

1971 & 1975 ST. LAURENT BOULEVARD PLANNING RATIONALE ADDENDUM

March 23, 2023

Mr. Tracey Scaramozzino
**Planner II, Development Review, South
Planning, Infrastructure and Economic Development Department
City of Ottawa
110 Laurier Avenue West
Ottawa, ON K1P 1J1**

Via Email: tracey.scaramozzino@ottawa.ca

RE: 1971 & 1975 St. Laurent Boulevard
Site Plan Control Applications (D07-12-22-0044)

Dear Mrs. Scaramozzino,

On behalf of Starlight, Fotenn has prepared the following Planning Rationale Addendum in response to technical circulation comments received on September 29th, 2022, which addressed the first submission of materials supporting the Site Plan Control application (D07-12-22-0044) related to the property at 1971 & 1975 St. Laurent Boulevard in the City of Ottawa.

In support of the resubmission, please find enclosed the following:

- / Revised Architectural Package;
- / Planning Rationale Addendum;
- / Revised Civil Engineering Package;
- / Revised Geotechnical Report;
- / Revised Noise and Wind Studies;
- / Revised Environmental Impact Assessment;
- / Revised Landscape Plan; and
- / Written Response to Technical Circulation Comments.

In our professional opinion, the enclosed submission appropriately addresses comments raised by City Staff and request that this file proceed to the Site Plan Control Approval stage.

Should you have any questions on the revised submission, please don't hesitate to reach out to the undersigned at beed@fotenn.com.

Sincerely,



Tim Beed, MCIP RPP
Senior Planner

1.0 Introduction

In March 2022, Fotenn Consultants Inc. (“Fotenn”) submitted a Planning Rationale and Design Brief for the Site Plan Control application for the proposed development of a grouping of four (4) buildings (3-residential & 1-parking garage) at 1971 & 1975 St. Laurent Boulevard, organized around a central courtyards and public space as well as a public parkland dedication. This submission package addresses the comments received as a result of the first round of technical circulation from the City of Ottawa on September 29th, 2022, and summarizes revisions made to the application package since the time of the initial submission.

As a result of those comments, as well as an internal reevaluation of the development program, the proposed development has been amended with the relocation of the public park, expansion of the parking garage, refinement of the at-grade amenity space, and slight changes to the building articulation and podium massing.

The overall building heights, location, & GFA, remain generally as proposed in the initial submission with unit count reducing slightly from 501 to 498. Further, as shown within the re-submitted architectural package, the overall podium articulation and massing have been adjusted to ensure improved compatibility with the existing community and mitigate adverse impacts. This revised scale and massing better represents the fabric of the existing community and improves the proposed interface with the public realm, public parkland, and internal at-grade amenity space.

The intent of this Planning Rationale Addendum is to assess the revised development proposal against the applicable policy and regulatory framework, and to provide an analysis of how the proposed revisions to the development achieves good design and is appropriate for the site.

Information from the original Planning Rationale that did not require any further clarification or discussion has not been included within this report but remains applicable for consideration. The originally submitted Planning Rationale and Design Brief should be read together with this Addendum.

Please also refer to the revised and resubmitted design brief, submitted under separate cover, for a fulsome understanding of the objectives and merits of the revised proposal.

1.1 Required Applications

To facilitate the proposed development, Site Plan Control Applications are required. The required planning application remains consistent with the originally submitted application.

This application for re-development is appropriate and demonstrates good planning as the proposed development is located within the urban boundary, on a site that is presently serviced, represents an ideal location for residential intensification, and contributes to the City’s goals of directing growth to its built-up areas. Further, the purpose of the proposed development is to create a multiplicity of spaces and responses for the diversity of the residents, acting as a welcoming addition to the Elmvale Acres neighbourhood through carefully considered building design, public amenity spaces and public parkland dedication.

Proposed Development & Design Brief

2.1 Development Summary

The proposed development continues to consist of three high-rise (17-storeys) residential buildings (Figure 15), represents Phase 2 in the overall development plan of the property with Phase 1 consisting of the two existing 18-storey residential buildings constructed in the mid-1970s. A fourth building, Parking Garage, is also proposed to accommodate parking requirements for the existing and proposed new residential units. In total, at full build-out, the site is proposed to consist of over 1,000 residential rental units.



Figure 1 Aerial Render looking north-east.

The revised development proposal statistics are summarized below:

/ Residential Units:

- **Total:** 498
 - **Building A:** 167
 - **Building B:** 164
 - **Building C:** 167

/ Unit Mix:

- Studio: 11
- 1 bedroom: 211
- 1 bedroom +den: 59
- Townhouse Style: 35
- 2 bedroom: 154
- 3 bedroom: 27

- / **Building Height:**
 - o All residential buildings (A, B, C): 17-storeys (54.0m)
 - o Parking Garage: 4.5-storeys (16.0m)
- / **Total Building GFA (ZBL Definition):**
 - o 36,100m²
- / **Amenity Space:**
 - o 7,010m²
- / **Landscaped Open Space at-grade:**
 - o 13,665m²
- / **Vehicle Parking:**
 - o Total New Parking Provided in Structured Parking: 523 spaces
 - o Existing Surface: 176 spaces
- / **Bicycle Parking:**
 - o 522 spaces new spaces
- / **Parkland Dedication:**
 - o 1,796.1m²

2.2 Design Changes from Original Submission

The revised proposed development for the subject lands has changed as follows.

2.2.1 Parkland Dedication

The revised proposal consolidates the existing area of surface parking at the south-west corner of the site into the proposed Parkade thereby increasing the amount of greenspace. The public parkland dedication area has increased to 1,796.1m² from previous submission for the Parkland Dedication (1,554m²). The proposed Parkland Dedication calculation is based on 10% of the sum total the development lands with Lot A (3,490.8m²) + B (3,618.2m²) + C (3,831.7m²) + D (6,883.4m²) which equalled a total area of 17,824.1m².

The new parkland dedication area represents a more optimal location at the south-west corner of the site, along St. Laurent Blvd. This corner location will be more visible and accessible to the public, will have better exposure to sunlight throughout the year, create a buffer between the proposed Building 'C' and the existing 2-sty townhouses to the south, as well as being closer in proximity to the proposed Park Land Dedication opposite St. Laurent Blvd. as part of the RioCan Elmvale Mall re-development.

In total, the proposed site layout includes over 15,000m² of at-grade landscaped space (Public and Private open-space). The proposal replaces existing surface parking abutting the public realm with ample open greenspace and Parkland Dedication with the opportunity to plant new trees, coupled with roof amenity areas for all three proposed buildings and the roof of the parkade with the ability to plant trees to replace trees lost to the proposed development.

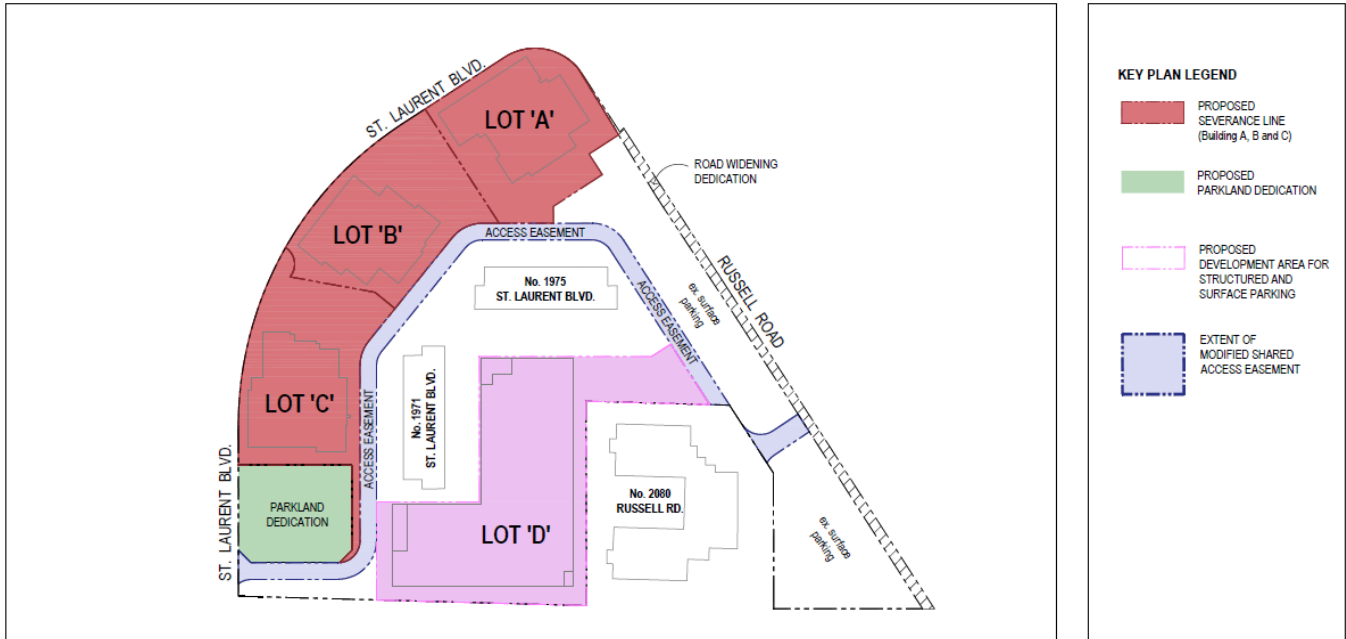


Figure 2 Site Area for Parkland Dedication Requirement.

2.2.2 Site Layout

The proposed redevelopment has been further developed to program and integrate the open spaces between proposed and existing buildings, as well as the public realm.

As illustrated in the submitted architectural package, the proposed design greatly improves on existing site conditions and knits with the surrounding community in the following ways:

- / The Proposed Building Heights (17-stys) are consistent with the adjacent existing building heights (18-stys) and future proposed buildings across St. Laurent Blvd. at the Elmvale re-development (16-stys).
- / An approx. 40m x 40m (0.2hectare) Park Dedication has been relocated to the south-west corner of the site to capitalize on direct sun exposure throughout the year.
- / Existing surface parking along St. Laurent Blvd. has been consolidated into a single (4-stys) structured parkade away from St. Laurent Blvd.
- / new built-form and open greenspaces and outdoor residential amenity, while also improving pedestrian connections through the site and connecting to the future Elmvale re-development project.
- / Much needed housing intensification contributes the City's population growth targets.
- / The project maintains present day urban design conditions that exists immediately to the south of site along the same side of St. Laurent Blvd. with at-grade residential uses (i.e.: townhouses and single family homes). from Tawney Rd. to south to Walkley Rd.

Further, the proposed design has been adjusted to allow for improved continuous pedestrian connectivity across St. Laurent based on present day intersection conditions as well as future contemplated pedestrian path of travel to the BRT. The open greenspace and residential amenity space is proposed to be located at the intersection of Russell Rd and St. Laurent Blvd. between Building A and B, between B and C, and between the two existing buildings 1971 and 1975 St. Laurent Blvd. Also design improvements along the internal private road adds to a better pedestrian experience and knits the parts of open green spaces of the site into a whole community.

Further, the design integrates with the existing buildings, surrounding community, and public realm in the following ways:

- / Open greenspaces increased and programmed to provide a variety of seasonal uses year-round better integrate with existing buildings.
- / Path of travel and connectivity through the site and to the future BRT Station.
- / Proposed buildings are oriented in way to have front-doors facing front-doors condition.
- / Proposed design improves the pedestrian experience along the internal private road.
- / Improved landscape design in front of lower floor units in both existing buildings on both sides.



Figure 3 Proposed Site Plan.

2.2.3 Building Massing and Articulation

The proposed building massing and articulation has also been refined as part of our response to the first round of technical comments. Building 'A' massing and façade design has been further developed to visually act as the 'anchor' building' at the intersection of St. Laurent Blvd. and Russell Rd. This has been accomplished as follows:

- / Limiting the mechanical penthouse to the front of the building and increased the height.
- / We have sub-divided horizontal elements to emphasize a more vertical profile.

Further, in an effort to better integrate the overall massing along St. Laurent Blvd., the design has been adjusted to allow the positioning of the tower portion of all three buildings to step-back 2.0m from the edge of the podium along St. Laurent Blvd.

Moreover, front entrances, lobbies, and other active uses (in all 3 buildings), now mirror the existing buildings opposite the private road and loading access has been reduced to occupy a lessened length of the overall ground floor.



Figure 4 North Elevation Building A.

2.2.4 Parking Garage

All surface parking adjacent to St. Laurent Blvd. have been consolidated into the Parkade. The Parkland Dedication has been relocated from being located between Building A and B to the south-west corner of the site to replace existing surface parking. Additional efforts made to design the Parkade elevation in a manner that conceal vehicles with planting beds at each level fanning out to humanize an otherwise utilitarian and rigid building type.

The Perimeter guard railings are designed to be clad in perforated metal and green is used at different levels and with different objectives in the design; at ground level a number of trees and islands of green are provided, providing shade and cooling, and increase the biodiversity in an urban landscape. Where the floor plates are located above grade, there are also potted planting material.



Figure 5 At-grade render from St. Laurent.

3.0 Policy and Regulatory Framework

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment.

The proposed development is located within the urban boundary on a serviced lot. As a site within walking distance of existing amenities and services and on the edge of an established neighbourhood, it has easy access to amenities and services, including parks, schools, employment, retail, and transit. The proposed development will contribute to the mix of housing types sizes to accommodate a variety of family and tenant compositions. Furthermore, the zoning permits for commercial uses that will support employment opportunities.

The proposed development is on an existing underutilized lot the promotes private vehicle usage within the urban boundary where services, amenities, facilities, transit, and infrastructure are readily available. The site is in close proximity to a Transit Priority Corridor and is within walking distance to access amenities and services, including parks, schools, employment, retail, and transit.

The subject site is an appropriate location for development that promotes opportunities for transit-supportive development in close proximity to an identified Transit Priority Corridor. The proposed development will provide a significant supply and range of housing options through intensification and redevelopment.

3.2 City of Ottawa Official Plan (2003, as amended)

It is my understanding that the City of Ottawa has indicated that the application will be reviewed against the Official Plan (2022). Fotenn is of the opinion that that this approach is not in keeping with the principle commonly referred to as the Clergy principle. As noted in previous OLT decisions, generally, the Clergy principle establishes the position that planning applications should be considered as per the planning policies that are in place at the time of the application, and should not be determined based on retroactive application of new policies, or policies that were not yet in force.

Having said the above, it is our professional opinion that the SPCA Application conforms to the direction and policies of the new Official Plan (2022). The Lands are in a suitable location for a high-rise building and the lot depth and the design of the building, including the low-rise podium and large tower separation to the rear lot line provide a sufficient and effective transition to abutting dwellings.

3.3 City of Ottawa Official Plan (2022)

The new City of Ottawa Official Plan (OP) received council approval and was adopted in October 2021 and received approval with changes from the Ministry of Municipal Affairs and Housing (MMAH) on November 4th, 2022.

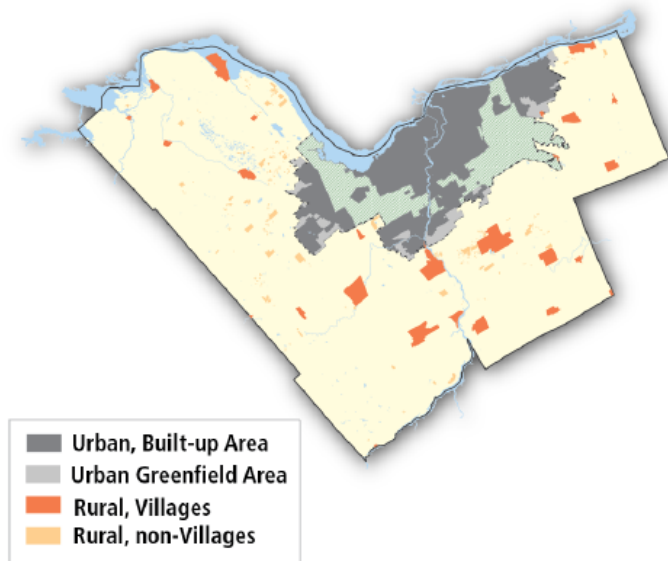
The City has the goal of becoming most liveable mid-sized City in North America. By 2046, population is expected to hit 1.4 million. The City has drafted an Official Plan that is intended to create a flexible, resilient City where people want to live/work/play. The main thrust of the plan is to achieve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

Policy directions include:

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

In terms of the strategic directives and land use designations, both will be reviewed as they relate to the subject site and the proposed development. The Official Plan provides guidance for development across the Ottawa region, outlining the how planning over the next 25 years will accommodate the projected population growth. The plan highlights specific desired features, such as 15-minute neighbourhoods, and other intensification targets aimed at improving the walkability and sustainability of existing built-up areas.

Geographical Growth Areas



Growth Allocation by Area

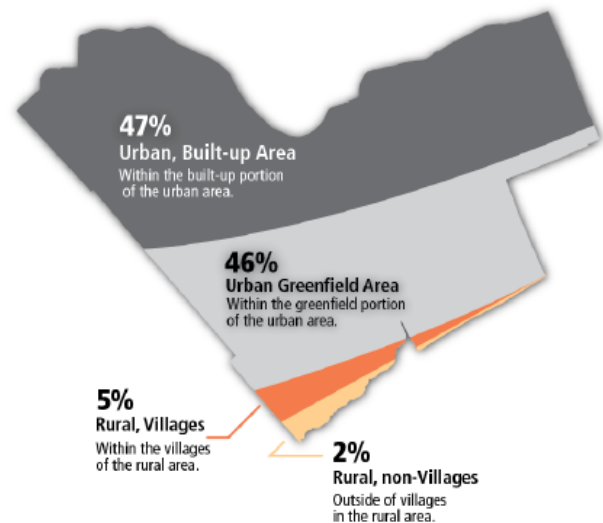


Figure 6 : Household growth targets (New City of Ottawa Official Plan).

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

- 1) *Achieve, by the end of the planning period, more growth by intensification than by greenfield development.*

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

As an infill development within the established Outer Urban Transect, this proposal advances the objective to achieve more growth through intensification.

- 2) *By 2046, the majority of trips in the city will be made by sustainable transportation.*

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related.

Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

As a property with convenient and nearby access to a wide range of transportation options including the Elmvale BRT Station, existing and future bicycle routes, and within walking distance of many employment areas and key services and amenities, this project supports the objective to ensure the majority of trips in the city will be made by sustainable transportation by 2046.

The subject site is well-situated for active modes of transportation and is in close proximity to, recreational facilities, institutional uses, and service and commercial areas.

- 3) *Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

Through proposing context sensitive building design that incorporates significant building separation distances, while also promoting increased residential density, improvements to the public realm, and environmentally responsive design approaches, the proposal contributes towards stronger, more inclusive and more vibrant neighbourhoods

- 4) *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

The introduction of more-dense residential developments within the existing well-served community will reduce the overall loss of open green space to development and discourage urban sprawl and avoid natural habitat loss. Further, the project will encourage a healthy modal split that isn't overly reliant on personal vehicle trips.

- 5) *Embed economic development into the framework of our planning policies.*

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

Infill development will contribute to economic vibrancy in the Outer Urban Area along this important commercial corridor. Further, infill development in an already established and serviced area is proven as a more efficient and cost-effective development pattern for municipalities.

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six (2) cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

As discussed above, the proposed development implements and complements several of the Official Plan's Cross-Cutting Issues. The proposed development intensifies an underutilized property within the Outer Urban Area that is within close proximity to higher-order transit infrastructure at the Elmvale BRT. Further, the development will significantly contribute towards the creation of 15-minute neighbourhoods as directed by the OP with opportunities to walk to suite many of future resident's day-to-day needs. The unit make-up also includes variety of unit-type options offering potential to attract a wide-selection of new tenants to the community.

Through a commitment to first-rate design accomplishments and diversity of unit types, the development will become an attractive place for people that live and work in this community. In summary, these merits facilitate the above-mentioned cross cutting issues and promote the overall objectives of the Official Plan.

3.3.1 Section 3. In terms of policies related to Growth Management Framework: Supporting Intensification, Ottawa's population is projected to grow by 40 per cent 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 up to 60% by 2046).

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 (per policy 3.2.8). The Official Plan defines two (2) broad dwelling size categories:

- / Small-household dwellings are units with up to 2 bedrooms and are typically within apartment-built forms; and,
- / Large-household dwellings are units with three or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.
- / Section 3.2, Policy 3 states the vast majority of Residential intensification shall be focused within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations.
- / Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.
- / Section 3.2 of the OP states the following residential density and dwelling targets for the Outer Urban Transect:
 - / Target density requirement, people and jobs: 120 per gross hectare
 - / Target residential density range for intensification: 120 dwellings per net hectare
 - / Target of large-household dwellings within intensification: minimum 5%, target 10%

The proposed development supports the intensification policies of the Official Plan by working towards density requirements established above within the Corridor Designation of the Outer Urban Transect of the Official Plan. Although meant to apply to the area wholistically, the minimum density target above of

120 units per net hectare is exceeded in the proposed development. The proposed development also includes 30% large-household units as defined in the Official Plan.

3.3.2 Section 4: City-wide Policies

City-Wide Policies In terms of direction to Shifting Towards Sustainable Transportation, **Section 4.1.4, Policy 10 states parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:**

- / Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;
- / Providing landscaping, art, murals or decorative street treatments;
- / Including other uses along the street, at grade, to support pedestrian movement;
- / Minimizing the frontage and visibility of the parking garage from the street, where appropriate; and
- / Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.

The proposed development features a parking garage with the parking ramp accessed via St. Laurent Boulevard, from the existing curb cut, resulting in no additional interruptions to the pedestrian experience at-grade along St. Laurent Boulevard. The frontage along St. Laurent is landscaped with a widened sidewalk, trees, and seating areas.

- / Greater Flexibility and an Adequate Supply and Diversity of Housing Options
 - Section 4.2.1 Policy 1 states that 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, among others:
 - Promoting diversity in unit sizes, densities and tenure options with neighbourhood including diversity in bedroom count availability; and
 - Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure.

The proposed development contributes to a diversity in housing types in the area by providing a combination of 1-bedroom, 2-bedroom, and 2-bedroom, as well as townhouse style 1 and 2-bedroom units.

3.3.3 Transects

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



Figure 7 Excerpt from Schedule B1, Downtown Core Transect, City of Ottawa Approved New Official Plan

3.3.4 Outer Urban Transect (Section 5.3)

The Outer Urban Transect represents the areas in-between the Inner Urban Transect and the Greenbelt, characterized by conventional suburban residential neighbourhoods and the distinct separation of land uses. The policies of the Outer Urban Area support the existing suburban patterns of development, while encouraging a greater interconnectedness and integration of commercial and residential uses.

The main objectives of the Outer Urban Transect are as follows:

- 1) Recognize a suburban pattern of built form and site design
- 2) Enhance mobility options and street connectivity in the Outer Urban Transect
- 3) Provide direction to the Hubs and Corridors located within the Outer Urban Transect
- 4) Provide direction to Neighbourhoods located within the Outer Urban Transect

Table 1: Height and density targets and Requirements (Consolidated Tables 3b and 7; City of Ottawa Official Plan).

Applicable Transect and Designation	Minimum and Maximum Building Height	Minimum Residential Density Requirement for Intensification (Dwelling Units per Net Hectare)	Minimum Proportion of Large-household Dwellings within Intensification
Mainstreet Designation within the Outer Urban Transect	Low-rise, Mid-rise and High-rise; minimum 2 storeys and maximum 40 storeys , dependent on road width and transition (5.3.3(4))	120 DU / Net Ha	Minimum: 5% Target: 10%

The transect area policies provide specific guidance for development as it relates to height, density, and built form, specifically:

- 3.3.4.1 The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be (5.3.1.2):
- / b) Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted.
- 3.3.4.2 In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in (5.3.1.4):
- / a) Multi-unit dwellings in Hubs and on Corridors.
- 3.3.4.3 Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, setbacks and angular planes (5.3.3.3):
- / On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise.
 - Right-of-way protection on St. Laurent is 37.5 metres.

The proposed development is consistent with the Official Plan's policy direction for development within the Outer Urban Transects. The proposed development complements the characteristics of the buildings located within the area and achieves higher density residential development.

The proposal takes advantage of the site's location near Elmvale BRT Station within the City's Outer Urban area and convenient access to multiple amenities by increasing the number of high-quality residential units within the established neighbourhood.

The building's residents will have convenient access to multiple amenities including recreational uses, as well as convenient access to office, and institutional uses in the area. Further, the development encourages active transportation by reducing on-site parking and providing significant number of on-site bicycle parking spaces.

When completed, the development will contribute to the establishment of a high-quality public realm by increasing pedestrian activity along St. Laurent and by contributing to the reinstatement of high-quality, upgraded public realm.

3.3.5 Mainstreet Corridor Designation

Within the Transects, the Official Plan also establishes various land use designations. Urban designations are not based on land use but, rather, on their urban function. Lands in the city have a hierarchy of importance based on their function and on the intensity of their use. As stated in the Official Plan, many types of land uses can exist as part of the function of each designation.

3.3.6 Mainstreet Corridor (Section 6.2)

The subject property is designated a Mainstreet Corridor in the Official Plan, as defined in Section 6.2.1.1.a(i), and is subject to the applicable policies of Section 6.2, specifically:

Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate.

Further, development (**6.2.1.2**):

- / a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- / b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- / c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and,
 - ii) Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and,
- / d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law (**6.2.1.3**):

- / a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- / b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or,
- / c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street (**6.2.1.4**):

- / a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and,
- / b) Vehicular access shall generally be provided from the parallel street or side street.

In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet (**6.2.2.1**).

The Official Plan transect and designation policies provide for a range of development opportunities on the subject property. The policies of the Official Plan encourage and permit up to, 40 storeys of mixed-use development, requiring a minimum residential density of 120 dwellings per Net Hectare.

The proposed development contributes to the housing density policies of the Official Plan by providing housing within walking distance to the BRT Line. Furthermore, the proposed development provides a comfortable public realm by orienting the principal entrances along St. Laurent Boulevard, with wide sidewalks, tree landscaping, and areas to sit and gather. A public park is also provided on the site.

The proposed development aligns with the Official Plan's policy direction for Mainstreet Corridors and creates a well-designed, mixed-use development that integrates with its surroundings and site context.

The development offers ground-floor residential space as well as a residential portion above. Active entrances are proposed on the ROW, thereby contributing the animation of the public realm. The presence

additional residential units abutting a prominent commercial area, the development is well situated to contributing to the creation of 15-minute neighbourhoods.

Further, the development complies with the policy direction for building heights in Mainstreet Corridor Designations within the Outer Urban Transects, as it proposes a maximum building height of 17-storeys for each building. The buildings are compatible with the nearby low-rise community through ample step-backs, tower separation, and provision of the parkland dedication area, to achieve an appropriate transition in height and built-form massing. By doing so, the development integrates well with the existing community character and also complements the surrounding area and context.

3.3.7 Evolving Neighborhood Overlay

The Evolving Neighbourhood Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to allow new built forms and more diverse functions of land.

The overlay is intended to provide opportunities to reach the City's growth management framework for intensification through the Zoning by-law by providing:

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

The new Zoning By-law will provide development standards for the built form and buildable envelope within the Evolving Neighbourhood Overlay and will apply minimum density targets.

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

3.3.8 Urban Design

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The Official Plan states that Urban Design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Policy 4.6.4 encourages innovative design practices and technologies in site planning and building design, with 4.6.4.1 stating that Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.

- / **The proposal will incorporate modern and innovative design and building technologies to ensure the building is sustainable, resilient and promotes high-quality re-investment in this area of Ottawa.**

Policy 4.6.5.1 states 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.

- / **The proposed development is located within the Mainstreet Corridor Designation on a site that is in close proximity to BRT on an Arterial Roadway with a Right-of-Way width over 30-metres, and that is currently predominantly used as a surface parking lot. As identified in the Official Plan, high-density development with a maximum height of 40-storeys is permitted on the subject site. The proposed development is adequately separated from existing low-rise rise neighbourhoods, and has been reviewed comprehensively with respect to potential impacts as further discussed herein.**

As part of the development, the public realm will be enhanced. As the redevelopment portion of the site is predominantly a surface parking lot, the development will improve the pedestrian realm providing a continuous street edge that provides pedestrian activity.

Sidewalks and landscaping elements are provided adjacent to the buildings. The massing and scale of the proposed development is designed to define and enclose public and private spaces along all street frontages, while creating a positive pedestrian-level experience.

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

- / **The proposed development animates the street edge with a variable podium that features an appropriate scaled ground floor with active residential entrances, well-designed public realm, and public parkland dedication.**

Policy 4.6.5.3 encourages designs to minimize the potential for conflict between vehicles and pedestrians and to improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible.

- / **The proposed development has been designed to improve the existing pedestrian environment and provide a vibrant pedestrian condition along St. Laurent Boulevard. As a site within walking distance of numerous key services, amenities, and employment opportunities, and with convenient access to Ottawa's bus rapid transit network and protected bicycle lanes, residents and visitors will be able to easily access the site.**

Policy 4.6.6 contains policies related to enabling the sensitive integration of new development into existing neighbourhoods.

- / **The height, massing, and design of the buildings are compatible within the existing context and promote the planned function of the area. The high-rise building form responds to the policies and**

regulations established for this area and the planned function of the surrounding area while also providing appropriate tower separation.

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

- / **The proposed development of three 17-storey buildings is in accordance with the planned context of the area. The podiums maintain a human scale within the pedestrian realm, while the tower portions are appropriately separated from existing and planned development.**
- / **With a floorplates of generally 750m², the tower dimensions ensure sun exposure while reducing shadowing.**

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

- / **The proposed development includes interior and exterior amenity area for residents through private balconies, at-grade outdoor landscaped space, communal amenity rooms, and enclosed amenity rooms and landscaped terrace on the rooftop of the buildings. A public parkland dedication is also included within this development.**

Per 4.6.6.8, 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 sizes should generally be limited to 750 square metres for residential buildings and 2,000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

- / **The proposed project includes three 17-storey towers with floor plates of 750m² in area, resting on a varied podium structures of 2-storeys.**
- / **The wind and shadow studies prepared for the proposed development show that any impacts are typical of the context and will not negatively impact the useability of the pedestrian realm and proposed public parkland. Shadows will move quickly as is typical of a point point-tower within an semi-urban context. Finally, tower separation will ensure that there are no impacts to privacy of existing or planned development within the vicinity of the proposed development.**

The design of the proposed buildings with a distinct base, middle, and top ensures the buildings respect the at-grade and low-rise scale and character of nearby properties.

The proposed floorplates are of an appropriate size to provide an efficient core while also providing flexibility in unit size and type.

Policy 4.6.6.9 states separation distance between high-rise towers should be provided to ensure privacy, light, and sky views for residents. Generally, a separation of 23 metres is preferred, though lesser separation distance may be permitted in accordance with Council approved design guidelines. Where the planned context would allow for high-rise buildings, development proposal should demonstrate and consider this.

The proposed building provides a tower floor plate of 750 square. Further, the towers adequately set-back at 23-metres to ensure compatibility is achieved. The setback and orientation of the tower elements with articulated window location and vertical glazing elements creates a visually interesting and attractive built form that will positively contribute to the skyline along St. Laurent Boulevard.

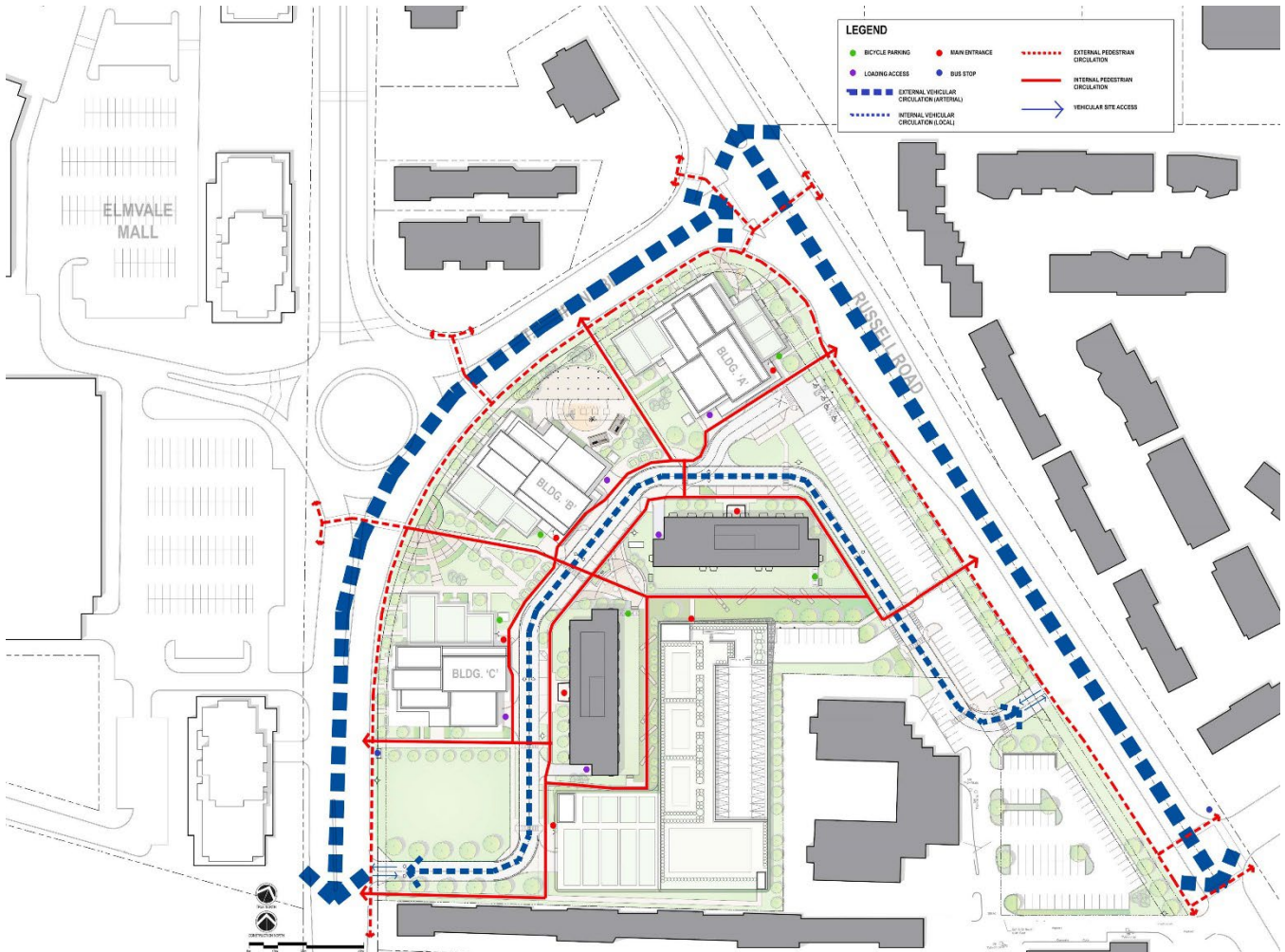


Figure 8 Internal and Community Connectivity.

3.4 City of Ottawa Zoning By-Law

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

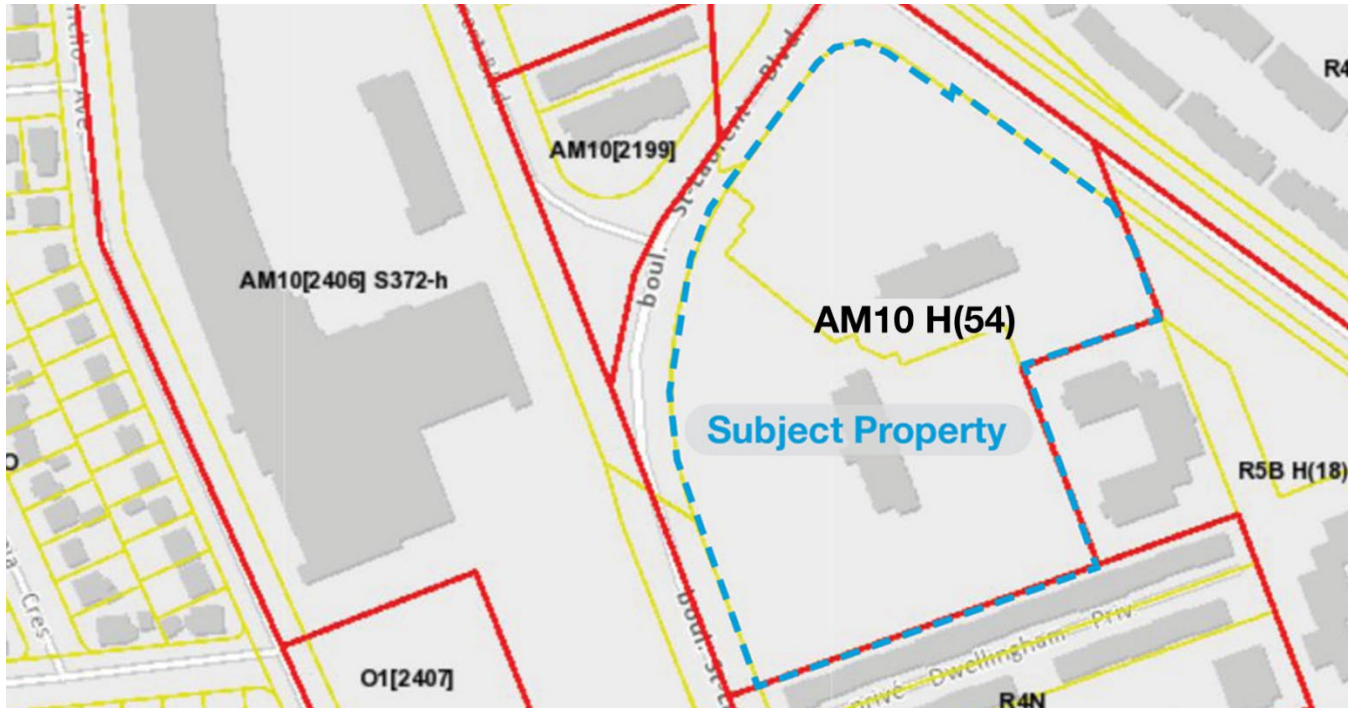


Figure 9 Excerpt from the City of Ottawa's Zoning By-Law Map

The purpose of the Arterial Mainstreet Zone is to accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan.

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

For the purposes of the Arterial Mainstreet zone, the front lot line is always the lot line abutting the Mainstreet. In this case, that would be the lot line abutting St. Laurent Boulevard. The east frontage along Russell Road is considered a corner side lot line, and the south property lines would be treated as interior side lot lines. The maximum building height in the AM10 zone is nine (9) storeys or 30 metres, or as specified on the zoning map. For the subject property, the specified height on the zoning map permits a maximum height of 54 metres.

As demonstrated in the initial Planning Rationale, the proposed development remains compliant to the established provisions within Ottawa Zoning By-law (2008-250).

4.0 Conclusion

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

- / The development proposal continues to be consistent with the intent of the Provincial Policy Statement with respect to infill development, particularly allowing development in established urban areas where services, amenities, facilities, transit, and infrastructure are readily available.
- / Through providing an additional 498 residential rental units on the site, the proposal adheres to intensification objectives for properties within well-serviced existing communities.
- / The proposed development conforms to the new Official Plan (2022) policies regarding intensification, managing growth, and the land use policies for the Arterial Mainstreet Designation.
- / The proposal continues to comply with the City's urban design objectives and compatibility criteria of the Official Plan. The high-rise built form and materials reflect the character of the existing community and will contribute positively to the community.
- / The proposed development continues to adhere to the Zoning By-law with regards to the proposed, height, built form, building orientation, and lot location. The existing AM10 H(54) zone for the subject property is compatible with the zoning framework of the surrounding area and ensures compact and efficient development on the subject property.
- / The proposed development is supported by the submitted plans and studies and will create no adverse impacts on the area regarding shadowing, wind, noise, or transportation capacity.



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