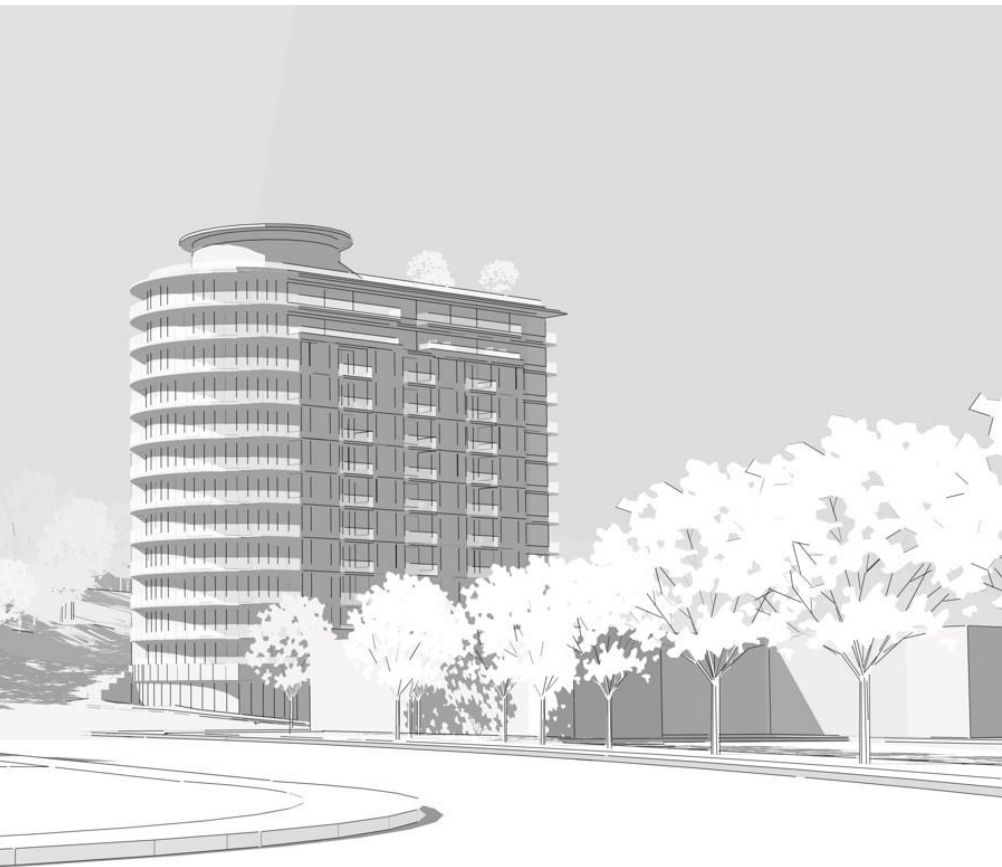


FOTENN

3030 ST. JOSEPH BOULEVARD





Prepared for:

Orleans Heights Developments
4950 Yonge Street, Suite 1010
Toronto, Ontario M2N 6K1

Prepared by:

FOTENN Planning
+ Design

Fotenn Planning + Design
223 McLeod Street
Ottawa, ON K2P 0Z8
fotenn.com

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1.0 INTRODUCTION

1

Fotenn Consultants Inc. has been retained by Orleans Heights Developments to prepare a Planning Rationale in support of a Minor Zoning By-law Amendment for the lands municipally known as 3030 St. Joseph Boulevard ("subject site") in the Orléans community of the City of Ottawa (Figure 1).

Orleans Heights Developments is seeking a Minor Zoning By-law Amendment in order to establish an appropriate building envelope on the subject site given the applicable Official Plan policies. More specifically, the Minor Zoning By-law Amendment seeks to increase the maximum permitted height under the existing Arterial Mainstreet (AM3) zoning from 25 metres to 35 metres from average grade (41 metres from St. Joseph Boulevard) and increase the maximum permitted Floor Space Index (FSI) from 3.5 to 4.5. Further, the maximum permitted front yard setback of 4 metres would be exceeded by 0.85 metres. These amendments would support the development of a 12-storey apartment building with an additional level of ground floor commercial on the subject site. The proposed development is still at the conceptual design stage and details such as the number of units, tenure, parking, etc. will be addressed through a future Site Plan Control application.



View East across the site



View North across the site



View South across the site



View West across the site

Figure 1: Views of the Subject Site

2.0 SUBJECT SITE AND SURROUNDING AREA

2

1.1 Subject Site

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

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

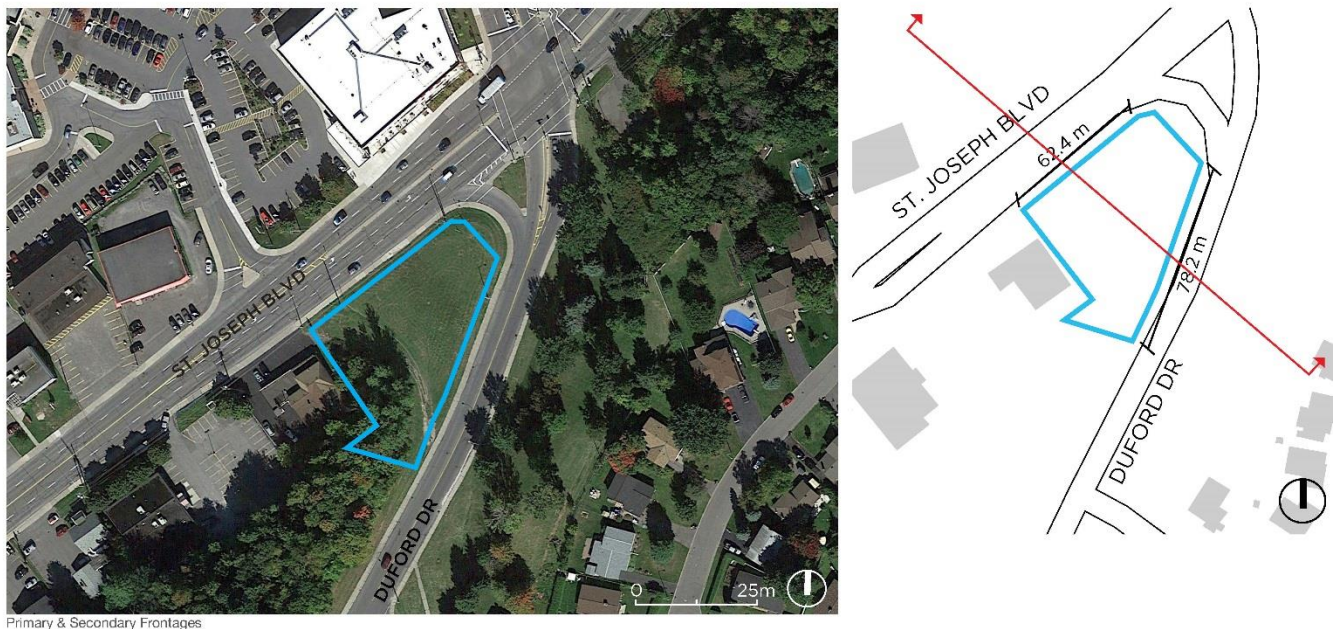


Figure 2: Characteristics of Subject Site

1.2 Surrounding Area

The area surrounding the subject site is characterized by a mix of uses, including:

North

To the north of the subject property is Place d'Orléans, a regional shopping centre. The shopping centre is comprised of a main building situated in the centre of the property, with surface and structured parking located around the perimeter of the site. Several stand-alone buildings have recently been constructed on the shopping centre site, including a retail food store located immediately north of the subject site, at the northwest corner of the eastern intersection of Place d'Orléans Drive and St. Joseph Boulevard. A few automobile-related uses (independent of the shopping centre) are located along the north side of St. Joseph Boulevard.

The Place d'Orléans Bus Rapid Transit (BRT) Station is located on the north side of the main building of the shopping centre, beyond which is Highway 174 (a City freeway), followed by low-density residential development and finally the Ottawa River. The Ottawa River Pathway trails are located within 5km of the subject site. These multi-use pathways provide access to Ottawa's waterways and allow cyclists and pedestrians to safely travel some of Ottawa's most scenic routes.

East

To the east of the subject site, the undeveloped base of the escarpment continues along the south side of St. Joseph Boulevard for several kilometres. This greenspace includes several different types of mature tree species and buffers the residential properties located beyond it to the south.

On the north side of St. Joseph Boulevard, east of the subject site, are community service and cultural centres such as the Shenkman Arts Centre and the YMCA.

South

To the south of the subject site, both southwest and southeast (across Duford Drive) is an area of green space that is designated "Major Open Space" in the Official Plan and zoned "Parks and Open Space Zone (O1)" in the Zoning By-law (Figure 9). Approximately 530 metres southwest of the subject site is the Cumberland Bilberry Creek ravine, which runs north-south through the approximate centre of Orléans and contains pedestrian trails.

To the south and southeast of the subject site is the Queenswood Heights neighborhood, which is comprised of detached homes that were constructed in the 1960s and 1970s. Several parks and schools are located in this neighbourhood (Figure 5).

West

The subject site forms the eastern terminus of the St. Joseph Arterial Mainstreet, the original commercial corridor in Orléans. Immediately abutting the subject site to the west is a small, commercial plaza containing a convenience store, a barber shop and a take-out restaurant. Commercial uses continue west along St. Joseph Boulevard to the Arterial Mainstreet's western terminus at Forest Valley Drive/Youville Drive, approximately 3.5 km to the west.

1.3 Road Network

St. Joseph Boulevard is identified as an “Existing Arterial” on Schedule E- *Urban Road Network* of the City of Ottawa’s Official Plan (Figure 3). This road spans across the entire City, becoming Montreal Road in Vanier, Rideau Street in downtown Ottawa, Wellington Street in between Parliament Hill and Preston Street, and Sir John A. Macdonald Parkway from Preston Street until its terminus at Carling Avenue in the City’s west end. Arterial roads are major roads in the City that carry large volumes of traffic over long distances. They function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but to serve pedestrians, public utilities, cyclists and public transit buses.

Duford Drive is identified on Schedule E as an “Existing Collector” that becomes Place d’Orléans Drive, an “Existing Arterial”, on the north side of St. Joseph Boulevard. According to the Official Plan, collector roads connect communities and distribute traffic between the arterial system and the local road system. Collector roads tend to be shorter, carry lower volumes of traffic, and have lower speeds than arterials. They are the principal streets used by local residents, delivery and commercial vehicles, transit and school buses, cyclists and pedestrians. Direct access to collector roads from adjacent properties is permitted provided that the access will not compromise traffic safety or capacity concerns.

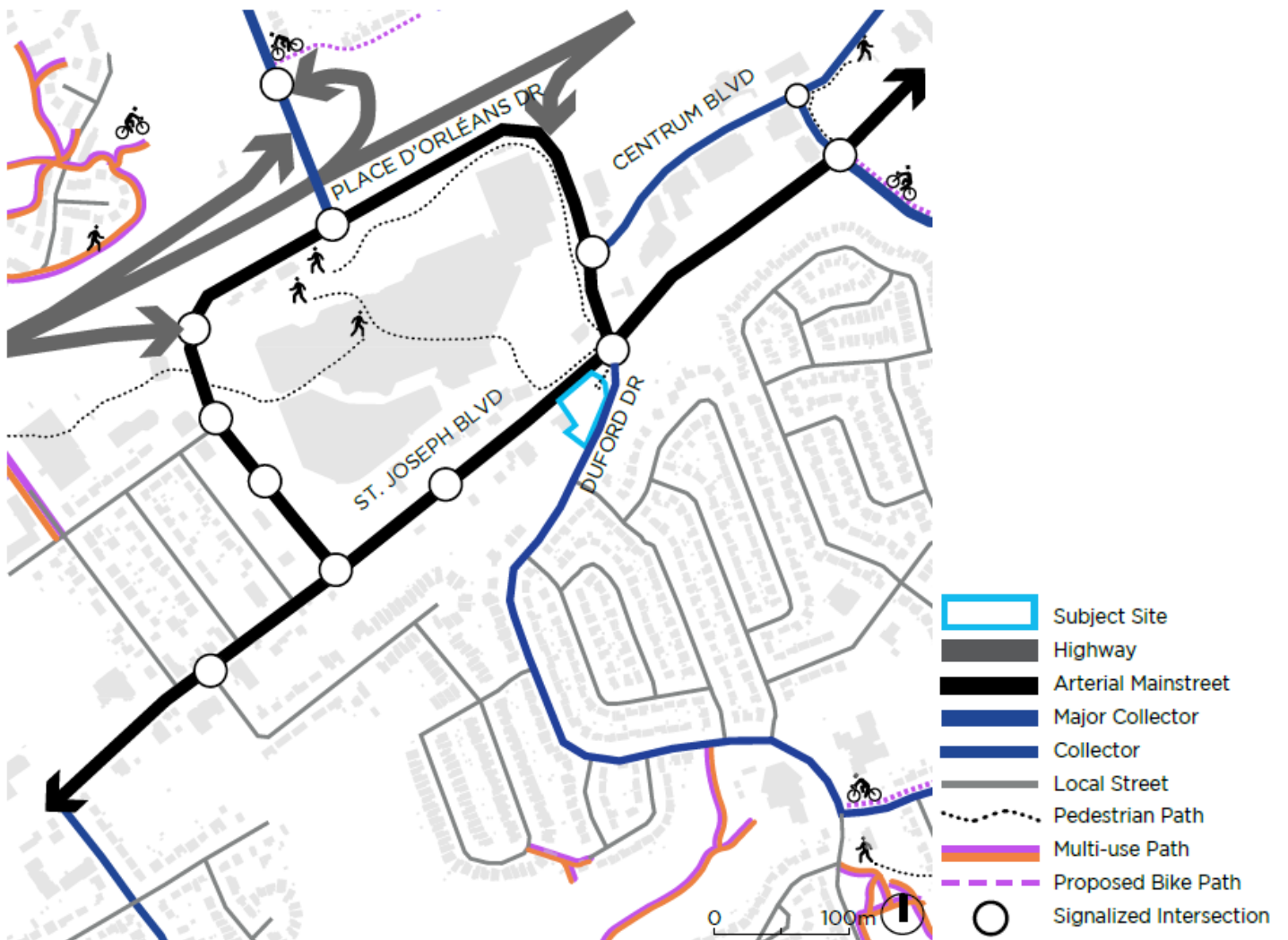


Figure 3: Circulation Networks

1.4 Public Transit

The subject site is ideally situated in terms of accessibility to public transit (Figure 4). Three bus routes run past the site's Duford Drive frontage, including one rush-hour express route (#234) and two local routes (#131 and #137). A fourth bus route (express route #232) also travels through the intersection of Duford Drive/Place d'Orléans Drive and St. Joseph Boulevard and continues east on St. Joseph to Prestone Drive.

The Place d'Orléans Transit Station, which is planned to be converted from Bus Rapid Transit (BRT) to Light Rapid Transit (LRT) by 2022, is an 8 to 9 minute walk from the subject site. When Place d'Orléans is open, there is an alternative route accessed through the shopping centre, otherwise the Transit Station can be accessed by walking around the shopping centre. Place d'Orléans Transit Station is currently well serviced by many local and express bus routes.

Given that the subject site is located within 600 metres of the Transit Station, certain uses are subject to maximum parking space rates under the Comprehensive Zoning By-law, including office, apartment, and retail uses.

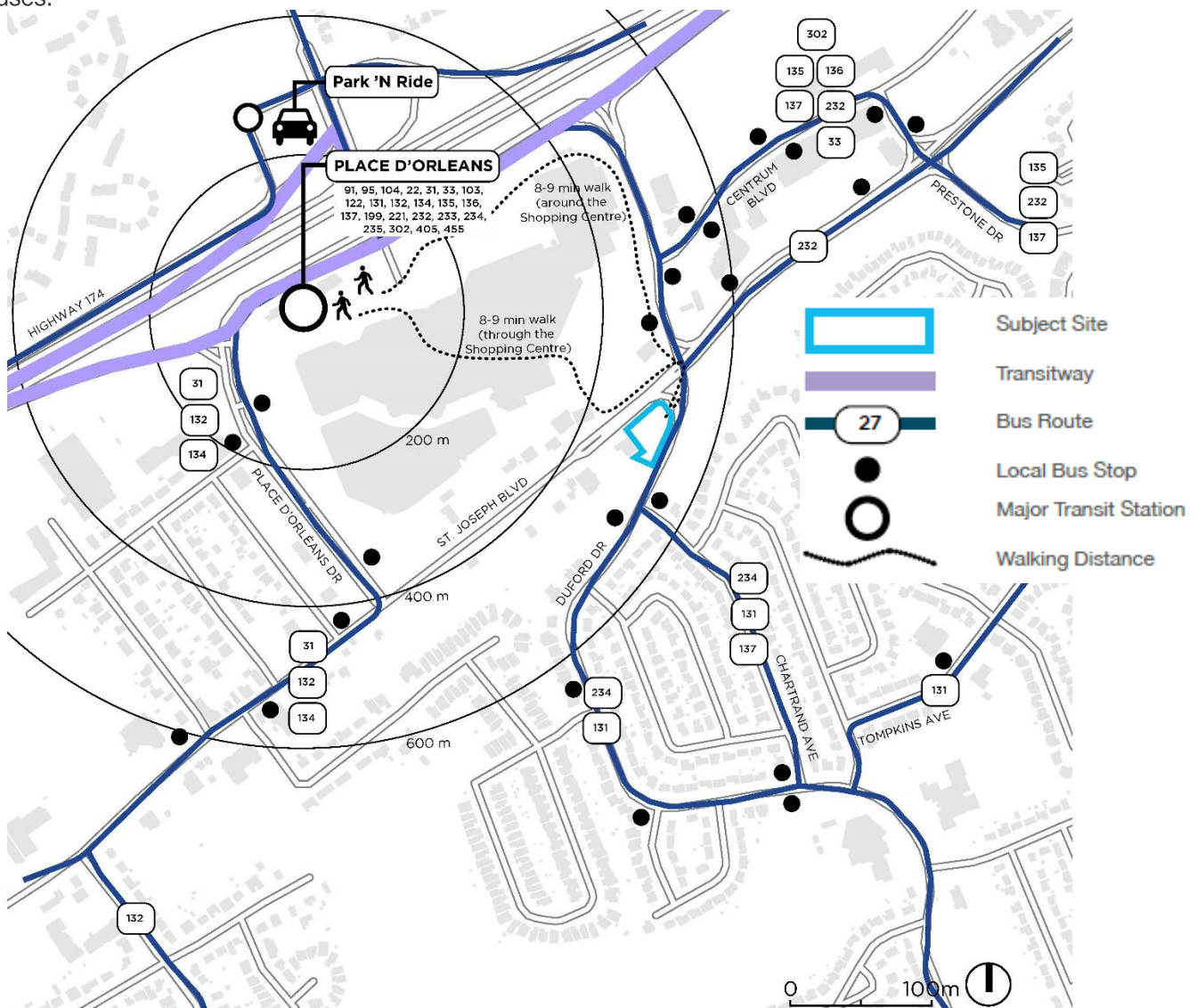


Figure 4: Public Transit Network

1.5 Area Amenities

Given its location adjacent to the Orléans Town Centre, the subject site is in close proximity to a variety of amenities (Figure 5). As previously noted, St. Joseph Boulevard is an Arterial Mainstreet that contains service, commercial, retail, restaurant and institutional uses mixed with medium and high-density residential buildings.

Bilberry Creek Park, Ravine Park, and Queenswood Heights Centennial Park are all located less than 1 kilometre to the south of the site, or an 8 to 12 minute walk. These municipal parks offer walking paths, sports fields, play areas, softball diamonds, tennis courts, outdoor ice skating, basketball courts, a splash pad, a sledding hill, and a Community Centre.

Approximately 2 kilometres southeast of the subject site, on the east side of Tenth Line Road, is a municipal building which contains the Cumberland Public Library and the Ray Friel Recreation Complex. Ray Friel contains three arenas, a fitness centre, a wave pool, and a restaurant, amongst other facilities and services.

The subject site is ideally located close to both day cares and schools. Seven daycares are located within 1 kilometre of the subject site. An Ontario Early Years Centre, which offers a variety of programs and services for babies and children up to six years old, is located approximately 300 metres to the northeast.

Two French Catholic Elementary Schools are located less than 1 kilometre south of the property. Three of Ottawa's four school boards have both elementary and secondary schools within a radius of just over 1.5 kilometres from the subject site, including the Ottawa Catholic, Ottawa-Carleton District, and French Catholic School Boards.

The Shenkman Arts Centre is located approximately 350 metres northeast of the subject site. Completed in 2009, this arts facility contains two theaters, seven galleries, and 17 studios. The Shenkman Arts Centre was developed through a Public-Private Partnership (P3) and is currently operated by the City of Ottawa.

Both municipal and provincial service centres are located in close proximity to the subject site, including the Orléans Client Service Centre adjacent to the Shenkman Arts Centre and Service Ontario, located on the south side of St. Joseph Boulevard, approximately 575 metres west of the subject site.

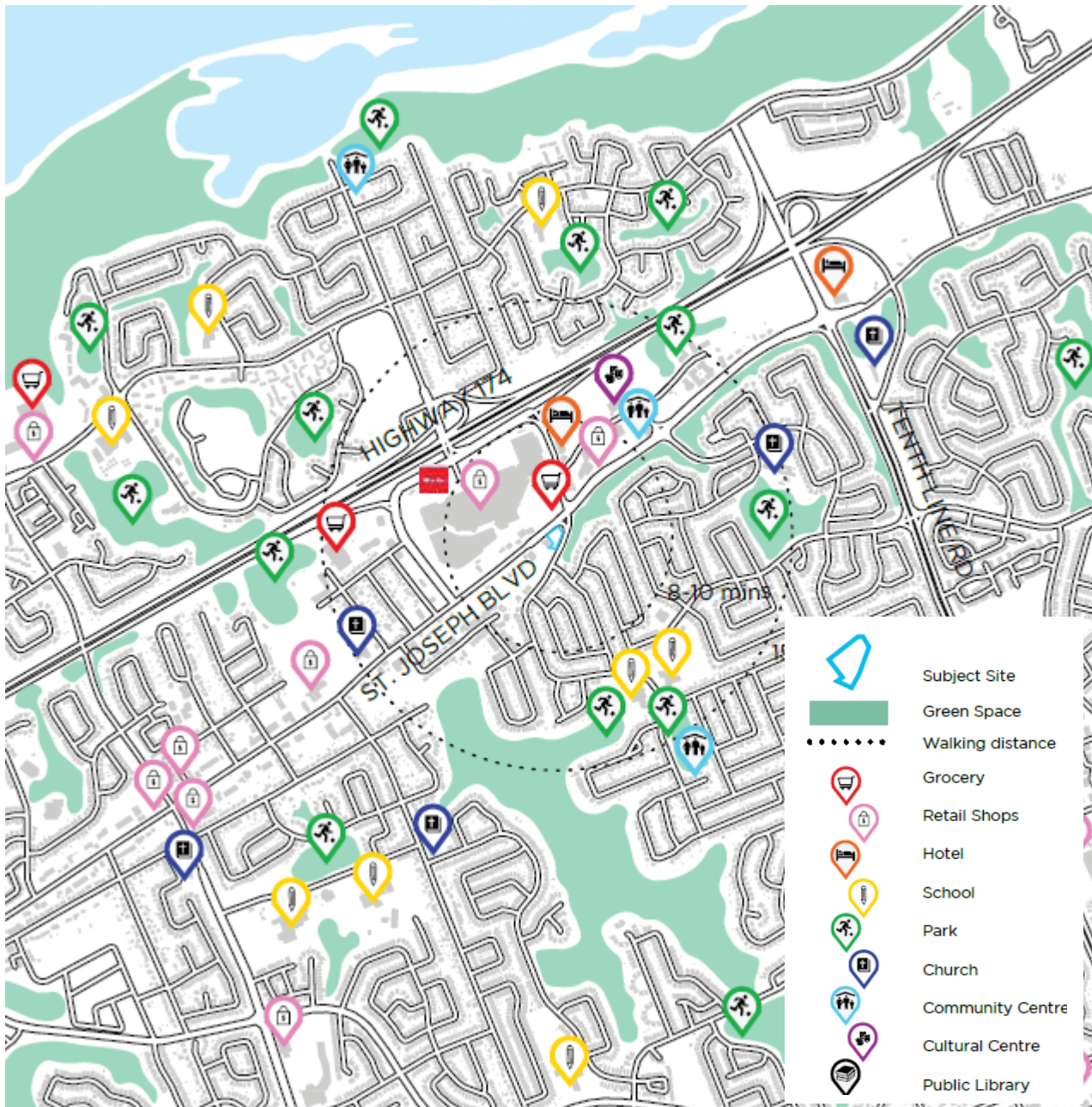


Figure 5: Amenities, Parks & Green Space

2.0 PROPOSED DEVELOPMENT

Orleans Heights Developments is proposing to develop a 12-storey apartment building with an additional level of ground-floor commercial and underground parking on the subject site (Figure 6). The proposed building exhibits a “flat-iron” design, which reflects the triangular nature of the subject site (Figure 7). This unique built form would serve as a landmark which identifies the start of the St. Joseph Boulevard Arterial Mainstreet.

While still conceptual in nature, the proposed development could accommodate approximately 144 apartment units, comprised of one, two, and potentially some three bedroom units. The ground floor commercial component would occupy approximately 640 square metres (6,900 square feet) of space, with approximately four units fronting on St. Joseph Boulevard. The commercial units may be used for such uses as small-scale retail and service establishments and/or a restaurant. An outdoor patio for a restaurant use could be accommodated at the intersection of St. Joseph and Duford, offering a privately owned public space (POPS) that would enliven the Arterial Mainstreet. Behind the commercial space would be ground-floor parking spaces accessed via a right-in/right-out connection from St. Joseph Boulevard, the only vehicular access proposed to the site. Additional parking would be provided in approximately three levels of underground parking.

The proposed development was designed with relevant City policies in mind. It looks to advance the City’s Transit Oriented Development (TOD) policies by providing transit supportive land uses within a short distance of Place d’Orléans Transit Station. The proposed development would serve to increase the number of residents living in close proximity to the future Light Rail Transit Station and broaden the range of housing types in this area.



3.0 PLANNING AND REGULATORY CONTEXT

3.1 City of Ottawa Official Plan (2003, As Amended)

The current City of Ottawa Official Plan (OP) (2003) provides the policy framework to guide development within the City to 2031. The most recent update to the Official Plan resulted in the passing of Official Plan Amendment (OPA) 150 in 2013. OPA 150 proposes numerous changes to policy references and land use designations. The Ministry of Municipal Affairs and Housing (MMAH) issued approval of OPA 150 in April 2014 but the Amendment was appealed to the Ontario Municipal Board (OMB). In a pre-hearing, the OMB ruled that the City of Ottawa must prepare additional background studies prior to the formal hearing. The existing Official Plan policies remain in full force and effect until the conclusion of the hearing. However, the Council-approved OPA 150 must be taken into account when considering opportunities for the development of the subject site.

The subject site is designated “Arterial Mainstreet” on Schedule B- *Urban Policy Plan* of the City of Ottawa Official Plan (2003) (Figure 8). Arterial Mainstreets are identified in the Official Plan as Mainstreets generally developed after 1945, which typically present an urban fabric of larger lots, larger buildings, varied setbacks, lower densities and a more automobile-oriented environment than Traditional Mainstreets.

Mainstreets are identified by the City as “Design Priority Areas”, therefore the Zoning By-law Amendment application and a future Site Plan Control application are expected to be subject to review by the City’s Urban Design Review Panel (UDRP).

3.1.1 Permitted Uses

A range of uses are permitted within the Arterial Mainstreet designation, including: retail, service commercial, offices, residential and institutional uses. This includes new gas bars, service stations, automobile sales, and drive-through facilities, subject to compliance with Official Plan policies. Further, Major Urban Facilities, defined as hospitals, universities/colleges, major sports/recreational/cultural facilities, and major shopping centres (over 50,000 m² gross leasable area) are also permitted on Arterial Mainstreets.

The Official Plan (2003) calls for Arterial Mainstreets to re-develop over time into denser, mixed-use, more pedestrian-oriented and transit-friendly streetscapes. A transition to a more urban pattern of land use and built form is encouraged, including more intensive, higher-density forms of residential and employment development. The blending of uses is particularly encouraged along Arterial Mainstreets, meaning that uses can co-exist in an individual building or lot. Infill should be in a format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

The development proposed on the subject site would fulfil Official Plan policies that encourage a mix of uses (residential and commercial in this case) and the redevelopment of lots with buildings that address the Arterial Mainstreet.

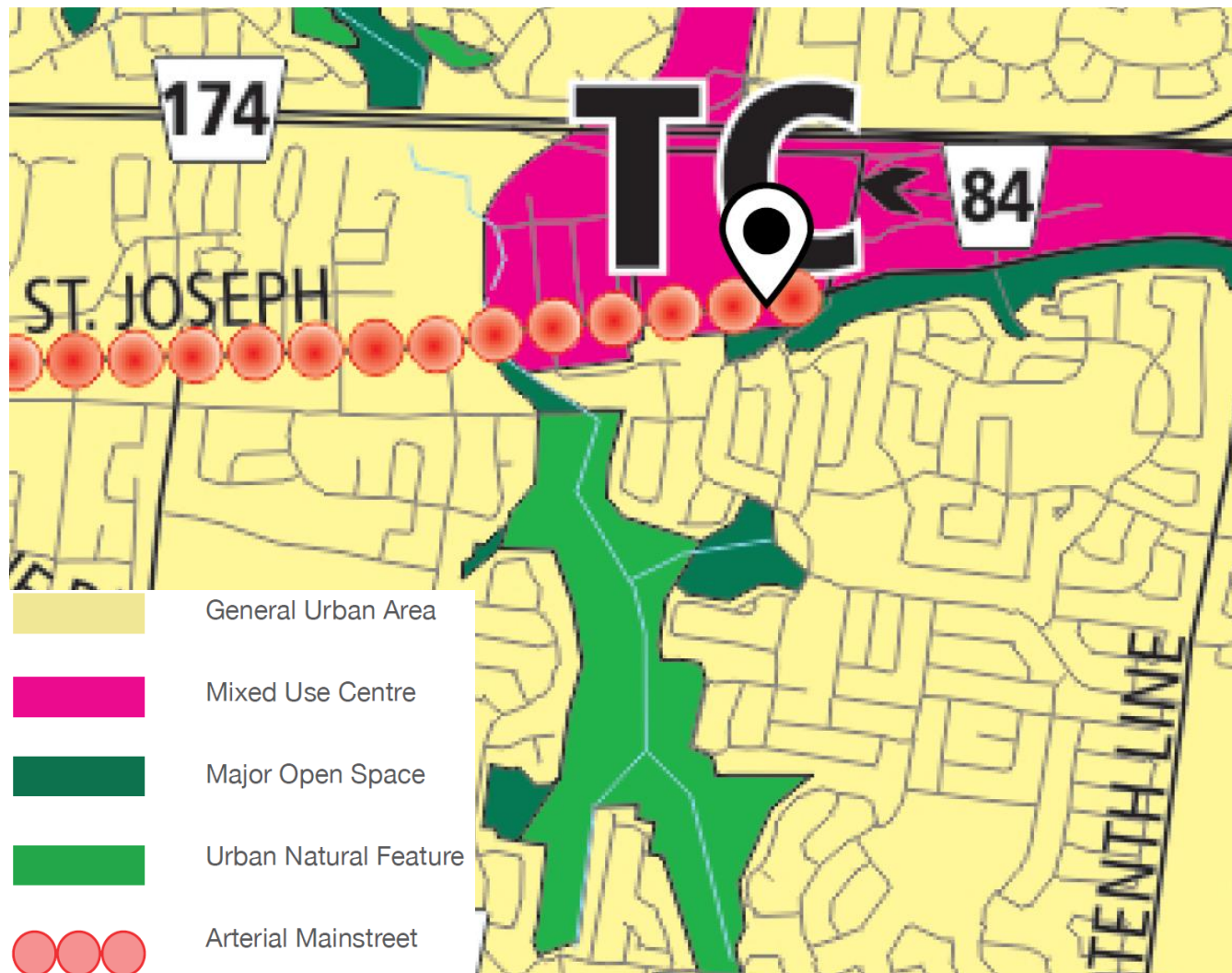


Figure 8: City of Ottawa Official Plan- Schedule B (2003)

3.1.2 Building Heights

Section 3.6.3 of the Official Plan (2003) permits building heights up to generally nine storeys along Arterial Mainstreets. Section 4.11 of the Official Plan states that greater building heights will be considered in any of the following circumstances, including:

- / Within areas characterized by high-rise buildings that have direct access to an arterial road;
- / Within 600 metres of a Rapid Transit Station;
- / Where identified in a Council-approved planning document, such as a Community Design Plan or Secondary Plan;
- / Where high-rise buildings are permitted in the current zoning; and
- / Where a built form transition is considered appropriate.

Given that the subject site is located within 600 metres of the Place d'Orléans Rapid Transit Station, greater building heights may be considered. Taller buildings must exhibit design sensitivity and appropriate transition to adjacent lower built forms.

OPA 150 (2013) also specifies that building heights up to nine storeys will predominate along Arterial Mainstreets. Further, OPA 150 modifies Section 3.6.3 of the Official Plan to specify that, subject to a zoning amendment, taller buildings up to a maximum of 12 storeys may be considered at the following nodes, if the development provides a community amenity and meets the Official Plan's urban design and compatibility policies:

- / Within 400 metres walking distance of a Rapid Transit Station;
- / Directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor;
- or,
- / Directly abutting a Major Urban Facility.

As depicted in Figure 4, the subject site is located just beyond a 400 metres radius from the Place d'Orléans Transit Station. As discussed in Section 3.6.7 of the Official Plan, major shopping centres (over 50,000 m² Gross Leasable Floor Area (GLFA)), such as the Place d'Orléans Shopping Centre (over 71,000 m² GLFA), are classified Major Urban Facilities. Therefore, the subject site is a suitable location for greater building heights.

In terms of providing a community amenity, Orleans Heights Developments is contemplating incorporating an exterior staircase along the western property line, in the general location of the existing cut-through route currently being used by pedestrians. This would allow local residents to continue to benefit from a shorter walking distance to the Transit Station.

The height of the proposed building is mindful of the significant grade change on and to the south of the subject site, which assists in mitigating potential impacts on the existing dwellings in the Queenswood Heights neighbourhood. A Shadow Study produced by rla architecture shows that the shadows from the proposed building would be cast northwards onto the shopping centre property, commercial uses along St. Joseph Boulevard, and the open space located on the south side of Duford Drive, not on the existing detached dwellings to the south.

3.1.3 Intensification

Section 2.2.2- *Managing Growth* of the Official Plan identifies the Central Area, Mixed-Use Centres, Town Centres, and Mainstreets as target areas for intensification. Minimum density targets have been established for certain target areas. The St. Joseph Arterial Mainstreet has not been assigned a Minimum Density Requirement. However, the Orléans Town Centre, which is located to the immediate north of the subject site, has a target of 120 people and jobs per gross hectare, with an "existing" (2006) density of 48 people and jobs per gross hectare. OPA 150 strengthens this policy by changing the targets to "requirements". OPA 150 also refines the current density (as of 2012) of the Orléans Town Centre to 45 people and jobs per gross hectare.

3.1.4 Compatibility

Sections 2.5.1 and 4.11 of the Official Plan address urban design and compatibility. For Section 2.5.1, OPA 150 builds on the existing policies and adds additional policies regarding the public realm.

The compatibility criteria identified in Section 4.11 of the existing OP include: traffic, vehicular access, parking requirements, outdoor amenity areas, loading areas, lighting, noise and air quality, sunlight, micro-climate, and supporting neighborhood services. Section 4.11 also contains policies on building profile, building transitions, intensification inside stable, low-rise neighborhoods, and First Nations Peoples design interests.

Section 4.11 of the Official Plan suggests the following measures to accomplish transitions between built forms:

- / Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
- / Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a mainstreet);
- / Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);
- / Architectural design (e.g. the use of angular planes, cornice lines); and
- / Building setbacks.

The Official Plan acknowledges that the use of transitions may vary according to such factors as the size of the development area, the planned intensity of use in the immediate area, the size of the lower-profile area, the street widths and the analysis of impacts on adjacent areas.

OPA 150 removes the majority of the existing policies in Section 4.11 of the Official Plan and proposes new policies on views, building design, massing and scale, high-rise buildings, outdoor amenity areas, public art, and Design Priority Areas. Of relevance to the subject site, which is located at the intersection of an arterial and a collector road, is new policy 4.11.7:

“The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community. The City will require that development proposals at such locations include the following:

- / Strong architectural design elements that feature the corner or street axis by locating buildings close to the street edge, and/or orienting the highest and most interesting portion of a building (e.g. the main entrance) to the corner or axis which has a view of the terminus.*
- / Capitalizing on design possibilities for both street façades (by wrapping the materials used on the front façade around the building where any façades are exposed to the public realm); and*
- / Soft landscaping features, special paving materials, and/or curb extensions to shorten the distance across the street and larger sidewalk area to accommodate sidewalk activity.”*

The current Concept Plan achieves a number of the OP (2003) and OPA 150 (2013) policies noted above. In particular, the “flat iron” shape of the building offers a strong architectural design element which would serve as the gateway to the St. Joseph Arterial Mainstreet. Further, ground-oriented units (pedestrian access only) are being contemplated for the Duford Drive frontage, which would provide activity and interest along this well-travelled route to the Orléans Town Centre/Transit Station. Given the unique shape of the property, the majority of building facades will be visible to the public, therefore care will be taken to ensure that high quality materials and landscaping are consistently applied. Details of the proposed development will be confirmed through a future Site Plan Control application.

3.2 Urban Design Guidelines for Development along Arterial Mainstreets (2006)

In May of 2006, City Council adopted Urban Design Guidelines for Development along Arterial Mainstreets. The aim of these guidelines is to provide urban design guidance to achieve appropriate development along Arterial Mainstreets. Any development proposed along an Arterial Mainstreet will be evaluated against the objectives of the Design Guidelines as well as the design elements referred to below.

The Guidelines address the following elements: streetscapes, built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs and servicing and utilities. Development along Arterial Mainstreets is envisioned as being located close to the street, while creating a green enjoyable pedestrian environment with landscaping where the width of the boulevard allows it. For development on corner lots, the expectation is that significant or landscape features will be incorporated to emphasize the public street and enhance the streetscape.

The Guidelines move from general design principles to specific design elements that the City would like incorporated in new development along Arterial Mainstreets where possible. The following key design guidelines are relevant to development on the subject site:

- / Locate new buildings along the public street edge.
- / Provide or restore a 2.0 metre wide unobstructed concrete sidewalk. Locate the sidewalk to match the approved streetscape design plans for the area.
- / Provide significant architectural or landscape features at the corner, on corner sites where there is no building, to emphasize the public streets and enhance the streetscape.
- / Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner.
- / Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.
- / Use clear windows and doors to make the pedestrian level façade of walls, facing the street and highly transparent.
- / Locate active uses along the street at grade, such as restaurants, specialty in-store boutique, food concessions, seating areas, offices and lobbies.
- / Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law.
- / Landscape areas between the building and the sidewalk with foundation planting, trees, street furniture, and walkways to the public sidewalk.
- / Use buildings, landscaping and other streetscape elements to create continuous streetscapes.
- / Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.

The Concept Plan for the subject site envisions a building that is located immediately adjacent to the St. Joseph Boulevard right-of-way, with commercial uses oriented towards the existing sidewalk. This built form would serve to define the street edge, creating a more comfortable environment for pedestrians and cyclists than currently exists. Parking will be provided interior to the building. Landscaping will be dealt with at the Site Plan Control stage.

3.3 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject site is zoned “Arterial Mainstreet Subzone 3 (AM3)” in the City of Ottawa Comprehensive Zoning By-law (2008-250) (Figure 9). Subzone 3 applies specifically to the St. Joseph Boulevard Arterial Mainstreet. As noted in Table 2, a wide variety of residential and non-residential uses are permitted in the Arterial Mainstreet zone. Subzone 3 serves to remove automobile dealership, automobile rental establishment, car wash, and gas bar as permitted uses.

City staff have confirmed that the subject site’s lot lines are defined as follows (Figure 10):

- / *Front line:* lot line in the northeast corner of the subject site, at the intersection of Duford Drive and St. Joseph Boulevard;
- / *Corner side lot lines:* lot lines abutting Duford Drive and St. Joseph Boulevard;
- / *Interior side lot line:* lot line abutting the commercial plaza to the immediate west; and
- / *Rear lot line:* lot line abutting the woodlot.

Further, City staff have confirmed that the subject site is a “gateway site”, which is defined as: any corner lot or any development that incorporates one or more lots and includes a corner lot and is developed under one Site Plan, located abutting the following street intersections:

- / St. Joseph Boulevard and Youville Drive;
- / St. Joseph Boulevard and Jean D’Arc Boulevard;
- / St. Joseph Boulevard and Orléans Boulevard; and
- / **St. Joseph Boulevard and Place D’Orléans Drive.**

Table 2. Permitted Uses in the Arterial Mainstreet, Subzone 3 Zone

Arterial Mainstreet, Subzone 3 Permitted Uses	
Permitted Non-Residential Uses	Amusement centre, amusement park, animal care establishment, animal hospital, artist studio, automobile service station, bank, bar, broadcasting studio, catering establishment, cinema, community centre, community garden, community health and resource centre, convenience store , day care, diplomatic mission, drive-through facility, emergency service, funeral home, hotel, instructional facility, library, medical facility , municipal service centre, museum, nightclub, office , park, parking garage, personal service business , place of assembly, place of worship, post office, production studio, recreational and athletic facility , research and development centre, residential care facility, restaurant , retail food store , retail store , school, service and repair shop, small batch brewery, sports arena, technology industry, theatre, training centre.
Permitted Residential Uses	Apartment dwelling , bed and breakfast, dwelling unit, group home, home-based business, home-based day care, planned unit development, retirement home, retirement home converted, rooming house, rooming house converted, rooming unit, stacked dwelling, townhouse dwelling



Figure 9: City of Ottawa Comprehensive Zoning By-law (2008-250)

Table 3 below identifies the applicable AM3 zoning provisions and how they are met on the subject site or will be required to be varied through the present Zoning By-law Amendment application.

Table 3. AM3 Zoning Provisions

Zoning Mechanism		Provision	Subject Site
Minimum Lot Area		No minimum	2,664 m ²
Minimum Lot Width	Lot with direct vehicular access to St. Joseph Boulevard	24 m	The City has interpreted the front lot line to be the 13 metre property line in the northeast corner of the subject site. It is Fotenn's position that the parcel is a legal lot of record and that no variance is required.
Minimum Front and Corner Side Yard Setbacks	Mixed-use buildings	No minimum	Front yard: 4.85 m Corner yard (St. Joseph Boulevard): 0 m Corner yard (Duford Drive): 1.58 m
Maximum Front Yard and Corner Yard Setbacks	Mixed use buildings	4 m	Front yard: 4.85 m Corner yard (St. Joseph Boulevard): 0 m Corner yard (Duford Drive): 1.58 m
Minimum Interior Side Yard Setback	Not abutting a residential zone	No minimum	4.7 m
Minimum Rear Yard Setback		7.5 m	16.9 m
Maximum Floor Space Index	For gateway sites with an average lot depth greater than 60 metres	3.5	4.5
Minimum Building Heights	For all gateway sites within 4 metres of a lot line abutting a street	9 m	It is Fotenn's interpretation that this provision means if the property owner chooses to develop within 4 metres of the St. Joseph Boulevard and Duford Drive frontages, a minimum building height of 2 to 3 storeys (9 metres) must be observed. If a new development is located at

Zoning Mechanism		Provision	Subject Site
			precisely 4 metres, which is the maximum permitted setback, the minimum building height would not apply.
Maximum building heights (By-law 2015-190)	For gateway sites with an average lot depth greater than 60 m	25 m	35 m from average grade (41 m from St. Joseph Boulevard)
For a gateway site, a minimum of:		<p>(i) 75% of the width of the corner site measured at the building setback and along St. Joseph Boulevard; and</p> <p>(ii) 50% of the width of the corner site measured at the building setback and along the other street;</p> <p>Must be occupied by a building face</p>	This provision will be accommodated
For all buildings facing St. Joseph Boulevard:		A minimum of 50% of the length of the ground floor elevation must consist of openings such as windows and customer entrances	It is our interpretation that, of the length of the ground floor along St. Joseph Boulevard (which would vary from 75% to 100% of the lot width), a minimum of 50% must interact with the streetscape through the use of such features as doors and windows.

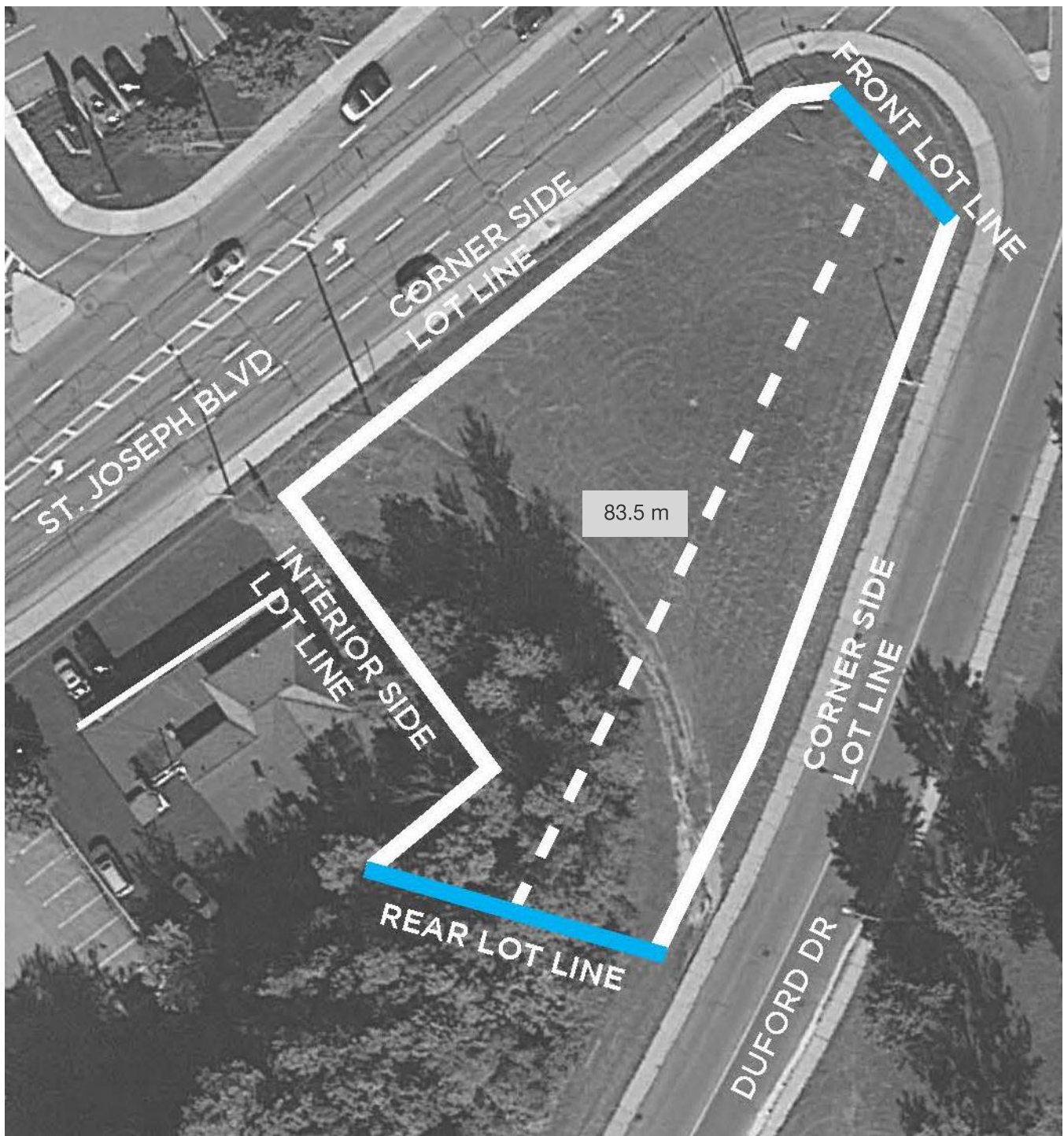


Figure 10: Lot Lines for Zoning Purposes

The sharp change in topography on and surrounding the subject site mitigates the height of the building with respect to existing dwellings in the Queenswood Heights neighbourhood. The exterior wall of the proposed development (and any balconies) would be a minimum of 60 metres from the rear yards of the detached dwellings located on the north side Kennedy Lane West. This distance is sufficient to address concerns related to the loss of privacy and over-looking from the new development.

As previously discussed, Official Plan policies support the proposed building height. The “flat iron” design approach responds well to the subject site’s gateway function for the St. Joseph Arterial Mainstreet corridor. Further, the massing and form is appropriate for the location. Although higher in height than other buildings located along St. Joseph Boulevard, the proposed building is located across from low-rise commercial buildings and open space, reducing any corridor or undesired enclosure of the street.

The proposed use and design of the building advances the City’s land use, density, and urban design objectives, more so than could be achieved by other uses that are permitted in the Arterial Mainstreet, Subzone 3 zoning (such as an automobile service station or drive-through facility). Active commercial uses fronting onto St. Joseph Boulevard and an outdoor patio at the intersection of St. Joseph Boulevard and Duford Drive would assist in enlivening and creating a comfortable environment along this stretch of St. Joseph Boulevard. As such, the building height would not have adverse impacts on the mainstreet character and function of St. Joseph Boulevard, but rather would improve existing conditions.

In 2016, the Zoning By-law was revised to remove the minimum parking requirements for uses located in close proximity to select rapid transit stations, identified as “Area Z” on Schedule 1A of the Zoning By-law (Figure 11). The subject site is located in Area Z, therefore only visitor parking for the proposed apartment units would be required. The visitor parking space rate for apartment buildings is 0.1 per dwelling unit, with the first 12 units exempt and a maximum of 30 spaces required per building.

The Zoning By-law applies maximum parking rates apply to certain land uses located within 600 metres of a Rapid Transit Station, which includes the subject site. The intent of these provisions is to increase reliance on transit and decrease the number of car trips by limiting the number of available parking spaces. The maximum parking space rate for apartment buildings is 1.75 spaces per dwelling unit (combined total of resident and visitor parking) while the maximum rate for retail stores is 4.0 spaces per 100m² of gross floor area.

Despite there being no requirement in the Zoning By-law, underground parking will be provided to sufficiently accommodate residents, visitors, and the commercial uses. The applicable maximum parking space rates will not be exceeded. Given the physical separation of the proposed development to the Queenswood Heights neighbourhood, spill-over parking or other transportation-related impacts are not expected on abutting streets to the south.

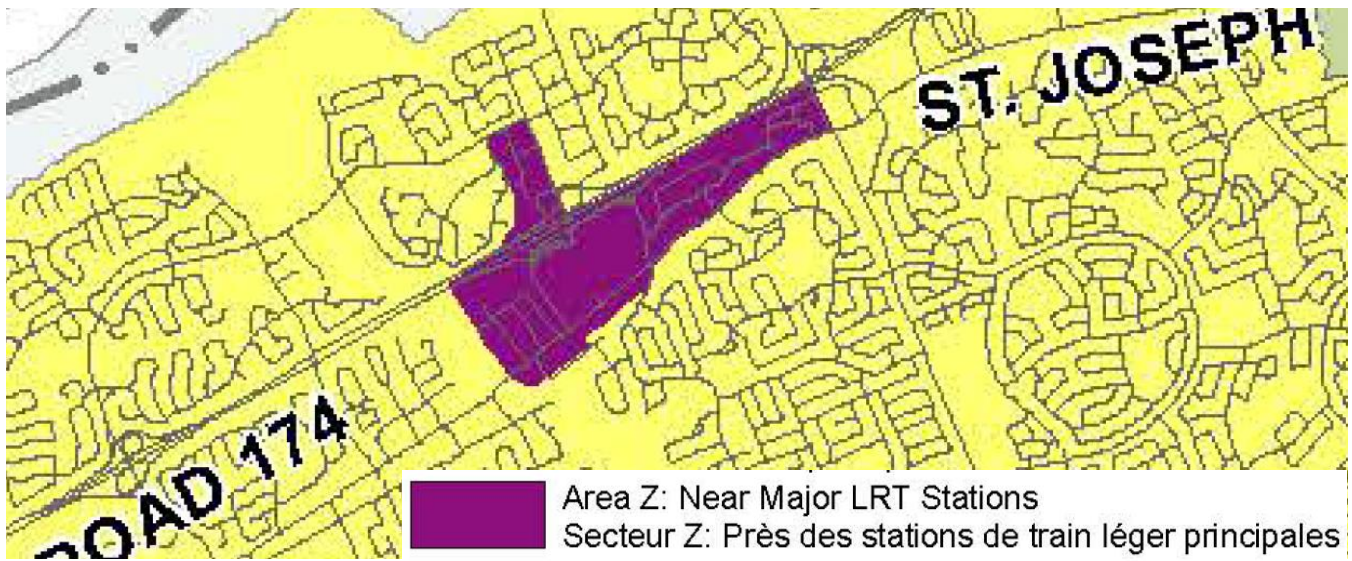


Figure 11. Schedule 1A of the Comprehensive Zoning By-law (2008-250)

4.0 SUPPORTING REPORTS AND STUDIES

4.1 Transportation Brief

A Transportation Brief was conducted by Parsons in support of the Minor Zoning By-law Amendment application. The study finds that the proposed development will not have a significant impact on adjacent streets and intersections. After applying appropriate modal splits to the proposed development's projected peak hour person trips, the development is estimated to generate a two-way total of approximately 40 vehicles per hour (vph) and 60 vph during the weekday morning and afternoon peak hours, respectively. Peak hour transit ridership is estimated to be 20 to 30 persons per hour. The 2019 projected traffic conditions indicate conditions that are the same or very similar to existing conditions.

4.2 Geotechnical Investigation

A Geotechnical Investigation for the subject site was conducted by Paterson Group. From a geotechnical perspective, the study finds that the subject site is considered adequate for the proposed development. Bedrock removal will most likely be required to complete a portion of the underground parking levels. Various phases of the construction process could possibly be a source of nuisance for the surrounding neighbourhood. Various means to reduce the vibrations should be incorporated into the construction operations to maintain a cooperative environment with effected residents. Due to the presence of a silty clay layer, the finished grading adjacent to the proposed building foot will be subjected to a permissible grade restriction in areas where settlement sensitive structures are present. The study recommends a permissible grade raise restriction of 1.5 metres.

4.3 Assessment of Adequacy of Public Services

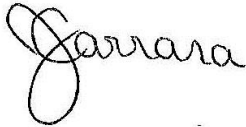
David Schaeffer Engineering Ltd. (DSEL) was retained to prepare an assessment of public services report in support of the Minor Zoning By-law Amendment for the subject site. An active watermain and sanitary trunk sewer currently exist on the subject site, which will be required to be re-located into the municipal rights-of-way. Environmental Compliance Approval (ECA) from the Ministry of the Environment and Climate Change (MOECC) is required for the relocation of the existing trunk sewer.

The assessment advises that the existing municipal infrastructure is adequate to serve the proposed development. The water infrastructure is capable of providing water within the City's required pressure range. Further, the sewer infrastructure has sufficient capacity to support the proposed development.

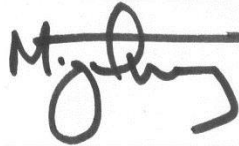
The assessment states that based on consultations with the Rideau Valley Conservation Authority, stormwater controls are not required for the subject property.

5.0 CONCLUSION

In considering the proposed development and applicable policy framework, it is our professional opinion that the proposed development represents good planning and is in the public interest. The proposed Minor Zoning By-law Amendment conforms to the intent, objectives, and policies of the City of Ottawa Official Plan and Urban Design Guidelines for Development along Arterial Mainstreets. Overall, the proposed development advances several key Provincial and Municipal policies, including: optimizing the use of serviced lands within the existing urban boundary, promoting residential intensification within the urban boundary, and increasing the capacity of the neighbourhood to accommodate older citizens aging in place.



Julie Carrara, MCIP RPP
Senior Planner



Miguel Tremblay, MCIP RPP
Director Planning and Development