



## 1015 Tweddle Road

Planning Rationale  
Minor Zoning By-law Amendment + Site Plan Control Applications  
October 6, 2025



Prepared for TRIM Road 1 Limited Partnership

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# 1.0

## Introduction

Fotenn Planning + Design has been retained by TRIM Road 1 Limited Partnership to prepare this Planning Rationale in support of Minor Zoning By-law Amendment and Site Plan Control applications for the lands known municipally as 1015 Tweddle Road (“the subject site”) in the Cardinal Creek community of the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine whether it is appropriate for the subject site and compatible with existing adjacent developments and the surrounding community. This Planning Rationale draws on the results of other technical studies and plans required to support the applications.

### 1.1 Purpose and History of Applications

To facilitate the proposed development, concurrent Minor Zoning By-law Amendment and Site Plan Control Applications are being submitted.

The subject site is currently split zoned Residential Fifth Density, Subzone A, Urban Exception 2834 with a holding symbol (R5A [2834]-h); Parks and Open Space (O1); Parks and Open Space Subzone R (O1R), and Environmental Protection Zone (EP) in the City of Ottawa Comprehensive Zoning By-law (2008-250). This zoning was established following a Zoning By-law Amendment in 2022. Since rezoning approval, a detailed design process has been undertaken and has resulted in some minor revisions to the development plans. The proposed development does not fully comply with the as-of-right zoning permissions; thus, the applicant now seeks a Minor Zoning By-law Amendment to amend the R5A [2834]-h zoning and to remove the holding symbol.

More specifically, the Minor Zoning By-law Amendment seeks relief from the applicable zoning as follows:

- / Tower interior yard setback (Section 77);
- / Driveway width (Section 107.1)
- / Number of loading spaces (Table 113A);
- / Bicycle parking location (Section 111.11); and,
- / Establish the subject site as one lot for zoning purposes.

The proposed Zoning By-law Amendment also seeks to lift the holding zone that currently applies to the subject site. The holding symbol was established to ensure proper Official Plan and Site Plan Control approvals and land conveyances were in place; that the Provincially Significant Wetland Boundary was appropriately modified to reflect onsite improvements; and that proper reviews had been undertaken regarding landslide hazard risks, soil conditions and environmental risks.

The proposed Site Plan Control Application is required to determine the appropriate site-specific design considerations such as landscaping, servicing locations, building materiality and massing.

Official Plan and Zoning By-law Amendment applications were first submitted for the subject site in September 2020. The applications intended to redesignate the subject site from its Employment designation to a designation permitting a high-rise, mixed-use development consisting of residential and commercial uses. The development review process coincided with the comprehensive review process that resulted in the establishment of the City’s new Official Plan, allowing for a redesignation of employment lands. The proposed development’s review process also took place concurrently with the Orléans Corridor Secondary Plan Study. The proposed Zoning By-law Amendment was approved by Council in 2022, in advance of Ministry approval of the City’s new Official Plan and Council’s enactment of the Orléans Corridor Secondary Plan. As a result, the subject site was rezoned to its current zoning, with a holding symbol included in part to ensure final Ministry approval of the new Official Plan prior to development of the subject site and adherence to certain site-specific policies of the Secondary Plan.



## 2.0 Site Context and Surrounding Area

### 2.1 Subject Site

The subject site, which is known municipally as 1015 Tweddle Road and legally as Part of Lot 30, Concession 1, Geographic Township of Cumberland, is located in Ottawa’s eastern community of Orléans. The subject site is located at the northeast corner of Jeanne d’Arc Boulevard North and Tweddle Road and abuts an inlet of the Ottawa River to the north. The irregularly shaped subject site has an area of 34,154 square metres (3.42 hectares), with frontages of approximately 180 metres along Jeanne-d’Arc Boulevard North to the south and approximately 125.5 metres along Tweddle Road to the west.

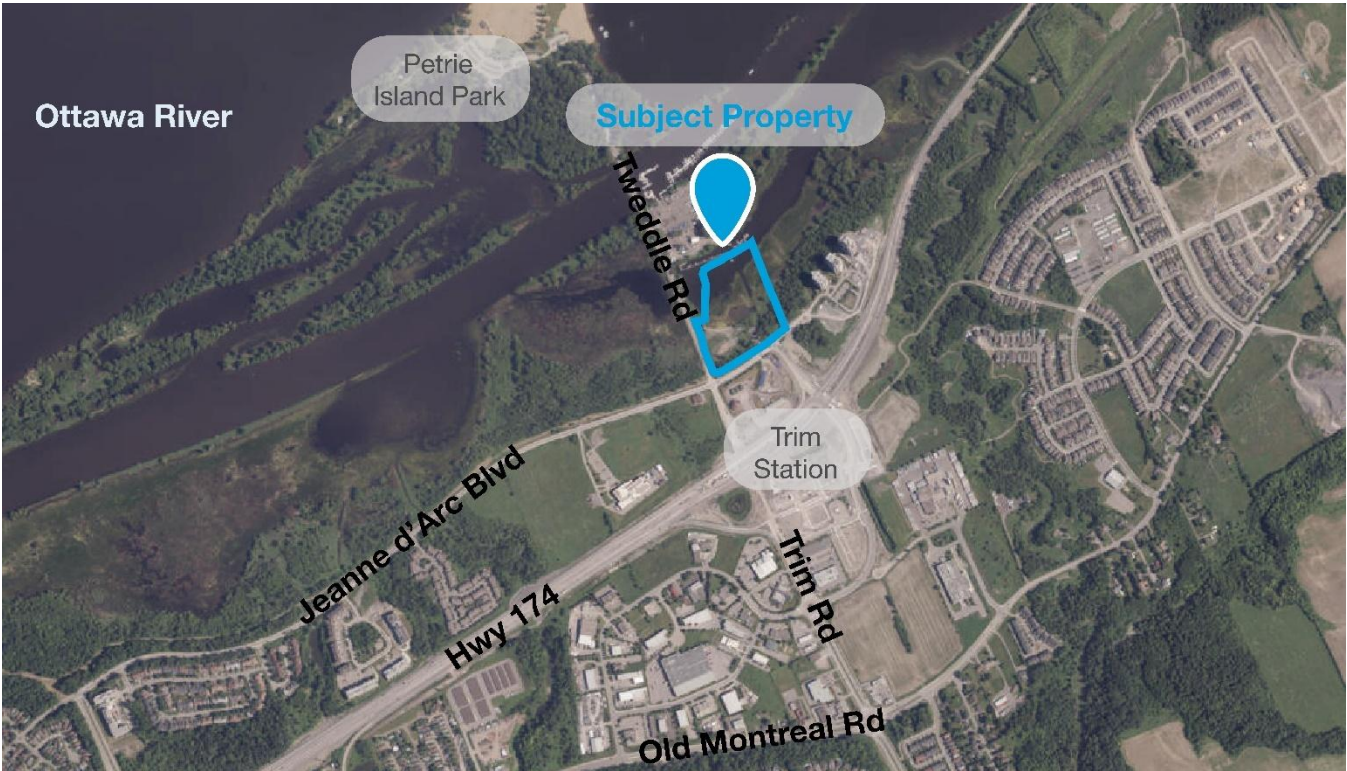


Figure 1: Aerial View of the Subject Site and Surrounding Area (GeoOttawa)

The subject site is currently vacant and consists of vegetation, including brush, trees (along the Jeanne-d’Arc Boulevard North frontage as well as a woodlot in the eastern portion of the subject site), and wetland areas (in the northern portions of the subject site). Historically, a portion of the subject site was filled in with rock fill.

### 2.2 Surrounding Area

The subject site’s surrounding area can be described as follows:

**North:** Immediately to the north of the subject site is an inlet of the Ottawa River, beyond which is a marina known as Oziles’ Marina. Further north is the Ottawa River and Petrie Island, a Provincially Significant Wetland and municipal park that consists of several islands. Petrie Island includes a restaurant, play structures, a beach, marinas, and an interpretive centre with family-oriented programming.

**South:** Along the southern edge of the subject site is Jeanne-d’Arc Boulevard North, a local street with one lane in each direction, which continues as a Major Collector west of Trim Road. There is an existing sidewalk on the south side of Jeanne d’Arc Boulevard North, beyond which is a City of Ottawa public works facility.

Further south is Ottawa Highway 174, a city-maintained freeway with four (4) lanes divided into two (2) lanes in either direction to the west of Trim Road. East of Trim Road, Highway 174 becomes a two (2) lane rural roadway. The OC Transpo Trim Station and Park & Ride, as well as the Taylor Creek and Cardinal Creek Business Parks, are located further south.

The Taylor Creek and Cardinal Creek Business Parks located south of Highway 174 contain a wide range of industrial and commercial uses including gymnastic facilities, a funeral home, breweries, a bowling alley, health clinics, offices, warehouses, daycares, a restaurant, car and boat dealerships, retail stores, an elementary school, a veterinary hospital, a church, and Agropur Dairy Cooperative and Healthcare Food Services facilities.

Some new commercial developments are located along Trim Road to the south of Taylor Creek Drive, including a gas station and restaurant at the southwest corner of Taylor Creek Drive and Trim Road and a new commercial development including a pharmacy, a dental clinic, and restaurants at the northeast corner of Trim Road and Old Montreal Road.

**East:** The subject site immediately abuts a vacant property to the east. Further east is Petrie’s Landing, a mixed-use community. Currently, Petrie’s Landing consists of three (3) existing high-rise buildings, with two (2) additional residential towers and a ground-floor commercial space planned to be developed.

**West:** The subject site abuts Tweddle Road to the west. North of Jeanne d’Arc Boulevard North (abutting the subject site), Trim Road is a two (2) lane, largely unpaved local street with one (1) lane in each direction. To the south of the intersection with Jeanne-d’Arc Boulevard North, Trim Road becomes an urbanized major collector road with increased lanes in each direction and a multi-use pathway.

To the west of Tweddle Road is vacant land, with an east-west multi-use pathway running along the north of Jeanne-d’Arc Boulevard North. The Alphonse-Desjardins campus of Collège La Cité, a French-language college that is home to the Centre des métiers Minto, a training centre specializing in the construction trades, is located on the south side of Jeanne d’Arc Boulevard North. Vacant lands, Taylor Creek, and low-rise residential neighbourhoods are located further west.





Figure 2: Site Context (Neuf Architects)



Figure 3: Site Context (Neuf Architects)

## 2.3 Transportation Network

### 2.3.1 Road Network

As per Figure 4 below, the subject site is located in proximity to several major roads, including:

- / Tweddle Road, which becomes a Major Collector with a sidewalk on the west side and a Multi-Use Pathway (MUP) on the east side to the south of the subject site. Trim Road becomes an Arterial Road on the south side of Highway 174, where MUPs are provided on both sides;
- / Jeanne d'Arc Boulevard North, which becomes a Major Collector to the west of the subject property. A multi-use pathway (MUP) extends across Jeanne d'Arc Boulevard North on the south side of the right-of-way east of Trim Road and the north side of the west side of Trim Road; and
- / Highway 174, a City freeway which becomes an Arterial Road further to the east of the subject site.

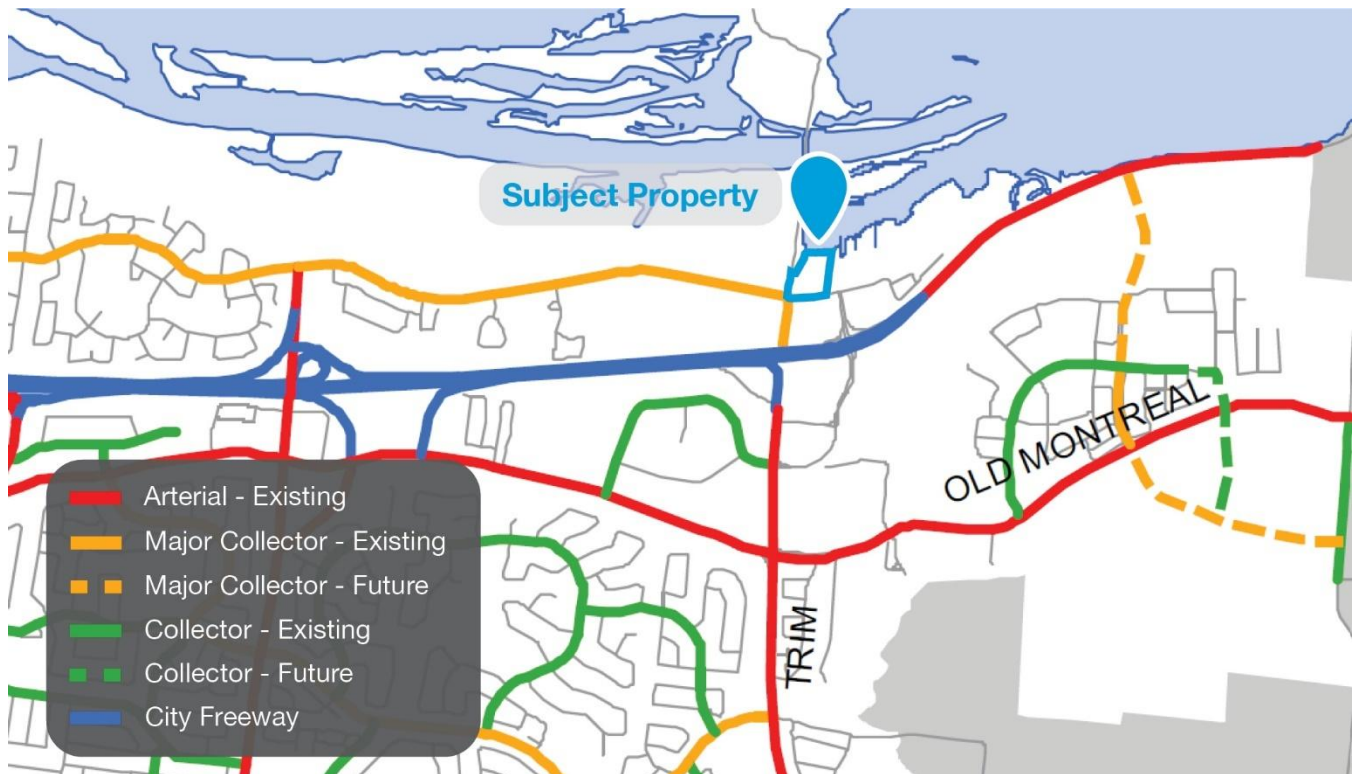


Figure 4: Excerpt from Schedule E – Urban Road Network of the City of Ottawa Official Plan

Arterial Roads serve through-travel between points not directly served by the road itself, and limited direct access is provided to only major parcels of adjacent lands. Major Collector Roads serve as neighbourhood travel links between collector and arterial roads, and may provide direct access to adjacent lands. A City Freeway is a limited-access roadway where high-speed traffic travels cross-city. Highway 174 becomes an at-grade roadway (with at-grade intersections) starting at Trim Road and continuing eastward.

### 2.3.2 Rapid Transit Network

As per Schedule C2 – Transit Network (Ultimate) of the City of Ottawa Official Plan (Figure 5), the subject site is well served with respect to rapid public transportation at the incoming Trim O-Train Station. The Jeanne d'Arc Boulevard North frontage of the site is within a 300 metre radius of Trim Station, while the entirety of the lands are within a 600 metre radius. Trim Station is anticipated to open in late 2025 as the new eastern terminus station to Line 1 (Confederation Line) of the O-Train. This line provides direct linkages to downtown Ottawa or transfers to the north-south Lines 2 and 4. Trim Station shall include a Park and Ride lot accommodating 1,083 vehicles on the south side of Highway 174.



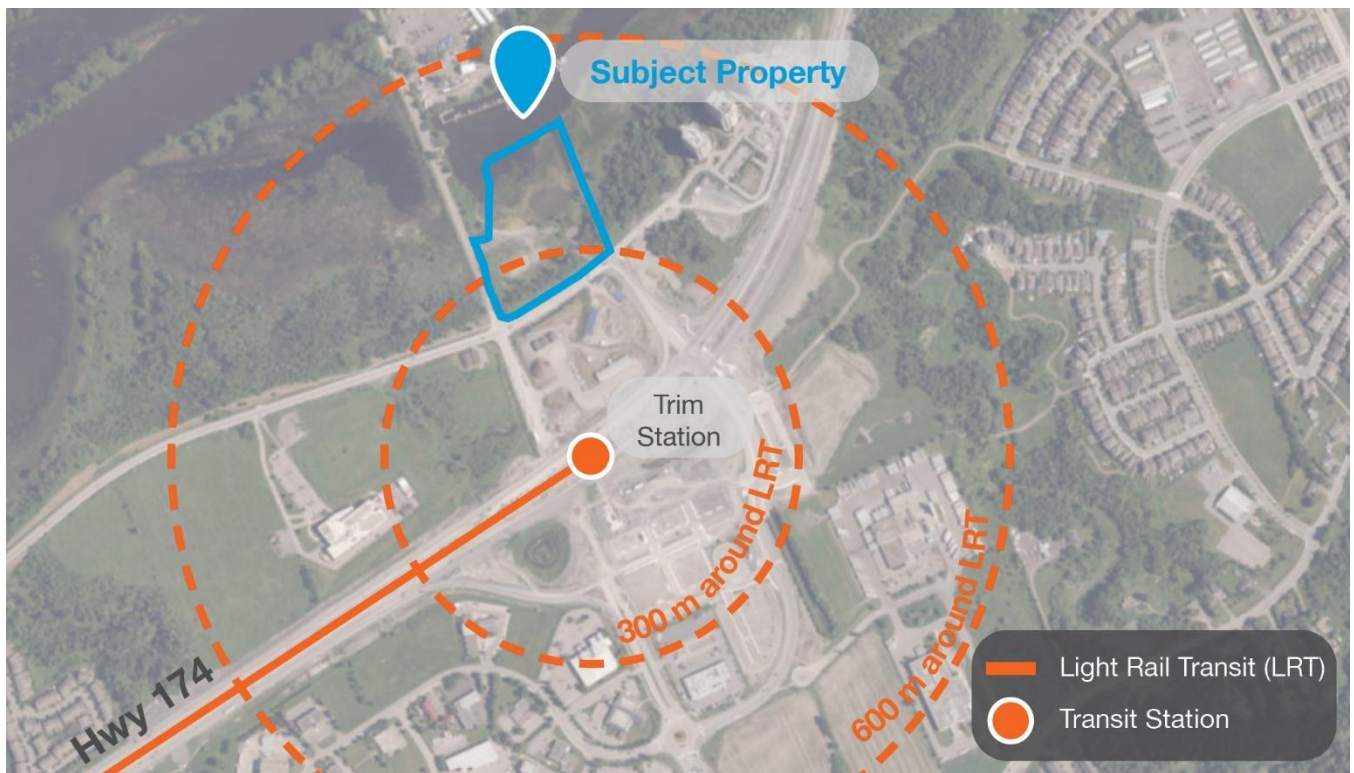


Figure 5: Radius from Trim Station

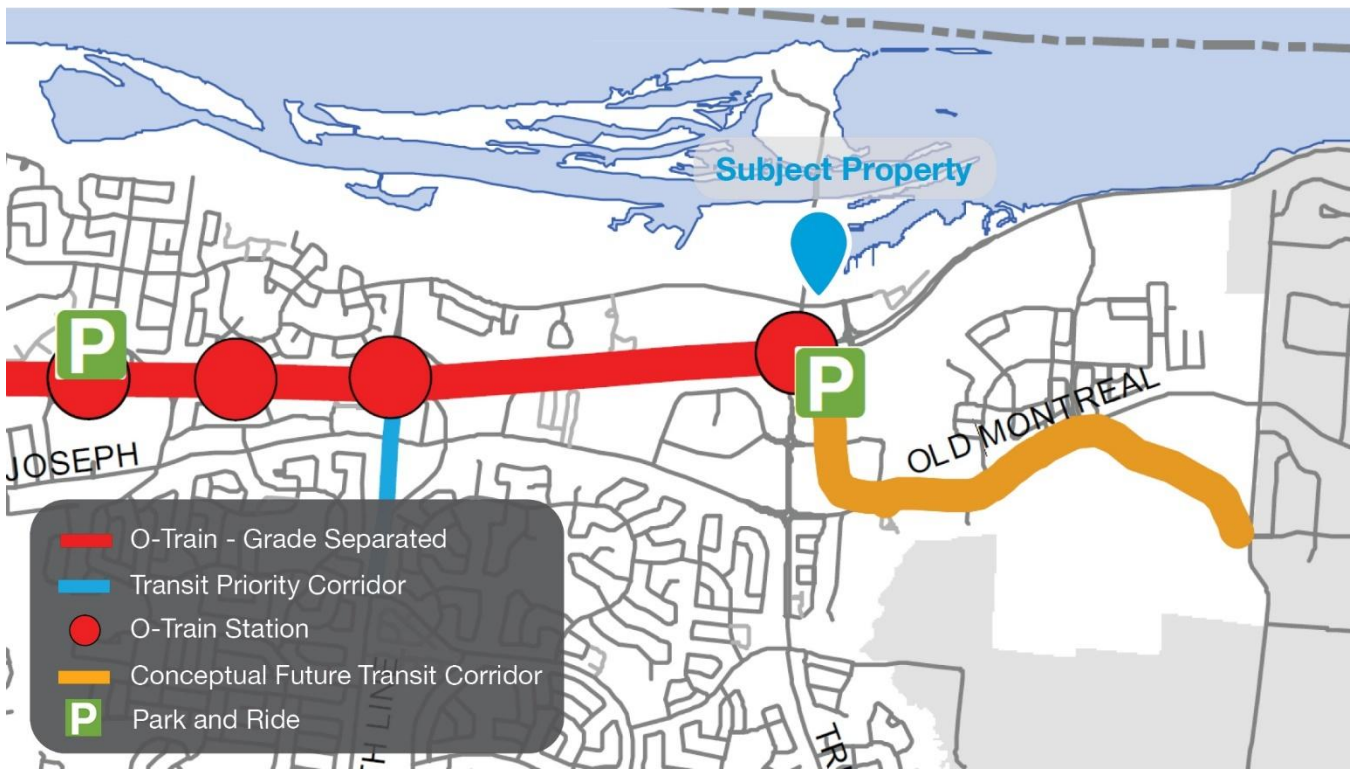


Figure 6: Excerpt from Schedule D – Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan

### 2.3.3 Cycling Network

As per Schedule C3 – Active Transportation Network of the City of Ottawa Official Plan (Figure 7), the subject site is in proximity to existing and planned cycling routes. As previously noted, an east-west Multi-Use Pathway (MUP) runs along Jeanne-d'Arc Boulevard North, Tweddle Road, and Trim Road. These pathways are integrated into the mobility plan of Trim Station, providing seamless transfer between active and public transportation.

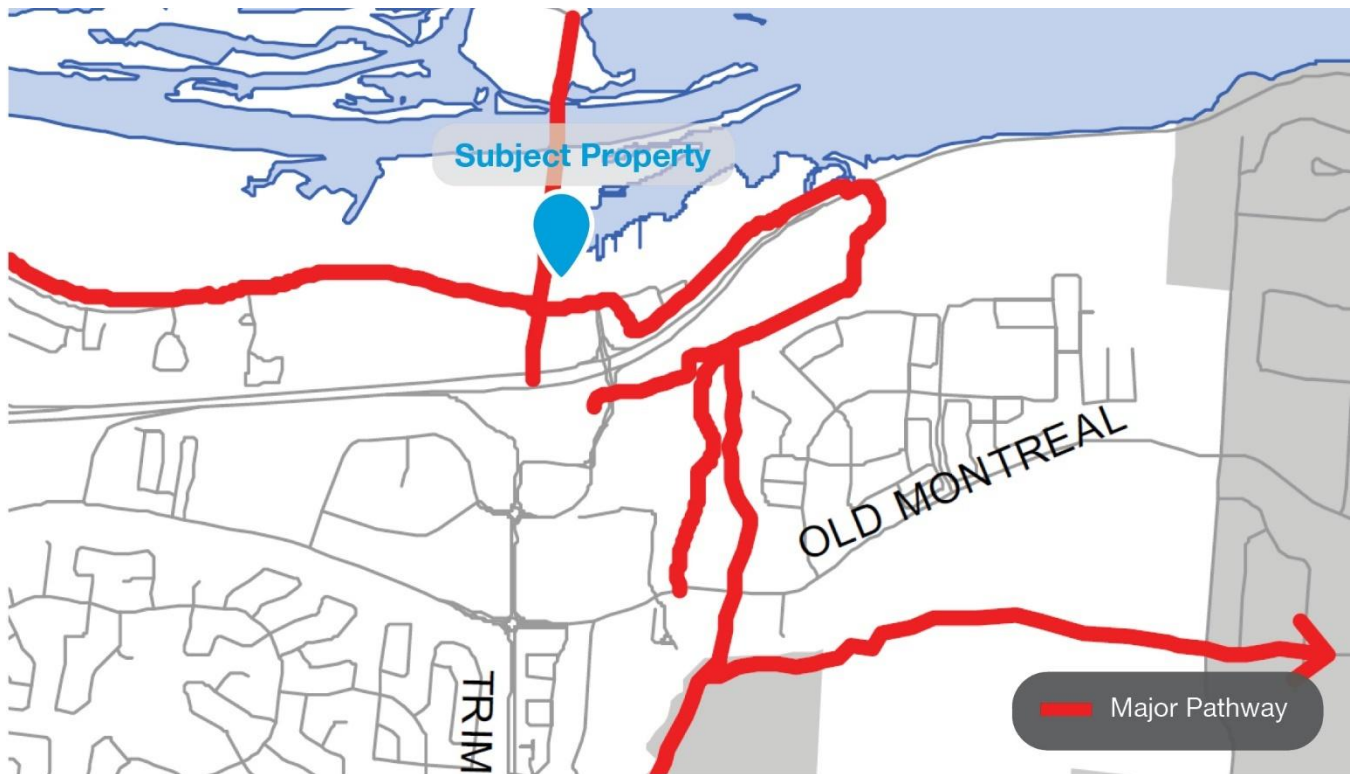


Figure 7: Excerpt from Schedule C3 – Active Transportation Network of the City of Ottawa Official Plan







Figure 9: Site Plan (NEUF Architects)





Figure 10: Rendered Site Plan (NEUF Architects)

Table 1: Site Statistics

Site Statistics	Proposed
<b>Landscaped Open Space</b>	40.9% (development area only) 78.2% (total lot area)
<b>Total Gross Floor Area</b>	82,699 m <sup>2</sup>
<b>Total Commercial Area</b>	1,586 m <sup>2</sup>

The updated design maintains the intent of the approved 2022 design, providing high-quality residential units in a mixed-use community near rapid transit on a site developed to improve the streetscape and active transportation connectivity in the neighbourhood.

### 3.2 Building Design

The proposed towers can be described as follows:

Table 2: Tower Statistics

	Tower B1	Tower B2	Tower B3	Tower B4
<b>Height</b>	29 storeys 97.6 m	32 storeys 105 m	28 storeys 91.6 m	24 storeys 77.2 m
<b>Podium</b>	2 storeys 8.8 m	2 storeys 8.8 m Podium shared between B2 and B3		2 storeys 8.8 m

	Tower B1	Tower B2	Tower B3	Tower B4
<b>Units</b>	326 units	372 units	323 units	236 units
<b>Commercial</b>	0 m <sup>2</sup>	1,161 m <sup>2</sup>	425 m <sup>2</sup>	0 m <sup>2</sup>
<b>Location</b>	Oriented to Tweddle Road, northwest corner	Oriented to Jeanne d'Arc Boulevard North, southwest corner	Oriented to Jeanne d'Arc Boulevard North, central location	Oriented to Jeanne d'Arc Boulevard North, southeast corner
<b>Tower Floorplate</b>	928 m <sup>2</sup>	928 m <sup>2</sup>	928 m <sup>2</sup>	900 m <sup>2</sup>
<b>Tower Gross Floor Area</b>	753 m <sup>2</sup>	753 m <sup>2</sup>	753 m <sup>2</sup>	637 m <sup>2</sup>

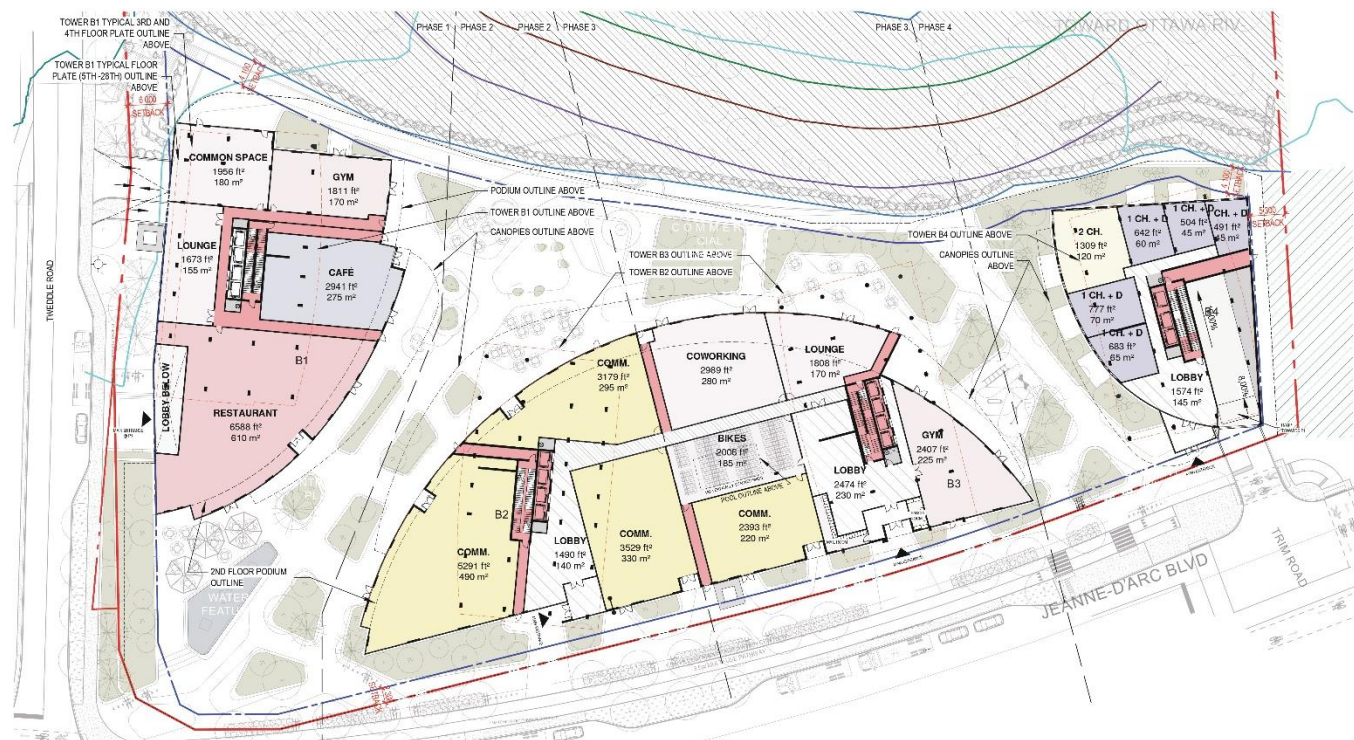


Figure 11: Ground Floor Plan (Neuf Architects)

The towers shall all meet or exceed a 25-metre separation to allow for natural light and views, privacy, and to mitigate shadow impacts. Towers B1 and B2 shall be 25.2 metres apart, towers B2 and B3 shall be 25.8 metres apart on their shared podium, and towers B3 and B4 shall be 25 metres apart to create a cohesive staging of the towers across the site, even with floorplates of up to 928 square metres in size.





Figure 12: 3D Perspective looking north (Neuf Architects)

The buildings utilize mixed materiality and neutral colourways, providing visual interest while disguising the base, middle, and top of the towers.

Material selection shall be driven by sustainability. The towers shall incorporate prefabricated modular panels, source local materials, and integrate material efficiencies in selections such as insulators to reduce the greenhouse gas emissions of the building and the operations of the towers. The podiums will feature consistent glazed exteriors, blending the interior and exterior environments at the pedestrian scale. The towers shall feature a combination of dark grey bricks, glass, and veins of vertical concrete to provide visual and textual interest. The tops of the towers shall incorporate primarily glass and light materials providing contrast to the middle section of the towers, creating distinct tower sections. The four towers shall utilize the same materials, but in unique orientations to differentiate the spaces in a united approach.

The towers shall contain a mixture of unit typologies as described in Table 3.

Table 3: Unit Breakdown by Tower

Unit Type	Tower B1	Tower B2	Tower B3	Tower B4	Total
<b>1 Bedroom</b>	53	62	51	144	310 (24.6%)
<b>1 Bedroom + Den</b>	163	186	167	92	608/1257 608 (48.4 %)
<b>2 Bedrooms</b>	107	123	104	0	334 (26.6%)
<b>3 Bedrooms</b>	3	1	1	0	5 (0.4%)
<b>Total</b>	326	372	323	236	1,257

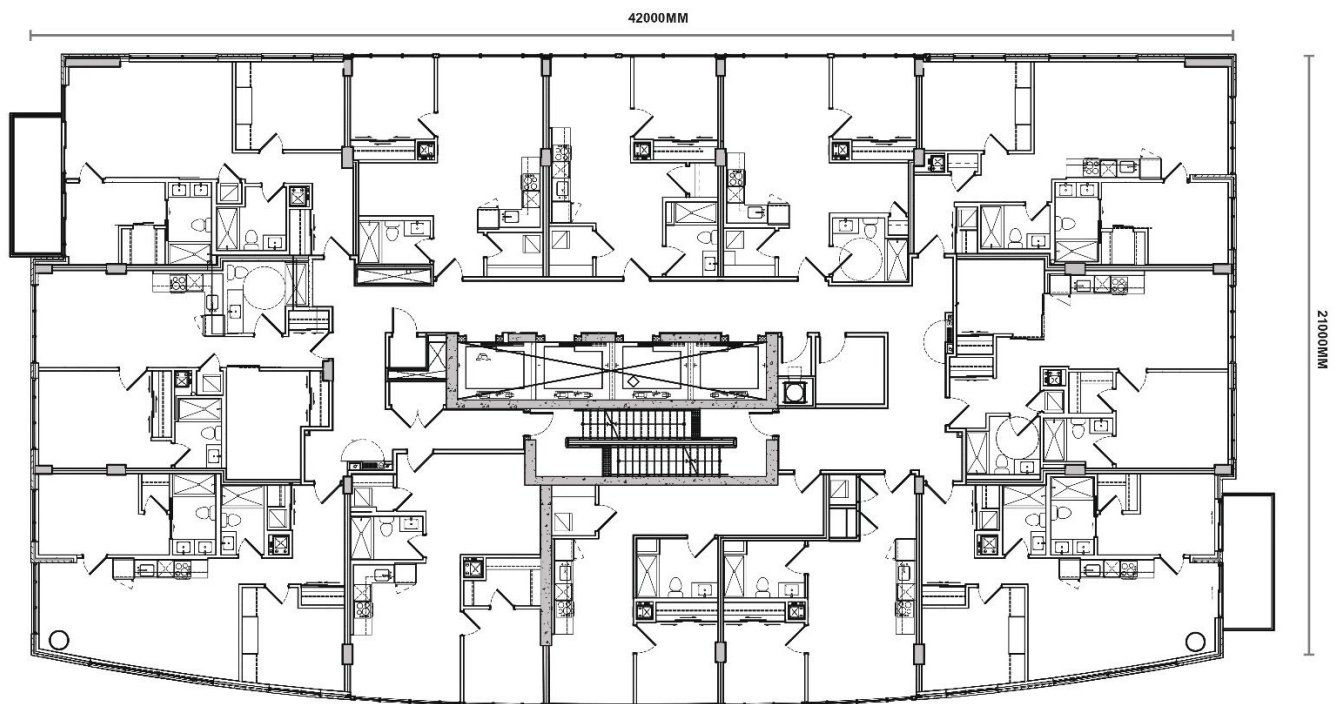


Figure 13: Typical Floor Plans of Towers B1, B2, and B3 (Neuf Architects)

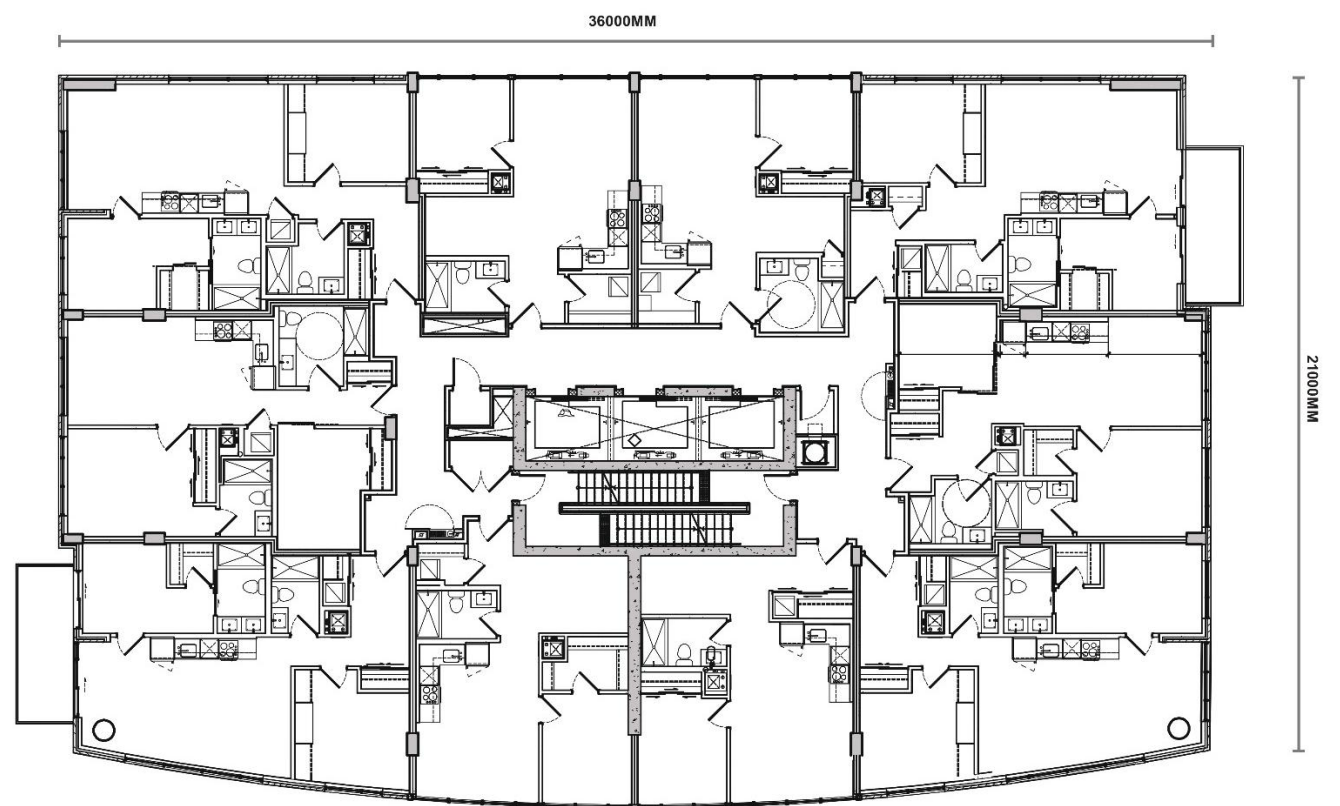


Figure 14: Typical Floor Plans of Tower B4 (NEUF Architects)



Resident amenity space will be spread across the development through a combination of private and communal spaces. Residents will have access to a variety of communal spaces such as ground floor mixed-use spaces and the pool atop of the Tower B2 and B3 podium.

Table 4: Amenity Areas

Amenity	Tower B1	Tower B2	Tower B3	Tower B4	Total
Private Amenity	1,765 m <sup>2</sup>	714 m <sup>2</sup>	508 m <sup>2</sup>	418 m <sup>2</sup>	3,404 m <sup>2</sup>
Communal Amenity	583 m <sup>2</sup>	1,108 m <sup>2</sup>	2,006 m <sup>2</sup>	590 m <sup>2</sup>	4,287 m <sup>2</sup>
					7,691 m <sup>2</sup>

Commercial units are proposed in Towers B2 and B3 and a restaurant space within Tower B1. These uses shall be oriented towards the internal plaza or the Jeanne d’Arc Boulevard North frontage, providing active frontages, greater accessibility, and visibility to members of the public.

The updated Tower B1 design contemplates extending the podium restaurant to a dining room on storey 29. The top-floor restaurant and bar is strategically oriented towards the Ottawa River to enjoy unobstructed views to the north and northeast, including Petrie Island and the Quebec shoreline. Access to the restaurant is provided by a dedicated elevator designated to directly serve the restaurant. The elevated dining experience enhances the goals of the entire development by providing opportunities to appreciate the surrounding natural heritage without impeding on the natural heritage itself. By transforming panoramic views of the Ottawa River into a signature amenity, the venue not only enhances the appeal of the development itself but also strengthens Ottawa’s east end as an emerging destination for culture, dining, and entertainment. The project brings forward a distinctive urban experience that reinforces the long-term vitality of the surrounding community. The top-floor restaurant is envisioned as both a neighbourhood gathering place and a city-wide destination, where people can connect while enjoying unparalleled views of the Ottawa River. In doing so, it showcases how thoughtful integration of non-residential uses can elevate a development beyond its physical form, adding cultural and social value that resonates across the city.

Tower B4 is not proposed to contain commercial uses; the ground floor will instead feature six (6) dwelling units. looking onto the adjacent pedestrian walkway and north toward the river.

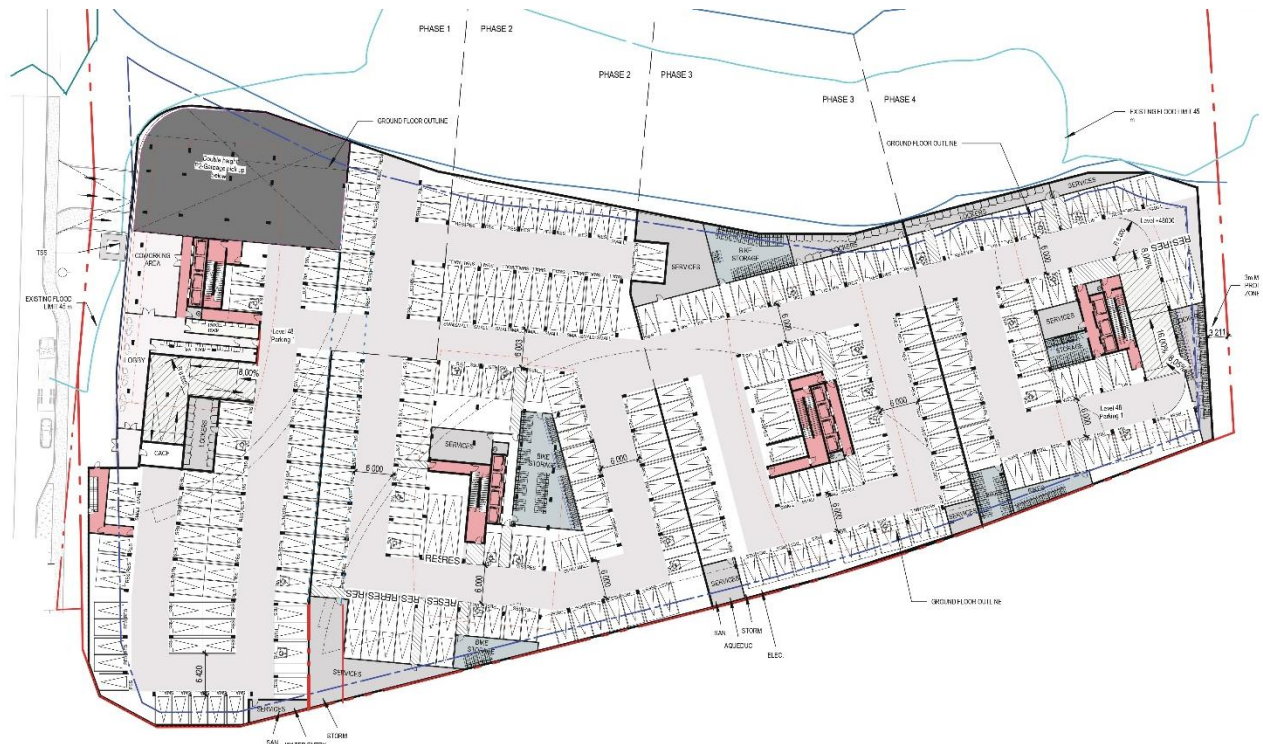


Figure 15: P1 Parking Plan (NEUF Architects)



Figure 16: P2 Parking Plan (NEUF Architects)







Figure 18: Corner of Tweddle Road and Jeanne d'Arc Boulevard North landscape design sketch (Projet Paysage)

The natural slope at the north of the subject site draws pedestrians into a central plaza to enjoy the enhanced environment. The plaza, a Privately Owned Public Space (POPS), is designed to be an all-season gathering space for residents and visitors, incorporating programmable features and fixtures such as a playground and variable seating options.

### 3.3 Streetscape

The proposed development has frontage on multiple rights-of-way, including Tweddle Road (west) and Jeanne d'Arc Boulevard North (south). The project is sensitively designed to provide good form and enhancements to the public realm on all street frontages.

A multi-use pathway (MUP) shall be incorporated into the design along Jeanne d'Arc Boulevard North, providing seamless cycling connectivity for residents and visitors of the site. The MUP along the subject site is the realization of the Active Transportation Master Plan, as demonstrated by Figure 7. Access to the MUP and sidewalk from the central plaza at the rear of the development will be available from the east and west sides of the Tower B2 and B3 podium, with additional direct connections from Towers B2 and B3's street-facing entrances. Common amenity areas and commercial uses look onto the plaza, providing "eyes on the street" for passing pedestrians and overall safety for the public realm both on and adjacent to the subject site.

As part of the redevelopment of the subject site, Tweddle Road shall be regraded. The regrading shall normalize the average grade of the right-of-way, allowing for improved active transportation along the right-of-way.





Figure 19: Conceptual View of the Proposed Development, Looking Northeast from the corner of Tweddle Road and Jeanne d'Arc Boulevard North at the pedestrian scale (NEUF Architects)



Figure 20: 3D Perspective, Looking South (NEUF Architects)





Figure 21: 3D Perspective of Tower Tops, Looking Southwest (NEUF Architects)

## Policy & Regulatory Framework

### 4.1 Provincial Planning Statement (2024)

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

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

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

- 2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
  - a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
  - b) maintain at all times, where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.
- 2.1.6 Planning authorities should support the achievement of complete communities by:
  - a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
  - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
  - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

**The proposed development is consistent with Policy 2.1 of the PPS, as it involves a high-density, mixed-use development of the subject site, located in a built-up area of the city where services are readily available and with convenient access to rapid transit, nearby amenities, and employment opportunities. The development aims to create new housing opportunities tailored to a diverse range of future residents.**

- 2.2.1 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by permitting and facilitating:
  - b) permitting and facilitating:
    - a) all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
    - b) all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously

developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;
- b) as focal areas for education, commercial, recreational, and cultural uses;
- c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and,
- d) to support affordable, accessible, and equitable housing.

2.4.2 2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

- b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit.

3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:

- a) planning for land uses and built form that supports the achievement of minimum density targets.

6. All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:

- a) connections to local and regional transit services to support transit service integration;
- b) infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
- c) commuter pick-up/drop-off areas.

**The subject site is in a built-up settlement area with sufficient existing and planned servicing and infrastructure. The subject site is situated in an ideal location, offering convenient access to Trim Station and a range of nearby amenities and uses, which helps promote air quality, energy efficiency, and public health through the encouragement of active and public transportation modes.**

**The proposed development directs new housing development in a location where appropriate levels of infrastructure and public service facilities are available. The proposed development is compact in form, and its density will make efficient use of the subject site and support nearby public transit.**

2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
- c) support energy conservation and efficiency;



- d) promote green infrastructure, low-impact development, and active transportation, protect the environment and improve air quality; and
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

**The proposed development intensifies the subject site with a compact, dense, and transit-supportive built form. Residents have the modal choice to promote sustainable travel patterns in all weather conditions.**

3.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
- b) ensure that these services are provided in a manner that:
  - 1. can be sustained by the water resources upon which such services rely;
  - 2. is feasible and financially viable over their life cycle;
  - 3. protects human health and safety, and the natural environment, including the quality and quantity of water; and
  - 4. aligns with comprehensive municipal planning for these services, where applicable.
- c) promote water and energy conservation and efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process;
- e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply.

3.6.8 Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- c) minimize erosion and changes in water balance including through the use of green infrastructure;
- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces;
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

**The subject site is in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject site will help optimize the existing infrastructure, public service facilities, and rapid transit.**

## 4.2 City of Ottawa Official Plan (2020)

The Official Plan for the City of Ottawa provides a framework for how the city will develop until 2046, when its population is expected to surpass 1.4 million. The Plan directs how the city will accommodate this growth over time and establishes the policies to guide its development and growth.

#### 4.2.1 Land Use Designation

The subject site is within the “Suburban (East)” Transect and designated as “Neighbourhood” and “Greenspace”, and additionally subject to an Evolving Neighbourhood Overlay per Schedule B8 – Suburban (East) Transect.

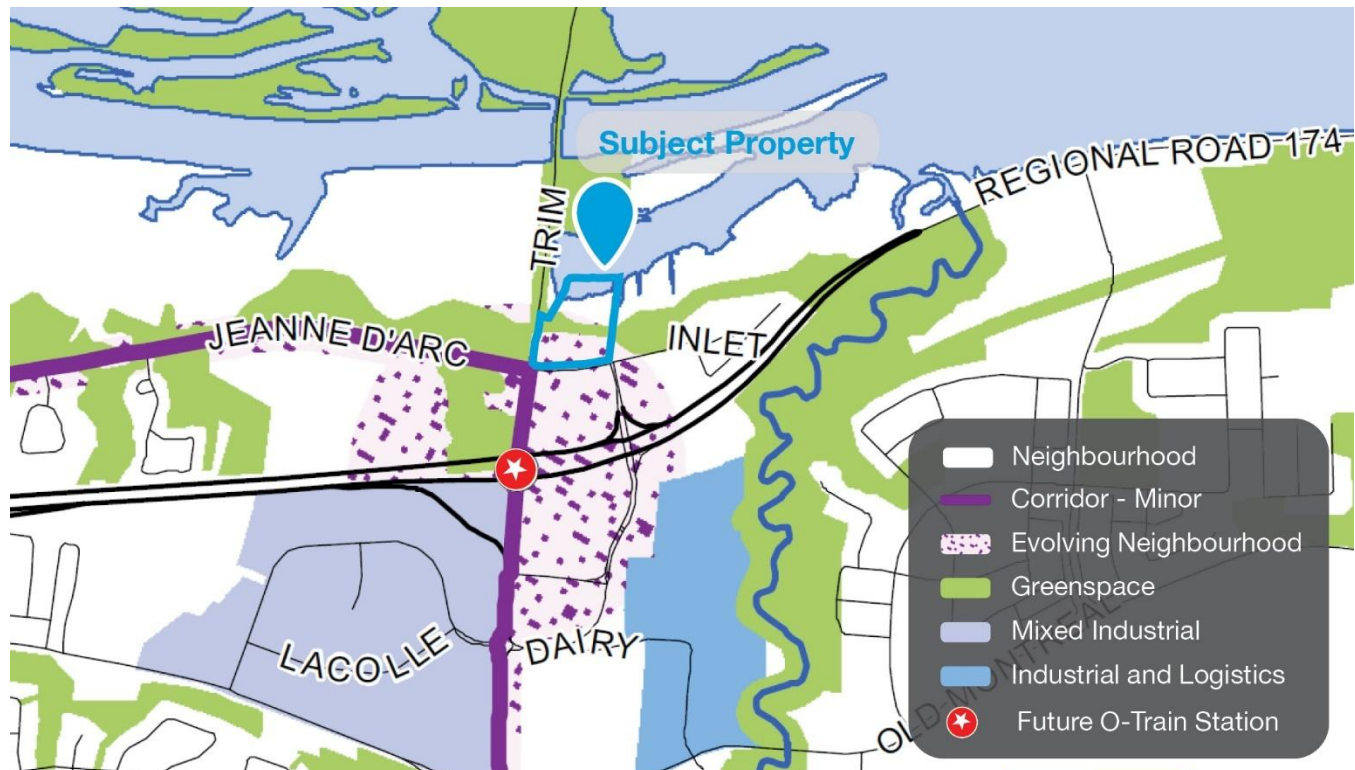


Figure 22: Excerpt from Schedule B8 – Suburban (East) Transect of the City of Ottawa Official Plan

#### 4.2.2 Suburban Transect

The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Traditionally, these areas have reflected a conventional suburban model of development, characterized by low-rise residential areas and low density. The Official Plan supports the evolution of these areas towards the principles of 15-minute neighbourhoods through the introduction of rapid transit and higher-density dwellings.

Policy 2 of Section 5.4.1 identifies the desired scale of development throughout the Suburban Transect. The area is generally characterized by low- to mid-density development in low-rise buildings; however, it is recognized that high-rise, high-density development is appropriate and desirable in the Suburban Transect, particularly within 400 metres of rapid transit, and is permitted through secondary plans or site-specific zoning.

**The previous Zoning By-law and Official Plan Amendment sought increased permitted heights and densities across the subject site due to the proximity to Trim Station and minimal tower compatibility concerns on the site. This Zoning By-law Amendment does not seek to alter the proposed building typology or heights.**

Policy 1 of Section 5.4.2 states the City shall enhance mobility options and street connectivity in the Suburban Transect by taking 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 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.

**The subject site is within 300 metres of the new terminus station of the O-Train Line 1, which is currently under construction. This close proximity shall promote a modal shift to public transportation in a suburban neighbourhood. The development shall integrate the larger active transportation network connecting the site, Trim Station, and the wider Orleans community by expanding the MUP. Improvements to the pedestrian and cyclist infrastructure surrounding the train station shall improve the connectivity and safety of future residents and users of the site.**

New development in the Suburban Transect is guided by Section 5.4.4. 1 Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;
- b) A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets.
- c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;
- d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;
- e) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;
- f) Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focused function of streets, and that be conveniently accessed by public transit, including rapid transit where relevant;
- g) Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses; and,
- j) Planned design which optimizes the available supply, means of supplying, efficient use, and conservation of energy.

**The Jeanne d'Arc Boulevard North right-of-way will feature new pedestrian and cyclist-designed spaces to facilitate safe and pleasurable use of public space. The widened sidewalk, MUP, and street trees shall reimagine the existing underdeveloped space into a pedestrian-scaled realm. The pathways and views into the plaza create a connection between the streetscape and the POPS, inviting pedestrians into the plaza with views toward the Ottawa River. The proposed development's high density and mix of uses allow for consideration of transportation modes that conserve energy.**

Section 5.4.5 provides direction to the Neighbourhoods located within the Suburban Transect.

1. Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:
  - a. Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;



- b. Generally provides for up to three (3) storey height permission, and where appropriate, four (4) storey height permissions to allow for higher-density Low-rise residential development; and
- c. Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.

**The Zoning By-law permits increased heights on the subject site due to the strategic siting within 300 metres of the future LRT Station. The introduction of the towers on the site shall diversify the housing options within the Cardinal Creek neighbourhood, which is primarily developed with low-density dwellings.**

#### **4.2.3 Neighbourhood Designation**

Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities. Section 6.3.1 defines neighbourhoods and sets the stage for their function and change over the life of the plan. The relevant policies of 6.3.1 are as follows:

- 2. Permitted building heights in Neighbourhoods shall be Low-rise, except:
  - a. Where existing zoning or secondary plans allow for greater building heights; or
  - b. In areas already characterized by taller buildings within the Neighbourhood designation.

**The subject site is within the Orleans Corridor Secondary Plan. The Secondary Plan designates the lands to be appropriate for heights up to 40 storeys.**

- 4. The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
  - a. Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
  - b. Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
  - c. In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.
  - d. To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
    - i. Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
    - ii. Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
    - iii. Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
    - iv. May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
    - v. May restrict or prohibit motor vehicle parking in association with such uses; and
    - vi. Limits such uses to prevent undue diversion of housing stock to non-residential use.
  - e. Limited large-scale non-residential uses including office-based employment, large-scale institutions and facilities and other smaller institutional functions; and,
  - f. Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.

**The proposed development meets the goals of Tables 2 and 3b as a high-density development within a PMTSA. The compatible ground-floor commercial uses shall complement the pedestrian scale plaza, adding desirable uses to the area to serve new residents and surrounding community members.**

- 5. The Zoning By-law will distribute permitted densities in the Neighbourhood by:

- a. Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
- b. Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
- c. Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

**Through the development of the Secondary Plan, the subject site has been identified as an appropriate location for high-density development. The proposal seeks to meet the intent of the Secondary Plan.**

#### 4.2.4 Greenspace Designation

Section 7 of the Official Plan provides policy direction for the network of public parks, other spaces within the public realm, and natural lands that are collectively designated as Greenspace. These areas provide essential ecosystem services to Ottawa's residents, and support biodiversity, climate resilience, recreation and healthy living.

Per Schedule C12 – Urban Greenspace, the north side of the subject site is occupied by the Urban Natural Features sub-designation. Urban Natural Features provide a valuable contribution to biodiversity and wildlife habitats in urban areas and are enjoyed by residents. Urban Natural Features are natural landscapes and may include woodlands, wetlands, watercourses and ravines. These features may occur on City, federal, provincial and privately-owned lands. Further north of the Urban Natural Features sub-designation is a Significant Wetlands designation.

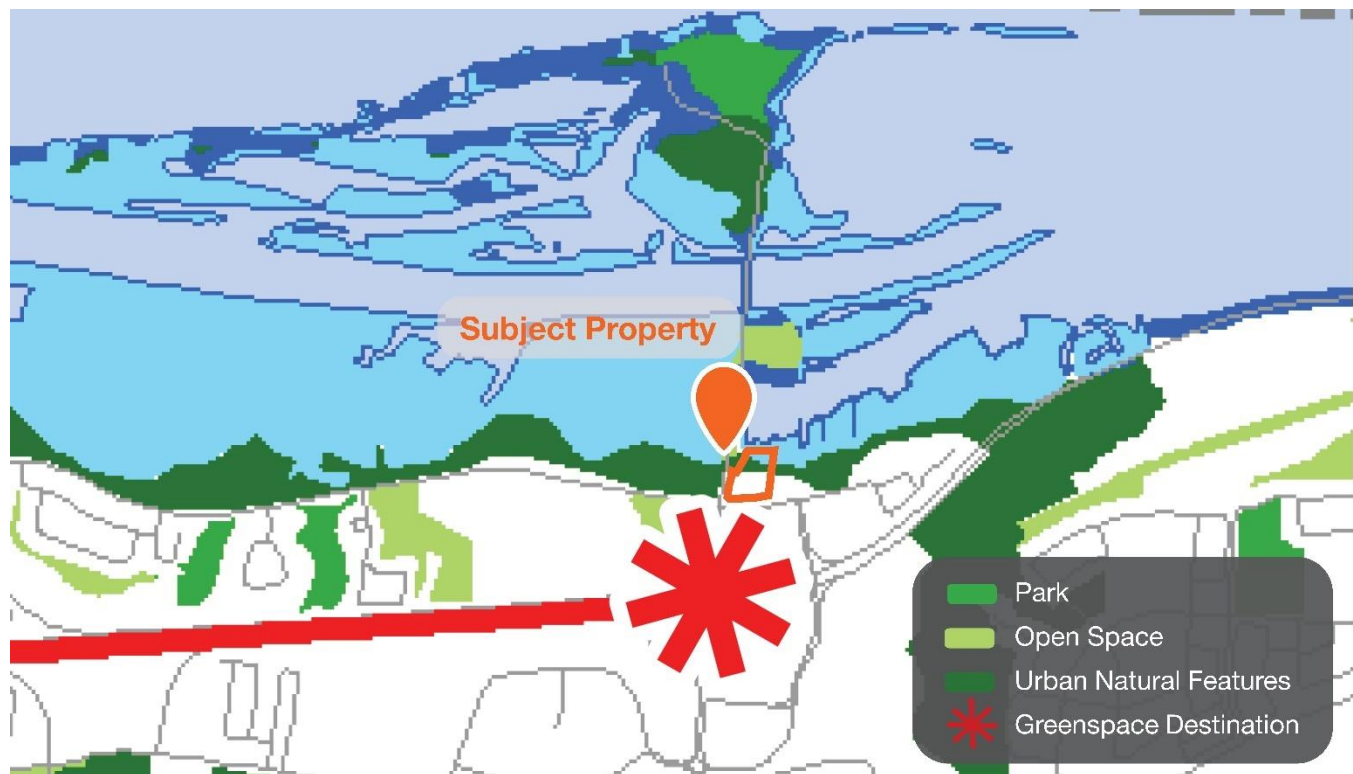


Figure 23: Except of Schedule C12 – Urban Greenspace of the City of Ottawa Official Plan

Section 7.3 directs the protection of ecosystem services associated with natural features and recognizes their role in building resilience to future climate conditions. Policy 1 states that Urban Natural Features are primarily publicly owned urban natural areas that are managed for conservation or passive leisure uses. The following shall apply:

- a. Development and site alteration are prohibited in Urban Natural Features;

- b. Permitted uses in Urban Natural Features are: passive open spaces; scientific, educational, or conservation uses associated with the natural features; and forestry as defined in the *Forestry Act*;
- c. Notwithstanding the prohibition on development and site alteration, the City, at its discretion, may allow pathways and stormwater infrastructure within Urban Natural Features, where such pathways and infrastructure will not adversely affect the natural characteristics of the areas or their ecosystem services;
- d. The City may allow amenities and small-scale commercial operations as ancillary or temporary uses in Urban Natural Features to support more intensive public use and equitable public access, subject to zoning and/or site plan;
- e. Development and site alteration within 30 metres of the boundary of an Urban Natural Feature must demonstrate no negative impacts on the natural features within the area or their ecosystem services;
- f. Where Urban Natural Features are privately owned, public use and access to these lands for any purpose requires the consent of the owner; and
- g. Urban Natural Features do not form part of the parkland dedication.



Figure 24: Except of Schedule C11-C – Natural Heritage System (East) of the City of Ottawa Official Plan

Per Policy 2 of Section 7.3, the Significant Wetlands designation protects provincially significant wetlands and their ecosystem services. The following shall apply:

- a. Within six months of the identification or revision of a provincially significant wetland by the Province of Ontario, the City shall initiate an Official Plan amendment to designate the wetland area as Significant Wetland;
- b. The City shall consider the identification or revision of a provincially significant wetland by the Province in any applicable Planning Act process;
- c. Council may consider exceptions to the designation of new significant wetlands where the lands have current approvals under the Planning Act or are licensed under the Aggregate Resources Act;
- d. The City may initiate or require a wetland evaluation under the Ontario Wetland Evaluation System if;
  - i. It is recommended in a planning study, such as a watershed study, subwatershed study, environmental management plan, secondary plan, or an environmental assessment;
  - ii. A proposed development would reduce the area of the wetland by 2 hectares or more after mitigation and compensation;
- e. Development, lot line adjustments and site alteration are not permitted in Significant Wetlands;



- f. Permitted uses in Significant Wetlands are: passive open spaces; scientific, educational or conservation uses associated with the natural features; agricultural operations established prior to May 2003; and forestry as defined in the Forestry Act;
- g. The City shall permit a single-detached dwelling and accessory buildings on lots existing as of May 2003, where the lot fronts on an open, maintained, public road, and where a dwelling is permitted in the Zoning By-law. Where the lot lies partially within the boundaries of a designated wetland area, the new construction and on-site servicing shall occur outside the boundary of the feature to the greatest extent possible on the lot, disturbance of the natural feature shall be minimized and a conservation authority permit shall be required;
- h. Development and site alteration within 120 metres of the boundary of a Significant Wetland must demonstrate no negative impacts on the natural features or their ecosystem services within the area;
- i. Where Significant Wetlands are privately owned, public use and access to these lands for any purpose is not permitted without the consent of the owner; and
- j. Significant Wetlands do not form part of parkland dedication.

**The development is proposed to be located outside of the Greenspace and Significant Wetlands designations, with appropriate setbacks provided to ensure no adverse impacts to the identified natural features. The Landscape Plan has been thoughtfully designed to safeguard the natural heritage of the subject site, which shall remain undisturbed. However, viewing platforms and retaining walls shall allow pedestrians to come to the edge of the development to enjoy the views of the naturalized area and river without impeding on the area and potentially damaging the environment.**

**An Environmental Impact Statement (EIS) has been prepared by CIMA+ which notes that the proposed development will not impact the Provincially Significant Wetland (PSW) to the north as a 30-metre setback is proposed from the boundary of the PSW. Furthermore, the study concludes that all impacts can be mitigated through the use of common mitigation measures, and no residual negative effects on the natural environment are anticipated as a result of the development.**

#### **4.2.5 Protected Major Transit Station Area**

Per Schedule C1 - Protected Major Transit Station Areas (PMTSA), the site is within the Trim PMTSA. These areas are radiated from LRT stations, directing mid-to-high density development to be within walking distance to rapid transit.

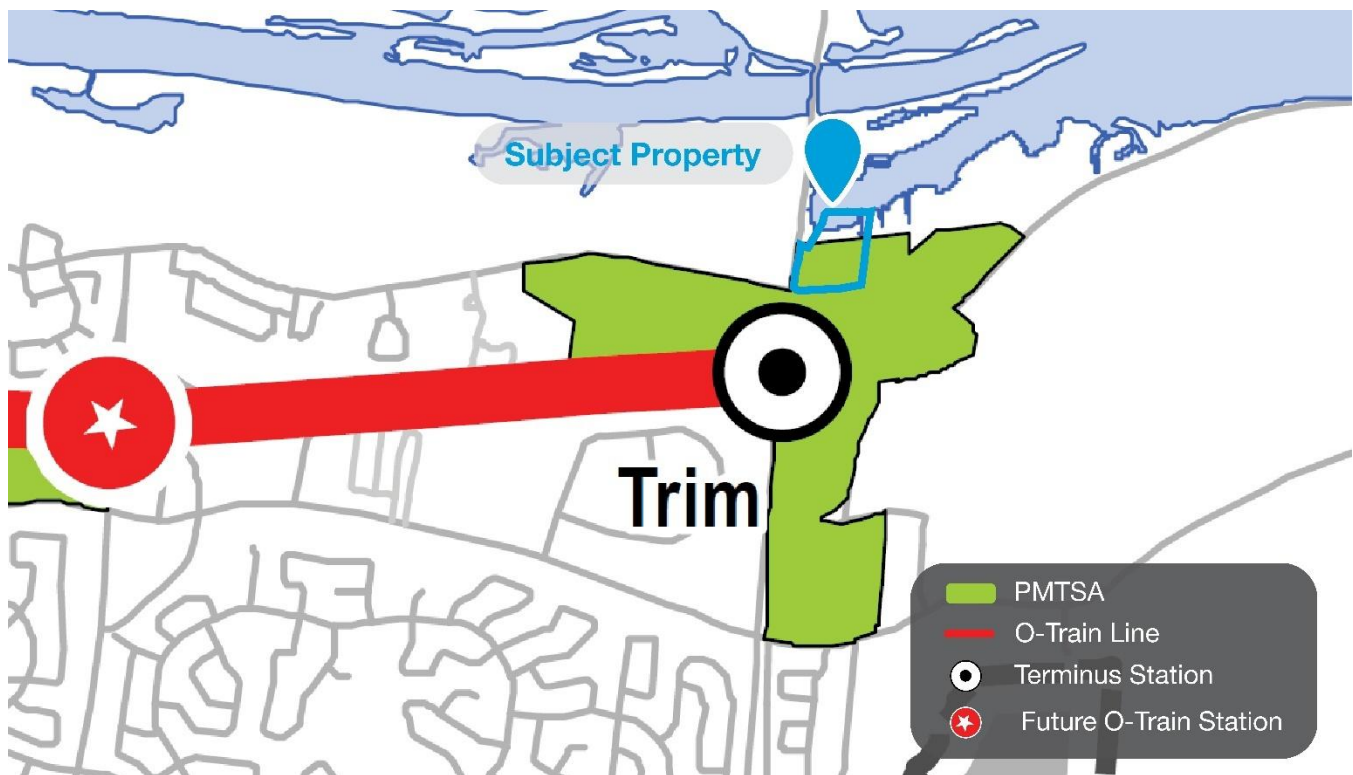


Figure 25: Excerpt from Schedule C1 – Protected Major Transit Station Areas of the City of Ottawa Official Plan

Section 6.1.2 provides policy direction for areas located within PMTSAs:

1. Schedule C1 identifies the PMTSA locations and boundaries and Table 3a 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.
2. 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.
3. Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2) above.
4. The minimum building heights within PMTSAs except as specified by a Secondary Plan, are as follows:
  - a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys; and,
  - b) Outside the area described by a) not less than 2 storeys.

**The proposed high-density, mixed-use building development is a permitted and desirable use within a PMTSA.**

#### 4.2.6 Evolving Neighbourhood Overlay

The Evolving Neighbourhood Overlay is applied to areas of the Neighbourhood Designation 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 intent is to identify areas that may gradually evolve through intensification to a more urban than suburban built form.

Where an Evolving Neighbourhood Overlay is applied, the Zoning By-law shall include minimum-density requirements as identified in the Official Plan Tables 3a and 3b as discussed in the following section. Although minimum density requirements are generally not included in the City’s Zoning By-law, the proposed development nonetheless meets the target residential density range for intensification in the Trim PMTSA area, as outlined below.

4.2.7 Growth Management Framework

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

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

- / Low-rise: up to and including four (4) storeys;
- / Mid-rise: between five (5) and nine (9) full storeys;
- / High-rise: between ten (10) and 40 full storeys; and,
- / High-rise 41+: 41 full storeys or taller.

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

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

The above section and Tables 2, 3a, and 3b in the Official Plan mention density and dwelling targets.

Table 6: Hubs, Mainstreets, and Protected Major Transit Station Area (PMTSA) Density and Large Dwelling Requirements (Table 3a, City of Ottawa Official Plan)

Designation – Protected Major Transit Station Areas (PMTSAs) without Hub 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
Trim	160	250	N/A

Table 7: Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets (Table 3b, City of Ottawa Official Plan)

Applicable Area	Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Suburban Transect	40 to 60	N/A

The proposed development supports the goal of achieving residential intensification within the City’s built-up areas by providing for high-rise intensification in a PMTSA. The proposed unit count includes a variety of typologies to accommodate various tenants, with 24.6% of one-bedroom units, 48.4% of one-bedroom-plus-den units, 30% of units of two-bedroom and three-bedroom units. The density of the 1,257-unit development across the subject site is 369.7 units per net hectare, meeting and exceeding the minimum density within a PMTSA.

4.2.8 Housing



Adequate, safe, and affordable housing makes Ottawa a good place to live and do business. Housing that meets the needs of people across different ages, incomes, and backgrounds, and supports accessibility needs, is a key requirement for health and well-being, as well as for attracting and retaining highly skilled labour and new businesses.

Market-based housing refers to the housing available in the city, which includes houses sold by existing owners and housing constructed in new communities. As the city grows and its population increases, a wider range of housing types will be required. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

The Official Plan aims to provide a range of housing options, including both private ownership and rental, to foster diversity. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope, and by prioritizing application processing and considering new policies or development application requirements through a housing- and mobility-affordability lens.

The City seeks to enable greater flexibility and an adequate supply and diversity of housing options throughout the city through Section 4.2.1.

1. A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:
  - a. Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
  - b. Promoting diversity in unit sizes, densities and tenure options within neighbourhoods, including diversity in bedroom count availability;
  - c. Permitting a range of housing options across all neighbourhoods to provide the broadest possible range of prices, occupancy arrangements and tenures;
  - d. Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
  - e. The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

**The proposed development offers a diverse range of flexible and context-sensitive housing options, featuring dense residential high-rise buildings that accommodate a variety of unit sizes.**

#### **4.2.9 Urban Design**

Urban Design is the process of giving form and context to a city, creating the stage for public life. It concerns the design of both the built form and the public realm. Urban design plays an essential 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 4.6.1 promotes design excellence in areas within Design Priority Areas.

1. Design Priority Areas (DPAs) define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm.
2. The City shall retain an Urban Design Review Panel (UDRP) as an independent advisory panel who provide objective peer review of both development applications and capital projects. The role of the UDRP is to promote design excellence in Ottawa's Design Priority Areas.

**The development is subject to the UDRP process and attended the panel on November 1, 2024. Design feedback has been incorporated into the final design package submitted for these applications.**

Section 4.6.3 encourages capital investments in the City's streets, sidewalks, and other public spaces to support healthy lifestyles through development projects.

Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and, where necessary, buffering pedestrians from traffic.

Privately Owned Publicly Accessible Spaces (POPS) offer a publicly accessible amenities that contributes positively to the public realm. POPS will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPS will:

- / Fit into their context, providing a meaningful contribution to existing and planned connections;
- / Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight elements and provide a comfortable microclimate environment;
- / Respond to the needs of the community with consideration for neighbourhood character and local demographics;
- / Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;
- / Be designed in a coordinated manner with the associated building(s); and
- / Bring nature into the built environment, where appropriate.

**The proposed development will improve the public realm by extending the sidewalks and MUP along Jeanne d'Arc Boulevard North, including curb boulevards, a painted crosswalk, and a new transit stop. The plaza as a POPS shall draw visitors into the site, seeking an enjoyable, shaded, and programmed public space. The MUP's positioning along Jeanne d'Arc Boulevard North shall provide a lit path of travel and eyes on the street from the adjacent indoor and outdoor amenity spaces, improving safety for pedestrians and cyclists after dark.**

Section 4.6.5 provides direction for Neighbourhoods, which includes:

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.

Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

**The proposed development is consistent with the intent and general direction of the design policies for Neighbourhoods. Development frames the MUP and rights-of-way while providing views toward the Ottawa River. Planting space and cantilevers or canopies are thoughtfully designed around the site to provide shading to the plaza and minimize wind impacts.**

**All resident parking shall be provided in an underground parking garage, accessed from two (2) ramps. The paths of travel between the parking levels and lobbies and all units are accessible via multiple elevators per building. As all floors above and below grade may be accessed via elevator or stairs, and rapid transit is less than 300 metres from the subject site, the development has thoughtful consideration for accessibility standards for residents with diverse abilities and those seeking a residence to age-in-place.**

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

Policy 1 indicates that, to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- 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 2 states that transitions between Mid-rise and High-rise buildings and adjacent properties designated as Neighbourhood on the B-series of schedules will be achieved by providing a gradual change in height and massing through the stepping down of buildings and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning Bylaw or by other means in accordance with Council-approved Plans and design guidelines.

**The proposed development does not abut any lots with residential or sensitive uses. Massing is focused along the rights-of-way to provide definition to the public realm and provide appropriate rear yard setbacks to the wetlands.**

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

- 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.

**Amenity space is proposed indoors and outdoors, at the ground levels and incorporated throughout the towers and podiums. Balconies and terraces provide additional private amenity space. The mix of indoor and outdoor, as well as private and communal amenity spaces, offers a range of options for future residents. Indoor amenity space provides protection from weather, noise, and air pollution.**

Per 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,
- / Space at-grade should be provided for soft landscaping and trees.

**The design of the proposed development provides defined base, middle, and top buildings. The base of each building provides interaction with the surrounding plaza through the placement of commercial and amenity spaces and the use of glazing. The middle of the towers offers a mixture of materiality in a uniform floorplate. Each tower is proposed to have a unique top, providing visual interest across the development. The tops offer elongated vertical lines, creating the illusion of additional height on the top floors.**

**The 928 and 900 square metre floorplates are appropriate on the subject site given the 25-metre minimum tower separations and minimal surrounding sensitive uses.**

Policy 9 requires 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.

**A minimum of 25 metres of separation shall be achieved between all four towers on site. The placement of the towers across the site ensures units receive appropriate natural light and privacy while mitigating shadowing impacts on the surrounding area.**

### 4.3 Orléans Corridor Secondary Plan Study

Four (4) new LRT stations are expected to be operational in the City's east end by late 2026, including stations at Jeanne d'Arc, Convent Glen, Place d'Orléans and Trim. In the years ahead, the City expects new communities to grow around those stations, transforming properties along the rail corridor as taller buildings and mixed-use neighbourhoods replace parking lots, low-rise commercial areas, and business park areas that are not characterized by traditional type employment/industrial uses (and therefore do not require separation from other more sensitive uses).

In response to the anticipated growth, the City undertook the preparation of a Secondary Plan for the Orléans Corridor Secondary Plan to help ensure future development results in livable, resilient, desirable neighbourhoods that support transit and provide the highest quality of life possible. The Secondary Plan has been approved but is currently under appeal by the City of Ottawa.

As per Figure 26 below, the subject site is located within the Secondary Plan's limits.



Figure 26: Excerpt of Schedule A – Designation Plan of the Orléans Corridor Secondary Plan, City of Ottawa

**The subject site is located within the Orléans Corridor Secondary Plan limits and is also located within 600 metres of the future Trim LRT Station. The proposed development represents an opportunity for high-density, compact, mixed-use built forms in proximity to rapid transit.**

The Secondary Plan outlines the following goals to be achieved in the Orleans Corridor:

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 to areas 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

**The development of the site meets the goals of the Secondary Plan by locating high-quality, high-density residential development within 300 metres of Trim Station, contributing to the evolution of the Suburban Transect into 15-minute neighbourhoods. Additionally, the development shall create a new POPS to enhance views toward the Ottawa River and provide a rest area or destination for active transportation. The development shall include improvements to the public realm, including extensions of the MUP and a new transit station along Jeanne d'Arc Boulevard North.**

The following policies of the Secondary Plan are relevant to the proposed development:

- / 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 4.6.1).
- / Tower elements of developments shall be positioned and designed to minimize shadow impacts on the public realm (Policy 4.6.2).
- / 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 (Policy 4.6.3).

**The podiums are proposed to be two-storeys to correspond to the pedestrian scale of the plaza. The podiums will feature significant glazing, decreasing the visual barriers between the planned indoor and outdoor environments. The position of the towers has been assessed through a Sun Study to ensure the shadowing on surrounding buildings and POPS is appropriate. All towers meet the required tower separation of 25-metres.**

- / In designations where high-rise is permitted, POPS shall be implemented through a Site Plan Control agreement.
- / POPS are encouraged where there are demonstrated opportunities to complement and contribute positively to the public realm such as the intersection of two streets.
- / POPS are encouraged to support cultural development opportunities by providing space for performance, exhibitions, commemoration, and ceremony.
- / POPS should avoid hazard lands and natural heritage features.

**The internal plaza space shall incorporate an access easement to transform the space into a POPS. The public space shall include programmable areas, areas to gather, and quiet areas to enjoy the natural views toward the Ottawa River. The north boundary of the development area shall feature retaining walls to visually and physically separate the POPS from the sensitive natural heritage features and hazard lands, protecting the ecological value of the site and improve pedestrian safety.**

- / To protect life and property, proponents of development in the secondary plan area may be required to address sensitive marine clay, slope stability and retrogressive slope failure as part of an application for development.

**The development of the subject site has provided significant consideration for the hazard lands adjacent to the river. The findings of the submitted engineering studies have resulted in the tower and parking placements to respect the existing natural heritage.**

The site is within the Station Area designation per Schedule A – Designation Plan, as seen in Figure 26. The policies of the Station Area are as follows:

- / Areas designated as Station Core in Schedule A are Design Priority Areas.
- / Minimum building height is two storeys.
- / New development will be primarily in the form of mixed-use high-rise and mid-rise buildings, consistent with Schedule B – Maximum Building Heights.
- / Active frontages will be required for all buildings in the Station Core designation to provide animation of the street.
- / 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.
- / The creation of pedestrian and cycling infrastructure will be prioritized throughout the Station Core designation. Design for wherever vehicular access crosses the pedestrian or cycling network, pedestrian and cycling movements will have priority.
- / Where development of the Station Core designation occurs on large parcels over 1 hectare, and is anticipated to be a phased development, a grid street network with maximum block lengths of approximately 200 metres will be required.
- / Development in the station core will incorporate a high degree of cycling and pedestrian connectivity between the station and existing neighbourhoods.

**The development of the subject site with high-rise towers is consistent with Schedule B – Maximum Building Heights. The podiums shall incorporate active frontages, creating animated streetscapes. The extension of the MUP and sidewalk further contribute the development of 15-minute communities in the Suburban Transect.**

**The development shall be constructed in phases from west to east across the subject site with phases and tower numbers corresponding.**

The following site-specific policies of the Trim Station Area apply to the subject site:

- 4) The intersection of Jeanne d’Arc Boulevard and Tweddle Road will be improved with signalization and a pedestrian crossover (PXO). Intersection improvements shall be implemented at the cost of the developer of 1015 Tweddle Road as a condition of development approval. These intersection improvements will be designed to facilitate a woonerf or linear park on the segment of Tweddle Road south of the intersection.
- 15) Development shall include a maximum of four-point towers with variations in height between 20- and 40-storeys, each on podiums between four and six storeys.
- 16) The tallest buildings on the site with the most direct pedestrian and cycling connections to Trim Station shall be located closest to Tweddle Road.
- 17) Development will incorporate privately-owned public space (POPS), including an area at the intersection of Tweddle and Jeanne d’Arc Boulevard oriented toward, and extended along, the river shoreline. Public views to the river will be maintained, and a connection to the multi-use pathway along Jeanne d’Arc Avenue will be provided. These spaces will be completed and become publicly accessible through pedestrian easements, in a phased manner that follows the sequence of the tower buildout.



- 18) Podiums of the towers will frame the adjacent public streets and POPS, with non-residential uses at grade, providing active frontages on all sides to the fullest extent possible.

**The improvement of the Jeanne d'Arc Boulevard North and Tweddle Road intersection is contemplated as part of the development plan for the subject site.**

**The proposed towers are between 24 and 32 storeys in height. The tallest tower, B2, is oriented to the intersection of Jeanne d'Arc Boulevard North and Tweddle Road and closest to Trim Station.**

**Policy 17 shall be achieved by the design of the POPS plaza, creating a new hub of activity in the Orleans Corridor, promoting active transportation. The active frontages and ground floor commercial or amenity spaces shall create connectivity between interior and exterior spaces.**

Schedule B – Maximum Building Heights of the Secondary Plan, as seen in Figure 27, designates the subject site for maximum heights of 40 storeys.

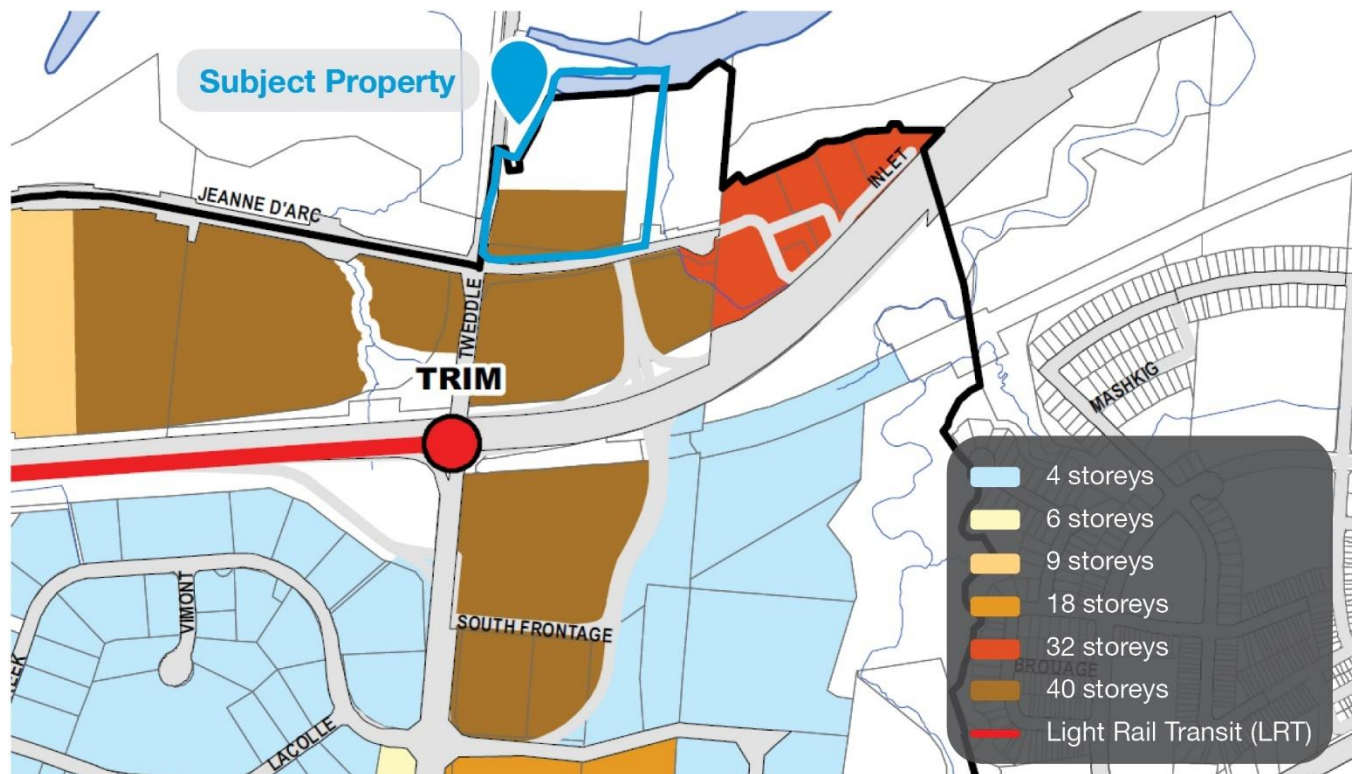


Figure 27: Excerpt from Schedule B – Maximum Building Heights of the Orleans Corridor Secondary Plan, City of Ottawa

**The proposed building heights are permitted per Schedule B of the Secondary Plan.**

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

City Council approved the new Urban Design Guidelines for High-Rise Buildings in 2018, replacing the previous version from 2009. The Official Plan defines a high-rise building as one that is ten (10) storeys or more in height. The objectives of the guidelines are to:

- / Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;

- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and,
- / Promote development that responds to the physical environment and microclimate through design.

The Official Plan provides direction to evaluate the appropriateness of individual sites and to inform many aspects of high-rise design, and the Zoning By-law provides a preliminary framework that addresses issues related to context, massing, shadowing and public space. The Official plan directs high-rise buildings to areas where intensification is expected and encouraged due to proximity to major transit stations.

The most relevant guidelines to the proposed development are discussed below:

- / The proposed development acts as a landmark that identifies Petrie Island Park and Trim Station within the existing community and provides pedestrian access across the site to connect the surrounding neighbourhood with the transit station. Views toward the Ottawa River will become accessible to pedestrians through an access easement across the POPS (Guidelines 1.1, 1.3, and 1.4);
- / The strategic location of four (4) towers in proximity to Trim Station and Petrie Island Park will make the buildings landmarks within the Orleans community. The design of the plaza and building orientation on the site respect the natural heritage and vistas that the development seeks to amplify. As landmark buildings, the development has been evaluated for design excellence through the UDRP (Guidelines 1.5, 1.7, and 1.8);
- / The towers feature a podium/tower design and respect the 45-degree angular plane as they are not in close proximity to any existing or planned low-rise residential neighbourhoods. The Sun Shadow Analysis did not identify undue shadowing impacts with this design (Guidelines 1.12 and 1.13);
- / The proposed development abuts and provides linkages to multiple streets and a multi-use pathway with a generally rectangular-shaped development area (Guidelines 1.14 and 1.15);
- / Development area exceeds the minimum 1,350 square metre lot area required for corner lot high-rises (Guideline 1.18);
- / The POPS is thoughtfully designed to animate the public realm with programmable and flexible space. POPS celebrate the existing vistas (Guideline 2.1)
- / The proposed development includes a base/middle/top design, and the base is designed to interface with the MUP to the south and internal POPS (Guidelines 2.3 and 2.13);
- / The proposed podiums are two storeys in height (Guideline 2.17);
- / Local and environmentally friendly materials are to be sourced for construction (Guideline 2.21);
- / A bird-safe treatment is proposed for the glass balcony guards and the windows without an overhang for the first 16 metres (Guideline 2.22);
- / The ground floor of the proposed development is primarily lobby, commercial, and amenity space and is heavily fenestrated, especially to the north along the slope and wetlands (Guideline 2.23);
- / Larger than 750 square metres floorplates are contemplated that continue to permit skyviews. The Sun Study did not find adverse impacts from floorplates up to 928 square metres (Guideline 2.24);
- / The proposed towers are sufficiently separated from themselves and other potential adjacent sites where a tower may exist in the future (Guideline 2.25);
- / The proposed buildings include stepbacks and architectural features to provide for a base/middle/top design and to make the base the primary defining element of the design (Guideline 2.29);
- / Towers oriented and shaped to minimize shadow and wind impacts on the public and private spaces (Guideline 2.31);
- / The development features distinctive, lighter coloured tops for a defining architecture element (Guideline 2.35);
- / Mechanical equipment is integrated into the rooftop or underground (Guideline 2.36);
- / The proposed development includes an internal plaza POPS to complement the surrounding natural heritage. Pedestrian accesses to the towers are oriented along main sidewalks provided via defined pathways (Guidelines 3.4, 3.5, 3.6, 3.10 and 3.11);
- / The public realm is animated by at-grade commercial and amenity uses (Guideline 3.12);

- / Parking is exclusively located underground via two (2) ingress/egress points from both frontages. The loading space is situated in the underground parking garage, supplemented by short-term parking along the curb. (Guidelines 3.14, 3.16, and 3.18);
- / A new transit stop is proposed along Jeanne d'Arc Boulevard North (Guideline 3.22); and,
- / The shadow analysis shows that there are minimal shadowing impacts on the existing surrounding land uses (Guidelines 3.26 and 3.27); and
- / Canopies and cantilevers are provided throughout the plaza to provide pedestrian weather protection (Guidelines 3.28 and 3.29).

**The proposed development generally meets the City of Ottawa's Urban Design Guidelines for High-Rise Buildings.**

## 4.5 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines, which were approved by the City Council in 2007, are to be applied throughout Ottawa for all development within a 600-metre walking distance of a rapid transit station or stop. As the proposed development is within 600 metres of Trim Station, these guidelines apply. The following is a summary of how the proposed development meets some of the various guidelines for transit-oriented development.

- / The proposed development provides residential intensification on an undeveloped lot in close proximity to a major rapid transit station (Guideline 1);
- / The proposed development includes only transit-supportive land uses. All vehicle parking is located underground. The portion of the property abutting the multi-use pathway is sensitively designed to support the pedestrian environment, for both residents and the public (Guideline 2);
- / The mixed-use development supports a vibrant community area, bringing people to the site and providing services to the residents of the towers (Guideline 3);
- / The plaza across the site provides a pedestrian connection to the multi-use pathway and Trim Station (Guideline 4);
- / The four towers are each placed approximately 25 metres from one another, with the podiums and canopies extending toward one another in the plaza to create a cohesive community, with ease of walking between structures (Guideline 7);
- / The subject site is located within 300 metres of Trim Station, and proposes high-density residential development in close proximity to the LRT station (Guideline 8);
- / The proposed development fronts on multiple roads as well as the MUP to the south. The buildings are designed to be oriented on multiple frontages to ensure residents and pedestrians are both connected to the transit station (Guideline 10);
- / The proposed development includes a podium/tower design to reduce shadow and wind impacts on adjacent streetscapes and create pedestrian scale along the MUP and within the plaza (Guideline 11);
- / The proposed development will introduce distinctive buildings at a major transit station (Guideline 12);
- / The podium along Jeanne d'Arc Boulevard North is sufficiently set back for pedestrian activities and landscaping (Guideline 13);
- / The pedestrian plaza provides safe, barrier-free, and convenient access to the multi-use path and Trim Station (Guideline 16).

**The proposed development responds to the Transit-Oriented Development Guidelines by providing a destination mixed-use development that intensifies an underutilized site, contributes to a range of housing choices within the community, integrates with the existing streetscape and larger community, and is located in close proximity to a major rapid transit station.**



## 4.6 City of Ottawa Zoning By-law (2008-250)

The subject site is zoned “Residential Fifth Density, Subzone A, Urban Exception 2834” (R5A [2834]-h) in the City of Ottawa Comprehensive Zoning By-law (2008-250).

The purpose of the R5 - Residential Fifth Density Zone is to:

- / allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- / allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size ;
- / ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses;
- / regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and (By-law 2009-392)
- / permit different development standards identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

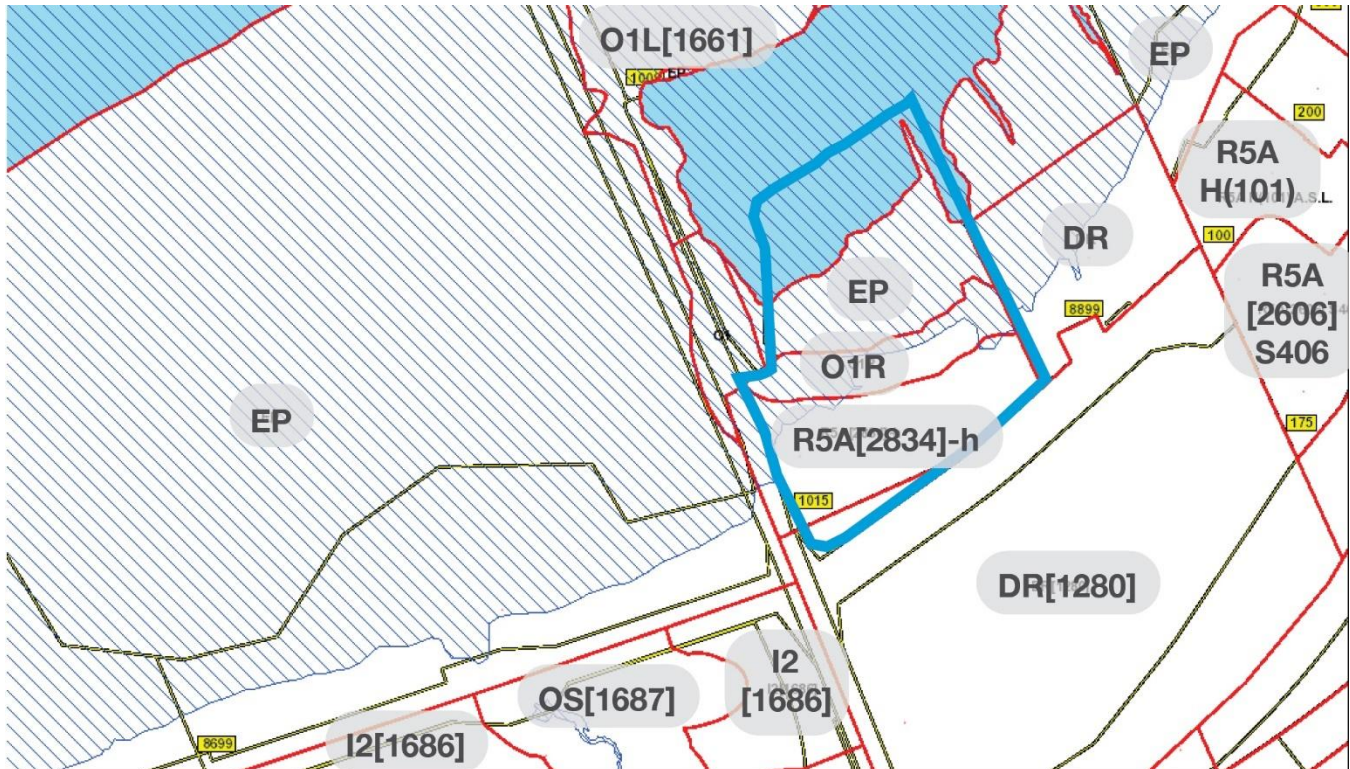


Figure 28: Zoning Map of the Subject Site (Outlined in Blue) and Surrounding Area

Urban Exception 2834, which applies to the subject site, permits the following non-residential uses in addition to the uses already permitted under the base R5A zone:

- |                |                                      |
|----------------|--------------------------------------|
| / bank         | / restaurant                         |
| / bank machine | / recreational and athletic facility |
| / bar          | / retail store                       |

/ convenience store	/ retail food store
/ day care	/ cinema
/ hotel	/ theatre
/ office	/ place of assembly
/ parking garage	/ medical facility
/ personal service business	/ training centre
/ storefront industry	

These additional permitted uses are only permitted within the first six (6) storeys of a high-rise building.

Urban Exception 2834 also outlines the following site-specific provisions:

1. Up to 4 high rise buildings are permitted
2. Maximum building height: 35 storeys
3. The lot line abutting Jeanne-d'Arc Boulevard North is considered the front lot line for zoning purposes
4. Minimum front yard setback: 2.3 m
5. Minimum eastern interior side yard setback: 5.3 m
6. Minimum rear yard setback from the northern edge of any parking structure/garage beneath any high-rise buildings: 4.1m
7. Despite Table 65, a parking garage may extend up to 0 m from a lot line on the south, east, and west sides, be outside lands identified as being within the flood plain, and on the north side, be outside the 30m buffer from the PSW.
8. Minimum building setback from an abutting O1 or EP zone: 0 m
9. Hard and soft landscaping on the roof of the parking garage shall count toward the minimum 30% landscaped area requirement
10. Minimum vehicle parking requirements for residential uses, non-residential uses, and visitors, are as per Area Z on Schedule 1A of the Zoning By-law (By-law No. 2008-250), as amended.
11. Section 163(12) does not apply
12. Section 164B Endnote 1 does not apply
13. Additional permitted uses are only permitted within the first 6 storeys of a high-rise building
14. The holding symbol shall not be removed until:
  1. The Ministry of Municipal Affairs and Housing approves the new Official Plan of the City of Ottawa
  2. The location of the Provincially Significant Wetland (PSW) Boundary as modified to increase the area of the PSW has been confirmed by the Ministry of Natural Resources and Forestry
  3. The area of the Jeanne d'Arc Blvd. N. Right-of-Way (ROW) that is to be acquired by the landowner of 1015 Tweddle Road must be closed as a public road allowance and consolidated with 1015

Tweddle Road to implement the concept plan. OR should the Road Closure not be approved, the development as shown on the concept plan be modified through the formal Site Plan Control process, whereby the development does not extend onto the Jeanne d'Arc Blvd. N. ROW.

4. Site Plan approval, tied to submission and approval to the satisfaction of the General Manager, Planning, Real Estate and Economic Development of a site plan identifying building siting, transportation elements on and off-site, public and privately owned public spaces, public easements and rights of way etc. including the following:
  - A maximum of four point towers with variations in height between 20- and 35-storeys, each on podiums between four- and six-storeys.
  - The tallest buildings on the site with the most direct pedestrian and cycling connections to Trim Station shall be located closest to Tweddle Road.
  - In accordance with the Orléans Corridor Secondary Plan, the grade difference between the public right of way (Jeanne D'Arc) and the ground floors of the proposed development should be minimized (generally level), to support and enhance the public realm and ensure that buildings appropriately frame the street and provide active frontages.
  - Development will incorporate privately-owned public space (POPS), including an area at the intersection of Tweddle and Jeanne d'Arc Boulevard oriented towards the river shoreline. Public views to the river will be maintained, and a connection to the multi-use pathway along Jeanne d'Arc Avenue will be provided.
  - The granting of surface easements over the areas to be developed as POPS in the R5A[2834] zone in a phased manner that follows the sequence of tower build out to provide for 24 Hour access by the public of the areas developed as POPS.
  - Podiums of the towers will frame the adjacent public streets and POPS, with non-residential uses at grade, providing active frontages on all sides to the fullest extent possible.
  - Publicly accessible space providing views of the Ottawa River through the development, and opportunities to link this public space to Tweddle Road with the intent of creating a gateway for pedestrians and cyclists circulating to and from Petrie Island Park.
  - This site is subject to UDRP review.
  - Continuous urban street facades with minimal curb cuts are encouraged.
  - Where possible, access to underground parking should be provided from side streets.
  - Long-term bike parking facilities shall be located in a secure interior parking area with convenient access to the street and pathway network. Short term bike parking facilities shall be provided in convenient, well-lit location; where possible, the facilities should be sheltered.
5. The Landslide Hazard Risk Assessment is updated to the satisfaction of the Rideau Valley Conservation Authority to reflect accepted methodology for group risk assessment; and
6. A review is undertaken of whether the site, soil conditions and environmental risks identified can accommodate four towers, which would also require the purchase of remnant right of way from the City, should a fourth building be pursued.

The table below provides a summary of the applicable zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development meets or requires relief from certain provisions. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Table 8: Zoning review

Zoning Provision	Requirement	Provided	Compliance
<b>Lot Width (Min.)</b> Table 164A	25 m	~180 m	✓
<b>Lot Area (Min.)</b> Table 164A	1,000 m <sup>2</sup>	1,000 m <sup>2</sup>	✓
<b>Lot Area (Min.)</b> Section 77	1350 m <sup>2</sup> (corner lot)	34,154 m <sup>2</sup>	✓



<b>Zoning Provision</b>	<b>Requirement</b>	<b>Provided</b>	<b>Compliance</b>
<b>Front Yard Setback (Min.)</b> (Jeanne-d 'Arc Boulevard) Exception 2834	2.3 m	2.3 m	✓
<b>Corner Side Yard Setback (Min.)</b> (Tweddle Road) Table 164A	4.5 m	6 m	✓
<b>Rear Yard Setback (Min.)</b> Exception 2834	0 metres from 30m PSW setback (Parking Garage)	0 m	✓
	From the northern edge of any parking structure/garage beneath any high-rise buildings: 4.1m	< 4.1 m	✗
<b>Building Setback to abutting O1 or EP Zone</b> Exception 2834	0 m	3.78 m	✓
<b>Interior Side Yard Setback (Min.)</b> Exception 2834	5.3 m	5.3 m	✓
<b>Tower Interior Side and Rear Yard Setbacks (Min.)</b> Section 77	11.5 m	5.3 m	✗
<b>Tower Separation</b> Section 77	23 m	25 m	✓
<b>Building Height (Max.)</b> Exception 2834	35 Storeys Up to 4 high rise buildings permitted	Tower B1: 28 Storeys (91 m) Tower B2: 32 Storeys (102 m) Tower B3: 28 Storeys (90 m) Tower B4: 24 Storeys (78 m)	✓
<b>Landscaped Area (Min.)</b> (include landscaping on the roof of the parking garage) S.164 (9) Exception 2834	30 % of lot area	40.9% (development area limit only)	✓
		78.2% (total lot area)	
<b>Parking Space Rate (Min.)</b> Area Z	No minimum	764 spaces	✓
<b>Visitor Parking (Min.)</b> S. 102	0.1 space per unit = 82 spaces	82 spaces	✓
<b>Parking Space Dimension</b> S. 106 (1)	Width: 2.6 m Length: 5.2 m	Width: 2.6 m Length: 5.2 m	✓
<b>Driveway Width (Max.)</b> S. 107(1)	6.7 m	9.5 m	✗
<b>Drive Aisle Width (Min.)</b> S. 107(1)	6 m	6 m	✓
<b>Loading Space Requirements</b> Table 113A	1 loading space for commercial GFA between 1,000 – 1,999 m <sup>2</sup>	1 space	✓

Zoning Provision	Requirement	Provided	Compliance
	2 loading spaces for commercial GFA between 2,000 – 4,999 m <sup>2</sup>		
<b>Loading Space Dimensions</b> Table 113B (d) (e)	Width: 3.5 m Length: 7 m Minimum vertical clearance: 4.2 m	3.5 m x 9 m	✓
<b>Width in metres of Driveway Accessing Loading Space (Min.)</b> Table 113B (a)	Single traffic lane: 3.5 m Double traffic lane: 6 m	6 m	✓
<b>Bicycle Parking Rate</b> S. 111	<b>Residential:</b> 0.5 spaces per unit 1,257 units = 629 spaces	629 spaces	✓
	<b>Commercial:</b> bank; convenience store; day care; office, restaurant; retail food store; retail store: 1 space per 250m <sup>2</sup> of GFA = 7 spaces	7 spaces	✓
<b>Bicycle Parking Location</b> S. 111(11)	A minimum of 50% of the bicycle parking spaces required by this by-law must be horizontal spaces at ground level	22.2% at grade, remaining within secure bicycle rooms in the underground parking garage	✗
<b>Amenity Space</b> S. 137	<b>Total Amenity Space Required:</b> 0.6 m <sup>2</sup> per unit 1,257 units 7,542 m <sup>2</sup>	7,691 m <sup>2</sup>	✓
	<b>Communal Amenity Area:</b> 50% of total required amenity area 3,771 m <sup>2</sup>	4,287 m <sup>2</sup>	✓
<b>Multiple Buildings</b> S. 74	Where buildings are connected only below grade, they are considered separate buildings for the purposes of applying the provisions of the by-law.	All buildings connected below grade through the shared underground parking garage.	✓

#### 4.6.1 Proposed Zoning By-law Amendment

The enclosed application seeks a minor Zoning By-law Amendment and a Lifting of the Holding Symbol to proceed with Site Plan Control approval and development of the subject site. Relief is required from the following applicable provisions of the By-law:

##### Tower Interior Side Yard Setback

Relief is sought for Tower B4's east interior side yard setback of 5.3 metres, whereas the Zoning By-law requires a minimum interior side yard setback of 11.5 metres for a tower. Tower B4 abuts a heavily treed area to the east at 8899 Jeanne d'Arc Boulevard North. The abutting property is designated Greenspace in the Official Plan and the Orleans Corridor Secondary Plan, and as such is not anticipated to be developed in the near or long-term future. The intent of the tower setback provisions is to ensure that the privacy, onlook, and shadowing onto adjacent properties is minimized. As the abutting property is unlikely to be developed, the requested relief

maintains the intent of the Zoning By-law. The requested relief for a tower setback matches the existing eastern interior side yard setback as defined by Urban Exception 2834.

### **Driveway Width**

A widened driveway entering the Tweddle Road parking garage entrance is sought to permit the functional turning radius access of the parking garage by large trucks to the loading space and dedicated garage truck space. The zoning by-law permits a maximum driveway width of 6.7 metres, whereas 9.5 metres is sought for the eastern ingress and egress of the parking garage. This design is an integral goal of the Site Plan to design a ground-level pedestrian environment. Permitting the large trucks to directly enter P2 into a portion of the garage with a double-height ceiling removes loading and unloading activities around pedestrian zones, increasing the overall safety and aesthetics of the site. The second garage driveway is proposed to be 6 metres in width, meeting the zoning provisions.

### **Required Loading Spaces**

The proposed development currently incorporates 1,586 square metres of commercial space, for which only one (1) loading space is required. However, in the potential event that additional commercial uses are located onsite to support the residential development, relief is sought to reduce the number of required loading spaces from two (2) to one (1) for a Gross Floor Area between 2,000 and 4,000 square metres of various commercial uses. The proposed development provides one (1) off-site loading space, located in the underground parking, away from resident parking spaces and close to the Tower B1 elevator lobby, thereby permitting ease of access and loading. In addition to the dedicated loading space, a dedicated garbage truck space will be located adjacent to the loading space and garbage room. The reduction of general loading spaces shall not impact the ability for waste management services to operate on the subject site. Loading may additionally take place on the subject site within three (3) proposed short-term laybys on Tweddle Road and Jeanne d'Arc Boulevard North, which can accommodate an additional four (4) full-sized transport trucks. This requested zoning amendment prioritizes maintaining the pedestrian-only environment across the ground level of the subject site, as no surface parking or loading zones are proposed.

### **Bicycle Parking Location**

77.8 percent of bicycle parking spaces are proposed within the secure bike rooms located in the underground parking levels, whereas the zoning by-law seeks 50% of spaces to be located on the ground floor. The zoning provisions further require bicycle parking spaces to be in areas with convenient access to main entrances or well-used areas. The underground bicycle parking rooms shall be accessible via the 15 elevator shafts, requiring low physical effort to bring bicycles into or out of the designated parking or via the two (2) access ramps. Within the Towers B2 and B3 podium, an interior bike room shall accommodate 90 bicycle parking spaces at the ground level and an additional 51 exterior spaces. By placing the majority of bicycle spaces in the underground parking area, each unit shall have a secure bicycle space, encouraging residents to replace or supplement private vehicle use in favour of active transportation. The colocation of bicycle space parking and vehicular parking represents similar levels of convenience, effort, and security, as well as access to the available lockers for any additional bicycle equipment that cannot be stored in the bicycle parking areas, such as bike trailers for both goods and small children.

### **One Lot for Zoning Purposes**

This application also requests that a provision be added to the urban exception to consider the subject site as a single lot for zoning purposes. This provision is sought to provide flexibility for the property owner should they choose to divide the property into separate parcels for ownership and/or financing reasons in the future.

### **Top Floor Non-Residential Use**

Urban Exception 2834 currently permits a range of non-residential uses within the first six (6) storeys of a high-rise building. The applicant proposes updating this provision to also permit restaurant and bar uses on the top floor of a high-rise tower.

The rationale for this amendment is grounded in both land use compatibility and broader planning objectives. The proposed use is consistent with the intent of the existing urban exception, which already contemplates non-residential uses as part of a complete, mixed-use environment. Allowing a restaurant and bar on the top floor extends this principle vertically, while maintaining the overall land use balance envisioned for the site.



The introduction of a top-floor dining room and bar within Tower B1 is also supported from a city-building perspective. By capitalizing on the panoramic views of the Ottawa River, this use provides a unique amenity that enhances the attractiveness of the development and reinforces Ottawa's east end as a vibrant destination. The proposal aligns with Official Plan policies encouraging the integration of complementary non-residential uses within residential and mixed-use towers, in order to contribute to complete communities, activate buildings, and create opportunities for social interaction.

Importantly, the proposed top-floor dining room will function as an extension of the podium restaurant within Tower B1, ensuring operational cohesion and limiting potential land use conflicts. A designated elevator serving the restaurant will minimize conflict with the building's residents. The design ensures that the use is internal to the tower, with no adverse impacts anticipated on surrounding residential or commercial areas.

In this way, the amendment represents a modest but strategic adjustment to the urban exception that is both consistent with applicable policy direction and beneficial to the long-term vitality of the development and surrounding community.

### **North Interior Rear Yard Setback**

An amendment is proposed to remove the provision in Urban Exception 2834 that currently requires a "minimum rear yard setback from the northern edge of any parking structure/garage beneath any high-rise buildings: 4.1 metres." The original intent of the 4.1-metre setback provision was to account for a reduced setback from a north interior lot line upon conveyance of a northern portion (consisting of rehabilitated wetland) of the subject property to the City. Due to the detailed design process resulting changes to the extents of the underground parking garage, the proposed tower B1 does not appear to provide a 4.1-metre separation from the edge of the parking garage to the north in all locations.

The existing Urban Exception [2834] includes several provisions relating to setbacks from the rear lot line, as follows:

- / Minimum rear yard setback from the northern edge of any parking structure/garage beneath any high-rise buildings: 4.1m
- / Despite Table 65, a parking garage may extend up to 0 m from a lot line on the south, east, and west sides, be outside lands identified as being within the flood plain, and on the north side, be outside the 30m buffer from the PSW.
- / Minimum building setback from an abutting O1 or EP zone: 0 m

The above provisions are proposed to be simplified in order to maintain flexibility in case of minor design modifications and ensure sufficient setbacks from nearby natural heritage features. As such, the above provisions are proposed to be replaced with the following:

- / Despite Table 65, a parking garage may extend up to 0 m from a lot line on the south, east, and west sides, be outside lands identified as being within the flood plain, and on the north side, be outside the 30m buffer from the PSW.
- / Minimum building and tower setback: 0m from the identified PSW buffer.

With development being located outside a 30-metre buffer from the provincially significant wetland, the proposed amendment will ensure and all for flexibility regarding the placement of buildings relative to the extents of the underground parking garage.

### **Holding Symbol Removal**

Urban Exception 2834 established six (6) conditions to remove the holding symbol from the subject site. The holding symbol was applied to ensure that key planning, environmental, and infrastructure requirements were addressed prior to development. Upon approval of the Site Plan Control application, all requirements set out under the holding provision will have been addressed. The removal of the holding symbol is appropriate to allow the project to proceed to construction in accordance with the approved zoning and Site Plan Control framework.

## Integrated Environmental Review

The Integrated Environmental Review is intended to summarize how the proposed development has incorporated key recommendations from the Environmental Impact Study and other supporting technical studies to demonstrate the development's compliance with relevant Official Plan policies.

An Environmental Impact Statement (EIS) was prepared by CIMA+ on May 30, 2025, in support of the Site Plan Control and Minor Zoning By-law Amendment applications. The EIS outlines the environmental assessments, commitments, and findings related to the proposed development. This report confirms and supplements the 2022 EIS and the original site EIS, which was completed in 2017. The project adheres to the previous environmental commitments outlined in the 2017 and 2022 reports, while updating plans to reflect current best practices.

Additional site investigations confirmed the presence of certain species and habitats, with no significant changes from previous assessments. The updated natural heritage constraints on the subject site are demonstrated in Figure 29.

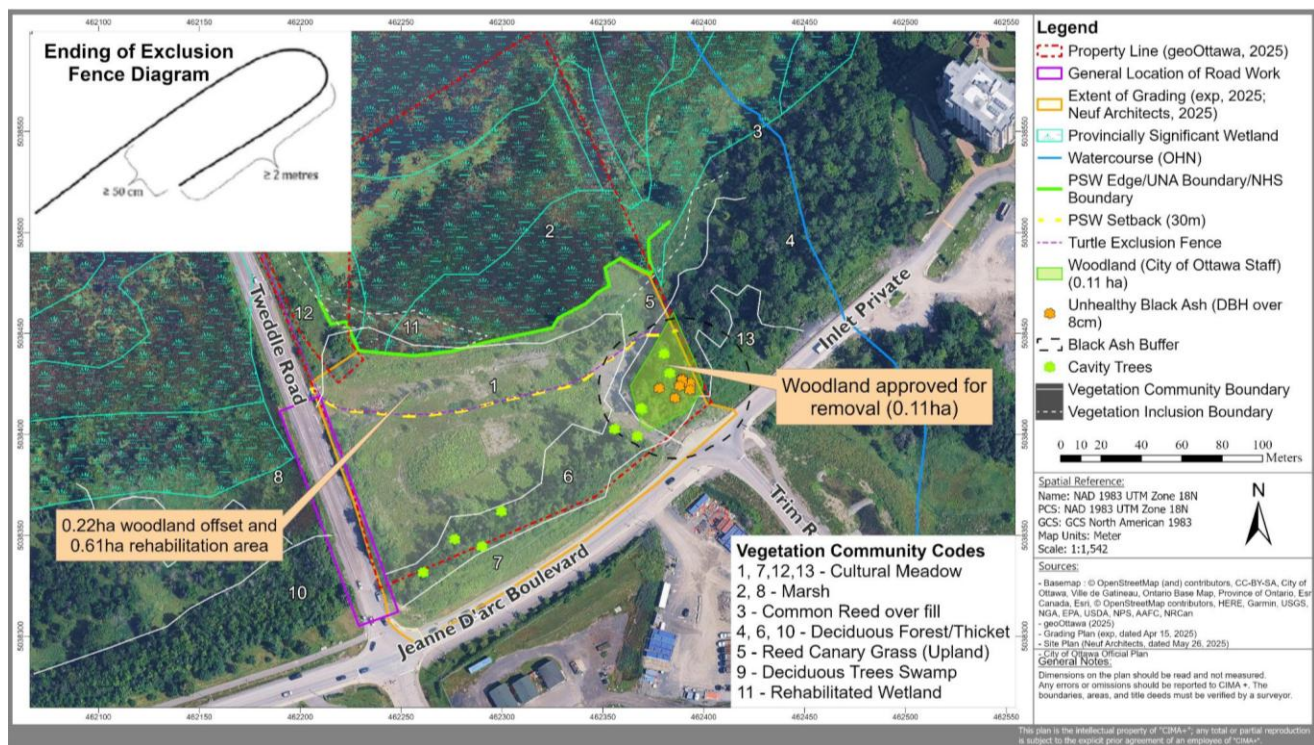


Figure 29: Updated Natural Heritage Constraints, 2025 (Source: EIS, prepared by CIMA+)

The project respects established natural heritage features and has included measures to mitigate the impacts of development on and around the subject site:

- / The development area and 30 metre setback are maintained as per previous commitments;
- / Provincially Significant Wetlands (PSW) are outside of the development area;
- / A 30 metre buffer is established around unhealthy black ash trees until Ministry of the Environment, Conservation and Park (MECP) confirmation;
- / A 0.22-hectare wooded area is being provided as part of rehabilitation works on the subject site to compensate for the approved removal of a 0.11-hectare urban woodlot; and,
- / Avoidance and mitigation measures are based on current best practices to minimize environmental impacts.

The EIS concludes that the proposed development can proceed with adherence to the report's outlined recommendations. The carefully considered development area has been designed to protect natural heritage features and ensure minimal environmental impact.

For the most part, the project adheres to the previous commitments. The discrepancies are:

- / Portion of the visitor viewing platform is within the 30 metre buffer; however, the design was adjusted to ensure that the encroachment cantilevered over the buffer zone and does not have a physical footprint.
- / Retaining walls were required within the buffer zone; however, instead of a vertical concrete structure, these were designed to be natural (i.e., rocks and vegetation plantings), and they are also located in a way that continues to allow turtle movement within the buffer zone. The vertical retaining wall along the edge of the 30 metre buffer is offset so that it does not encroach.
- / One (1) stormwater outlet is required within this area. Its location was adjusted to ensure that it does not encroach within the wetland or the fish habitat (i.e., the headwall and erosion protection measures terminate above the wetland edge/ordinary high-water mark).
  - o Placement of rip rap within the small part of the buffer will not impact turtle movement or any existing ecological functions of the buffer.
  - o Introduction of any flow in this area will not affect water levels and or the wetland vegetation. The flow is to be diffused (sheet flow or wide swale).

Section 4.2.4 of this report evaluates the development's compliance with the urban natural features policies outlined in Section 7.3 of the Official Plan. The proposed development demonstrates alignment with these policies by situating all built form and primary site functions outside of the lands identified within the Greenspace designation. The siting of development outside of the Greenspace designation, in conjunction with appropriate setbacks, ensures that the proposal will not result in adverse impacts on the identified natural features. Rather than extending into or altering these sensitive areas, the design instead incorporates complementary landscape elements such as strategically located viewing platforms that orient toward the Ottawa River, along with a 30 metre naturalized heritage buffer that reinforces the protection of the site's ecological functions.



## Conclusion

It is our professional opinion that the proposed Minor Zoning By-law Amendment and Site Plan Control applications represent good planning and are in the public interest, due to the following:

- / The proposed development is consistent with the intent of the Provincial Planning Statement, proposing the intensification of an undeveloped property within the built-up area where existing infrastructure and public service facilities are available, with strong connections and close proximity to rapid transit;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding growth management and the land use policies for the Suburban Transect, Neighbourhood and Greenspace designations, and for Protected Major Transit Station Areas (PMTSAs);
- / The proposed development conforms to the Orleans Corridor Secondary Plan regarding built form and height, the Trim O-Train Station planning area, and site development;
- / The proposed development conforms to urban design objectives and compatibility criteria established in section 4.6 of the Official Plan;
- / The City of Ottawa's Urban Design Guidelines for High-Rise Buildings and Transit-Oriented Development Guidelines objectives are met by proposing high density development within 600 metres of Trim Station; and,
- / The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.

Sincerely,



Gabi Amos, MCIP RPP  
Planner



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Senior Planner