitality and viability of the Orleans Town Centre, which is envisioned by the City to be the downtown core of the Orleans neighbourhood.

## 4.2 City of Ottawa Official Plan (2022)

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

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

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

### 4.2.1 Growth Management, Supporting Intensification

The Official Plan’s growth management framework is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions. Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification. It is anticipated that growth within the built-up portion of the urban area will represent 50% of urban growth through 2046.

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

- / Policy 2 – Intensification may occur in a variety of built forms and height categories, from low-rise to high-rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum buildings heights are intended to establish a limit to building height.
- / Policy 3 – The vast majority of residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.
- / Policy 4 – Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. Th(e) Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable.
- / Policy 8 – Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwellings sizes are categorized into two broad categories – small-household dwellings (units with up to two

bedrooms, typically within apartment built forms) and large-household dwellings (units with three or more bedrooms or an equivalent floor area, typically within ground-oriented built forms).

- / Table 3a identifies minimum area-wide density requirements, minimum residential density requirements for intensification and the minimum proportion of large-household dwellings within intensification. For lands within the Orleans Town Centre, a minimum of 120 people and jobs per gross hectare is required, as well as a minimum of 150 dwellings per net hectare. A minimum of 5% of large household dwellings are required within intensification, while a target of 10% is applied to the Orleans Town Centre.

Suburban Town Centres will account for an additional 25% of new jobs within the City of Ottawa to 2046. The applicable policies of Section 3.5 for the proposed development are outlined as follows:

- / Policy 1 – Employment uses that can mix with residential uses are permitted within Hubs and Corridors. Generally, employers with the highest densities are preferred to locate in proximity to rapid transit stations. These uses tend to be office-based or regional scale retail-focused facilities.

**The proposed development is consistent with the policies of the Official Plan as they relate to growth management and intensification, as outlined above. The proposed development provides residential intensification in a high-rise form and is focused within a 15-minute neighbourhood. The proposed development is located within a Hub, and is in proximity to a range of amenities and services within the Orleans Town Centre and Place d'Orleans Shopping Centre, all of which are accessible via active transportation or public transit. The proposed development includes a mix of unit types, ranging from 1-bedroom units to 3-bedroom units and townhouses, providing housing choices for future residents. The proposed development exceeds the minimum density requirements, while ensuring that a minimum of 5% of units are large household units, and that retail and office uses are included to provide employment opportunities.**

#### **4.2.2 Suburban Transect**

The subject property is located within the Suburban Transect on Schedule A – Transect Policy Areas (Figure 44). The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. These neighbourhoods were originally planned by the former Regional Municipality of Ottawa Carleton as satellite cities that were to feature a complete range of residential, commercial and employment opportunities anchored by a Town Centre that was linked by rapid transit to the Downtown Core.





Figure 44. Schedule A - Transect Policy Areas, City of Ottawa Official Plan

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

- / Policy 2 of Section 5.4.1 – The Suburban Transect is generally characterized by low- to mid-density development. Development shall be:
  - d) In Hubs, the following heights will apply:
    - i. High-rise in the central area of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 400 metres of a rapid transit station;
    - ii. Mid-rise in the periphery of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 800 metres of a rapid transit station; and
    - iii. Low-rise buildings may be required in the Zoning By-law for a Hub, including Town Centre, on lots which are too small to accommodate an appropriate height transition towards a low-rise area.
- / Policy 3 of Section 5.4.1 – In the Suburban Transect, this Plan shall support:
  - a) A range of dwelling unit sizes in:
    - i. Multi-unit dwellings in Hubs and on Corridors;
    - ii. Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with low-rise multi-unit dwellings permitted near street transit routes; and
  - b) In Hubs and Corridors, a range of housing types to accommodate individuals not forming part of a household.
- / Policy 1 of Section 5.4.2 – In the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by:
  - a) Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations; and

- b) Supporting or pursuing the creation of pedestrian shortcuts that minimum walking distance to street transit stops or rapid transit stations, as a way to introduce a finer grid of active mobility options to set the stage for longer-term intensification.
- / Policy 1 of Section 5.4.3 – Town Centre Hubs are intended to be the most important and largest Hub of their suburban community and are planned for at least 10,000 jobs each. They are the preferred location for any office-based employers and Major Office development seeking to locate in suburban neighbourhoods.
- / Policy 2 of Section 5.4.3 – Parking in Suburban Hubs shall be managed as follows:
  - a) Minimum parking requirements may be reduced or eliminated; and
  - b) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station shall be located in the interior of the block, behind or beside the building, and if located beside, shall not introduce a built-edge gap along the street that is wider than the widest building along the same frontage of the same site.

**The proposed development is consistent with the policies of the Suburban Transect. The subject property is located within a Hub that includes the Town Centre notation and is located within 250 metres of a planned rapid transit station. As such, the subject property is an appropriate location for the proposed high-rise development. The proposed development will include a range of dwelling unit sizes, including one-, two-, and three-bedroom units, as well as three-bedroom townhouse units that will be located at grade. The proposed development will support the existing and planned rapid transit in the area and has been designed to introduce an urban environment to the existing car-centric suburban context. The proposed development has included 833 square metres of retail space and 2,933 square metres of office space to provide employment opportunities, contributing the vision of 10,000 jobs within the Orleans Town Centre.**

#### **4.2.3 Town Centre Hub Designation**

The subject property is designated as a “Town Centre Hub” with the “Evolving Overlay”, as shown in Schedule B8 – Suburban Transect (East) (Figure 45).



Figure 45. Schedule B8 - Suburban (East) Transect, City of Ottawa Official Plan

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres. Appropriate development densities shall create the critical mass essential to make transit viable.

The applicable policies of Section 6.1 for the proposed development are outlined as follows:

- / Policy 2 of Section 6.1.1 – The strategic purpose of Hubs is to:
  - a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
  - b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;
  - c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
  - d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).
- / Policy 3 of Section 6.1.1 – Development within a Hub:
  - a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;

- b) Shall encourage large employment, commercial or institutional uses locate close to the transit station;
  - c) May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station;
  - d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;
  - e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;
  - f) Shall establish buildings that:
    - i. Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building façade design;
    - ii. Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
    - iii. Place parking, loading, vehicle access, service entrances and similar facilities so as to minimum their impact on the public realm.
  - h) Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.
- / Policy 4 of Section 6.1.1 – Hubs will generally permit residential uses, and will permit such non-residential uses as are consistent with Subsection 6.1.1, Policy 3 h), and:
- a) Hubs will generally prohibit automobile-oriented, motor vehicle-dependent and motor-vehicle-prioritizing uses.
  - b) Despite a), the following uses may be permitted, subject to Subsection 6.11, Policy 3 f) and subject to appropriate integration with surroundings:
    - i. Car-share stations;
    - ii. Automobile rental establishments; and
    - iii. Structured and underground parking facilities may be permitted.
- / Policy 3 of Section 6.1.2 – Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions.
- / Policy 4 of Section 6.1.2 – The minimum building heights and lot coverage requirements within PMTSAs except as specific by a Secondary Plan, are as follows:
- a) Within 300 metre radius or 400 metres walking distance, which is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent.

**The proposed development meets the policies of the Hub designation, by providing a high-density development that focuses a mix of residential and non-residential uses in close proximity to a planned rapid transit station. The proposed development prioritizes pedestrians and supports active transportation by providing a 1:1 ratio of bicycle parking spaces to units and limiting the number of personal vehicle spaces that are provided as part of the development. The proposed development exhibits high quality urban design through the integrative design of the three buildings. The proposed uses are permitted within a Town Centre Hub, and the proposed development is consistent with the direction for Town Centre Hubs in the Official Plan.**

The proposed development is located within a Protected Major Transit Station Area (PMTSA), which requires a taller minimum building height and a minimum lot coverage. The proposed development proposes buildings which are greater than 4 storeys; however, the lot coverage on the site is 45% as opposed to the required 70% (minimum). The proposed lot coverage is considered to be appropriate, as the development has been captured in taller buildings, as opposed to shorter and bulkier buildings. The lot coverage proposed ensures that parkland dedication can be provided, in addition to other landscaping treatments across the site that contribute to the public realm, in accordance with the policies of the Official Plan.

#### 4.2.4 Evolving Overlay

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

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

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

- / Policy 2 – Where an Evolving Overlay is applied:
  - a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
  - b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.
- / In the Evolving Overlay, the City:
  - a) Will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of th(e) Plan;
  - b) May support amendments to the Zoning By-law for intensification that proposes non-residential uses, provided the proposal demonstrates that the development achieves the objective(s) of the applicable overlay with regards to built form and site design and the applicable designation with regards to function and height permissions.

**The City of Ottawa Zoning By-law is currently being updated to reflect the policy direction of the Evolving Overlay. The proposed development contributes to the evolution of the Orleans Town Centre area from having suburban characteristics to more urban compact built form. The planned characteristics of the overlay area, as outlined in the Orleans Corridor Secondary Plan, have been considered, and the proposed development is consistent with this vision. The proposed development achieves the objective and policy direction of the Suburban Transect and Growth Management sections of the Official Plan.**

#### 4.2.5 Mobility

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

The applicable policies of Section 4.1.2 for the proposed development are outlined as follows:

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

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

**The proposed development provides direction connections from all three buildings to the existing sidewalk along Centrum Boulevard and Brisebois Crescent. The proposed townhouse dwellings along Brisebois Crescent will have direct access from each unit to the street. The proposed development has included bicycle parking facilities within the upper grade and underground parking levels of the proposed development, providing one space per unit. Short term bicycle parking has been located at the ground level outside each of the proposed buildings, and within the proposed park.**

#### **4.2.6 Parks and Recreation Facilities**

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

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

- / Policy 2 of Section 4.4.1 – All development regardless of use, shall meet all of the following criteria to the satisfaction of the City:
  - a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
  - b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
    - i. Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;
    - ii. Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;
    - iii. Be of a usable shape, topography and size that reflects its intended use;
    - iv. Meet applicable provincial soil regulations; and
    - v. Meet the minimum standards for drainage, grading and general condition.
- / Policy 3 of Section 4.4.1 – For Site Plan Control applications in the Downtown, Inner Urban, Outer Urban and Suburban Transects, where the development site is more than 4,000 square metres, the City shall place a priority on acquisition of land for park(s) as per the *Planning Act* and the Parkland Dedication By-law.

**As part of the proposed development, a 500 square metre park will be conveyed to the City as parkland dedication. The park will have frontage along Centrum Boulevard, and is proposed to be designed as an urban plaza that acts as an extension of Centrum Boulevard. Despite the Official Plan policies, the proposed parkland will be encumbered with a parking garage located underground. As part of Ontario’s Bill 23 – More Homes Built Faster Act, encumbered land may now be considered by City staff for parkland. The City’s Parkland Dedication By-law has not yet been updated to reflect the changes to parkland requirements outlined in Bill 23, so as part of this development and as part of the**

**Official Plan Amendment, it is proposed that parkland dedication on the subject property is permitted to be encumbered below ground.**

#### **4.2.7 Urban Design**

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

The subject property is located within a Tier 3 Design Priority Area, which have been identified as areas that define the image of the City at a local level. Tier 3 DPAs are characterized by neighbourhood commercial streets and village mainstreets, and these areas provide a high-quality pedestrian environment. The applicable DPA policies of Section 4.6.1 for the proposed development are outlined as follows:

- / Policy 3 – Design excellence within the DPA's public realm shall be achieved in accordance with the Public Realm Master Plan.
- / Policy 5 – Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
  - a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
  - b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
  - c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

**The proposed development has been designed as a high-quality development, with each building designed to play off the others. The proposed development has ensured that the public realm, especially as it relates to Centrum Boulevard, has been designed to encourage pedestrian activity and interaction between the development and the street. The development proposes parkland dedication in the form of an urban plaza, which extends the existing pedestrian realm along Centrum into the subject property. Upon future redevelopment of adjacent lands, the location of the proposed urban plaza may be expanded on to create a larger plaza with more opportunities for programming within the Orleans Town Centre. Retail space has been proposed along Centrum Boulevard, with a patio space located on the west side of Tower A, which further contributes to the public realm along Centrum Boulevard. Townhouses have been proposed with their own entrances along Brisebois Crescent, which contributes to creating a more residential streetscape, complementing the existing municipal park on the north and east side of Brisebois Crescent.**

The subject property is located in proximity to Regional Road 174, which has been identified as a Scenic Capital Entry Route on Schedule C13 – Scenic Routes. The applicable policies of Section 4.6.2 for the proposed development are outlined as follows:

- / Policy 3 – Development which includes a high-rise building or a high-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:
  - a) That the proposed building contributes to a cohesive silhouette comprised of a diversity of building heights and architectural expressions; and
  - b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.

**The design of the proposed development has considered the impacts on the skyline. The proposed development contributes to a cohesive silhouette with a range of building heights, including 30-, 35- and 40-storey towers. As the**

**one of the first high-rise developments in the Orleans Town Centre, the new skyline will be seen from a distance, which will capture attention and bring people into the site. Each of the proposed towers will work off of each other through the interior and exterior façade designs, breaking up the massing of the buildings as they are seen from a distance. The proposed development is not located within any key vantage points identified in Schedule C6A.**

The applicable policies of Section 4.6.5 for the proposed development are outlined as follows:

- / Policy 1 – Development through the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.
- / Policy 2 – Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context with clearly visible main entrances from public sidewalks.
- / Policy 3 – Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks.
- / Policy 4 – Development shall demonstrate universal accessibility, in accordance with the City’s Accessibility Design Standards.

**The proposed development has been designed to meet the intent of Council-approved guidelines, such as the Urban Design Guidelines for High-Rise Buildings and the Transit-Oriented Development Guidelines, as outlined further in this Report. The proposed development, as previously discussed, conforms to the policy direction of the Suburban Transect and the Hub designation. The proposed development frames both Centrum Boulevard and Brisebois Crescent, extending the public realm along Centrum Boulevard into the site through the dedication of a 500 square metre park (urban plaza). Pedestrians and cyclists have been prioritized through the provision of ample bicycle parking facilities, location in proximity to rapid transit, and limited vehicle parking spaces. The three proposed towers have been designed to be barrier-free. Although unit layouts have not yet been determined, approximately 15% of the units are anticipated to be barrier-free, while 6.3% of the units will be large-household dwellings (3 or more bedrooms).**

The applicable policies of Section 4.6.6 for the proposed development are outlined as follows:

- / Policy 1 – To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:
  - a) Between existing buildings of different heights;
  - b) Where the planned context anticipates the adjacency of buildings of different heights;
  - c) Within a designation that is the target for intensification, specifically:
    - i. Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
    - ii. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.
- / Policy 4 – Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:
  - a) Provide protection from heat, wind, extreme weather, noise and air pollution; and



- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.
- / Policy 8 – High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.
- / Policy 9 – High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where high-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.
- / Policy 10 – Development proposals that include high-rise buildings shall demonstrate the potential for future high-rise buildings or high-rise 4+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

**The proposed development has been designed to have a pedestrian-oriented podium along both Centrum Boulevard and Brisebois Crescent, with the tower portion of each building being stepped back from the street. Each tower meets the required 11.5 metre setback from the interior side lot lines, as per the Zoning By-law, ensuring that future high-rise buildings on abutting properties can maintain an appropriate separation distance. The proposed towers have also been designed to have a floorplate between 750 and 800 square metres, which contributes to maintaining the appropriate separation distances between towers on the subject property.**

**The proposed development has provided a variety of indoor and outdoor amenity spaces. To the south and to the east of Tower B, barbecue's, seating, shade structures and a playground have been proposed. Inside all three buildings, interior amenity space as well as exterior amenity space has been provided, along with private balconies for each unit. The mix of amenity spaces that are provided throughout the proposed development have considered all age groups and all four seasons, ensuring that there are amenity spaces that can be used year-round.**

### 4.3 Orléans Corridor Secondary Plan (2023)

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

The subject property is located within the Place d'Orleans Town Centre Station Area and has been designated as Station Core in Schedule A – Designation Plan, with a permitted maximum building height of up to 40 storeys (Schedule B – Maximum Building Heights) (Figure 46 and Figure 47).

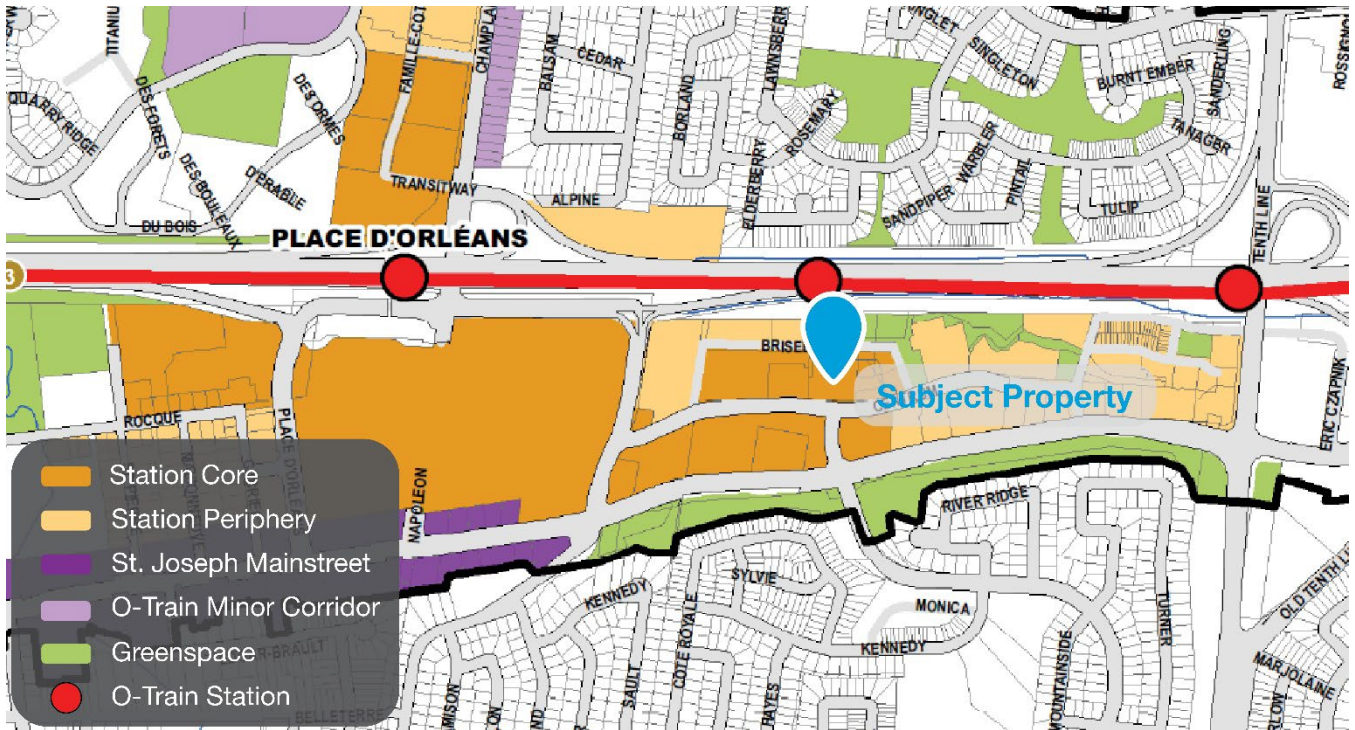


Figure 46. Schedule A - Designation Plan, Orleans Corridor Secondary Plan



Figure 47. Schedule B - Maximum Building Height, Orleans Corridor Secondary Plan

The Station Core designation represents the heart of transit supportive, 15-minute neighbourhoods in the Orleans Corridor. Development in this area will fulfill the two-fold goals of achieving the highest densities of mixed-use and the

lowest level of automobile dependency. The Station Core designation serves as a focal point for services and amenities in the wider catchment area of O-Train stations. The applicable policies of Section 5.1 for the proposed development are outlined as follows:

- / Policy 1 – Areas designated as Station Core in Schedule A are Design Priority Areas.
- / Policy 2 – Minimum building height is two storeys.
- / Policy 3 – New development will be primarily in the form of a mixed-use high-rise and mid-rise buildings, consistent with Schedule B – Maximum Building Heights.
- / Policy 5 – Active frontages will be required for all buildings in the Station Core designation to provide animation of the street.
- / Policy 6 – Wherever possible and appropriate, the City should seek to acquire lands for parks or work with development proponents to create privately-owned publicly accessible spaces (POPS) in the form of urban plazas.
- / Policy 9 – Development in the Station Core will incorporate a high degree of cycling and pedestrian connectivity between the station and existing neighbourhoods.

**The proposed development is consistent with the direction of the Secondary Plan as it relates to the Station Core designation, as the development provides a mixed-use and residential-only high-rise buildings consistent with the maximum permitted heights indicated on Schedule B – Maximum Building Heights. The proposed development has included an active frontage along Centrum Boulevard by locating retail space, a patio, and parkland dedication that promotes interaction between Centrum Boulevard and the development. The proposed urban plaza park typology will contribute to providing parkland options within the Orleans Town Centre, as a passive park with greenspace and pathways is located in proximity to the subject property. An active frontage is proposed along Brisebois through the use of townhouse dwellings that consist of individual entrances for each unit. Pedestrian and cycling has been made a priority through the provision of ample bicycle parking facilities, location in proximity to transit, and limited vehicular parking.**

The Place d'Orleans Town Centre Station Area serves a unique function within the larger context of the entire Orleans community as the key transit and commercial hub. The Town Centre will evolve into a dense, walkable, and transit-supportive mixed-use Hub that will be an important residential, social and cultural destination in Orleans and the city. Growth within the Town Centre will:

- / House a critical mass of residents in proximity to transit and/or amenities to create an urban community that is not reliant on automobiles;
- / Permit a variety of uses to allow residents to live in proximity to necessary amenities and services;
- / Manage vehicle surface parking in support of an improved public realm;
- / Provide for connectivity to the O-Train stations for pedestrians, cyclists and local transit;
- / Encourage attractive and desirable architecture and design elements; and
- / Include public art, trees and soft landscaping to ensure that the Town Centre is liveable, attractive and supportive of the community's well being.

The applicable policies of Section 6.4 for the proposed development are outlined as follows:

- / Policy 7 – The Place d'Orleans Town Centre will serve as a major employment hub with a target to establish a major 10,000 job concentration of employment.
- / Policy 12 – All buildings are encouraged to contain a mix of uses.
- / Policy 13 – Non-residential uses at-grade are encouraged in all buildings.

- / Policy 14 – Mid-rise and high-rise buildings are permitted in the Station Core designation within the Place d’Orleans Town Centre. The proposed buildings shall contribute to the Place d’Orleans Town Centre Station skyline, during the day and night, through a diversity of building heights and architectural expressions.
- / Policy 31 – To support the transformation of Centrum Boulevard into a vibrant and walkable urban commercial street with a well-connected public realm, properties located between Place d’Orleans Drive and the eastern access to Brisebois Crescent may be required to locate their conveyed parkland along Centrum Boulevard’s frontage to establish a contiguous urban plaza that includes elements such as public art, trees and landscaping, and street furniture.
  - a) In addition to the conveyed parkland described above, properties fronting onto Centrum Boulevard from the north may be required to create connections from Centrum Boulevard to Brisebois Crescent through POPS or mid-block connections.

**The proposed development is consistent with the Secondary Plan as it relates to the development’s location within the Place d’Orleans Town Centre area. The proposed development has provided a mix of uses within one of the buildings, including both retail and office uses, contributing to the target of 10,000 jobs within the area. The mix of uses and active retail frontage along Centrum contributes to the transformation of Centrum Boulevard into a vibrant and walkable urban commercial street. The proposed municipal park along Centrum also contributes to the public realm, providing different uses along Centrum that are pedestrian focused. In addition to the public realm, the top of the building has been designed to contribute to the skyline of the Place d’Orleans Town Centre area through the high-quality design and architectural expression of the three buildings.**

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

#### **High-rise Policies (Section 4.6)**

- / Policy 1 – The podium building height of a high-rise building should generally be three- to six-storeys, and determined by considering the existing context, the width of the adjacent right-of-way, and the impacts on the pedestrian environment within the public realm.
- / Policy 2 – Tower elements of developments shall be positioned and designed to minimize shadow impacts on the public realm.
- / Policy 3 – A minimum tower separation of 25 metres is required between the tower elements of high-rise buildings. If site constraints are demonstrated to result in the loss of a tower due to the provision of this setback, a minimum tower separation of 23 metres may be permitted.
- / Policy 4 – Provision of tower separation distances shall be shared equally between owners of all properties where high-rise buildings are permitted, including through the provision of sufficient setbacks to property lines.

**The proposed development will provide podiums for all three buildings that range from two (2) to six (6) storeys in height. Tower A proposes a 4-storey podium along Centrum Boulevard, and a 6-storey podium along on the north elevation interior to the site visible from Brisebois Crescent, while Tower B proposes a 3-storey podium along Brisebois Crescent and 2-storey podium along Centrum Boulevard, and Tower C proposed a 3-storey podium along Brisebois Crescent. The tower elements of all of the buildings are proposed to be separated by 25 metres or more, consistent with the direction of the Secondary Plan. Despite the 25 metre separation distance requirement in the Secondary Plan, the proposed development only provides an 11.5 metres setback to the interior side lot lines, as this is the requirement in the current Zoning By-law.**

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

- / Policy 1 – The City will prioritize the dedication of land rather than cash-in-lieu for parkland during the development review process for the purpose of acquiring new parks in the planning area as set out in the Parkland First Policy for parkland dedication.
- / Policy 3 – POPS are encouraged where there are demonstrated opportunities to complement and contribute positively to the public realm such as the intersection of two streets.
- / Policy 6 – The massing of new buildings shall minimize the duration of shadows on parks and school yards.

**As part of the proposed development, a 500 square metre park with frontage on Centrum Boulevard will be conveyed to the City. The proposed location of the park on the south edge of the property has maximized the amount of sun exposure and limited the amount of time the space will be shadowed. The park is also proposed slightly east of the terminus of Prestone Drive, which will attract people entering into the Orleans Town Centre to the new urban plaza.**

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

- / Policy 1 – There shall be no minimum vehicular parking space rate requirements for development within the Secondary Plan boundary, with the exception of required visitor and accessible parking.
- / Policy 5 – Underground vehicular parking is encouraged for mid-rise and high-rise developments.
- / Policy 6 – Continuous urban street facades with minimal curb cuts are encouraged.

**Parking for the proposed development will be located in three (3) levels of underground parking. Parking has been provided in accordance with the existing Zoning By-law, with a total of 520 spaces proposed for 1,127 units, retail and office. There are no curb cuts proposed along Centrum to ensure the pedestrian realm is maintained. Curb cuts along Brisebois Crescent are consistent with the existing curb cut pattern along the street.**

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

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

**The proposed development will provide bicycle parking at a 1:1 ratio of parking spaces to residential units. Additional bike parking for visitors or short-term users of the site are provided at the ground-level, close to building entrances. Long-term bike parking is proposed to be located within the lower-grade level of the buildings and within the underground parking garage.**

#### **Large Units (Section 4.22)**

- / Policy 1 – Corner units on all floors of mid- and high-rise buildings, that are primarily residential use, should provide larger units that maximize the number of bedrooms to encourage the accommodation of large households within the Station Core and Station Periphery designations.

**The proposed floor layouts of all three buildings have allocated larger units (2- and 3-bedroom units) to the corner units.**

**The proposed development conforms to the policies and direction of the Orleans Corridor Secondary Plan. At the time of writing this Report, the Secondary Plan is a Council-approved document subject to appeals. As such, an Official Plan Amendment application has been submitted to capture the policies of the Secondary Plan as they relate to the subject property, which is outlined in Section 6 of this Report.**

## 4.4 Urban Design Guidelines for High-rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. The Guidelines for High-Rise Buildings are to be used during the preparation and review of development proposals including high-rise buildings. The guidelines focus largely on the context for high-rise buildings and appropriate transition and compatibility, while also considering their built form. Where specific policies are provided in an area-specific policy document, the area-specific policies will take precedent over the guidelines. The relevant guidelines have been reviewed as they relate to the proposed development.

The proposed development is supportive of the following guidelines:

### *Context*

- / When a high-rise building or group of high-rise buildings are proposed on a site surrounded by other high-rise buildings of consistent height, relate the height and scale of the proposed buildings to the existing context and provide variations [Guideline 1.11];
- / Include base buildings that relate directly to the height and typology of the existing or planned streetwall context [Guideline 1.12];
- / 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:
  - a) 1,350m<sup>2</sup> for a corner lot;
  - b) 1,800m<sup>2</sup> for an interior lot or a through lot;
  - c) In areas where land assembly is difficult, the minimum lot area may be reduced without compromising the setback, step back and separation requirements and proponents of a high-rise building may enter into a Limiting Distance Agreement with neighbouring property owners, registered on title [Guideline 1.16];
- / A proposal to accommodate a high-rise building over 30-storeys in height will require a larger lot to meet the required greater separation distances [Guideline 1.18];

### *Built Form*

- / 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 [Guideline 2.1];
- / 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 [Guideline 2.3];
- / 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 [Guideline 2.13];
- / The minimum height of the base should be 2 storeys [Guideline 2.17];
- / Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale [Guideline 2.20];
- / 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 [Guideline 2.23];
- / 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. The maximum tower floor plate for a high-rise residential building should be 750m<sup>2</sup> [Guideline 2.24 a];
- / Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces:
  - a) The minimum separation between towers should be 23m;
  - b) A tower must provide a minimum 11.5m setback from the side and/or rear property lines when abutting another high-rise building;
  - c) The minimum separation between a tower over 30-storeys and a neighbouring tower should be 25m; and
  - d) A tower over 30 storeys must setback a minimum of 12.5m from the side and/or rear property line when abutting another tower over 30 storeys, and 13.5m when abutting a tower up to 30 storeys [Guideline 2.25];
- / 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 skyviews [Guideline 2.29];
- / For a background building, create a fenestration pattern, and apply colour and texture on the facades that are consistent with and complement the surrounding context [Guideline 2.33];
- / Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors [Guideline 2.36];

### *Pedestrian Realm*

- / Where appropriate, particularly in densely populated areas such as the Central Area and the emerging downtown districts, provide at grade or grade-related public spaces such as plazas, forecourts, and public courtyards, which may be under public or private ownership [Guideline 3.4];
- / The public spaces should:
  - a) Complement and be integrated into the existing network of public streets, pathways, parks, and open space;
  - b) Provide direct visual and physical connections to the surrounding public streets, pathways, parks, and open spaces;
  - c) Support the proposed high-rise development particularly at grade functions;
  - d) Allow for year-round public use and access; and
  - e) Maximize safety, comfort and amenities for pedestrians [Guideline 3.5];

- / Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk [Guideline 3.10];
- / 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 [Guideline 3.11];
- / Locate parking underground or at the rear of the building [Guideline 3.14];
- / Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible [Guideline 3.16].

**The proposed development generally meets the City of Ottawa’s Urban Design Guidelines for High-Rise Buildings. The high-rise buildings are designed to provide a transition to the surrounding properties through tower setbacks within the site and to the property lines. The buildings have been oriented to preserve sunlight for residents and within the public realm and future municipal park. Main entrances to the three buildings are provided through a seamless connection to the existing sidewalk network. The proposed townhouse dwellings along Brisebois Crescent fit seamlessly into the local street context, while the proposed retail space along Centrum Boulevard integrates directly into the existing pedestrian-friendly context of Centrum Boulevard.**

## 4.5 Transit-Oriented Development Guidelines

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

The proposed development meets the following applicable design guidelines:

### *Land Use*

- / Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station [Guideline 1];
- / Discourage non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user [Guideline 2];
- / Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel [Guideline 3];

### *Layout*

- / 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 7];
- / Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station. This could be provided within one building or within several adjacent buildings [Guideline 8];
- / Orient buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles. Look for opportunities to face buildings to the station, integrate them with the station, and connect them to the station [Guideline 10];



### *Built Form*

- / Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street [Guideline 11];
- / Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians [Guideline 14];
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing [Guideline 15];

### *Pedestrians & Cyclists*

- / Use different materials such as concrete for crosswalks or treatments such as painted patterns to provide visual identification of pedestrian routes for motorists [Guideline 17];
- / Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences [Guideline 28];
- / 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 29];

### *Vehicles & Parking*

- / Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law [Guideline 32];
- / Encourage underground parking or parking structures over surface parking lots [Guideline 39];
- / Include a boulevard or planting strip along internal roadways and parking areas to buffer pedestrians from vehicles and road spray. Landscaping planning should consider Crime Prevention Through Environmental Design (CPTED) principles and sight triangle requirements [Guideline 42];
- / Locate loading areas off the street, behind or underneath buildings. Avoid routing deliveries through parking areas and across primary pedestrian, transit and cyclist routes [Guideline 43];

### *Streetscape & Environment*

- / Provide quality benches, tree guards, street lighting, bicycle racks, and garbage receptacles [Guideline 48];
- / Plant shade trees and shrubs and use permeable surfaces and light coloured hard surfaces where possible to help reduce urban heat and to create a more comfortable microclimate [Guideline 52];
- / Consider opportunities to cluster and screen utilities together to minimize visual impact on the streetscape [Guideline 55].

**The proposed development responds to the Transit-Oriented Development Guidelines by proposing three high-rise towers that provide a range of housing choices within close proximity to a planned rapid transit station.**

## 4.6 Bird Safe Design Guidelines

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

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

- / Consider the environmental context;

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

**The above-noted guidelines, including glazing, lighting and landscaping, have been considered in the design of the proposed development. Further details as it relates to bird safe design has been incorporated into Section 3 of this Report (Design Brief).**

# City of Ottawa Comprehensive Zoning By-law

## 5.1 Existing Zoning

The subject property is currently zoned 'Mixed-Use Centre, Subzone 14, Urban Exception 1520, site-specific schedule 152 (MC14[1520] S152)' (Figure 48). The purpose of the MC zone is to:

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

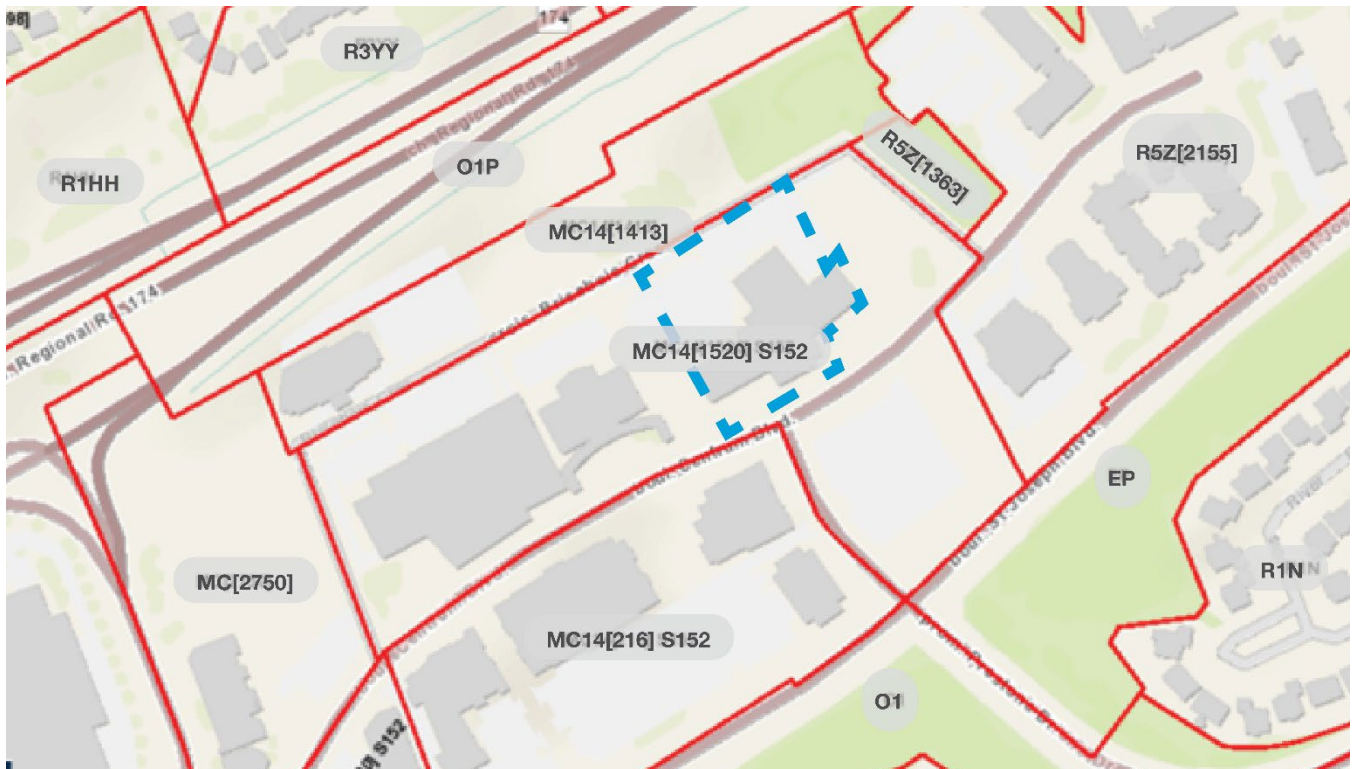


Figure 48. Zoning Map

Permitted uses within the MC14 zone include a range of non-residential uses including office and retail store, as well as a range of residential uses including apartment dwelling, high-rise.

Table 2 below provides a summary of applicable zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development meets or requires relief from certain provisions.

Table 2. Zoning Table for the proposed development

Provision	Required	Provided	Compliance
<b>Min. Lot Area</b>	No minimum	8,995 m <sup>2</sup>	Yes
<b>Min. Lot Width</b> Section 191 & 192	No minimum	80.58 m	Yes
<b>Min. Front Yard Setback</b> Section 191 & 192	No minimum	Centrum: 0.3 m Brisebois: 1.8 m	Yes Yes
<b>Min. Interior Side Yard Setback</b> Section 191 & 192	No minimum	East: 8.0 m West: 6.0 m	Yes Yes
<b>Min. Rear Yard Setback</b> Section 191 & 192	No minimum	Centrum: 0.4 m Brisebois: 0.3 m (through lot)	Yes Yes
<b>Max. Floor Space Index</b> Section 191 & 192	No maximum	7.53	Yes
<b>Min. Building Height</b> Section 191 & 192	6.7 m	30 storeys	Yes
<b>Max. Building Height</b> Section 191 & 192 Schedule 152	First 10 metres from Centrum: 85 m ASL  Rest of site: No maximum	First 10 metres from Centrum: 19.5 m (89.65 m ASL)  Rest of site: 40 storeys	No  Yes
<b>Min. Width of Landscaped Area</b> Section 191 & 192	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	All yards that are not used are landscaped.	Yes
<b>Storage</b> Section 191 & 192	All storage must be completely enclosed within a building.	No outdoor storage is proposed.	Yes
<b>Amenity Area</b> Section 137	6m <sup>2</sup> per dwelling unit and 10% of GFA of each rooming unit and A minimum of 50% of the required amenity area must be communal,	Total: 17,961 m <sup>2</sup>  Communal: 4,068 m <sup>2</sup>	Yes  Yes

	<p>aggregated into areas of at least 54 m<sup>2</sup></p> <p>Total required amenity area: 6,762 m<sup>2</sup></p> <p>Total required communal amenity area: 3,381 m<sup>2</sup></p>		
<b>High Rise Zoning Provisions</b> Section 77	<p>Min. Lot Area – 1,800 m<sup>2</sup></p> <p>Min. Interior Side Yard for a Tower – 11.5 m</p> <p>Min. Separation Distance between Towers – 23 m</p>	<p>Min. Lot Area – 8,995 m<sup>2</sup></p> <p>Min. Interior Side Yard for a Tower – East: 11.9 m - West: 12.0 m</p> <p>Min. Separation Distance between Towers – 25 metres</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>
<b>Min. Vehicle Parking</b> Section 101 Area Z on Schedule 1A MC14 Subzone	<p>No parking is required for retail or residential</p> <p>Office: 2.3 spaces/100m<sup>2</sup> = 67 spaces</p> <p>Visitor: 0.1 spaces/unit, after the first 12, up to a max. of 30 spaces/building</p>	<p>Residential: 363 spaces</p> <p>Retail: 0 spaces</p> <p>Office: 67 spaces</p> <p>Visitor: 90 spaces</p> <p>Total: 520 spaces</p>	Yes
<b>Min. Drive Aisle Width</b> Section 107	<p>Parking Garage (double traffic lane): Min. 6 m, Max. 6.7 m</p> <p>Aisle: 6 m</p>	<p>Driveway: 6 m / 6.7 m</p> <p>Aisle: 6 m</p>	Yes
<b>Min. Parking Space Dimensions</b> Section 106	2.6 m x 5.2 m	2.6 m x 5.2 m	Yes
<b>Min. Bicycle Parking</b> Section 111	<p>Residential: 0.5 spaces/unit = 564 spaces</p> <p>Retail/Office: 1 space/250m<sup>2</sup> of GFA = 15 spaces</p>	<p>Residential: 1127</p> <p>Office/Visitor: 71</p> <p>Outdoor: 60</p> <p>Total: 1254</p>	Yes
<b>Min. Bicycle Space Dimensions</b>	<p>50% or 15 spaces, whichever is greater, may be located in a landscaped area</p> <p>Vertical: 0.5 m x 1.5 m</p>	<p>Parking in Landscaped Area:</p> <p>Stacked: 0.45 m x 1.9 m</p> <p>Vertical: 0.5 m x 1.5 m</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>

	Horizontal: 0.6 m x 1.8 m Stacked: 0.37 m x 1.5 m Aisle: 1.5 m 50% of the spaces must be horizontal spaces at ground level	Aisle: 1.5 m Ground level spaces: complies	Yes Yes
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### Urban Exception 1520:

Urban Exception 1520 provides the following site-specific direction:

- / For the purpose of this exception, “integral development” means two or more buildings that are developed under a single site plan agreement, and that are physically and functionally linked to enable unrestricted internal pedestrian movement within an environmentally controlled common ground floor space;
  1. dwelling units are permitted anywhere in the MC14[1520] zone provided they are:
    - a) co-located above a ground floor that is devoted primarily to permitted commercial uses, or
    - b) immediately adjacent to permitted commercial uses where both the dwelling units and commercial uses form the whole, or part, of an integral development and where the floor area devoted to commercial use is equal to or greater than the total ground floor area of the integral development
  2. where dwelling units are located above or adjacent to permitted commercial uses in accordance with subclause 1. above, the ground floor of the integral development that abuts a public street or streets, must be primarily devoted to street-oriented commercial uses that address and are accessible from such street(s);
  3. a maximum of 200 dwelling units are permitted.

**The proposed dwelling units are located adjacent to and within a tower where retail and office uses are proposed, which is consistent with the direction of Urban Exception 1520. The proposed development will include 1,127 residential units, which exceeds the maximum number of dwelling units as per the urban exception. Through the Zoning By-law Amendment, it is requested that Urban Exception 1520 be removed.**

### Schedule 152:

Schedule 152 provides direction for the maximum building height on the subject property. As noted in Schedule 152, the subject property is located within Block B, which permits a maximum building height of 85 metres above sea level for a lot depth of 10 metres north of Centrum Boulevard. As this maximum building height is only applied to a portion of the site, it is understood that the maximum building height within the underlying MC14 zone would apply to the remainder of the site.

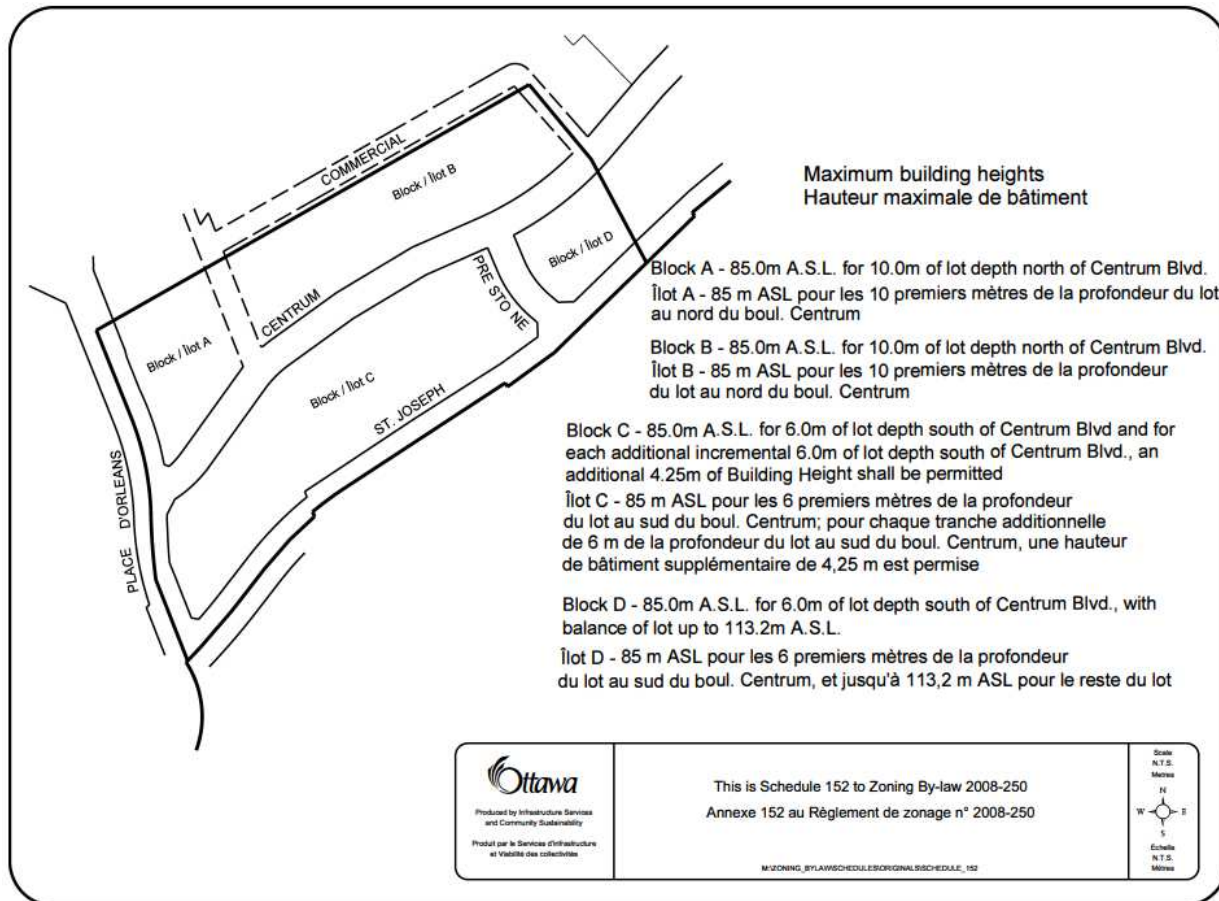


Figure 49. Schedule 152, City of Ottawa Zoning By-law 2008-250

**The proposed development exceeds the maximum permitted height within 10 metres of Centrum Boulevard. The proposed podium of Tower A is 19.5 metres in floor height, which corresponds to 89.65 metres above sea level. As part of the Zoning By-law Amendment, it is requested that Schedule 152 be removed.**

## 5.2 Proposed Zoning

As per Table 1 above, the proposed development generally meets the performance standards applicable to the subject property. However, the proposed development exceeds the maximum number of dwelling units that are permitted and also exceeds the maximum permitted height within 10 metres of Centrum Boulevard. It is proposed that Urban Exception 1520 and Schedule 152 be removed in their entirety from the subject property, as the direction in the urban exception and height schedule no longer align with the direction of the new Orleans Corridor Secondary Plan.

**The proposed development consists of an integral development as defined in Urban Exception 1520, however commercial/office uses have only been located within one building and situated along Centrum Boulevard. The proposed development will include 1,127 units, contained within buildings that are 30-, 35-, and 40-storeys in height., which conforms to the direction of the Official Plan and the Orleans Corridor Secondary Plan. The proposed development meets the intent of the Mixed-Use Centre zone by providing a mix of transit-supportive uses such as retail, office, and high-density residential.**

## 6.0 Proposed Amendments

### 6.1 Official Plan Amendment

The Official Plan Amendment proposes to amend the parent Official Plan to permit a minimum 45% lot coverage within a Protected Major Transit Station Area (PMTSA) instead of the current requirement of a minimum 70% lot coverage. The Official Plan Amendment will also amend the parent Official Plan to permit parkland dedication that is encumbered with an underground parking garage. Finally, the Official Plan Amendment will recognize the policy direction of the Orleans Corridor Secondary Plan, which is currently a Council-approved document subject to appeals. As per the Secondary Plan, the area-specific policy will state that 30-storey, 35-storey and 40 storeys towers are permitted on the subject property, subject to a 25 metre tower separation between the towers on the site and an 11.5 metres tower separation to the interior side lot lines.

**The Official Plan Amendment is appropriate and desirable for these lands, as the proposed development conforms to all other policies of the Official Plan. The reduction in lot coverage is required in order to ensure a high-quality public realm is provided along with municipal parkland dedication, which ensures the vision of the Orleans Town Centre as per the Orleans Corridor Secondary Plan is achieved. Permitting encumbered parkland dedication is appropriate on this site, as this also contributes to providing a high-quality public realm, while also providing a municipal park that extends the public realm along Centrum Boulevard, and ensures an efficient design of the underground parking garage. Finally, the purpose of formalizing the proposed heights as per the Secondary Plan within an area-specific policy is to mirror the direction of the Secondary Plan while it is under appeal. The Official Plan Amendment will also formalize the separation distances between towers on the site and tower setbacks to the interior side lot lines, ensuring that future high-rise development on adjacent lands is not precluded.**

### 6.2 Zoning By-law Amendment

The Zoning By-law Amendment proposes to maintain the Mixed-Use Centre, Subzone 14 (MC14) zoning of the property and remove the existing Urban Exception 1520 and Schedule 152.

**The proposed Zoning By-law Amendment is appropriate, as the proposed development conforms to all of the performance standards of the MC14 zone. Urban Exception 1520 reflects the direction of the former City of Cumberland Town Centre Site-Specific Policy in Volume 2B of the former Official Plan. As this site-specific policy has been repealed and replaced with the new Orleans Corridor Secondary Plan, the urban exception should no longer be applicable to the subject property. Similarly, the existing height schedule does not reflect the vision of the Official Plan or newly Council-approved Secondary Plan, which envisions the subject property as being developed with high-rise built form and high-density development that contributes to the public realm along Centrum Boulevard. As the proposed development complies with the existing zoning performance standards and conforms to the policies of the Official Plan and Secondary Plan, it does not seem necessary to create a site-specific urban exception or height schedule for the subject property.**



## Public Consultation Strategy

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

- / Notification of Ward Councillor, Councillor Matthew Luloff
- / Community “Heads Up” to local registered Community Associations (City of Ottawa)
- / Committee Meeting Advertisement and Report Mail out to Public (City of Ottawa)
- / Urban Design Review Panel (UDRP) Formal Consultation
  - Formal review of the proposed development will be undertaken by the Urban Design Review Panel during the City’s review of the initial application submission.
- / Statutory Public Meeting - Planning Committee

## 8.0 Conclusion

It is our professional opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan Control Applications (concurrent) to permit three (3) high-rise towers on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing residential development that will increase the housing choices within the existing neighbourhood that are within close proximity to existing and planned transit. The proposed development also provides a mix of uses that contribute to a healthy, safe and liveable community.
- / The proposed development conforms to the Official Plan's vision for managing growth and intensification. The proposed development represents residential intensification in an area that is target for such development, in close proximity to rapid transit. The proposed development will contribute to creating a 15-minute neighbourhood within the Orleans Town Centre.
- / The proposed development conforms to the Official Plan's policies as they relate to urban design. The proposed development will provide floorplates that are generally 750 m<sup>2</sup>, while also providing separation distances on-site that exceed 23 metres between each tower.
- / The proposed development generally conforms to the Suburban Transect and Hub policies of the Official Plan, and the direction of the Council-approved Orleans Corridor Secondary Plan.
- / The proposed development responds strongly to the Urban Design Guidelines for High-Rise Buildings by enhancing the public environment and streetscape, providing appropriate setbacks and tower separation, and designing an architecturally interesting building that has a positive impact on the skyline.
- / The proposed development responds strongly to the Transit-Oriented Development Guidelines by proposing intensification near an existing BRT station and a planned LRT station (Orleans Town Centre and Place d'Orleans).
- / The proposed development generally complies with the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue adverse impacts on the community or surrounding properties.
- / The proposed development will allow the redevelopment an underutilized site in an area that is within a walkable distance to transit. The proposed development will contribute to the vision of the Orleans Town Centre becoming the "downtown" core of the greater Orleans neighbourhood.
- / The proposed development is supported by technical studies, reports and plans submitted as part of this application.

Sincerely,



Patricia Warren, M.Pl.  
Planner



Matthew McElligott, MCIP RPP  
Principal, Planning + Policy