



## **3030 St. Joseph Boulevard**

Planning Rationale + Design Brief  
Official Plan Amendment + Zoning By-law Amendment + Site Plan Control  
June 9, 2023



Prepared for 3030 St. Joseph Inc.

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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) was retained by 3030 St. Joseph Incorporated to assess a development proposal per the current applicable policies and to prepare a Planning Rationale in support of applications for Site Plan Control, Official Plan Amendment, and Zoning By-law Amendment relating to a site located at 3030 St. Joseph Boulevard (“the site”) in the Queenswood Heights neighbourhood of the City of Ottawa.

An Official Plan Amendment is required to permit a building height of 18-storeys on the site in line with Schedule B – Maximum Building Height Schedule of the Orléans Corridor Secondary Plan, whereas a site-specific policy of this Secondary Plan currently limits the permitted building height to 16 storeys.

The proposed Zoning By-law Amendment serves to apply a site-specific exception and height schedule to the site in order to establish an 18-storey mixed-use residential building with commercial elements at-grade. In particular, the Zoning By-law Amendment will denote the site as AM3[XXXX] SYYY with the following site specific provisions established through a site-specific zoning exception:

- / Minimum required yard setbacks and building setbacks and maximum permitted building heights are as per Schedule YYY;
- / Maximum building heights of SYYY do not apply to permitted projections under Section 65;
- / An indoor rooftop amenity space is not considered a storey for the purposes of zoning;
- / Maximum floor space index does not apply;
- / Table 186A does not apply; and
- / Any other minor compliance issues identified through the development review process.

It is noted that the amendments listed above may change based on the evolution of the building design throughout the development review process, and additional revisions or different values may be reflected in the final report to Planning and Housing Committee.

The concurrent Site Plan Control application serves to formalize the detailed design elements, such as access, materiality and layout for the proposed building. Fotenn is of the opinion that the proposal represents sound land use planning.



Figure 1: Aerial Perspective Views looking west (left) and east (right).

## 1.1 Site Location

The site is located in the southwest corner of the intersection of St. Joseph Boulevard and Duford Drive (Figure 2). The triangular-shaped property has an area of 2,664 square metres (0.27 hectares), with frontage on both St. Joseph Boulevard and Duford Drive. The site narrows eastward across the property and has an irregularly configured westerly property line.

St. Joseph Boulevard runs along the base of an escarpment, with intersecting north-south roads increasing in grade southwards to the top of the hill. The site forms part of this slope, with the northern edge of the site being a few feet higher than the St. Joseph Boulevard Right-of-Way. The property continues to slope upwards to the south. The slope is the steepest in the southwest corner of the site, in the location of an existing treed area. The eastern end of the property is grassed and is used as a pedestrian shortcut from Duford Drive to St. Joseph Boulevard, towards Place d'Orléans Shopping Centre and Transit Station to the north.

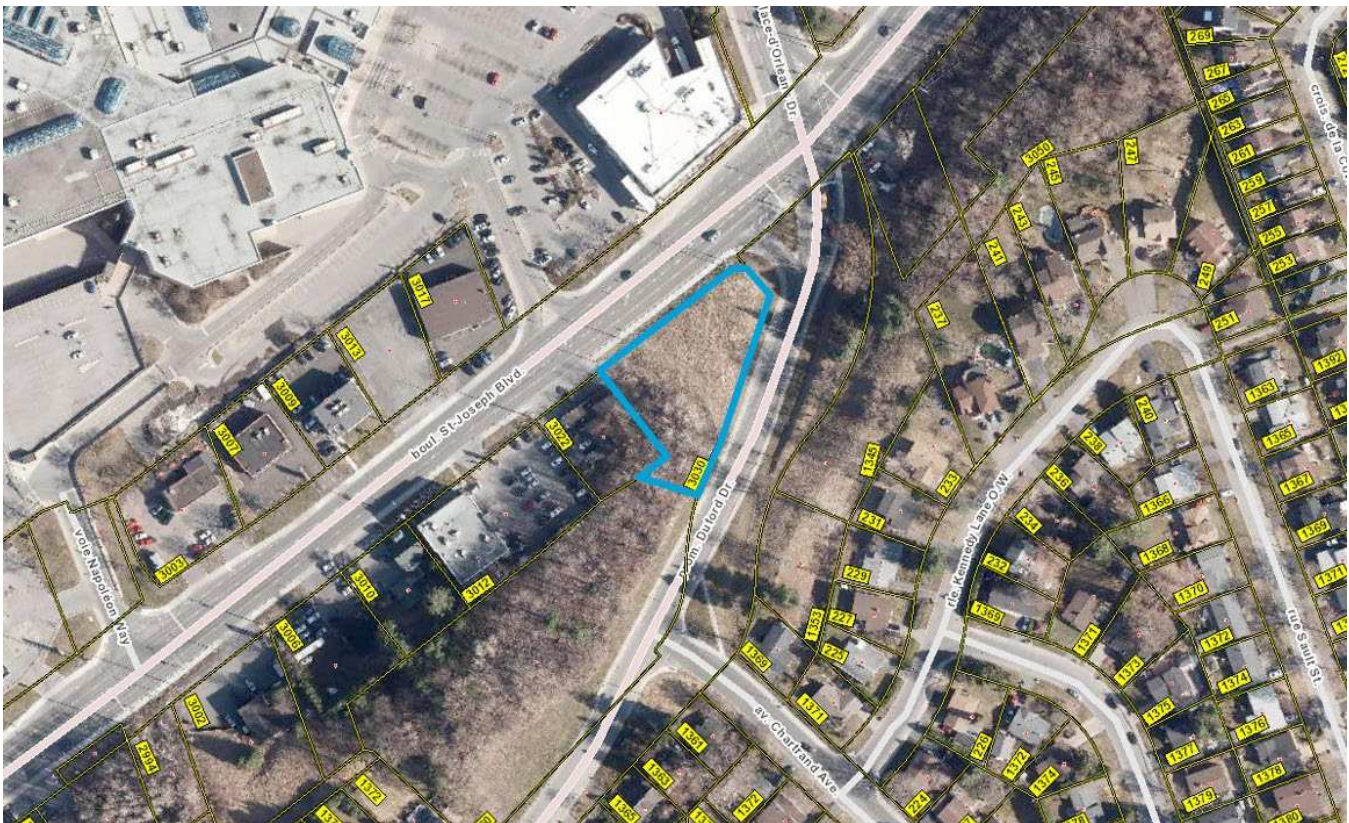


Figure 2: Aerial Photo (Site outlined in Blue)

## 1.2 Surrounding Context

The area surrounding the site is characterized by a mixture of uses, including the following:

### North

To the north of the subject property is Place d'Orléans, a regional shopping centre. The shopping centre is comprised of a primary building with surface and structured parking located around the perimeter of the site. Several standalone buildings are present on the shopping centre site, including a retail food store located immediately north of the site. Numerous automobile-related uses are located along the north side of St. Joseph Boulevard.

The Place d'Orléans Bus Rapid Transit (BRT) Station is located on the north side of the shopping centre, beyond which is Provincial Highway 174, followed by low-density residential development.

### **East**

To the east of the site, the undeveloped base of the escarpment continues along the south side of St. Joseph Boulevard for several kilometres. This greenspace includes several different types of mature tree species and buffers the residential properties located beyond it to the south. On the north side of St. Joseph Boulevard, east of the site, are community service and cultural centres such as the Shenkman Arts Centre and the YMCA.

### **South**

To the south of the site, both southwest and southeast (across Duford Drive) is an area of protected green space. Approximately 530 metres southwest of the site is the Cumberland Bilberry Creek ravine, which runs north-south through the centre of Orléans and contains pedestrian trails.

To the south and southeast of the site is the Queenswood Heights neighborhood, which is comprised of detached homes that were constructed predominantly throughout the 1960s and 1970s. Several parks and schools are located in this neighbourhood.

### **West**

The site forms part of the St. Joseph Boulevard Mainstreet Corridor, the original commercial corridor in Orléans. Immediately abutting the site to the west is a small, commercial plaza containing various personal service, retail and commercial uses. Commercial uses continue west along the St. Joseph Boulevard Mainstreet Corridor.

## **1.3 Transportation**

3030 St. Joseph Boulevard is classified as an "Arterial Road" on Schedule C4 – Urban Road Network of the Ottawa Official Plan (Figure 3). Arterial Roads are the primary transportation corridors throughout the City of Ottawa. They are intended to support the highest level of cross-city traffic and typically support a range of modal options. Duford Drive to the south of the site is a Collector Road. Collector Roads are intended to as feeder corridors that direct traffic from local roads to the network of Arterial Roads.

According to Schedule C16 of the Official Plan, this segment of St. Joseph Boulevard has a protected right-of-way (ROW) width of 37.5 metres, which is typically divided equally from the centreline of the road (18.75 metres on each side). The existing right-of-way along Kent Street is roughly 16.65 metres, therefore a ROW adjustment of approximately 2.1 metres is anticipated and reflected in the proposed plans. Duford Drive has a protected right-of-way (ROW) width of 24 metres, however it appears that a width in excess of 24 metres has already been taken along the site's frontage.

Schedule C2 – Ultimate Transit Network of the Official Plan (Figure 4) identifies Highway 174 as a Rapid Transit Corridor, with a station located less than 500 metres from the site. The station currently operates as a Bus Rapid Transit Corridor however is identified as being upgraded to Light Rail as part of the Stage 2 LRT Program. A Park-And-Ride facility is located north of Highway 174. The Park-and-Ride facilitates vehicle connections to the rapid transit network from farther suburban and rural portions of the City to improve connectivity.

The OC Transpo Network Map (Figure 5) identifies a range of local and connexion routes running directly along Duford Drive that allow for transit access throughout the community and towards the Place D'Orléans station connections to the Rapid Transit Network are possible.

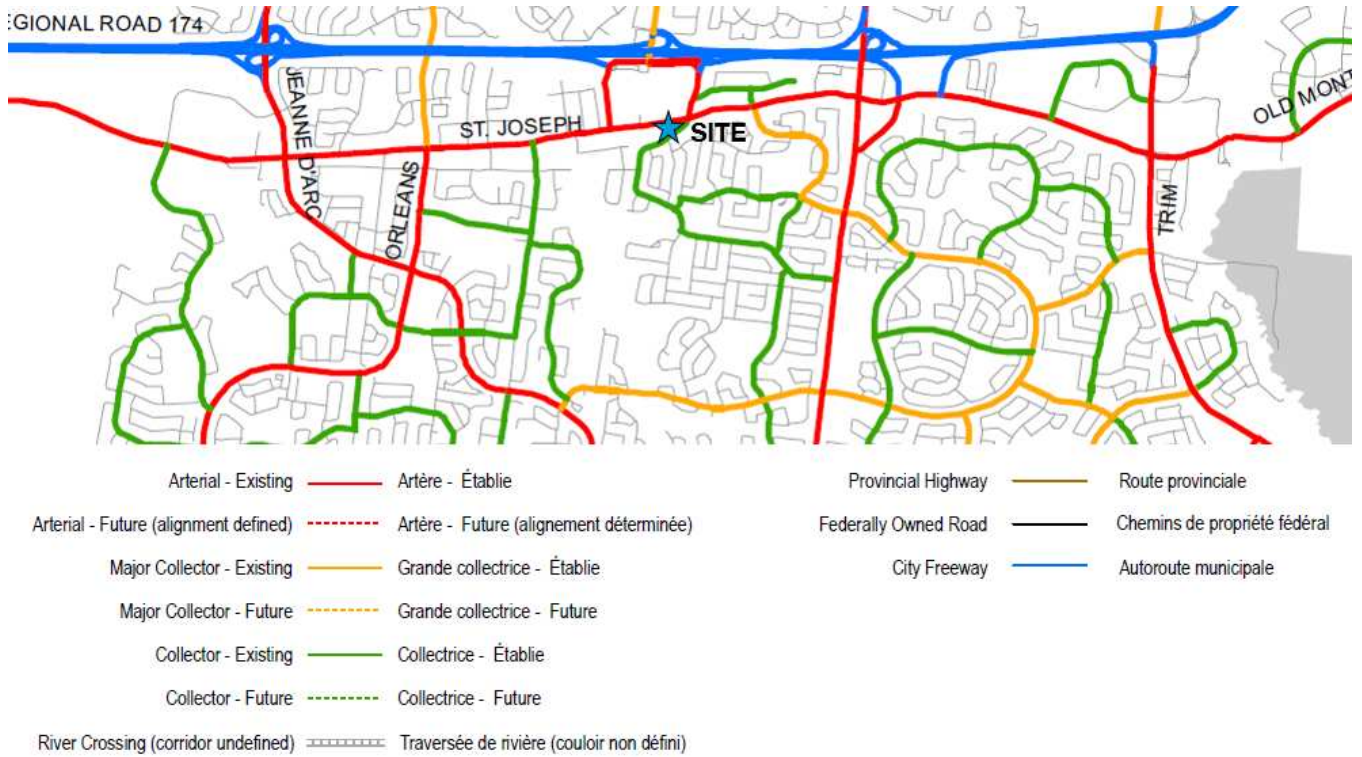


Figure 3: Schedule C4 of the Official Plan – Urban Road Network

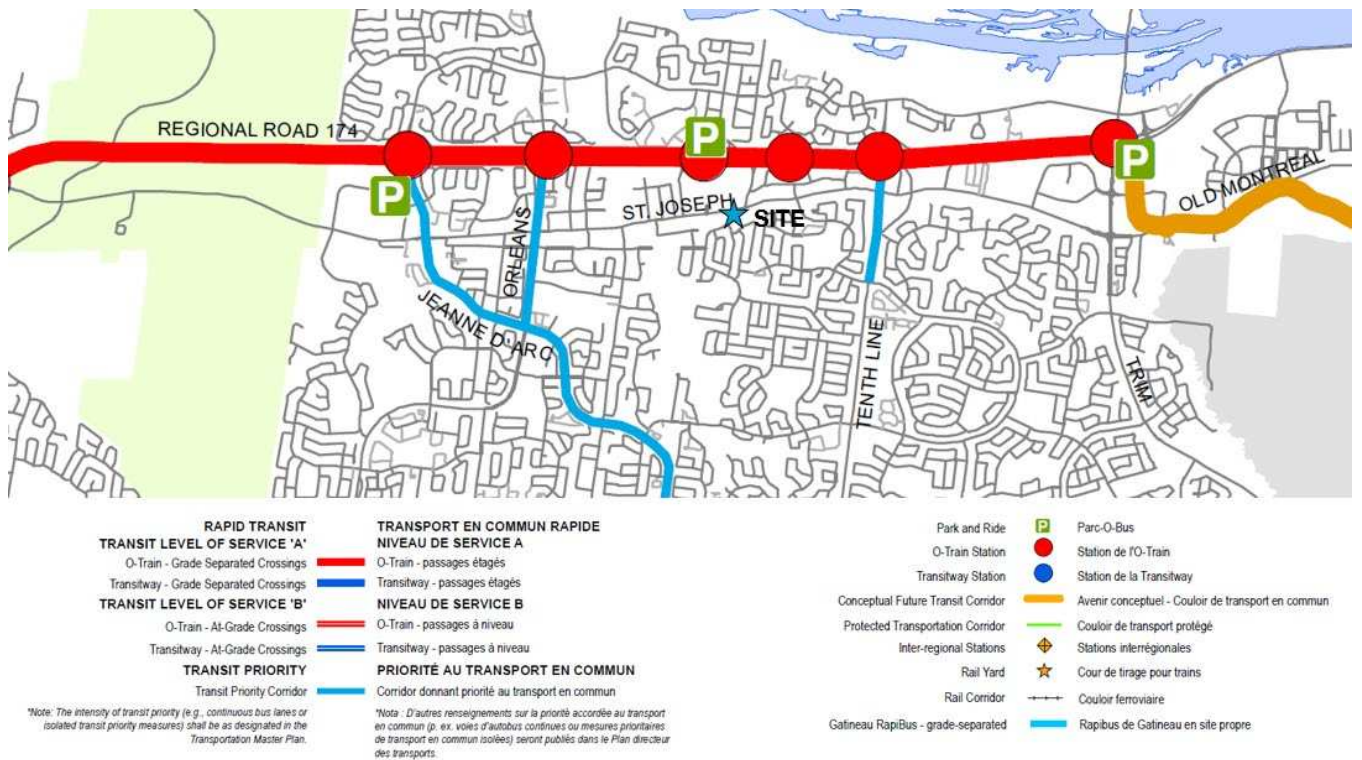


Figure 4: Schedule C2 of the Official Plan – Transit Network (Ultimate)

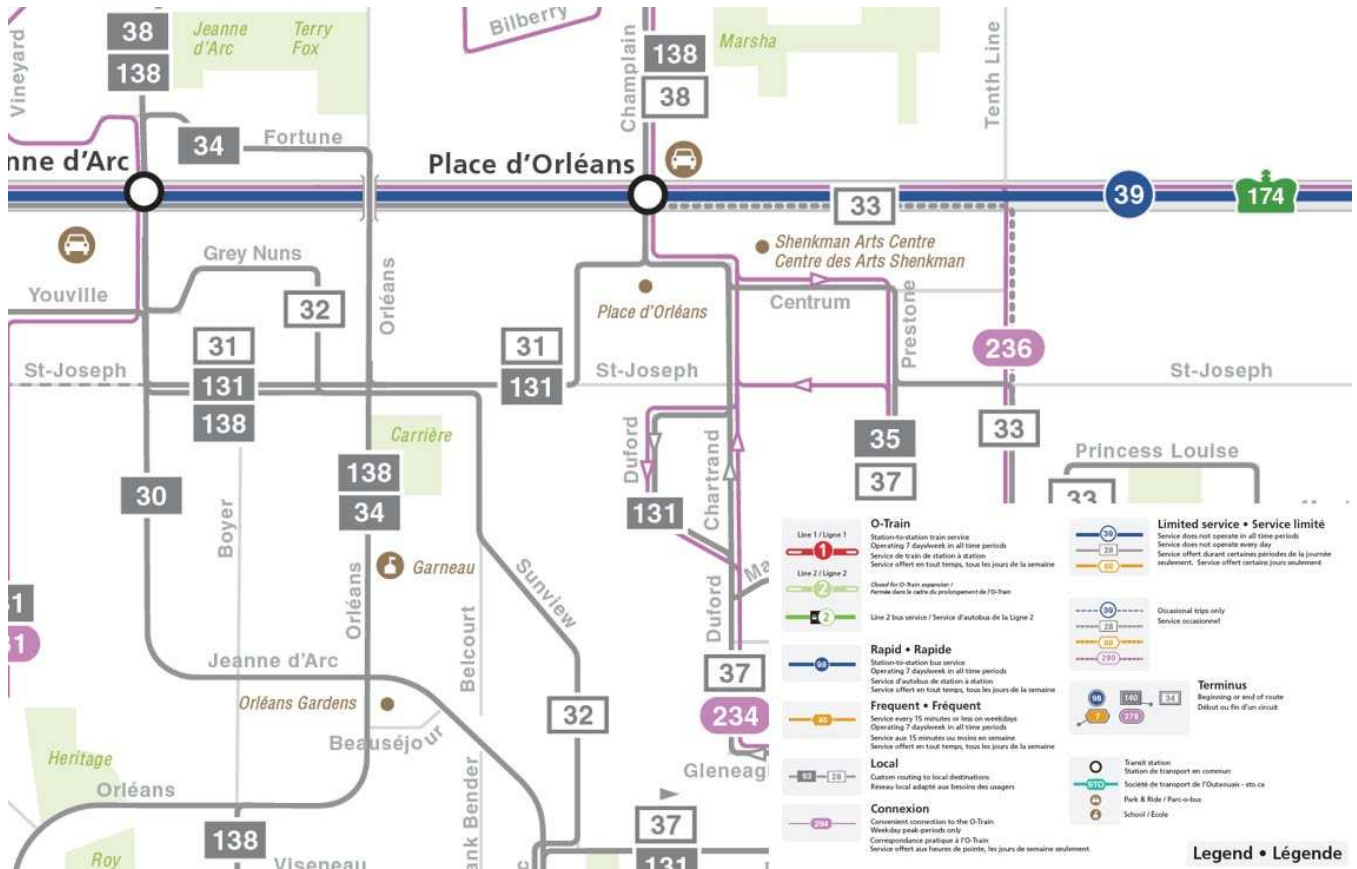


Figure 5: OC Transpo Network Plan



# Proposed Development

The proposed development takes the form of an 18-storey high-rise building consisting of a mixture of residential and commercial uses. Commercial uses are proposed at the ground floor along St. Joseph Boulevard. A total commercial gross floor area of approximately 260 m<sup>2</sup> is proposed. The upper floors consist of apartment uses. A total of 202 units are proposed. Table 1 below summarizes the unit distribution. The overall building is 59.5 metres in height, incorporating 18 storeys.

Table 1: Unit Statistics

Unit Type	Quantity	Percentage
1 bedroom	85	42.1%
2 bedroom	110	54.5%
3 bedroom	3	1.5%
Studio	4	1.9%
<b>Total</b>	<b>202</b>	



Figure 6: North and South Elevations

Three levels of underground parking are proposed, facilitating 163 vehicle parking spaces internal to the building, 144 of which are intended for residential tenants with the remaining 19 being allocated for visitors. 202 bicycle parking spaces are proposed below-grade, with an additional 8 spaces being proposed at-grade. Refuse storage is located internal to the building. Access to the building is located to the western edge of the site along St. Joseph Boulevard. Given the constraints arising from the grading of the property, this is the optimal garage access location in order to emphasize the primacy of the public realm.

Amenity space for tenants is proposed in the form of an at-grade communal area, a communal amenity room, a communal terrace and private terraces and balconies. A total amenity area of 1,635 m<sup>2</sup> is provided for the building, 785 m<sup>2</sup> of which is communal; exceeding the respective requirements set out in the Zoning By-law.

The building presents itself as a singular massed tower entity grounded on a podium that alternates between 4 and 5.5 storeys relative to the changes in grade on-site. The building is primarily finished in a grey brick veneer, contrasting to a white cladding material on the tower facade. Various stepbacks, articulation cuts, and changes in materiality break up the massing and provide visual interest.

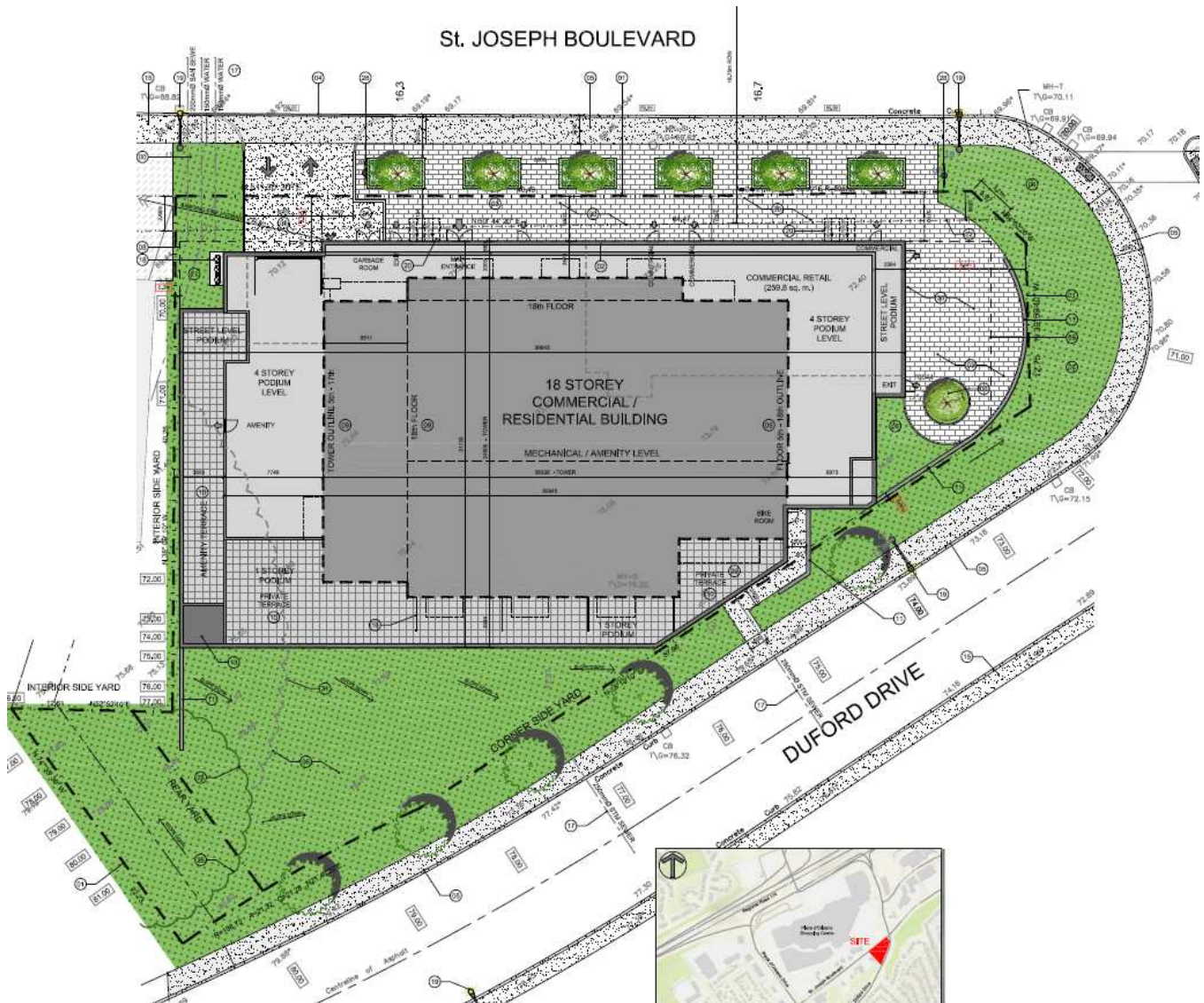


Figure 7: Proposed Site Plan.



**VIEW LOOKING SOUTH FROM ACROSS ST. JOSEPH**



**ENLARGED VIEW LOOKING WEST AT PODIUM**



**ENLARGED VIEW LOOKING SOUTH WEST AT PODIUM**

Figure 8: Additional Perspective Renderings

The tower is stepped back on all corners above the podium base. The ground floor along St. Joseph Boulevard is positioned to provide an emphasized, comfortable public realm.

The building setbacks have allowed for adequate space to plant a wide array of substantially sized deciduous trees along the perimeter of the site. The site's location on multiple street frontages make it possible to contribute strongly to the public realm by implementing natural shade and visual appeal in the form of trees and landscaping.

## 3.0 Policy & Regulatory Framework

### 3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

- 1.1.1 a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- 1.1.1 c) avoiding development and land use patterns which may cause environmental or public health and safety concerns
- 1.1.1 e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
  - b) permitting and facilitating:
    1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
  - 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.

**The proposed development is sensitive to surrounding land uses and promotes intensification in an area designated for growth. The proposed development locates a variety of housing typologies on an underutilized lot that is well-supported by infrastructure, transit, and local services. The proposed development efficiently uses land and is transit supportive. The development of the subject property is therefore in conformity with the policies of the PPS.**

## 3.2 City of Ottawa Official Plan (2022)

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

### 3.2.1 Strategic Directions

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

1. **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**  
Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions.
2. **By 2046, the majority of trips in the city will be made by sustainable transportation.**  
The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.
3. **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**  
A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city.
4. **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**  
The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.
5. **Embed economic development into the framework of our planning policies.**  
In the Official Plan, an economic development lens is taken to policies throughout. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The

Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

### 3.2.2 Suburban Transect

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from the most urban (the Downtown Core) to least urban (Rural).

The **Suburban Transect** comprises neighbourhoods within the urban boundary located outside the Greenbelt. The Suburban Transect is generally characterized by Low- to Mid-density development. However, development in Hubs shall be:

- / 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;
- / 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
- / 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 Lowrise area.

**Generally, since the site is located approximately 520 metres away from the proposed Place d'Orléans Station; per the policy above, mid-rise heights are identified as appropriate. Nonetheless, in the case where Secondary Plans apply, such as the site, the policies of the Secondary Plan take precedence. The Secondary Plan policies are discussed in further detail below.**

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:

- / Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations; and
- / Supporting or pursuing the creation of pedestrian shortcuts that minimize 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.

**Town Centre Hubs are denoted by the initials TC. They 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.**

Parking in Suburban Hubs shall be managed as follows:

- / Minimum parking requirements may be reduced or eliminated; and
- / 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 on the same site;

**The site is approximately 520 metres of the Place d'Orléans LRT station, so although policies prohibiting surface parking do not apply, it is worthwhile to anticipate the planned intent and direction for redevelopment near transit stations. No surface parking is proposed, and the proposed parking ratio is approximately 0.71 per unit.**

### 3.2.3 Hub Designation

**Hubs** are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop.

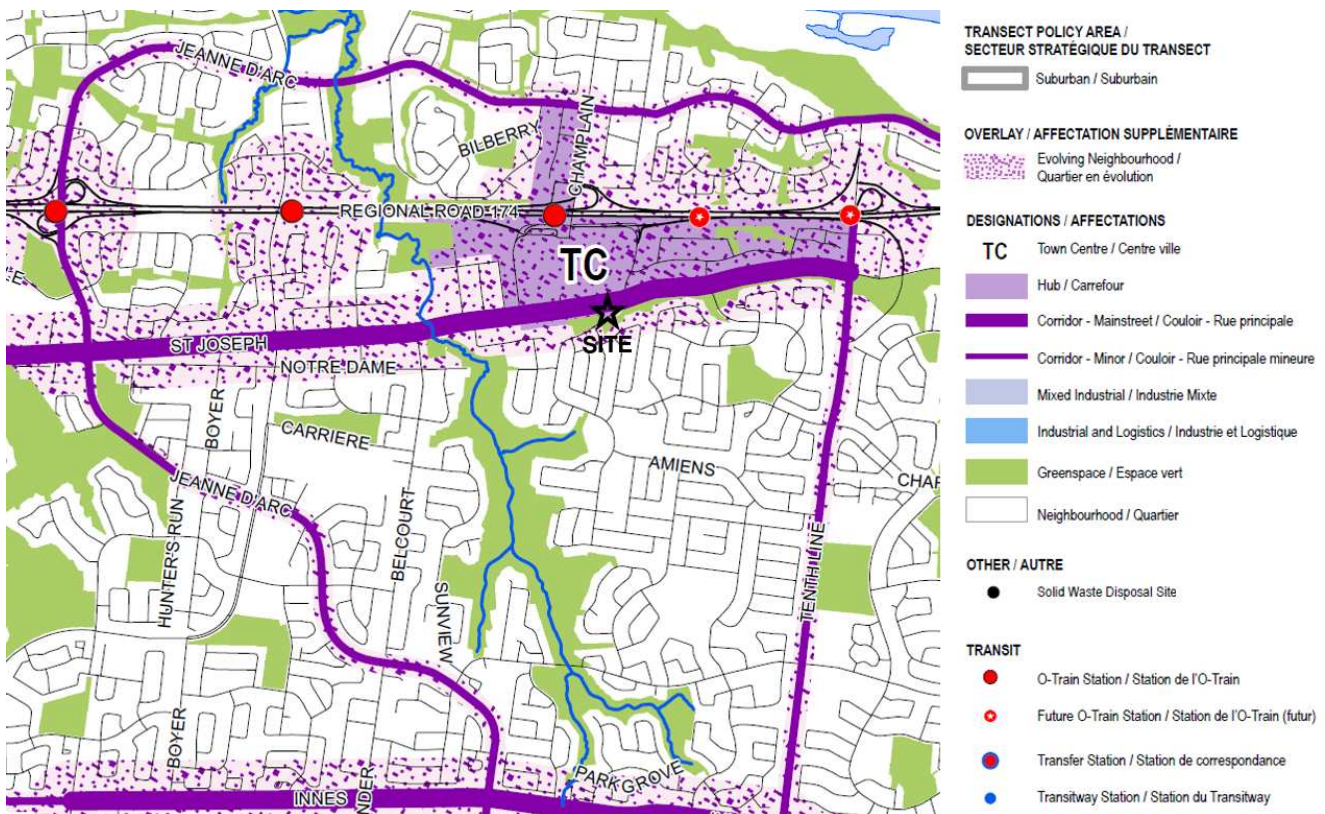


Figure 9: Schedule B8 - Suburban (East) Transect

The strategic purpose of Hubs is to (s. 6.1.1(2)):

- 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;
- 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;
- Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
- 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 the second bullet point.

Development within a Hub (s. 6.1.1(3)):

- 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;
- Shall encourage large employment, commercial or institutional uses locate close to the transit station;
- Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;
- 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 facade 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 minimize their impact on the public realm.
- g) Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:
  - i) Reduction or elimination of on-site minimum parking requirements;
  - ii) Maximum limits on parking supply;
  - iii) Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park-and-ride facilities;
  - iv) Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;
  - v) Establishment of residential on-street parking permit zones; and
  - vi) Despite the above, visitor parking shall continue to be required for high-density residential uses, in order to prevent visitor demand for parking from creating undue demand on public parking facilities; and
- 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.

**The proposed development would establish a mixture of commercial and residential uses within proximity of transit and located along appropriate infrastructure. The design approach would define the public realm with attractive, well-lit frontages complemented by landscaping in the form of trees and greenery.**

**Policies for sites located in a Hub focus on directing growth to the areas closest to nearby rapid transit stations, with heights and densities gradually decreasing as proximity increases. The City seeks to reduce reliance on motor vehicles and encourages people to walk, cycle, and take public transit. Redevelopment of the site has applied these principles to establish an outcome that satisfies the requirements for Hubs. The proposal emphasizes a pedestrian-first public realm with a walkable, shaded public interface. Vehicular access to the site is subordinate to active transportation modes.**

It is worth noting that while the site is designated as a Hub, it is also located on St. Joseph Boulevard which is a Mainstreet Corridor. The Official Plan specifies that where Corridors intersect or overlap with Hubs, the building height policies governing Hubs shall prevail; however (s. 6.1.1(6)):

- a) Vehicular traffic along the Corridor shall be managed with street design and measures including traffic calming so as not to undermine the pedestrian-, cyclist- and transit user-focused environment of the Hub; and
- b) Subject to a), transit shall be prioritized along Corridors.

Section 6.1.1(6), above, supersedes the policies that permit high-rise development along Mainstreet Corridors in the Suburban Transect, as described in section 5.4.1(2)(c). Further, since the site is located more than 400 metres away from the Place d'Orléans Station, then the second policy of section 5.4.1(2)(d) applies, as follows:

- / 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;
- / 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
- / 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 Lowrise area.



The maximum permitted height for the site is per the direction Secondary Plan, which is discussed in greater detail below.

### 3.2.4 Evolving Neighborhood Overlay

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

- / Guidance for a gradual change in character;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Direction to built form and site design that supports more urban built form patterns and applicable transportation modal share goals; and
- / Direction to govern the evaluation of development.

The proposed development adheres to the direction of the Evolving Overlay by proposing an urban and compact built form and site design. The proposed development has been designed in a manner which reflects and considers the existing character of the area, including its proximity to surrounding buildings, and placement on a Corridor.

### 3.2.5 Protected Major Transit Station Area (PMTSA)

The site is located within a **Protected Major Transit Station Area (PMTSA)**. Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the Provincial Policy Statement. Table 1 below sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.

Low-density employment uses such as auto wreckers, warehousing and storage facilities and auto-oriented uses such as gas stations, service centres and drive-through establishments are prohibited from locating within a PMTSA. Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding the uses described above.

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

Designation	Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare	Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Orléans Town Centre (TC)	120	150	Minimum: 5 per cent Target: 10 per cent



Figure 10: Schedule C1 – Protected Major Transit Station Areas (PMTSA)

### 3.2.6 Urban Design

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

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The subject property is identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan as it is located on a Mainstreet Corridor/Hub outside of the Downtown Core.

Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. The areas within Hubs around existing rapid transit stations are locations for higher densities and intensification. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity.

These include commercial streets reflecting a suburban built form that may transition into a more walkable environment. Policy 4.6.1.5 states that development 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;
 

**The proposed building incorporates a variety of classic building materials and colours that ensure visual interest while maintaining climate resilience. The incorporation of plentiful trees along the frontages and landscaping will benefit the public realm.**
- b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and

**Lighting will be utilized to ensure the proposed public realm is visible and safe in the evening time.**

- 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 use of strategic tree planting has been applied to this proposal in the interest of micro-climate impacts with the intent to protect pedestrians from extreme sun and other weather considerations. The tree planting and landscaping will also provide shade and reduce the urban heat island effect.**

Policy 4.6.5.2 states that development in Hubs and along Corridors shall respond to context, Transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

**The building frontage is located to frame the landscaping and street edge accordingly. The setbacks allow for the building to scale appropriately to the St. Joseph Boulevard edge, while providing movement space for pedestrians along the Corridor. The proposal employs a well-glazed, interesting façade that is nonetheless subordinate to the pedestrian realm provided along St. Joseph Boulevard.**

Policy 4.6.5.3 encourages designs to minimize the potential for conflict between vehicles and pedestrians and to 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.

**All servicing, refuse collection, and vehicle access is subordinate to the primary expression relating to the public realm. Refuse collection and vehicle access takes place to the western extent of the St. Joseph Boulevard frontage, however it has been masked to the greatest extent possible to coordinate with the public realm improvements elsewhere. Given the grading of the site and the unique condition of the eastern edge of the site, this is the most suitable location for underground garage access. All mechanical equipment and utilities are either proposed within the building basement or rooftop area.**



Figure 11: St. Joseph Boulevard Frontage.

Policy 4.6.6 contains policies related to enabling the sensitive integration of new development into existing neighbourhoods. Policy 4.6.6.2 states that transition between mid and high-rise buildings and adjacent properties designated as neighbourhood will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, setbacks, and generally be guided by the application of an angular plane as may be set out by the Zoning By-law or Council-approved Plans or design guidelines.

**The proposed building incorporates tower step-backs above the podium. A tower setback of 11.6 metres is provided from the westerly property boundary, and the property otherwise interfaces with street edges.**

Policy 4.6.6.4 states that amenity areas shall be provided within residential development to serve the needs of all age groups, and in consideration of all seasons.

**Indoor and outdoor private and communal amenity is provided throughout the proposed development. At-grade landscaped communal area is provided, a first-floor communal amenity room and terrace is provided, followed by private terraces and balconies throughout the remainder of the building. The amenity requirement outlined in the Zoning By-law is exceeded.**

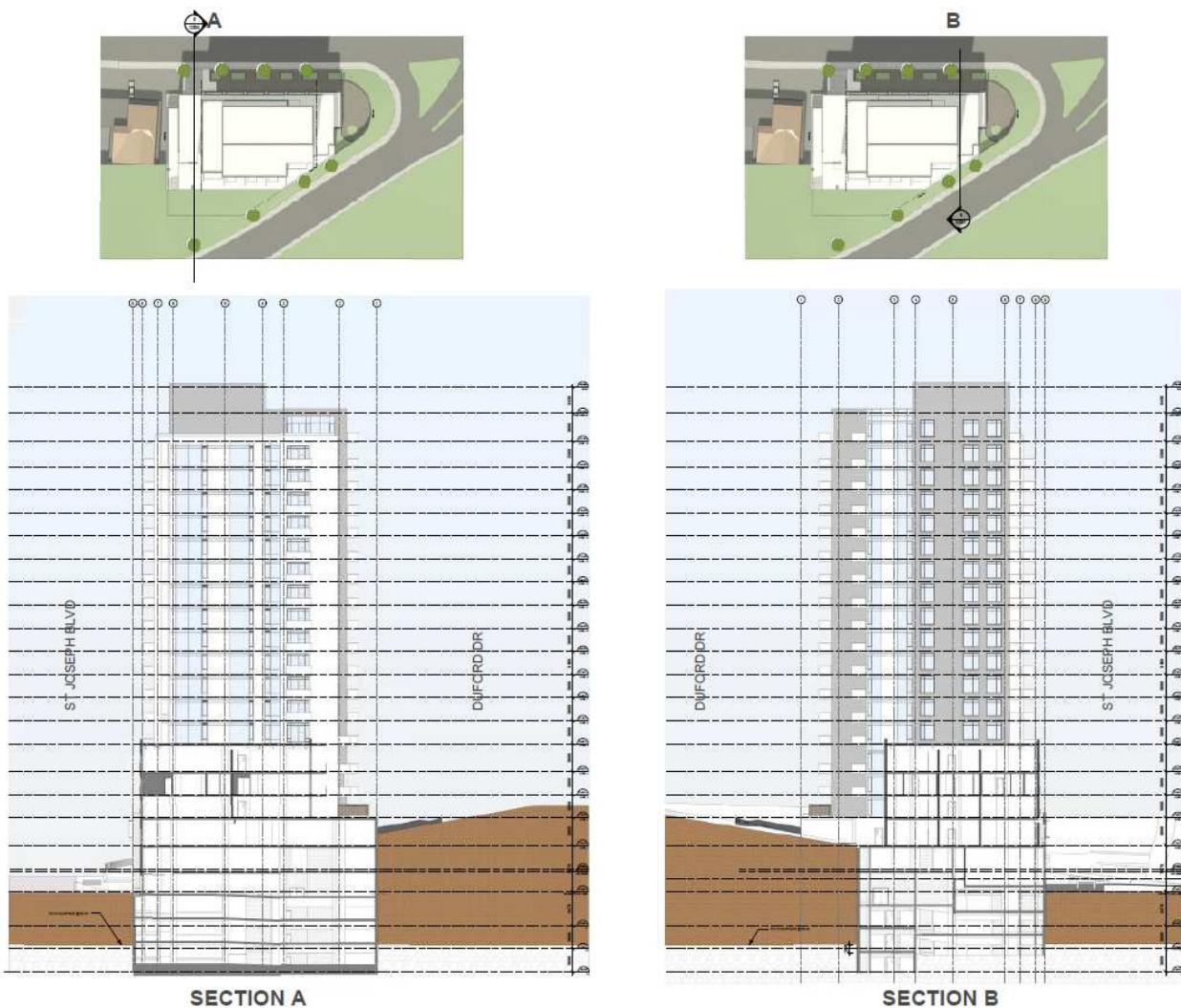


Figure 12: Building Sections.

### 3.3 Orléans Corridor Secondary Plan

The Orléans Corridor Secondary Plan is one of the first local plans developed following the approval of the City of Ottawa's 2022 Official Plan. The Secondary Plan came into effect on February 22, 2023. This Secondary Plan is primarily intended to provide specific policy direction and guidance for medium- and high-density development directly associated with transit stations and corridors within Secondary Plan Area. The impetus for this plan is the construction of the O-Train extension to Orléans, and the intended purpose of this plan is to address the need to coordinate transit-oriented development and guide the creation of 15-minute neighbourhoods in the Orléans Corridor.

The vision of the Secondary Plan is for the Orléans Corridor to evolve from a late 20th century auto-centric suburb into vibrant urban neighbourhoods centered around O-Train stations and St. Joseph Boulevard Mainstreet. This vision will be achieved by the following goals:

- / Goal 1: Support the evolution of the Orléans Corridor into a community of 15-minute neighbourhoods that support health and well-being of residents
- / Goal 2: Direct the tallest buildings and densities best serviced by rapid transit, walking and cycling, to create highly liveable mixed-use neighbourhoods
- / Goal 3: Plan for additions and enhancements to the public realm, greenspaces, and promote climate resilience
- / Goal 4: Prioritize and improve mobility for pedestrians and cyclists to support positive health outcomes and reduce greenhouse gas emissions
- / Goal 5: Coordinate new built form with improvements to the public realm and mobility.

Station-area and corridor-wide policies are outlined below, that are intended to achieve the vision, goals and objectives of the Secondary Plan.

#### 3.3.1 St. Joseph Mainstreet Designation

The site is designated as **St. Joseph Mainstreet**. The vision is for St. Joseph Boulevard to evolve into a vibrant pedestrian-oriented mainstreet and see the street return to prominence as the mainstreet of Orléans that started with the founding of the original Village of St-Joseph d'Orléans. The following policies should be considered for future redevelopment of the site:

- / Policy 1 – New building heights will be primarily low-rise and mid-rise.
- / Policy 2 – Where appropriate, high-rise development will be permitted where the lot provides adequate space to transition to abutting low-rise properties, and where lot size and context are supportive of taller buildings.
- / Policy 3 – Buildings fronting onto St. Joseph Boulevard in the St. Joseph Mainstreet designation will be predominantly mixed-use and commercial buildings, with an emphasis on active frontages, and street-oriented uses, that direct uses towards the front of buildings facing the public right-of-way.
- / Policy 4 – Opportunities to establish patios on private property, or on public property where available space in the public right-of-way allows, will be pursued.

**Despite Policy 1 stipulating that new building heights will be primarily low- and mid-rise, Policy 2 permits high-rise development permitted the lot size and context supports it and provided that it can provide an adequate transition. Schedule B – Maximum Building Heights identifies the site as appropriate for building heights of up to 18 storeys. Despite the map shown in Figure 14, the site is assigned a maximum height of 16 storeys per area-specific policy 6.1(58).**

**An Official Plan Amendment is being sought to remove policy 6.1(58). As discussed throughout the report, the site can be developed in a manner that responds to the applicable Official Plan and Secondary Plan policies to accommodate an 18-storey building height as identified for the site in the underlying height schedule.**

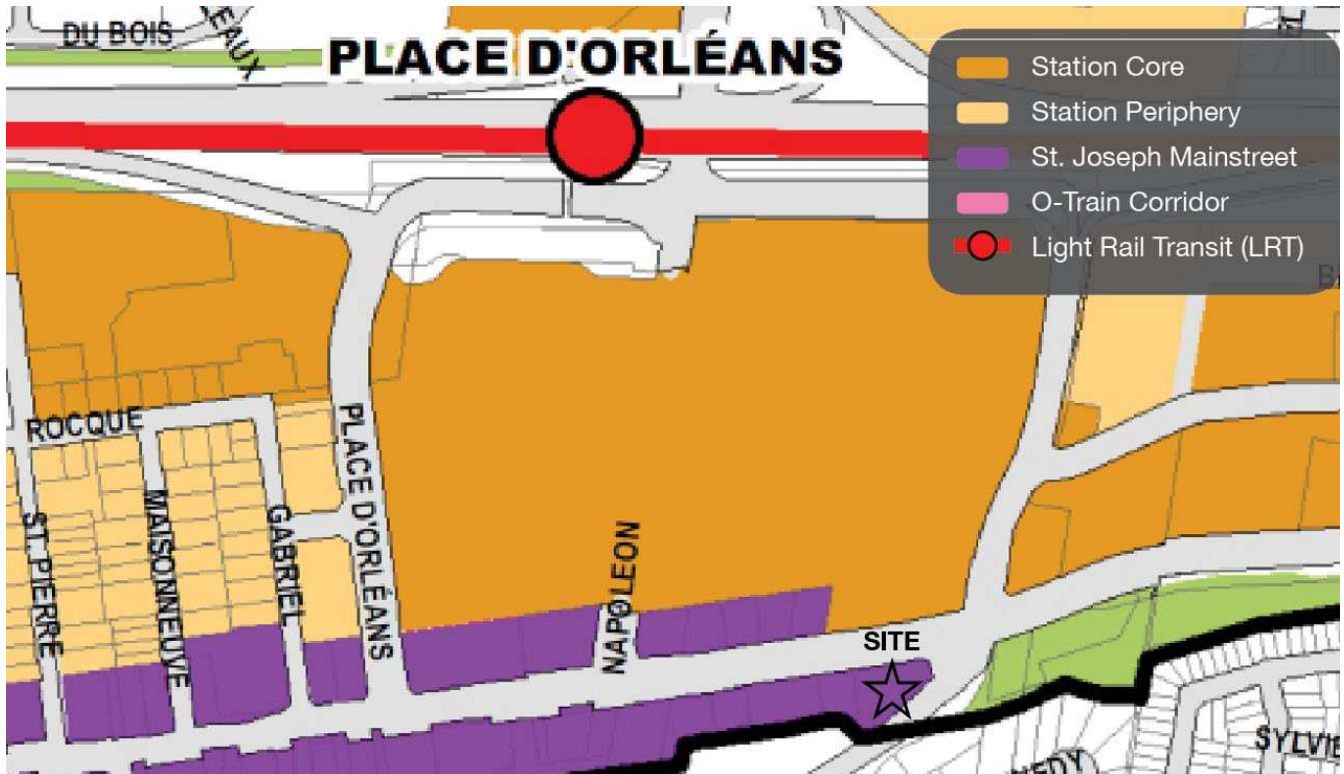


Figure 13: Schedule A – Designation Plan (Orléans Corridor Secondary Plan)

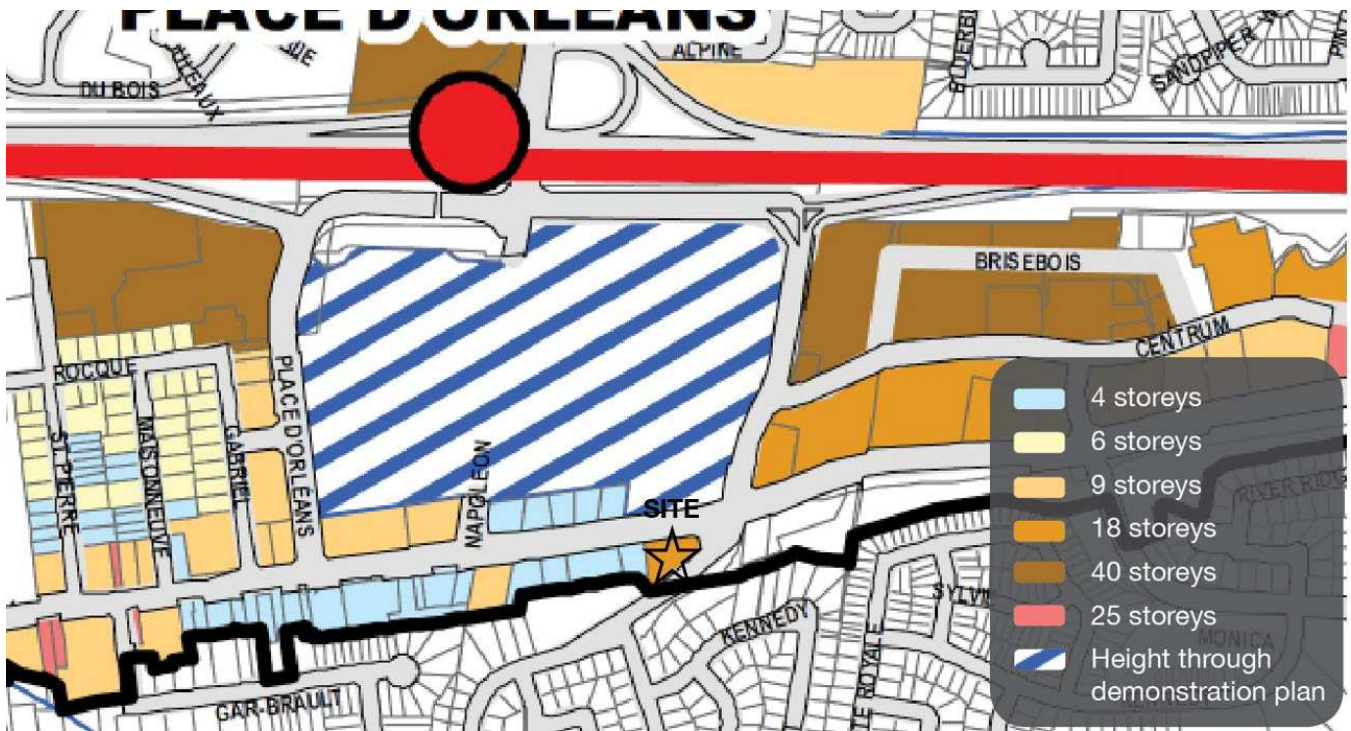


Figure 14: Schedule B – Maximum Building Heights (Orléans Corridor Secondary Plan)

### 3.3.2 Area Specific Policies: St. Joseph Boulevard Corridor

A key goal of the Secondary Plan is for St. Joseph Boulevard to evolve into a vibrant pedestrian-oriented mainstreet. Per section 6.1 of the Secondary Plan, the following policies apply to properties within the St. Joseph Boulevard Mainstreet designation:

#### Land Uses and Built Form:

- 1) New development on St. Joseph Boulevard will include the following characteristics:
  - a. Be located close to the mainstreet with minimal to zero front yard setbacks;
  - b. Primary building façades and commercial entrances front onto the mainstreet;
  - c. Vehicular parking is either located underground or in a surface parking lot at the rear of the lot;
  - d. Signage reflects a pedestrian scale.
- 2) Development fronting onto St. Joseph Boulevard mainstreet shall be developed at grade-level as follows:
  - a. In all new developments between Belcourt Boulevard and Place d'Orléans Boulevard, occupying a minimum of approximately 60 percent of the width of the St. Joseph Boulevard frontage on each property;
  - b. Outside the area identified in (a) above, width of the St. Joseph Boulevard frontage on each property.
  - c. Notwithstanding (b) above, site-specific exceptions may be considered in a Site Plan Control application by ensuring that non-commercial uses provide active frontages facing the mainstreet.
  - d. The primary access (i.e. main entrance) commercial land uses will be oriented towards and located in close proximity to St. Joseph Boulevard.
  - e. The width of commercial units along the St. Joseph Boulevard frontage should generally be inversely proportionate to the walkability of the street, such that narrower storefronts are preferred between Belcourt Boulevard and Place d'Orléans Boulevard where the right-of-way is narrower and the blocks are shorter, whereas wider storefronts are more appropriate west of Belcourt Boulevard.
- 3) Minimum building height is two storeys.
- 4) Maximum building heights are primarily informed by mainstreet character, lot depth, proximity to low-rise residential, and access to rapid transit. Specific maximum building heights are identified in Schedule B and general maximum building height policies are as follows:
  - a. St. Joseph Boulevard mainstreet building heights are intended to be predominantly mid-rise, with some properties limited to low-rise and some opportunities for modest high-rise buildings.
  - b. Generally, properties less than 40 metres deep and/or some exceptionally narrow properties will have maximum building heights of 4-storeys or low-rise.
  - c. Generally, properties more than 40 metres deep will have maximum building heights of 9-storeys or mid-rise.
  - d. Notwithstanding (c) above, there are site-specific conditional policies that identify properties that are currently too narrow for mid-rise maximum building heights but could gain mid-rise permissions if they are consolidated with an abutting property or properties.
  - e. Relatively narrow mainstreet properties (generally less than 24 metres) with low-rise or mid-rise height permissions will generally be designed with zero or minimal side yard setbacks to create a continuous street wall fronting St. Joseph Boulevard.
  - f. Modest high-rise buildings, ranging between 10- and 18-storeys, are permitted in specific locations on the mainstreet, as identified in Schedule B – Maximum Building Heights provided they meet the following:
    - i. Buildings must fit within the planned urban context of a predominantly mid-rise mainstreet and are generally limited to the deepest and largest properties along the mainstreet;
    - ii. May require deeper front setbacks above the podium in order to move the tower further away from the mainstreet to reinforce a low-rise or mid-rise street wall;
    - iii. Precise maximum building heights will be determined through a Zoning By-law Amendment process and will depend on numerous site-specific conditions, such as the ability to achieve building height transitions and proximity to transit.

**The maximum permitted height of 16 storeys is permitted provided the building meets the stipulations outlined in policy 4(f), above, despite Schedule B of the Secondary Plan which identifies a maximum building height of 18 storeys. As noted throughout this report, an Official Plan Amendment is sought to recognize the underlying building height permission based on the proposals ability to fulfill the compatibility and design policies in both the Official Plan and Secondary Plan.**

#### **Public Realm**

- 5) Investments in the St. Joseph Boulevard right-of-way shall:
  - b. Accommodate safe and comfortable active transportation facilities, including wide sidewalks and separated cycling facilities; and
  - d. Ensure a consistent row of street trees on each side of the street, with conditions to support the long-term health and growth of the trees to contribute to the urban canopy; and

**The proposal meets this direction in providing wide sidewalks and space for street trees.**

#### **Parking and Servicing**

- 8) Upon redevelopment of individual properties and/or road reconstruction or renewal, curb cuts on St. Joseph Boulevard. will be consolidated and minimized as follows:
  - a. Maximum of one curb cut per property, per street frontage. This will typically allow for one curb cut for each property at the interior of a block or two curb cuts for corner properties.
  - b. The width of curb cuts is intended to accommodate two vehicles and should generally not exceed 6.7-metres.

**The proposed development only incorporates one curb cut, at a width below 6.7m (6.0m is proposed) as directed in the policy above.**

#### **St. Joseph Boulevard Site-Specific Policies**

Maximum building heights are indicated on Schedule B and are also subject to the following site-specific policies:

- 58) Maximum building height is 16-storeys.

**Despite the maximum permitted heights shown on Schedule B, policy 6.1(58) stipulates that the maximum height is 16 storeys. An Official Plan Amendment is being proposed to recognize the underlying height permission of 18-storeys based on the proposal's ability to meet the applicable policy framework.**

#### **3.3.3 Corridor-Wide Policies**

The general policies that apply corridor-wide, outlined below, in combination with the station-area specific and land use designation policies, outlined above, address the vision, goals, and objectives of this Secondary Plan. The following general policies should be considered for future redevelopment of the site:

#### **4.2 Built Form and Public Realm Policies**

- 6) New buildings shall, wherever possible, include active frontages facing the public realm, such as along public or private streets, multi-use pathways, City parks (including linear parks and the Voyageur Creek Greenway) and Privately-Owned Public Spaces (POPS).
- 7) Buildings will locate the main entrance fronting an adjacent street with a direct connection to the nearest sidewalk.
- 8) Residential units at-grade that face a public or private street will each be designed with an individual entrance.
- 9) Mid-rise and high-rise buildings are required to provide a height transition to abutting Neighbourhood designated properties to create a liveable environment with a gradual change in height and massing, through setbacks and stepbacks generally guided by the application of an angular plane in accordance with Council-approved Plans and design guidelines.



- 10) New development shall frame their adjacent streets and parks to animate public spaces and create comfortable pedestrian environments in the public realm and avoid long expanses of blank walls.
- 11) To increase opportunities for larger households, corner units of residential mid-rise buildings or podia of high-rise buildings should be designed as larger units that maximize the number of bedrooms.
- 12) Units in high-rise buildings that can accommodate large households should be ground-oriented where possible or be located on levels that have easy access and sight lines toward amenity areas used by children.
- 14) The City will plan for and support the burial of hydroelectric infrastructure on St Joseph Boulevard.

**The proposed development is supportive of the above-noted public realm policies. An active public realm is proposed which will contribute to the vitality of St. Joseph Boulevard by proposing commercial uses in a format that caters to active transportation users while also serving the tenants of the building.**

#### 4.6 High-rise Policies

The following policies apply to any application for development 10- storeys or greater in height. Proposals for high-rise buildings in the Orléans Corridor must also demonstrate general conformity with the intent of the Urban Design Guidelines for High-rise Buildings or a successor document.

- 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.  
**A podium height of 4 to 5.5 storeys, relative to the change in grading, is proposed.**
- 2) Tower elements of developments shall be positioned and designed to minimize shadow impacts on the public realm.  
**A slender tower form is proposed, allowing shadows to move more quickly and mitigate their impact to the public realm.**
- 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 provision of this setback, a minimum tower separation of 23 metres may be permitted.  
**A tower separation of 11.6 metres is provided, which exceeds the shared separation requirement for a 23-metre applicable to this site.**
- 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.  
**See above.**
- 5) The implications of each proposed high-rise building on the skyline shall be demonstrated to ensure an appropriate diversity of heights within any existing or planned cluster of high-rise buildings, and generally a downward transition of building heights away from the closest O-Train station.  
**The proposed development will contribute to the diversity of heights as articulated in the Maximum Building Height Schedule of the Secondary Plan.**
- 6) Where a single podium forms the base for more than one high-rise building, an at-grade pedestrian connection may be required through the podium to the interior of the site.  
**The proposed podium is the base of only one high-rise building.**

#### 4.11 Vehicular Parking Policies

- 1) There shall be no minimum vehicular parking space rate requirements for development within the Secondary Plan Boundary identified on Schedule A – Designation Plan, with the exception of required visitor and accessible parking.
- 3) Surface parking lots will generally be placed at the rear of properties, or otherwise visually screened from the public realm.
- 5) Underground vehicular parking is encouraged for mid-rise and high-rise developments.
- 6) Continuous urban street facades with minimal curb cuts are encouraged.
- 7) Where possible, access to underground parking should be provided from side streets.

- 9) On-site storage and logistical functions such as solid waste management and removal, should occur within buildings, underground, or in a well-designed area that is visually screened from the public realm and where noise is mitigated from the general public and nearby residential uses.

**The proposed development has located all parking underground and visibly screened. The pedestrian frontage is emphasized. All back-of-house operations are located within the building itself.**

#### 4.12 Bicycle Parking Policies

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

**Bicycle parking is provided at a 1:1 unit ratio and is located internally to the building in a protected location. Short-term bicycle parking spaces are also proposed at-grade to serve the commercial uses.**

#### 3.3.4 Implementation

Section 7.0 of the draft Secondary Plan guides the interpretation and implementation of the Plan. The following implementation policies should be considered when considering the future redevelopment of the site:

- 10) Community Benefits Charge revenue may be used for projects that are not funded through Area Specific Development Charges.
- 11) An Area specific Development Charge will apply to all lands in the study area to provide for necessary improvements to pedestrian and cycling infrastructure.
- 13) Within the planned area of the Orléans Corridor Secondary Plan, for funds that are collected through cash-in-lieu of parkland, the Ward portion identified for that area will be required to be used within the planned area. The City may seek to apply the urban park development rate for urban parkette and urban plaza (such as exists inside the greenbelt) within this planned area for funding the design and construction of new urban parkettes and urban plazas.

**The proposed development meets the policies of the Orléans Corridor Secondary Plan, with the exception of the site-specific policy 6.1(58) which limits the maximum permitted building height to 16-storeys. As discussed through this report, the proposed development adequately satisfies the applicable design and compatibility policies to establish an 18-storey building height as identified for the site in Schedule B of the Secondary Plan.**

### 3.4 Urban Design Guidelines for Development Along Arterial Mainstreets

In May 2006, Ottawa City Council approved the Urban Design Guidelines for Development along Arterial Mainstreets. These guidelines serve to “provide urban design guidance...to assess, promote and achieve appropriate development along Arterial Mainstreets”. Relevant guidelines for consideration include:

- / The proposal incorporates a podium along the public street edge, and, along with landscaping and the provision of perimeter trees, serve to create a continuous streetscape (**Guideline 1**);
- / Streetscape elements such as trees, decorative paving, benches and bicycle parking have been included in site plan design between the building and the curb (**Guideline 5**);
- / As the site is located on a corner, the podium is situated to frame the lot lines with the entrances that are visible and contribute to the animation of the public realm (**Guideline 13**);

- / The façades face public streets, with the front doors of the commercial and residential uses being located at grade along St. Joseph Boulevard (**Guideline 17**);
- / Clear windows and doors have been included in the design to ensure the pedestrian level façade of walls, facing the street are highly transparent (**Guideline 18**); and
- / A consistent width of landscape and pedestrian areas have been included across the front of the site (**Guideline 30**).

**The proposed development achieves the objectives of the applicable Urban Design Guidelines for Development Along Arterial Mainstreets.**

### 3.5 Urban Design Guidelines for High-Rise Buildings

The Guidelines for High-Rise Buildings were approved by City Council in 2018. They are general guidelines to be used during the preparation and review of development proposals including high-rise buildings. As stated on page 2 of the Guidelines, “they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site”. As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges. The proposed development responds to the guidelines in the following ways:

- / The base of the buildings relate directly to the height and typology of the planned street wall context along St. Joseph Boulevard (**Guideline 1.12**);
- / The site is of a sufficient size to accommodate a high-rise building, and provides sufficient separation to potential future high-rises in the area (**Guideline 1.16**);
- / The lot is sufficiently sized to accommodate a high-rise building with appropriate transition to the low-rise industrial area to the east through setbacks and stepbacks (**Guideline 1.17**);
- / The proposed development enhances the overall pedestrian experience in the immediate surrounding public realm through a well-designed podium with high-quality materiality and glazing and the design of the lower portion which animates the existing street edges (**Guideline 2.1**);
- / The proposed buildings enhance and create the image of a community and a city through the design of the upper portion of the buildings that creates views and enhances the skyline (**Guideline 2.2**);
- / The proposal places the base of the building to form a continuous building edge along the street which will appropriately frame the public realm on St. Joseph Boulevard and along the Duford Drive (**Guideline 2.13**).
- / The podium height provides enclosure along the street at an appropriate scale (**Guideline 2.15**);
- / The proposed height provides step backs and architectural articulation on a wide street with a corner lot (**Guideline 2.16**);
- / The base of the podium has a height ranging from 4 to 5.5 storeys (**Guideline 2.17**);
- / The podium and tower represent a beneficial contribution to the public realm along St. Joseph Boulevard that improves the existing edge. The podium materiality, significant glazing, and active entrances help to promote an improved scale and rhythm to public realm (**Guideline 2.20**);
- / The proposed design uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade (**Guideline 2.21**);
- / The ground floor of the base has been designed to be animated and transparent with pedestrian access to both the residential and commercial portions of the proposed development (**Guideline 2.23**);
- / The proposed tower provides proper separation distance to adjacent property lines to minimize shadow and wind impacts, loss of sky views, and to allow for natural light into interior spaces (**Guideline 2.25**);
- / The location of tower and floorplate have been oriented and shaped to minimize shadow and wind impacts on the public and private spaces. The tower design and ample setbacks from abutting properties ensures any shadows move quickly across impacted areas (**Guideline 2.31**);

- / The main pedestrian entrances are linked with a seamless connection to the sidewalk along the street edge and glazing is provided at the pedestrian level to better frame and animate the public realm (**Guidelines 3.10, 3.11 and 3.12**);
- / Parking is located underground and accessed away from the primary pedestrian realm. Loading, servicing, and utilities are screened from view and underground. (**Guidelines 3.14, 3.15, 3.16, 3.18, 3.19, 3.20, and 3.21**);
- / The proposed development will improve on the existing condition and provide a building podium that improves the pedestrian experience through framing the ROW and provide glazing and landscaping for visual amenity (**Guideline 3.23**);
- / In order to understand the impact and required mitigation for wind effects on both the proposed development and the surrounding streetscape, a pedestrian level wind study was undertaken. The study concluded that conditions around the site at grade level, including access points, and sidewalks are acceptable for their intended uses through the year (**Guideline 3.26**); and,
- / In order to understand the impact of the proposed development in terms of shadowing, a Shadow Study was undertaken. The Shadow Study shows that shadows move quickly through the site as is expected within an urban context (**Guideline 3.27**).

**The proposed development achieves the objectives of the applicable Urban Design Guidelines for High-Rise Buildings.**

### 3.6 Zoning By-law

The site is zoned “Arterial Mainstreet, Subzone 3, Urban Exception 2705, Schedule 438” (AM3[2705] S438). The purpose of the AM zone is to:

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

**The proposed Zoning By-law Amendment is intended to maintain the existing Arterial Mainstreet zoning while revising the Urban Exception and Zoning Schedule to reflect the revised development proposal. This is discussed in greater detail further below.**



Figure 15: Zoning Map

Table 2, below, provides an overview of the zoning provisions for the AM3 subzone:

Table 2: Zoning Provisions

Zoning Mechanisms	Provisions
<b>Minimum lot width</b>	24 m
<b>Maximum front yard and corner side yard setbacks</b>	Per Schedule 438
<b>Maximum floor space index</b>	4.25
<b>Maximum building heights</b>	Per Schedule 438

Zoning Mechanisms		Provisions
Minimum rear yard setback		7.5 metres
Proportion of width of site occupied by a building face	Measured at the building setback and along St. Joseph Boulevard	75%
	Measured at the building setback and along the other street	50%
Width of lot occupied by building face – buildings facing St. Joseph Blvd		50% of width of lot
Length of ground floor elevation that must consist of openings such as windows and customer entrances		50% of length of ground floor elevation
Vehicle Parking (Area Z)	Residential: None required, 1.75/unit maximum Visitor: 0.1 per unit, less 12 units = 19 Commercial: None Required	Residential: 144 Visitor: 19 Commercial: 0
Bicycle Parking	Residential: 0.5/unit: 101 Commercial: 1/250m <sup>2</sup> GFA: 2	Residential: 202 Commercial: 8
Amenity Requirements	Total: 6m <sup>2</sup> per unit = 1,212 m <sup>2</sup> Communal: 50% of Total Req. = 606 m <sup>2</sup>	Total: 1,635 m <sup>2</sup> Communal: 785 m <sup>2</sup>

### 3.6.1 Exception 2705 Provisions

The site is currently subject to Urban Exception 2705, which specifies the following provisions:

- / Minimum required yard setbacks and building setbacks and maximum permitted building heights as per Schedule 438.
- / Maximum building heights of S438 do not apply to permitted projections under Section 65.
- / Maximum floor space index: 4.25
- / Section 186(3)(b)(ii) does not apply – *this subsection specifies the maximum front yard and corner side yard setbacks in the zoning table for the AM3 subzone. Instead, the schedule dictates the minimum required yards.*
- / Provisions also apply relating to a Section 37 agreement historically assigned to the site.

### 3.6.2 Proposed Site-Specific Zoning Exception

It is proposed that the Urban Exception 2705 and Schedule 438 be modified relative to the current proposal. The following provisions would be included:

- / Minimum required yard setbacks and building setbacks and maximum permitted building heights are as per Schedule 438.  
**Fotenn and the project architect would work with City staff to template a new zoning schedule that facilitates the establishment of the proposal as laid out in the site plan and supporting drawings.**
- / Maximum building heights of S438 do not apply to permitted projections under Section 65.  
**This exception is proposed to be carried over from the originally approved zoning exception.**
- / An indoor rooftop amenity space is not considered a storey for the purposes of zoning;  
**It is proposed that the rooftop amenity area incorporate both indoor and outdoor portions. No living area is proposed as part of this level.**
- / Maximum floor space index does not apply  
**Floor space index is no longer commonly used as a metric for assessing density. Density for this site will be managed by the zoning schedule applicable to the site.**
- / Table 186A does not apply

Table 186A provides setbacks and other built form provisions specific to the AM3 zone. In order to illustrate that Schedule 438 takes precedence over these provisions, it is recommended that it is noted clearly that it does not apply.

Overall, the proposed Zoning By-law Amendment and site-specific exceptions are considered appropriate for the development of the lands and represent sound land use planning.

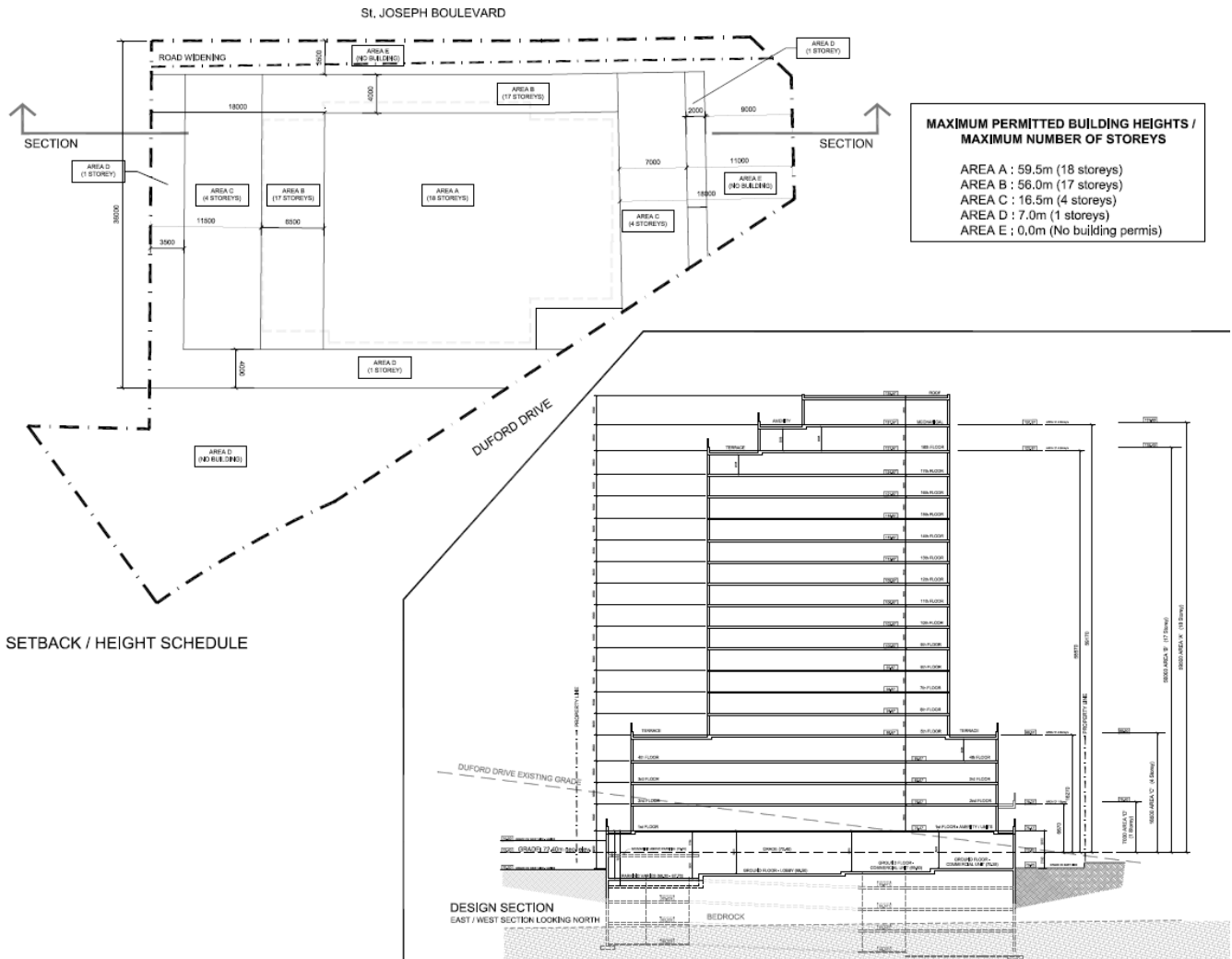


Figure 16: Concept Zoning Schedule (Hi-Res Copy Included with Submission)

## Conclusions

In considering the proposed development and applicable policy framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

### **Conforms to the Intent of the City of Ottawa Official Plan**

The proposed mixed-use, high-rise development is permitted within this segment Suburban Transect, and particularly through the Corridor, Hub, and PMTSA policies that apply to the site. The development achieves the City's objectives for intensification by revitalizing an under-utilized property with a compact, mixed-use, and pedestrian-friendly development that is compatible with its surroundings and provides an appropriate transition to the surrounding uses.

The proposed development will not generate undue adverse impacts on the neighbouring properties and fulfills the compatibility objectives and design principles outlined in Section 4.6 of the Official Plan.

### **Proposes an Appropriate Amendment to the Orléans Corridor Secondary Plan**

The proposed development meets the intent of the Orléans Corridor Secondary Plan with the exception being the site-specific building height limitation to 16 storeys, for which an Official Plan Amendment is proposed. The proposed development implements defined rooflines, articulate tower design, underground parking, well accentuated entrances, and an active ground level podium to contribute to the Secondary Plan design criteria and demonstrate the suitability of the site for 18-storeys alongside the underlying height designation.

### **Proposes an Appropriate Amendment to the Zoning By-Law**

The proposed rezoning to AM3[XXXX] SYYY is appropriate given the planned function of the site as part of the Orléans Corridor. The proposed amendments are within the intent of the AM3 zoning and facilitate the site-specific nature of the proposed development.

### **Supported by Technical Studies**

The reports and studies required by the City of Ottawa for this submission were prepared and are submitted alongside this Planning Rationale. These materials are supportive of the proposed development subject to the recommendations and guidelines detailed therein.

### **Represents Good Planning**

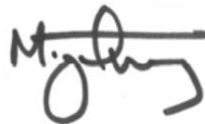
Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, and contributing to the range and availability of housing for all ages and incomes.

Based on the above analysis, it is our opinion that the proposed development represents good planning and is therefore in the public interest.

Sincerely,



Scott Alain, MCIP RPP  
Senior Planner



Miguel Tremblay, MCIP RPP  
Partner