



1009 Trim Road

Planning Rationale + Design Brief
Official Plan Amendment + Zoning By-law Amendment Applications
September 14, 2020



Prepared for 9378-0633 Quebec Inc.

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Introduction

Fotenn Planning + Design (“Fotenn”), acting as agents for 9378-0633 Quebec Inc., is pleased to submit this Planning Rationale + Design Brief in support of Official Plan Amendment and Major Zoning By-law Amendment applications for the lands municipally known as 1009 Trim Road (“the subject property”) in the Orléans community of the City of Ottawa.

The intent of this Planning Rationale + Design Brief is to assess the proposed development with respect to the applicable policy and regulatory framework and determine if the proposed development is appropriate for the site and compatible with the surrounding community. This Planning Rationale + Design Brief draws on the results of the other technical studies and plans that are required in support of the applications.

The owner of the subject property is proposing to develop two (2) high-rise apartment buildings with ground floor commercial uses and parking located largely underground (Phase 1). As discussed below, a second phase of development may be proposed if supported by ongoing environmental work which will confirm if additional developable area is available on the subject property. Given that the subject property is currently designated “Urban Employment Area” in the City of Ottawa Official Plan and zoned as “Development Reserve” (DR) in the City of Ottawa Zoning By-law (2008-250), Official Plan Amendment and Major Zoning By-law Amendment applications are required to permit the proposed development.

The above-noted development applications are being submitted at this time to allow for their review to be aligned with and to inform the City’s ongoing comprehensive Official Plan review process. The Official Plan review is expected to assess the removal of the subject property from the existing Urban Employment Area designation and redesignation to a “General Urban Area” or “Mixed Use Centre” designation (as may be determined through the comprehensive Official Plan review). These designations would permit development on the subject property that is consistent with the new Official Plan’s directions for development in proximity to rapid transit. The development applications are also intended to be aligned with and help inform the ongoing Orléans Corridor Secondary Plan Study, which will eventually result in the creation of a Secondary Plan that will apply to the subject property. The above noted City processes are well underway. It is understood that directions stemming from the Secondary Plan Study are expected to be made available for public review and comment in November 2020, while the new draft Official Plan is expected to be tabled by December 2020.

As suggested above, additional environmental investigations are ongoing to confirm if the subject property’s developable area can be extended eastward and to determine if there are other areas of the subject property that are not required for development and can be reinstated as natural areas to complement and extend the existing natural areas adjacent to the Ottawa River. The additional investigations are expected to take some time to complete. However, given the above-noted City timelines relative to the Official Plan review and Secondary Plan Study, the applications are being submitted now in order for the conversion of the subject property from Urban Employment to a proposed General Urban Area or Mixed Use Centre designation to be considered concurrently with City policy plan processes.

Given the above, the Official Plan Amendment and Major Zoning By-law Amendment applications for the subject property are being submitted to seek approval for Phase 1 of the proposed development, which is supported by the plans and reports submitted with the applications. Should the ongoing environmental investigations be able to define additional developable lands for a second phase of development on the subject property, the development applications will be amended to include the Phase 2 development lands.

1.1 Supporting Material

In addition to this Planning Rationale + Design Brief, the following material was prepared in support of the Official Plan Amendment and Zoning By-law Amendment applications:

- / **Data Collection Sketch** prepared by Annis, O'Sullivan, Vollebekk Ltd., dated August 14, 2020;
- / **Concept Plan package (including a Site Plan, Phasing Plan, Conceptual Views, and a Sun & Shadow Study)** prepared by Roderick Lahey Architecture, dated September 9, 2020;
- / **Stage 1 Archaeological Assessment** prepared by WSP, dated February 8, 2017 and a Letter of Acceptance from the Ministry of Tourism, Culture and Sport dated March 10, 2017;
- / **Roadway Traffic Noise Feasibility Assessment** prepared by Gradient Wind, dated September 11, 2020;
- / **Qualitative Pedestrian Level Wind Assessment** prepared by Gradient Wind, dated September 11, 2020;
- / **Transportation Impact Assessment (TIA) Strategy Report and associated Syncro Files**, prepared by Parsons, dated September 9, 2020;
- / **Geotechnical Investigation** prepared by Paterson Group, dated September 9, 2020;
- / **Slope Stability Review and Landslide Risk Assessment** prepared by Paterson Group, dated August 18, 2020;
- / **Phase 1 Environmental Site Assessment** prepared by Paterson Group, dated August 17, 2020;
- / **Phase 2 Environmental Site Assessment** prepared by Paterson Group, dated August 20, 2020;
- / **Environmental Impact Statement/Tree Conservation Report** prepared by Bowfin Environmental Consulting Inc., dated August 2020; and
- / **Functional Site Servicing and Stormwater Management Report** prepared by exp., dated September 14, 2020.

Site Context and Surrounding Area

2.1 Subject Property

The subject property, which is known municipally as 1009 Trim Road and legally as Part of Lot 30, Concession 1, Geographic Township of Cumberland, is located in Ottawa's eastern community of Orléans. More specifically, the subject property is located at the northeast corner of Jeanne d'Arc Boulevard North and Trim Road and abuts an inlet of the Ottawa River to the north. The irregularly shaped subject property has an area of 34,898 square metres (or 8.6 acres), with frontages of approximately 160 metres along Jeanne-d'Arc Boulevard North to the south and approximately 265 metres along Trim Road to the west.



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

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



Figure 2: Photographs of the Subject Property

2.2 Surrounding Area

The subject property's surrounding area can be described as follows:

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

South: Along the southern edge of the subject property is Jeanne-d'Arc Boulevard North, a local street with one (1) lane in each direction with continues as a Major Collector west of Trim Road. There is an existing sidewalk on the south side of Jeanne d'Arc Boulevard North, beyond which is a City of Ottawa public works facility.

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

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

Some new commercial developments are located along Trim Road to the south of Taylor Creek Drive, including a gas station and restaurant at the southwest corner of Taylor Creek Drive and Trim Road and a new

commercial development including a pharmacy, a dental clinic, and restaurants at the northeast corner of Trim Road and Old Montreal Road.

East: The subject property immediately abuts a vacant property to the east. Further east is Petrie's Landing, a mixed-use community that is currently under development by Brigil. Currently, Petrie's Landing consists of two (2) existing high-rise buildings, with four (4) additional residential towers and a ground floor commercial space planned to be developed.

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

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



Figure 3: Photographs of the Surrounding Context

2.3 Amenities

In addition to the above-noted commercial uses, the subject property is in proximity to several amenities.

Nearby parks and recreation facilities include the multi-use pathway running along the Ottawa River; Petrie Island Park and Beach to the north; parks in residential developments further west; existing and planned parks

in the Cardinal Creek community to the east; and several existing parks in the Fallingbrook neighbourhood to the southwest (which include baseball diamonds, greenspace, playgrounds, pathways, and soccer field).

The nearest existing schools are located in the Fallingbrook neighbourhood, including several elementary schools and an English Catholic high school. Four (4) additional elementary schools are planned to be located in the Cardinal Creek Village development located to the east of the subject property, as per the Cardinal Creek Village Concept Plan.

2.4 Transportation Network

2.4.1 Road Network

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

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



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

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

Trim Road Realignment

It should be noted that the City of Ottawa is planning to realign Trim Road as a result of the construction of the new Trim Light Rail Transit (LRT) Station at the intersection of the existing Trim Road and Highway 174. Trim Road is planned to be realigned further east, with a large, at-grade intersection where it meets Highway 174. Trim Road will also intersect with Jeanne-d'Arc Boulevard North further east, around the eastern edge of the subject property.

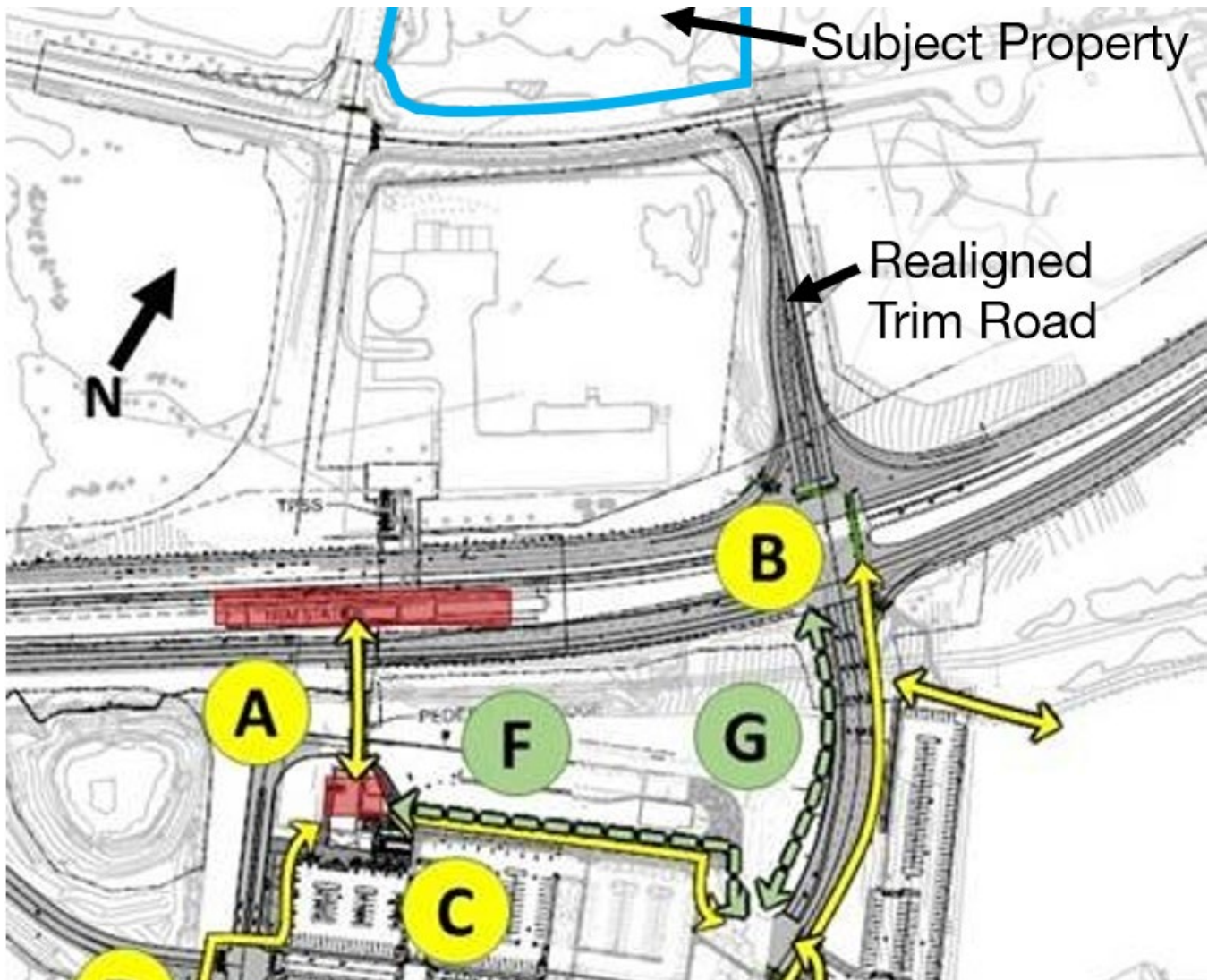


Figure 5: Excerpt from Graphic Showing the Planned Trim LRT Station and Trim Road Realignment

2.4.2 Rapid Transit Network

As per Schedule D – *Rapid Transit and Transit Priority Network* of the City of Ottawa Official Plan (Figure 6), the subject property is well served with respect to public transit. In particular, the subject property is located approximately 500 metres from the existing Trim Bus Rapid Transit (BRT) Station and approximately 300 metres from the Trim Road Park & Ride that is located adjacent to the BRT Station. As part of the Stage 2 East Light Rapid Transit (LRT) expansion, an LRT Station located at the existing intersection of Trim Road and Highway 174. This LRT Station, which is proposed to be operational by late 2024, will serve as the eastern terminus for the O-Train Confederation Line. The Confederation Line is an east-west rapid transit line that will provide connectivity to several other areas of the City of Ottawa, including the Central Area. When operational, the subject property will be located less than 275 metres from a Transit Station.

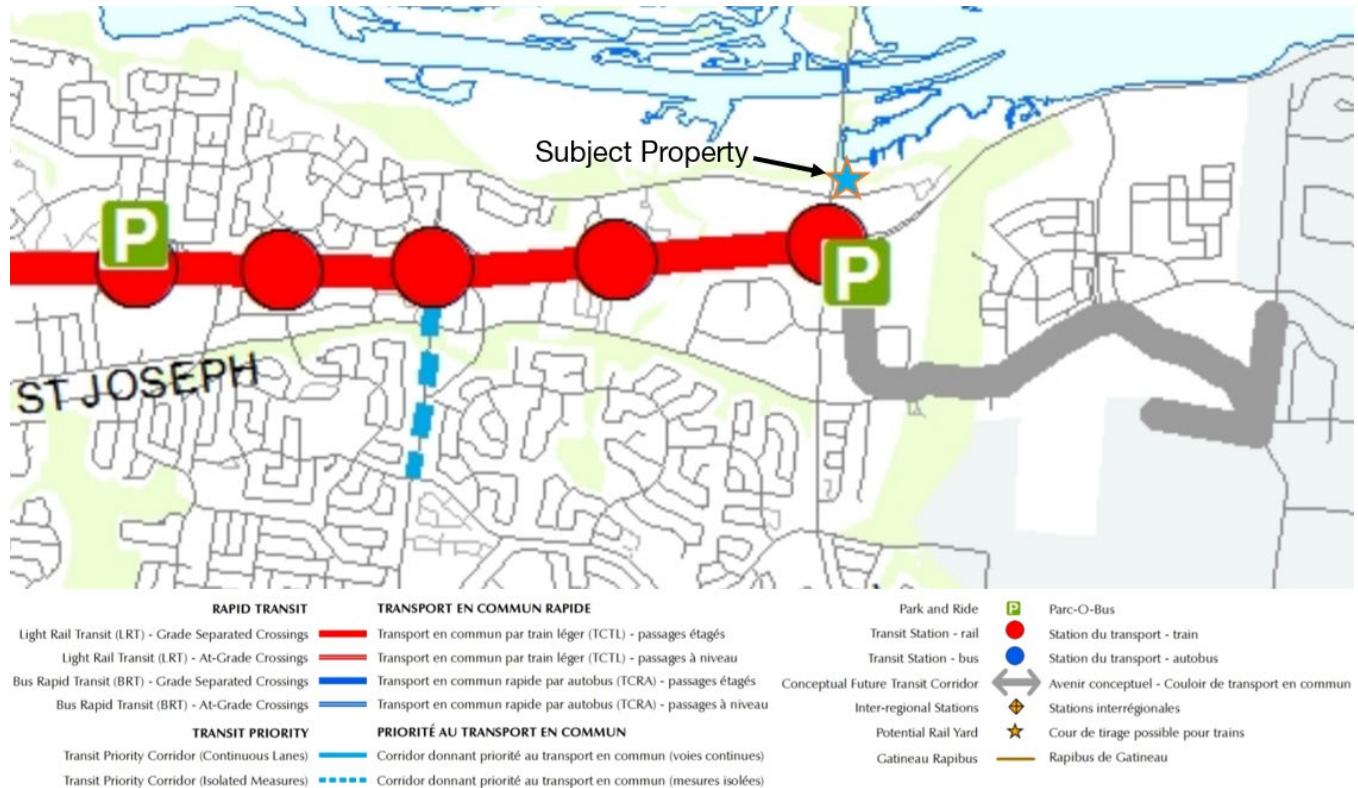


Figure 6: Excerpt from Schedule D – *Rapid Transit and Transit Priority Network* of the City of Ottawa Official Plan

2.4.3 Cycling Network

As per Schedule C – *Primary Urban Cycling Network* of the City of Ottawa Official Plan (Figure 7), the subject property is in proximity to existing and planned cycling routes. As previously noted, an east-west Multi-Use Pathway (MUP) runs along the north side of Jeanne-d'Arc Boulevard North to the west of the subject property and is proposed to be extended east, along the subject property and to the existing Petrie's Landing development to the east. Trim Road is also characterized by cycling infrastructure, including a north-south MUP running along the east side of the right-of-way between Jeanne-d'Arc Boulevard North and Highway 174, and MUPs on both sides of Trim Road south of Highway 174.

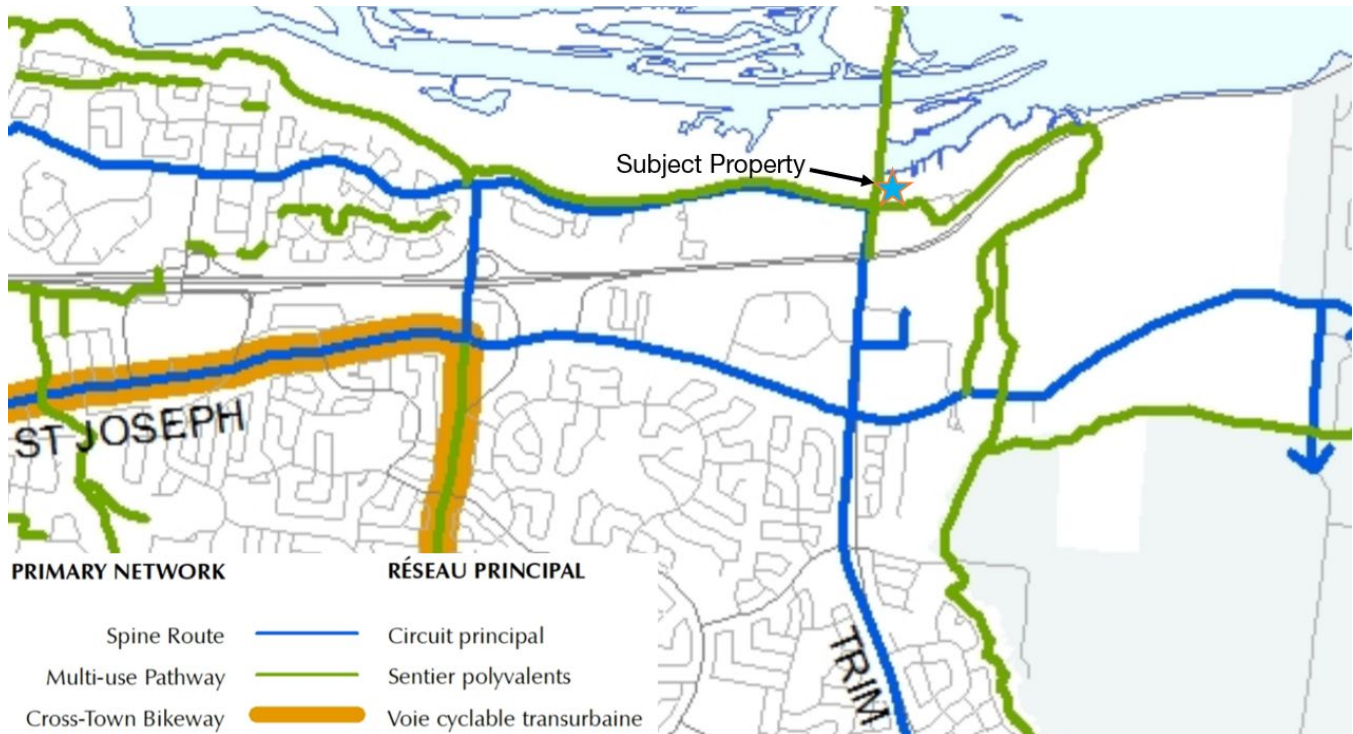


Figure 7: Excerpt from Schedule C – *Primary Urban Cycling Network* of the City of Ottawa Official Plan

Proposed Development

The owner of the subject property is proposing the development of a mixed-use building consisting of two (2) high-rise towers connected by a four (4)-storey podium containing ground floor commercial uses. Combined, the proposed development would include approximately 524 dwelling units and 565 square metres (approximately 6,082 square feet) of commercial space.

The proposed towers can be described as follows:

- / Tower B1, proposed to be located near the southwest corner of the subject property, close to the intersection of Jeanne-d'Arc Boulevard North and Trim Road, would be 28 storeys in height; and,
- / Tower B2, proposed to be located to the northeast of B1 and connected to B1 via a 4-storey podium, would be 32 storeys in height.

In line with the City's Urban Design Guidelines for High-rise Buildings (2018), both towers are proposed to have a relatively small floorplate of approximately 750 square metres. The towers are proposed to be separated from each other by a minimum of 21.5 metres, which is close to the requirement in the Council-approved (but appealed) Zoning Provisions for High-Rise Buildings (2019), which suggests a separation of 23 metres for towers on the same lot outside of the Greenbelt. The proposed tower separation is sufficient to ensure proper tower separation for the purposes of privacy, shadowing, microclimate impacts, and a more pleasant experience at the street level. Dwelling units are proposed to be located within both towers, as well as on the second, third, and fourth storeys of the podium.

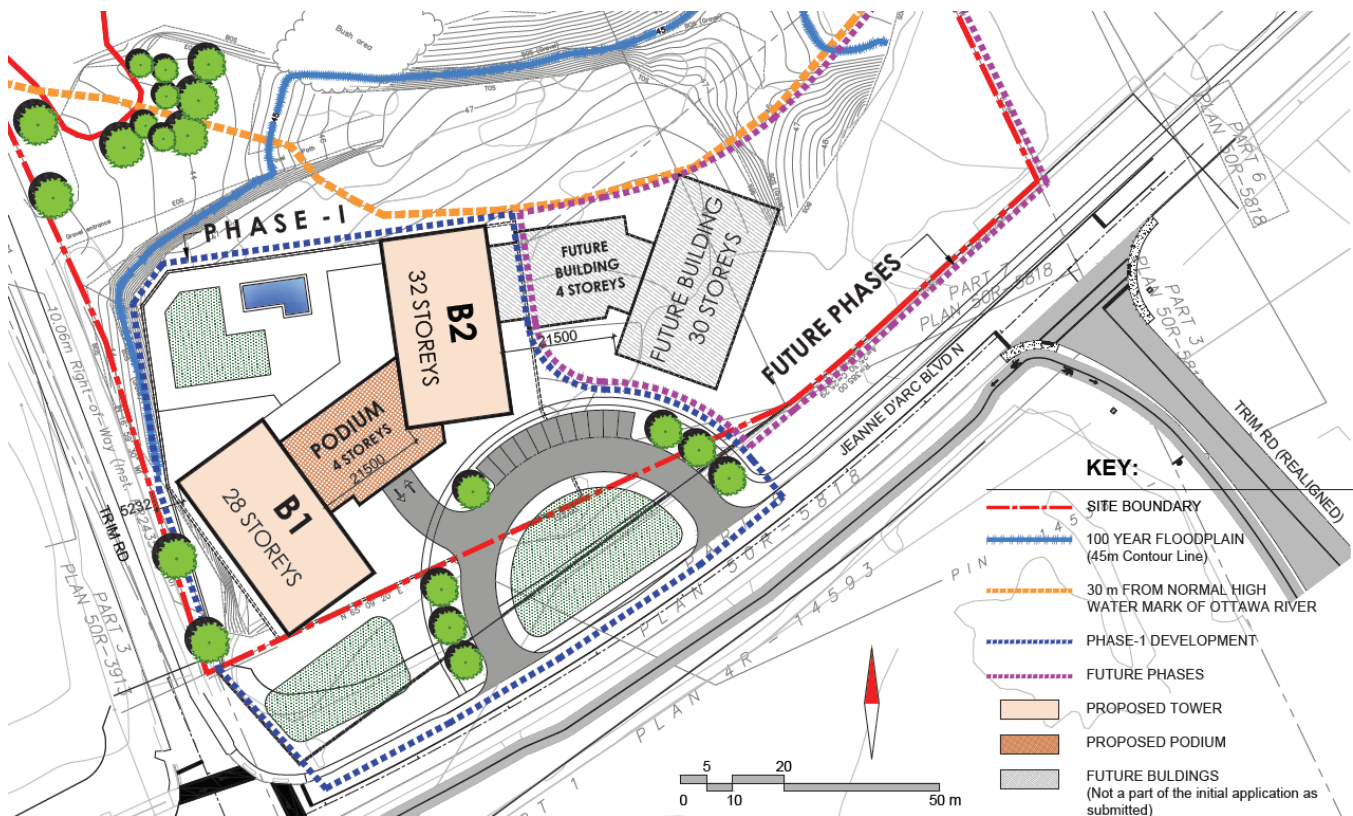


Figure 8: Excerpt from the Site Plan of the Proposed Development

Amenities and commercial uses are proposed to comprise the ground floor of the 4-storey podium. Potential commercial uses could include a convenience store, microbrewery, restaurant, spa, retail space, or grocery store. Commercial uses will be oriented toward the subject property's front yard in order to provide greater access and visibility to members of the public. A commercial parking garage use is also being sought through the proposed zoning given that the Trim LRT station will be the eastern terminus of the City's LRT system and there may be a desire to increase the park and ride opportunities in the immediate area.

Ground floor amenities will be generally oriented toward the rear of the subject property in order to provide privacy to the building's residents and to capitalize on views toward the Ottawa River. Additional outdoor amenities are proposed to be provided at the rear of the proposed building, particularly in the northwest area of the subject property.

Vehicular access to the subject property is proposed along the southern lot line, where a semi-circular driveway with two connections to Jeanne d'Arc Boulevard North is proposed. A total of approximately 467 parking spaces are proposed to be provided as part of the proposed development, the majority of which (456) will be located in an underground parking garage and/or possibly within the low-rise podium. The remaining eleven (11) surface parking spaces are proposed at-grade in front of the development. The quantity of parking spaces and the type and location of parking are subject to change and will be confirmed during the Site Plan Control process.

The second potential phase of development would add a third tower to the eastern end of the subject property, which would be connected to Tower B2 via a second four-storey podium. It is anticipated that the third tower would be 30 storeys in height and accommodate an additional 271 units, 477 m² (5,134 ft²) of commercial, and 244 parking spaces either underground or in a podium. Tower B2 and the potential third tower would again be separated by 21.5 metres.



Figure 9: Conceptual View of the Proposed Development, Looking Northeast



Figure 10: Conceptual View of the Proposed Development, Looking North



Figure 11: Conceptual View of the Proposed Development, Looking South



Figure 12: Conceptual Aerial Overhead View of the Proposed Development



Figure 13: Conceptual View of the Proposed Development, Looking South



Figure 14: Conceptual View of the Proposed Development, Looking Southeast



Figure 15: Conceptual Panoramic View of the Proposed Development, Looking South

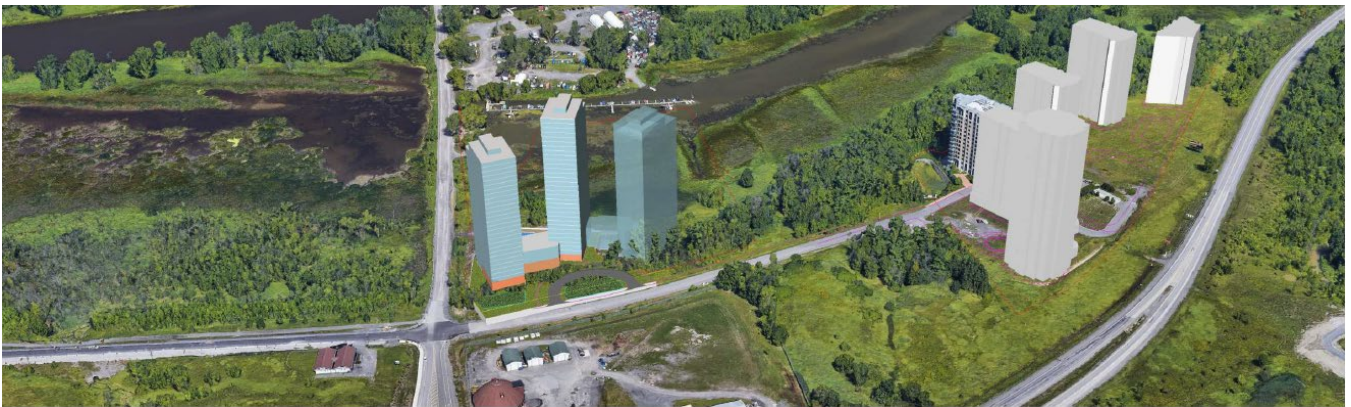


Figure 16: Conceptual Panoramic View of the Proposed Development, Looking North



Figure 17: Conceptual View of the Proposed Development, Looking East



Figure 18: Conceptual View of the Proposed Development, Looking Southeast

Policy & Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since May 1, 2020, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

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

The proposed development meets the following policies of the PPS, among others:

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Policy 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

1.1.3 Settlement Areas

Policy 1.1.3.1 of the PPS states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; and
- g) are freight-supportive.

According to Policy 1.1.3.3 of the PPS, planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Policy 1.1.3.6 of the PPS notes that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

1.3 Employment

Policy 1.3.1(d) of the PPS states that planning authorities shall promote economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4 of the PPS.

1.3.2 Employment Areas

Policy 1.3.2.1 of the PPS states that planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.

Policy 1.3.2.2 of the PPS states that, at the time of the official plan review or update, planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area.

Employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas.

According to Policy 1.3.2.4 of the PPS, planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

1.4 Housing

Policy 1.4.3 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.6.7 Transportation Systems

Policy 1.6.7.4 of the PPS states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

1.8 Energy Conservation, Air Quality and Climate Change

Policy 1.8.1(b) of the PPS states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.

The proposed development is consistent with the above noted policies of the PPS, as it is a compact, transit-supportive, mixed-use development that would efficiently use land and resources and available infrastructure and public service facilities.

Given the City's comprehensive Official Plan review is currently underway, the conversion of the subject property, which is currently designated for employment, is proposed at an appropriate time. As will be described in further detail later in this report, there is already a large amount of developed employment land along the northern end of the Trim Road corridor and the introduction of the proposed apartment units would contribute to the range of land uses located in proximity to the existing BRT and planned LRT Station. A range of both residential and non-residential uses would serve to use land efficiently and support transit usage in this area as it would assist in generating offset travel patterns (directions and times of travel), which would allow for the shared use of facilities (such as parking spaces). A mix of both residents and employees would also help to ensure that the area is lively and vibrant at all times of day, which would contribute to a pedestrian- and cyclist-friendly environment and assist in supporting the viability local businesses.

Further, the proposed apartment units would provide a built form in an area of the City that is typically characterized by detached and townhouse units, providing additional choice to residents, who have varying needs due to different life circumstances.

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

4.2.1 Land Use Designations

The portion of the subject property that is proposed to be developed is currently designated "Urban Employment Area" on Schedule B – *Urban Policy Plan* of the City of Ottawa Official Plan (Figure 19). A "Urban Natural Features" designation applies along the northern edge of the subject property.

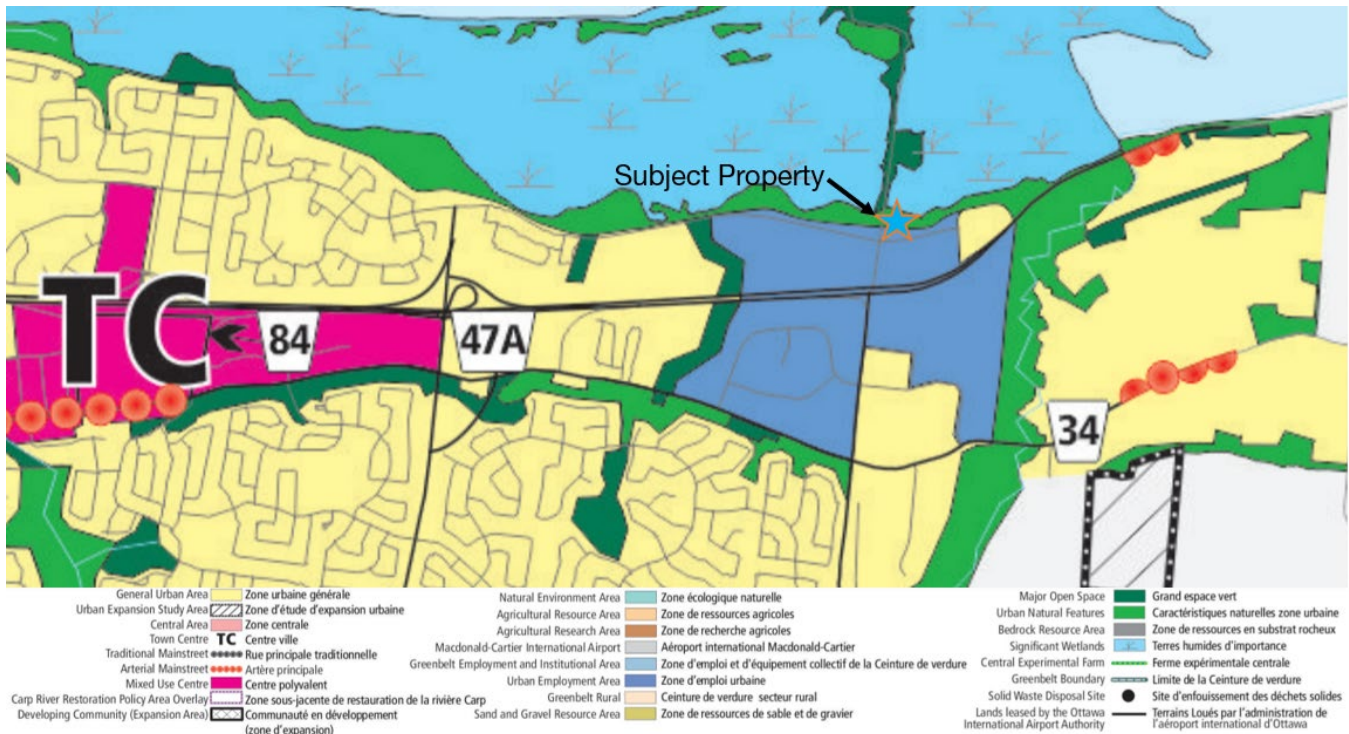


Figure 19: Excerpt from Schedule B – *Urban Policy Plan* of the City of Ottawa Official Plan

4.2.2 Urban Natural Features Designation

Urban Natural Features provide a valuable contribution to biodiversity and wildlife habitat in the urban area and are enjoyed by residents. Urban Natural Features are natural landscapes and may include woodlands, wetlands, watercourses and ravines. These features may occur on City, federal, provincial and privately-owned lands.

Policy 5 of Section 3.2.3 of the Official Plan states that development and site alteration will not be permitted within 30 metres of the boundary of a designated Urban Natural Feature unless an Environmental Impact Statement demonstrates that there will be no negative impacts on the natural features within the area of their ecological functions.

The development is proposed to be located outside of the Urban Natural Feature designation, with appropriate setbacks provided to ensure no negative impacts to the identified natural features. An Environmental Impact Statement (EIS) has been prepared by Bowfin Environmental Consulting Inc. which notes that the Provincially Significant Wetland (PSW) to the north will not be impacted by the proposed Phase 1 development as a 30 metres is proposed from the boundary of the PSW. Further, the study concludes that all of the impacts can be mitigated through the use of common mitigation measures and no residual negative impacts to the natural environment are anticipated as a result of the development of Phase 1.

4.2.3 Urban Employment Area Designation

Policy 1 of Section 3.6.5 of the Official Plan notes that Urban Employment Areas are intended to be established clusters of business and economic activity capable of accommodating more than 2,000 jobs and with a board spectrum of job densities. Urban Employment Areas shall be distributed throughout the urban area to help provide access to jobs throughout the city. Established Urban Employment Areas have capacities ranging from 2,000 to 20,000+ jobs. The City shall maintain sufficient land in these Employment Areas to maintain the

Employment objectives established in the City Employment Survey. New Urban Employment Areas shall have sufficient land to accommodate a minimum of 2,000 jobs based upon a diversified cluster of business types and economic activity and employment densities. These New Employment areas must also be located so that they have designated truck route access. Some Urban Employment Areas may not be contiguous as a result of natural or human-made barriers, or existing land uses.

Policy 3 of Section 3.6.5 of the Official Plan states that the City will discourage the removal of employment lands for other uses as set out in Section 2.2.3 of this Plan.

4.2.4 City-wide Employment Area Policies (Section 2.2.3)

The Official Plan supports the protection of business and economic activity clusters inside the Greenbelt, within Villages, and at strategic locations close to major goods movement facilities and corridors. These lands often come under pressure from other land uses that also may find it advantageous to locate in areas with these characteristics, increase land values and undermine this Plan's intention to protect and preserve land for employment uses and economic diversity. This Plan manages economic growth and diversity by protecting some lands primarily for employment use so that they remain affordable for employment purposes and so that they can develop over time without conflict from competing land uses.

Policy 7 of Section 2.2.3 of the Official Plan states that the City of Ottawa plans, protects and preserves lands for current and future employment uses through a comprehensive review process and therefore discourages the removal of employment lands for other purposes on an individual basis. Applications to remove employment lands or to convert them to non-employment uses will only be considered at the time of the comprehensive review as required by the Planning Act. Applications received between comprehensive reviews will be considered premature unless City Council directs that the comprehensive review be initiated. In either case, approval of proposals to remove or convert employment lands will be contingent upon the comprehensive review by the City that demonstrates that the land is not required for employment purposes over the long term and that there is a need for the conversion.

According to Policy 8 of Section 2.2.3 of the Official Plan, a comprehensive review to assess requests to convert employment lands to other purposes will consider such matters as:

- a) Whether the employment lands being proposed for conversion are unsuited for employment purposes and whether there are practical means to make them suitable;
- b) Whether the lands are suitable for the uses being proposed and whether there is a need for those uses;
- c) The current supply of developable land within the urban boundary, its distribution within the city, and its potential to be developed for housing, employment, and other purposes;
- d) The distribution of employment land throughout the city;
- e) The ability to provide sufficient opportunities for the clustering of areas of like employment;
- f) The sufficiency of the supply of optimum-sized employment land parcels for the range of employment uses anticipated by this Plan;
- g) The preservation of lands for employment uses in areas proximate to 400 series highway interchanges or with accessibility to rail and airports, is intended to maintain opportunities that recognize the potential for the development of transport and freight handling uses;
- h) The preservation of lands for employment uses proximate to essential linkages, such as supply chains, service providers, markets, necessary labour pools, etc.;
- i) The preservation of a diversity of Urban and Rural Employment Areas for a variety of employment uses (e.g. light and heavy industrial, business park, research campus, etc.);
- j) The demand that proposed non-employment use(s) will create for additional municipal amenities and services in addition to those required by employment uses and the cost of providing same, including any mitigation deemed necessary to address any negative effects on employment uses in matters such as those listed in 'k' below;
- k) The impact the proposed use(s) would have on the viability of any remaining employment lands or existing employment uses with regard to matters such as:
 - i. Incompatibility of land use,

- ii. The ability to provide appropriate buffering of employment uses from surrounding non-employment uses on and off-site,
- iii. Affordability (e.g. land and lease costs) for employment purposes,
- iv. Market acceptance/competitiveness (attractiveness of the employment lands in the marketplace for continued development for employment uses),
- v. Removal of key locations for employment uses,
- vi. Reduction or elimination of visibility of employment lands or uses,
- vii. Reduction in optimum size (of either individual employment land parcels or the overall Urban or Rural Employment Area),
- viii. Interference with the function of the employment lands (e.g. restricting operating hours or delivery times or affecting the capacity of the transportation network due to characteristics of the employment uses such as noise or emissions or heavy equipment operation),
- ix. Accessibility to the employment lands,
- x. Ability to provide for a variety of employment options, parcels, and
- xi. Maintenance of the identity of the employment uses or area.

As the proposed development consists of a predominant residential use with supporting commercial uses, the land use designation of the subject property is proposed to be changed from Urban Employment Area to either General Urban Area or Mixed Use Centre. The proposed conversion of the subject property is taking place at an appropriate time, given the comprehensive review that the City is undertaking in the form of the development of a new Official Plan.

The proposed conversion of employment lands meets several of the considerations outlined in Policy 8 of Section 2.2.3 of the Official Plan, including the following:

- / **The proposed residential use will help increase the supply of dwelling units in the City in close proximity to the LRT network, contributing much needed units to the City's housing stock and encouraging public transit use.**
- / **The subject property's area and proximity to Trim Station make it suitable for a dense mix of uses. The subject property's proximity to the Ottawa River and Petrie Island also make it an ideal location for access to recreational amenities. The proposed development of high-rise buildings with apartment dwellings is similar to the existing and planned condition of the nearby Petrie's Landing development to the east.**
- / **While not a 400-series highway, the subject property is located in proximity to Highway 174.**
- / **The subject property represents only a small portion of the Urban Employment Area centered around the intersection of Trim Road with Highway 174 and it is located at the very northern edge of the employment lands. The subject property is already separated from the remainder of the area's employment lands by Trim Road and Jeanne-D'Arc Boulevard North. As discussed in Section 4.5 of this report, the subject property is not located within the boundaries of the Ottawa River, Taylor Creek, or Cardinal Creek Business Parks. Therefore, the removal of the subject property from the surrounding employment lands would not interfere with the clustering of the remaining employment lands, nor will it cause issues with respect to accessibility to the employment lands, or the identity or visibility of the employment lands.**

4.2.5 General Urban Area Designation (Section 3.6.1)

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses, facilitating the development of complete and sustainable communities. A wide range and scale of uses are permitted within this designation, from ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office.

Policy 3 of Section 3.6.1 of the Official Plan states that building height in the General Urban Area will continue to be predominantly low-rise, which is defined as four storeys or less. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area.

Notwithstanding Policy 3 above, Policy 4 of Section 3.6.1 of the Official Plan states that new taller buildings may be considered for sites that:

- a) front an Arterial Road on Schedules E or F of this Plan and which are:
 - within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
 - on a Transit Priority Corridor on Schedule D of this Plan;
- b) are in an area already characterised by taller buildings or sites zoned to permit taller buildings.

Despite being located within 800 metres walking distance of the existing and planned Transit Stations, it is not located on an Arterial Road and therefore does not fulfill policy 3a) above. However, the subject property is located in an area already characterized by taller buildings (two existing towers in the Petrie's Landing development, to the east) and lands zoned to permit taller buildings (future phases of the Petrie's Landing development, which are zoned for between 18 and 32 storeys). For this reason, the subject property is in an appropriate location for additional high-rise buildings. The proposed high-rise development will increase residential density in proximity to the LRT network, thus helping to promote public transit usage.

Policy 8 of Section 3.6.1 of the Official Plan notes that throughout the General Urban Area, the City will encourage the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas. The City will ensure that these uses:

- a) Are compatible and complement surrounding land uses;
- b) Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
- c) Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;
- d) Are situated to take advantage of pedestrian and cycling patterns;
- e) Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.

The proposed ground floor commercial uses are of a nature that is compatible with the predominantly residential use that is proposed for the subject property. The commercial uses are proposed to be oriented toward the front of the subject property, thus allowing for exposure to passersby, including pedestrians and cyclists. The total retail area (565 m² or 6,082 ft²), which represents roughly half of the proposed development's ground floor, is of a scale that will not result in the attraction of large volumes of vehicular traffic from outside of the immediate area. The subject property's close proximity to the Trim LRT Station will also provide good public transit connectivity to users of the proposed development's ground floor commercial uses and help to limit vehicular traffic.

The proposed commercial uses will be designed to be compatible with the subject property's residential use. These designs can be determined at a more detailed design stage through a future Site Plan Control process.

4.2.6 Mixed Use Centre designation (Section 3.6.2)

The Mixed Use Centre designation applies to strategic locations on the City's rapid transit network which act as central nodes of activity within their surrounding communities and the City as a whole. Mixed Use Centres have the potential to achieve high densities and compact and mixed-use development that is oriented to rapid transit, which serves to increase transit ridership. They are expected to become complete, livable communities that attract people for the jobs, leisure, lifestyle and business opportunities that they provide.

The Trim Road transit station area meets the majority of the criteria for Mixed Use Centres outlines in Policy 1 of Section 3.6.2 of the Official Plan, particularly:

- / There is an area within an 800 m walking distance of the existing BRT and future LRT Trim Stations which has the opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and the development of vacant land. More specifically, there are three existing business parks to the west (Ottawa River), southwest (Taylor Creek Business Park), and south east (Cardinal Creek Business Park), which are at varying stages of development. There is also a growing residential community located to the east of the subject property (Brigil's Petrie Landing development), where two high-rise buildings have been constructed and lands were recently rezoned to support several more towers;
- / Existing low-rise residential communities are located a significant distance west, south, and east of the subject property, allowing for an appropriate transition to the surrounding area; and
- / The area is suitable for a mix of uses that could be linked within the area's greenspace network, which includes an extensive open space network along the Ottawa River consisting of the Petrie Island recreational area and pathways along the shoreline.

Policy 4 of Section 3.6.2 states that a range of building heights, including high-rise (defined as 10+ storeys), may be considered in Mixed Use Centres where appropriate transition is provided at the periphery, where the Mixed Use Centre abuts established low- or mid-rise areas.

4.2.7 Collaborative Community Building and Secondary Planning Processes (Section 2.5.6)

Policy 15 of Section 2.2.2 – *Managing Intensification Within the Urban Area* of the Official Plan states that High-Rise 31+ buildings will only be permitted where they are identified in a secondary plan that addresses the requirements of Section 2.5.6; or permitted by an amendment to an existing secondary plan that already allows High-Rise buildings; and where the High-Rise 31+ buildings will be:

- a. located generally within 400 metres walking distance of a Rapid Transit Station identified on Schedule D to maximize transit use; and
- b. separated from planned low-rise residential areas by a suitable transition as required by Section 4.11 policies 11 and 12.

Although no Secondary Plan currently applies to the subject property, the Orléans Corridor Secondary Plan Study (discussed in Section 4.4) includes the subject property within its study limits. The subject property represents an appropriate location for a High-Rise 31+ building as it is located less than 275 metres from the planned Trim LRT Station and is not located in proximity to low-rise residential areas.

Policy 13 of Section 2.5.6 of the Official Plan states that the City intends that the highest density of development, including High-rise buildings, locate where rapid transit is being provided. Secondary plans and community design plans should locate high-rise buildings proximate to rapid transit stations to support that objective. High-rise buildings are also a built form that requires detailed attention to urban design and their impacts on the existing communities into which they are located. Building design and appropriate transitions, such as those identified in Section 4.11, should be provided to reduce impacts on existing developed areas.

According to Policies 14 and 15 of Section 2.5.6 of the Official Plan, where a Secondary Plan proposed High Rise 31+ buildings for a specific area, the City will:

- a. Assess the impact of this type of development on the City's Skyline and incorporate policies to identify and protect prominent views and vistas where they are determined to exist. Skyline refers to the complete or partial distant view of the city's tallest buildings and structures against the background of the sky. This assessment will include:
 - i. Identification of the existing skyline and determine the impact and appropriateness of any proposed buildings 31 storeys or more.
 - ii. Identification of any significant public view corridors by identifying significant landmarks to which views shall be protected (such as Parliament Buildings, Gatineau Park, and other important national, civic and local landmarks), and significant public vantage points; and
 - iii. Consideration of any existing studies on public views and skyline; and

15. Consider the following:

- a. A prominent location or locations fronting on streets, lanes, public open space and other public land preferably and good transportation access;
- b. Avoiding or mitigating negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces;
- c. The provision of a mix of uses within the building or the surrounding area to service residents or business tenants within the building and the broader community;
- d. Conservation, retention and renovation of designated heritage buildings and significant heritage resources.
- e. Building transition and the mitigation of impacts on adjacent low-rise neighbourhoods through building design, massing as per Section 4.11.
- f. The identification of priority community amenities or public institutional uses that may be required and the mechanisms by which they will be provided.
- g. Mechanisms to encourage architectural excellence and sustainable design.
- h. Any specific requirements identified during the secondary planning process.

The proposed development will have no impact on any significant public view corridors identified in the Official Plan.

The proposed high-rise 31+ building meets several of the considerations outlined in Policy 15 of Section 2.5.6 of the Official Plan, including the following:

- / **The proposed development is located on a corner lot, fronting onto two (2) streets, and located adjacent to or near public open spaces including Petrie Island and the Ottawa River. The subject property is also located in proximity to the planned Trim LRT Station.**
- / **A shadowing study and a Qualitative Pedestrian Level Wind Assessment have been prepared as part of this application to identify and mitigate any microclimate concerns.**
- / **The proposed development will provide a mix of commercial and residential uses.**
- / **The subject property is not located in proximity to any adjacent low-rise residential neighbourhoods. Further, the proposed high-rise 31+ building is located near the centre of the subject property, providing a greater separation distance from the east and west property lines and, therefore, a more gradual and appropriate transition to adjacent areas.**
- / **While not required, the proposed development may go through an informal review by the City's Urban Design Review Panel, allowing for feedback on the proposed design, which will help the development achieve architectural excellence.**

4.2.8 Designing Ottawa (Section 2.5.1)

Section 2.5.1 of the Official Plan contains design objectives which are qualitative statements of how the City wants to influence the built environment as the City matures and evolves. These Design Objectives are broadly applicable, to plans and development in all land use designations, and from a city-wide to a site-specific basis.

The proposed development meets the majority of these objectives as follows:

1. To enhance the sense of community by creating and maintaining places with their own distinct identity
The proposed development, with high-rise residential buildings in proximity to the Ottawa River and some ground floor commercial uses, would build upon the community initiated by the nearby Petrie's Landing development.
2. To define quality public and private spaces through development
The proposed development will include quality outdoor amenity areas abutting the Ottawa River. The proposed podium and ground floor commercial uses will help create a more human scale at street level.
3. To create places that are safe, accessible and are easy to get to, and move through
The proposed development will contribute to the safety and security of the surrounding area by providing good pedestrian connectivity to building entrances, which will face the frontage along Jeanne-D'Arc Boulevard North.
4. To ensure that new development respects the character of existing areas
The proposed development is compatible with the character, providing a similar high-rise, compact built form while also providing a variation in building heights. The proposed development is sufficiently segregated from the existing Urban Employment Area lands centered around Trim Road and Highway 174 that its development as a high-rise mixed-use building with residential and commercial uses will not have a significant adverse impact on the character of the nearby employment lands. It is understood that the City, as part of its comprehensive OP review, is assessing the need to retain this broader area as an employment area or whether to establish a designation that would better support increased use of transit that provide for more dense residential and office employment uses in proximity to the Trim Transit Station.
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice
The proposed development will introduce a greater mix of uses in the surrounding area, contributing residential apartment dwellings and ground floor commercial space in proximity to employment and transit. The proposed apartment dwelling units within high rise buildings will help provide a greater mix of housing choices in the Orléans region, which consists predominantly of low-rise residential housing forms such as detached dwellings and townhouses.
6. To understand and respect natural processes and features in development design
The proposed development will be located outside of all identifies environmental setbacks (e.g. separation distances from floodplain and high water mark), as is addressed in the Environmental Impact Statement/Tree Conservation Report prepared by Bowfin Environmental Consulting Inc. (August 2020).
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment
The proposed development's compact form and proximity to rapid transit, which will help encourage a greater public transit mode share, thus resulting in a reduction in resource consumption, energy use, and carbon footprint.

4.2.9 Urban Design and Compatibility (Section 4.11)

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. The policies in Section 4.11 are intended to address a wide range of potential development types.

This Planning Rationale, particularly the following sections, addresses the requirement for a Design Brief. The following table explains how the proposed development responds to the applicable policies of Section 4.11:

Compatibility Criteria	Proposed Development
Views	<p>Policy 2 of Section 4.11 of the Official Plan notes that development applications for all High-Rise 31+ buildings will demonstrate how the proposed building will contribute to and enhance the skyline of the city and existing prominent views or vistas or create new vistas. Community design plans or other plans approved by Council may identify prominent important views.</p> <p>The proposed development will have no impact on protected views outlined Policies 3 and 4 of Section 4.11 of the City's Official Plan. The enclosed Concept Plan package prepared by Roderick Lahey Architects (September 9, 2020) contains a variety of conceptual views of the proposed development, which demonstrate how the proposed buildings would contribute to the skyline in this suburban area and contribute to the creation of a visual node of high density transit supportive development at the eastern terminus of the Confederation Line.</p>
Building Design	<p>Policy 5 of Section 4.11 of the Official Plan states that compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of setbacks, height and transition; façade and roofline articulation; colours and materials; architectural elements, including windows, doors and projections; pre- and post-construction grades on site; and incorporating elements and details of common characteristics of the area.</p> <p>The proposed development furthers common characteristics of the area, found in particular at the existing Petrie's Landing developments. The proposed development includes several high-rise buildings, with podiums, limited surface parking, and landscaped amenity areas at the street level.</p> <p>The proposed development plans to orient the principal façade and main entrances of the building to the street (Jeanne-d'Arc Boulevard North) and will include windows on the building elevations that are adjacent to public spaces, as per the requirements of Policy 6 of Section 4.11 of the Official Plan.</p> <p>In accordance with Policy 7 of Section 4.11 of the Official Plan, the proposed development responds to the intersection of two (2) major collectors by locating the westernmost tower near the corner of the subject property, where it abuts the two (2) streets.</p> <p>At the time of detailed building design, Servicing, loading areas, and other required mechanical equipment and utilities will be internalized and integrated into the design of the base of the building where possible and/or noise mitigation and</p>

Compatibility Criteria	Proposed Development
	<p>screening measures will be incorporated, in accordance with Policy 8 of Section 4.11 of the Official Plan.</p> <p>In accordance with Policy 9 of Section 4.11 of the Official Plan, the detailed design of the proposed development will ensure the incorporation of a pedestrian-friendly environment with convenient access to and from building entrances. Where possible and required, rooftop mechanical and telecommunications equipment and amenity spaces on the upper floors of the development will be incorporated into the design and massing of the building.</p>
Massing and Scale	<p>Policy 10 of Section 4.11 of the Official Plan states that where there are no established criteria provided in an approved Secondary Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <ul style="list-style-type: none"> / Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street; / Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development; and / The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section. <p>The subject property does not abut any other existing developments, and as such has no existing patterns of development to follow, except for the Petrie's Landing development located over 100 metres to the east. The proposed development's high-rise massing and scale will be similar to that of Petrie's Landing, including similar building heights. The middle tower (B2) is proposed to be the tallest, whereas the tower to the west (and potentially east) will be slightly lower in order to help provide transitions to nearby properties. As such, the proposed development represents a continuing urbanization of lands in proximity to the eastern terminus of the Confederation Line in a way that will contribute to the creation of a dynamic compact high density high profile node for the Trim Road LRT terminus station.</p> <p>A further discussion of the applicable design guidelines (Transit-Oriented Development Guidelines and Urban Design Guidelines for High-Rise Buildings) is provided below.</p> <p>In accordance with Policy 11 of Section 4.11 of the Official Plan, a Qualitative Pedestrian Level Wind Assessment of the proposed development has been prepared and included under separate cover. The study offers the following conclusions:</p> <ul style="list-style-type: none"> / Wind comfort within most grade-level pedestrian-sensitive locations across the subject property are expected to be suitable for the anticipated uses without mitigation on a seasonal basis. The areas include nearby building entrances, walkways, and public sidewalks. / To ensure conditions are suitable for sitting during the typical use period of late spring through early autumn over the northwest amenity space, mitigation may be necessary to protect from direct northwesterly winds, and from downwash effects from higher-level winds on Building B2. Mitigation strategies will be developed in collaboration with the building and landscape architects during the detailed design stage to ensure the comfort criteria in Section 2.3 are satisfied. These mitigation

Compatibility Criteria	Proposed Development
	<p>strategies may include a combination of tall wind barriers and solid canopies to protect from direct and higher-level winds.</p> <ul style="list-style-type: none"> / If amenity spaces are desired on the podium rooftop terraces, mitigation strategies will be developed in collaboration with the building and landscape architects during the detailed design stage to ensure the comfort criteria are satisfied / The introduction of the proposed building is not expected to significantly influence pedestrian wind comfort at neighbouring areas beyond the development site. In particular, nearby building entrances, sidewalks, parking areas, transit stops, and other pedestrian-sensitive areas beyond the development site are expected to experience acceptable wind conditions or conditions similar to those that presently exist without the proposed building in place. <p>In accordance with Policy 11 of Section 4.11 of the Official Plan, a Sun & Shadow Study has been prepared by Roderick Lahey Architects (September 9, 2020), which demonstrates that shows will fall from a northwest to northeast direction, onto Trim Road and the environmental lands abutting the Ottawa River.</p> <p>In accordance with Policies 12 and 13 of Section 4.11 of the Official Plan, the proposed development includes a common, low-rise, four (4) storey podium connecting both high-rise towers. Concept drawings of the proposed development also include step backs for the final two (2) storeys of each tower, as well as step backs at the tower corners to create facades with greater architectural interest and to reduce massing concerns. The proposed development's westernmost tower is lower in height than the middle tower, which is set back a significant distance from the east property line, thus allowing for an effective transition to adjacent areas.</p>
High-Rise Buildings	<p>Policy 14 of Section 4.11 of the Official Plan states that high-rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:</p> <ul style="list-style-type: none"> / pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building; / public views, including view planes and view-sheds referred to in Policy 3 above / proximity to heritage districts or buildings, / reduced privacy for existing building occupants on the same lot or on adjacent lots <p>The proposed development incorporates separation distances between the towers so as to increase privacy and mitigate wind and shadow impacts, thereby creating more comfortable street level conditions for pedestrians and amenity area users.</p> <p>In accordance with Policy 15 of Section 4.11 of the Official Plan, the proposed development incorporates a four (4) storey low-rise podium base, on top of which sit two (2) towers with limited floor plates and appropriate separation distances between them. The middle and top of the towers are differentiated through slight step backs to the highest (2) storeys.</p> <p>A more detailed discussion of the Urban Design Guidelines for High-Rise Buildings is provided below.</p>

Compatibility Criteria	Proposed Development
Outdoor Amenity Areas	<p>In accordance with Policy 19 of Section 4.11 of the Official Plan, the subject property is not located in close proximity to any existing private amenity areas on adjacent lands. As such, the proposed development will have no impact on existing private amenity areas.</p> <p>Policy 20 of Section 4.11 of the Official Plan states that applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development.</p> <p>The proposed development will meet total and communal amenity area requirements, including through the provision of a mix of at-grade indoor and outdoor communal amenity areas. The outdoor communal amenity areas will take advantage of nearby views of the Ottawa River. A more detailed breakdown of the proposed development's amenity area provisions will be identified through a future, more detailed design process.</p>
Design Priority Areas	<p>The subject property is not currently located in a Design Priority Area. However, lands located within 600 metres of the planned LRT station at Trim are expected to become Design Priority Areas through the ongoing Orléans Corridor Secondary Plan Study.</p> <p>As such, formal Urban Design Review Panel (UDRP) review is not required at this time, but is deemed advisable by City staff in order to help line up the proposed development's design vision with that of the City's. In response to the City's directions, the proposed development will go through UDRP review.</p> <p>Policy 22 of Section 4.11 of the Official Plan states that the portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:</p> <ul style="list-style-type: none"> / Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future; / Locate front building façades parallel to the street; however, consideration may be given to allow for interruptions of continuous building facades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas; / Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance; / Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm; / Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces; / Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and / Signage that contributes to the character of the surrounding area and architectural design of the building through appropriate architectural design elements, materials, and colour. <p>The proposed development aims to generally locate front building façades parallel to Jeanne-d'Arc Boulevard North. Other design considerations of Policy 22 above will be addressed at a more detailed design stage.</p>

Compatibility Criteria	Proposed Development
	<p>According to Policy 23 of Section 4.11 of the Official Plan, the portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:</p> <ul style="list-style-type: none"> / weather protection elements, (e.g. colonnades, and awnings); / shade trees, median planting and treatments and other landscaping; / wider sidewalks and enhanced pedestrian surfaces; / coordinated furnishings and utilities, transit stops, and decorative lighting; and / memorials and public art commissioned for the location. <p>To achieve these public realm improvements, coordination with the City will be required in accordance with Section 2.5.1, policy 5(d) of the Official Plan.</p> <p>The proposed development will consider and address the considerations of Policy 23 above at a more detailed design stage.</p> <p>Policy 24 of Section 4.11 of the Official Plan notes that the massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).</p> <p>The proposed development's low-rise podium will help create a more comfortable scale of development at street level. The proposed development's westernmost tower (B1) is located near the corner of Jeanne-d'Arc Boulevard North and Trim Road, which will help frame the intersection of the two (2) public rights-of-way.</p>

Given the above, the proposed development conforms with the urban design and compatibility criteria outlined in Section 4.11 of the City's Official Plan.

4.3 New City of Ottawa Official Plan (ongoing)

The City of Ottawa is currently in the process of developing a new Official Plan that will replace the existing Official Plan from 2003 (as amended). The new Official Plan will have a 25-year time horizon which spans from 2021 to 2046. In December 2019, a detailed set of Preliminary Policy Directions for the new Official Plan was approved by City Council. The Preliminary Policy Directions are intended to address the challenges that Ottawa is expected to face over the next 25 years as the population expands from approximately 1 million to just over 1.4 million people.

The proposed development meets the following Preliminary Policy Directions:

Growth Management

- / By 2046, achieve a majority of new residential units by intensification in the urban area and serviced villages.
- / Grow the city around its rapid transit system.

- / An increased intensification target should be gradual in the short-term, and gradually increase over the long-term horizon of the Plan.
- / Ensure city infrastructure is considered as part of any intensification strategy.
- / Ensure intensification strategy will consider housing and transportation affordability.
- / Incent intensification in targeted areas through a variety of mechanisms.

The proposed development represents an intensification of lands within the City's existing urban area, in proximity to rapid transit.

Economic Development and Employment Lands

- / Develop new policies for employment areas based on their different contexts, including level of integration with adjacent areas and simplify zoning rules to be generally more permissive where the land use context is suitable.

The existing employment areas near the Trim Transit Station, particularly the Taylor Creek Business Park, are characterized by a wide range of uses, the majority of which do not require separation from other uses. The area would likely be classified as a "Non-Traditional Mixed" employment area, which the Preliminary Policy Directions suggest could be more integrated with the surrounding community to support 15-minute communities.

Housing

- / Encourage denser, walkable 15-minute neighbourhoods to help reduce or eliminate car dependency and promote social and physical health and sustainable neighbourhoods.
- / Strengthen the current policy direction which focuses new growth around existing higher-order transit.
- / Provide new policy direction to require the co-location of otherwise segregated land uses, with a strong policy direction for housing to be integrated into new City facilities and for housing to be integrated into existing employment business parks.
- / Continue to monitor and adjust City policies to ensure there is a range and mix of housing types and housing availability for all income groups.

The proposed compact, mixed-used development contributes to the evolution of the surrounding area into a complete community by providing new, compatible commercial uses and dwelling units in proximity to existing employment lands and to a future LRT station.

Transit

- / New or significantly updated OP policies that are proposed to help achieve the goal of the majority of trips by sustainable transportation by 2046.

The proposed development would increase the number of people living within walking distance of the existing BRT/future LRT station at Trim Road, which is expected to generate additional transit users.

Urban Design, Cultural Heritage

- / New policies will recognize the role of clusters of tall buildings on the skyline of the city.

The above noted Preliminary Policy Direction relates to the City's evolving skyline and its geographic context, which are planned to be captured in a more holistic way to encompass important views, perspectives, entranceways, silhouette construction and framing of vistas.

4.3.1 Industrial and Logistics Lands Strategy

In support of the new Official Plan, the City is currently undertaking an Industrial and Logistics Lands Strategy. It is understood that the Strategy, which is expected to be released in the Fall of 2020, will focus on reviewing:

- / Existing urban employment areas in the context of the Official Plan Review's "5 Big Moves" and policy directions;
- / If existing employment lands are insufficient for projected demand and review the need for additional lands;
- / Servicing aspects for rural employment areas; and
- / Constraints such as environmental features and groundwater capability around interchanges.

4.4 Orléans Corridor Secondary Plan Study (ongoing)

Four (4) new LRT stations are expected to be operational in the City's east end by late 2024, including stations at Jeanne d'Arc, Convent Glen, Place d'Orléans and Trim. In the years ahead, the City expects new communities to grow around those stations, transforming properties along the rail corridor as taller buildings and mixed-use neighbourhoods replace parking lots, low-rise commercial areas, and business park areas that are not characterized by traditional type employment/industrial uses (and therefore do not require separation from other more sensitive uses).

In response to the anticipated growth, City staff are currently undertaking the Orléans Corridor Secondary Plan Study, which will help ensure future development results in livable, resilient, desirable neighbourhoods that support transit and provide the highest quality of life possible. The complete study will include plans for the development of lands surrounding the new LRT stations and provide recommended improvements to pedestrian, cycling and transit connections throughout Orléans.

This project aims to replace two existing secondary plans from pre-amalgamation which currently apply to the Orléans Town Centre with new policies in the City's Official Plan, as well as corresponding zoning amendments.

The Study's objectives include the following:

- / To replace existing secondary plans with area-specific Official policies or a Secondary Plan, Transit Oriented Development plans and zoning;
- / To identify improvements that enhance pedestrian and cycling connectivity to LRT stations;
- / To provide greater clarity for the community, developers and City staff in reviewing future redevelopment proposals for the areas surrounding Stage 2 stations;
- / To outline alternatives for the future use of interchanges with the advent of LRT; and,
- / To provide recommendations for north-south connectivity with Stage 2 stations.

Where lands in Orléans, around proposed LRT stations are identified as appropriate for re-designation by the City, the City shall be focusing on the provision of mixed use developments, affordable residential units and three (3) bedroom residential units around these nodes. It is expected that direction will be provided through both the OP review and the Orléans Corridor Secondary Plan Study that the area around Trim Station will be planned as a high-density mixed use node which accommodates high profile development that will support high transit ridership for the Confederation Line.

As per Figure 20 below, the subject property is located within the Study's limits.

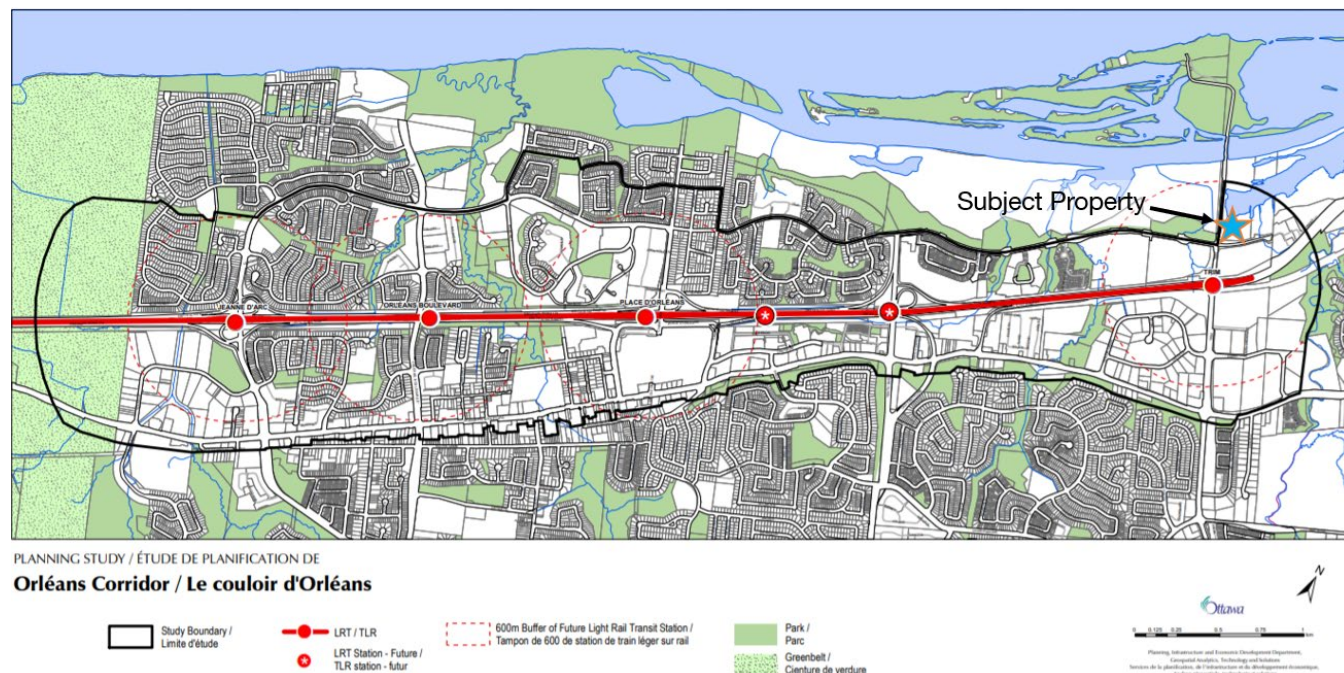


Figure 20: Orléans Corridor Secondary Plan Study Limits

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

The ongoing Study provides an opportunity for a new Secondary Plan to identify the subject property as a permitted location for high-rise 31+ buildings. Given the above, the subject property represents an appropriate location for a high-rise 31+ building.

4.5 Vacant Industrial and Business Park Lands Survey (2016-17 Update)

The Inventory of Vacant Industrial and Business Park Lands Survey reports on the inventory of vacant industrial and business park land in the urban and rural areas of the City of Ottawa. This report monitors the adequacy of supply and land consumption rates for industrial and business park lands. The report includes detailed mapping of all industrial and business park areas in both urban and rural areas of the city. The 2016-17 report, published in August 2018, is an update of the City's inventory of vacant industrial and business park lands. The survey reports on the inventory of vacant industrial and business park land in the urban, suburban and rural areas of the City of Ottawa as of the end of 2017. Data from the survey have a wide variety of applications, including information for economic development, assessing the capacity of various areas to meet Official Plan policies for a balance of jobs and housing potential, and monitoring of supply adequacy and land consumption rates.

The report concludes that changes resulting from Official Plan Amendments served as a key driver in reducing the amount of vacant industrial land in the city during the 2016-17 period. In the past two (2) years, land consumption of the City's supply of employment land was relatively restrained. The supply of vacant industrial land remained steady in both amount and distribution throughout the City. Overall, the supply of vacant industrial land should be sufficient to meet demand for the planning horizon (2036) of the Official Plan.

As per Figure 21 below, the subject property is located adjacent to the Ottawa River Business Park and in close proximity to both the Taylor Creek Business Park and the Cardinal Creek Business Park, but is not included in the City's evaluation of industrial and business park lands.

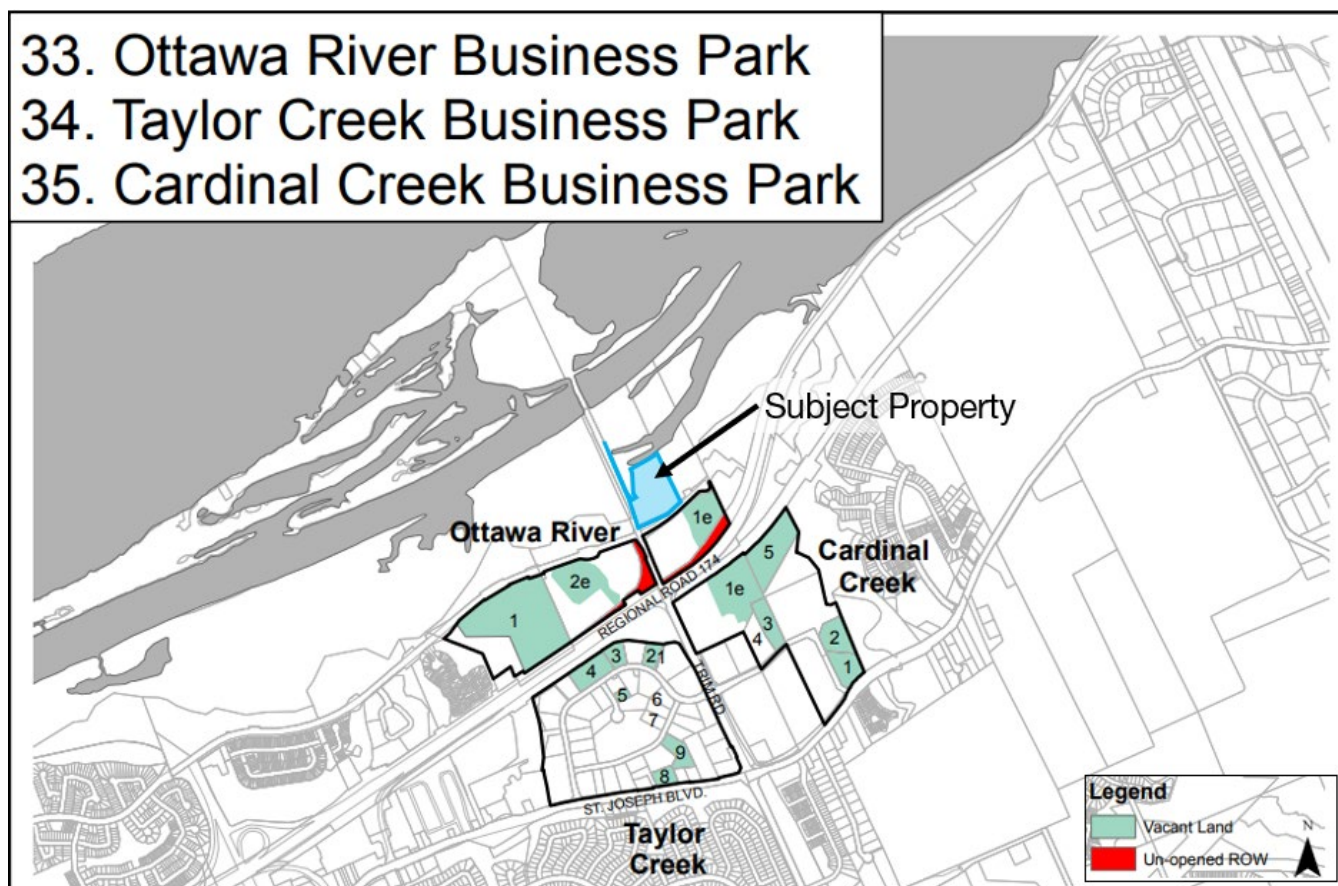


Figure 21: Excerpt from a Map Showing Vacant Properties in the Ottawa River, Taylor Creek, and Cardinal Creek Business Parks, from the Vacant Industrial and Business Park Lands Survey, 2016-17 Update (Subject Property in Blue)

The 2016-17 update reported no changes to the supply of vacant industrial land in all three (3) of the above-noted business parks in proximity to the subject property. The 2016-17 update noted a combined total of 17.4 net hectares of available land in all three (3) business parks.

The conversion of the subject property from an Urban Employment Area designation to a General Urban Area or Mixed Use Centre designation is appropriate given that:

- / **The subject property is already excluded from the City's Vacant Industrial and Business Park Lands Survey;**
- / **The supply of vacant industrial lands in the nearby Ottawa River Business Park, Taylor Creek Business Park, and Cardinal Creek Business Park has remained steady as per the latest Inventory Update; and**
- / **The existing supply of vacant industrial land should be sufficient to meet demand for the planning horizon (2036) of the Official Plan.**

4.6 Ottawa Employment Land Review (Final Report) – 2036 Employment Projection Update (2016)

A team comprised of Hemson Consulting Ltd., Urban Strategies Inc. and Stantec Engineering was retained by the City of Ottawa to undertake an Employment Land Review (ELR). The ELR was undertaken in response to direction from the Ontario Municipal Board related to Official Plan Amendment (OPA) 150, the result of a comprehensive OP review. The ELR built on significant work undertaken by the City related to understanding and planning for employment and designated Employment Lands. The study took a fresh look at the City's objectives for employment from a "one-city" perspective, evaluating and developing strategies to ensure an adequate, suitable and on-going supply of lands for employment.

The Employment Land Review builds on the body of work already undertaken by the City related to Employment Area planning with a fresh focus, not only on what the City has and needs in the way of Employment Land, but also what it wants in terms of new economic activity and how to get it. The purpose of the study is four-fold, to:

1. Take a fresh look at the City's objectives for location of jobs and Official Plan policies for employment and employment land;
2. Estimate future employment land demand in rural and urban area designations;
3. Identify key issues, opportunities and strategies for achieving the City's employment and economic development goals; and
4. Recommend priority actions and an implementation plan.

The Employment Land Review included an examination of Ottawa's unique economic context and outlook for future employment and critically reviewed the city's existing and planned geography for employment, in particular for Employment Areas and the former Enterprise Area designation. The study took a one-city perspective while giving consideration to both urban and rural area issues and opportunities as well as addressing area-specific issues and proposals. The ELR looked at planning for the City's employment lands within the context of Ottawa's growth management, land use planning, economic development objectives and activities. The ELR recognizes that Ottawa does not have high employment in more traditional industry such as manufacturing, but rather is more focused on knowledge-based industries that desire locations in more mixed use areas which offer employees amenities such as restaurants, entertainment, and shopping. As discussed in Section 4.3 of this report, the OP review Preliminary Policy Directions that were approved by Council in December 2019 encourage a greater integration of non-traditional employment uses with the surrounding community in order to achieve 15-minute neighbourhoods.

The study was initiated in October 2014 and involved a six-step study process culminating with the ELR Report in August 2016, including strategic recommendations for action and implementation by the City. An update to the ELR analysis and final report was prepared in November 2016 to incorporate the City's updated employment projections and a 2036 planning horizon (together approved as OPA 180).

In identifying challenges and opportunities related to development of the City's Employment Land, the ELR notes that distance from the core and lack of highway access make Orléans and Riverside South less attractive to developers in the near-term. The ELR notes that, from the Terry Fox Business Park in Kanata to the Cardinal Creek Business Park in Orléans, most of Ottawa's other active industrial parks are located near interchanges along the 417/174 corridor. Nearly all of them contain a mix of light industrial and office uses, and many also contain retail and services uses, such as hotels and restaurants. With the exception of the employment node at Highway 174 and Trim Road, most of these business parks have few vacant sites.

The ELR also states that the demand for employment lands will need to be met in places where there is currently little demonstrated demand, in particular areas to the south and east of the Greenbelt. The ELR notes that lands in Orléans, among other areas, will be capable of meeting some of this demand in the longer term. The issue is more about when than if development will occur. While developer timelines tend to be relatively

short-term by nature and land use planning operates within fixed planning time horizons the timing of demand for employment land development is often much longer term than either land owners or planning policy would desire.

According to the ELR, designated Employment Areas in Riverside South, Leitrim and Orléans will be less attractive and may remain so even as the communities around them continue to develop. Since there is an excess supply of vacant Employment Land to meet the projected need City-wide to 2036 (and possibly to 2041), and given their access challenges, it is not vital to protect these areas for employment. Indeed, there are opportunities in Riverside South, Leitrim and Orléans to re-designate portions of Urban Employment Areas to achieve other planning objectives.

Finally, the Review concludes, among other recommendations, that the re-designation of portions of less accessible, vacant employment lands in Riverside South, Leitrim and South Orléans is recommended to support more rational land use patterns in those communities. These re-designations will still leave the city with an adequate supply of employment land to meet the demand to 2036.

Through OPA 180, the recommendations of the Ottawa Employment Land Review were implemented including the redesignation of 110 gross hectares of former employment land in South Orléans, which given its distance from a 400-series highway, is unlikely to be consumed within the next 20 years.

Similar to South Orléans, the subject property is not located within proximity to a 400-series highway, only Highway 174, which is a City maintained Freeway that transitions to a rural road east of Trim Road. This locational attribute supports the conversion of the subject property from the existing Urban Employment Area designation to a General Urban Area or Mixed Use Centre designation.

4.7 Urban Design Guidelines for High-Rise Buildings (2018)

Approved by City Council in 2018, the City of Ottawa's Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The design guidelines will be applied wherever high-rise residential and mixed-use buildings are proposed. The proposed development meets the intent and purpose of several of the City's Urban Design Guidelines for High-Rise Buildings, including the following:

Context

- / The proposed high-rise building respects and enhances current background views and vistas, which are already characterized by two existing high-rise buildings. The proposed development adds to the views by introducing variations in height and massing, that nonetheless fit in well with the existing context (1.6).
- / Variations are provided to the heights of the proposed buildings (1.11).
- / Although irregular in shape, the lot is large enough to allow for a design that incorporates effective transition measures (1.14).
- / The subject property abuts the public realm, including streets on two (2) sides (1.15).
- / The subject property, which is a corner lot, is of sufficient size to achieve tower separation, setback, and step back (1.16).

Built Form

- / The proposed development enhances the overall pedestrian experience in the immediate surrounding public spaces through the design of the lower portion, typically the base, of the building, which creates a new urban fabric, defines and animates new public spaces, and establishes new views (2.1).
- / The height of the base is at least two (2) storeys in height (2.17).
- / The proposed development creates a comfortable pedestrian scale by including two (2) towers on a common podium base (2.20).
- / The ground floor of the base will be animated with commercial uses (2.23).

- / The proposed small tower floor plates, around 752 square metres in area, minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces (2.24).
- / The proposed development provides proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allows for natural light into interior spaces. Separation distances between the towers are proposed to be approximately 21.5 metres (2.25).
- / The proposed towers do not have any blank wall façades (2.28).

Pedestrian

- / The proposed development provides a direct, clearly defined pedestrian walkway connection between the main pedestrian entrance and the sidewalk (3.11);
- / The proposed development animates the streets by having the ground floor commercial uses contribute to the provision of a range of amenities appropriate to the context to meet the needs of a diversity of potential uses, including seniors and children, residents and employers, local people and visitors (3.12).
- / The majority of parking is proposed to be located in a garage (3.14).
- / A wind analysis has been conducted in accordance with the Wind Analysis Terms of Reference and indicates the following:
 - o Wind comfort within most grade-level pedestrian-sensitive locations across the subject property are expected to be suitable for the anticipated uses without mitigation on a seasonal basis. The areas include nearby building entrances, walkways, and public sidewalks.
 - o To ensure conditions are suitable for sitting during the typical use period of late spring through early autumn over the northwest amenity space, mitigation may be necessary to protect from direct northwesterly winds, and from downwash effects from higher-level winds on Building B2. Mitigation strategies will be developed in collaboration with the building and landscape architects during the detailed design stage to ensure the comfort criteria in Section 2.3 are satisfied. These mitigation strategies may include a combination of tall wind barriers and solid canopies to protect from direct and higher-level winds.
 - o If amenity spaces are desired on the podium rooftop terraces, mitigation strategies will be developed in collaboration with the building and landscape architects during the detailed design stage to ensure the comfort criteria are satisfied
 - o The introduction of the proposed building is not expected to significantly influence pedestrian wind comfort at neighbouring areas beyond the development site. In particular, nearby building entrances, sidewalks, parking areas, transit stops, and other pedestrian-sensitive areas beyond the development site are expected to experience acceptable wind conditions or conditions similar to those that presently exist without the proposed building in place (3.26).
- / A Sun & Shadow Study has been conducted by Rod Lahey Architects (September 9, 2020) in accordance with the Shadow Analysis Terms of Reference (3.27).

The proposed development is expected to meet several other Urban Design Guidelines for High-Rise Buildings once it undergoes a more detailed design process in the future (through the Site Plan Control process).

4.8 Transit-Oriented Development Guidelines (2007)

Approved by City Council on September 26, 2007, the City of Ottawa Urban Design Guidelines for Transit-Oriented Development apply to all development throughout the City within a 600 m walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. The guidelines address six (6) components including: Land use; Layout; Built Form; Pedestrians and Cyclists; Vehicles and Parking; and, Streetscape and Environment.

The proposed development meets the following applicable design guidelines, among others:

- / The proposed development includes transit-supportive land uses within a 600 m walking distance of a rapid transit station or stop, including apartments (condominiums) (Guideline 1).
- / The proposed development creates a multi-purpose destination by contributing a mix of uses (residential and ground floor commercial) to the area (Guideline 3).
- / Both towers are proposed to be connected via a low-rise podium; the B1 tower is proposed to be located at corner of Jeanne-d'Arc Boulevard North and Trim Road (Guideline 7).
- / The proposed development meets the intent of the Transit-Oriented Development Guidelines by providing for a high form of density and mix of uses as close as possible to the rapid transit network (Guideline 8).
- / The proposed westernmost tower will be slightly lower in height to help provide a transition to adjacent areas (Guideline 9).
- / The proposed development's ground floor includes commercial uses that will be appealing to pedestrians (Guideline 28).
- / The design and location of the entrance to the parking garage minimizes the number of vehicle crossings over primary pedestrian routes and will not impede pedestrian flow (Guideline 39).

The proposed development is expected to meet several other Transit-Oriented Development Guidelines once it undergoes a more detailed design process in the future (through the Site Plan Control process).

4.9 City of Ottawa Zoning By-law (2008-250)

The subject property is zoned "Development Reserve" (DR) in the City of Ottawa Comprehensive Zoning By-law (2008-250).

The purpose of the DR - Development Reserve Zone is to:

- / recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan, and future village development in areas designated as Village in the Official Plan;
- / limit the range of permitted uses to those which will not preclude future development options;
- / impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses; and
- / permit limited lot creation on existing public streets in villages that will not preclude future development options in the DR3 – Development Reserve Subzone 3.

The applicant is proposing to rezone the subject property to "Residential Fifth Density Subzone A", with a site-specific exception and a height limit of 32 storeys (R5A [XXXX] H(X)).

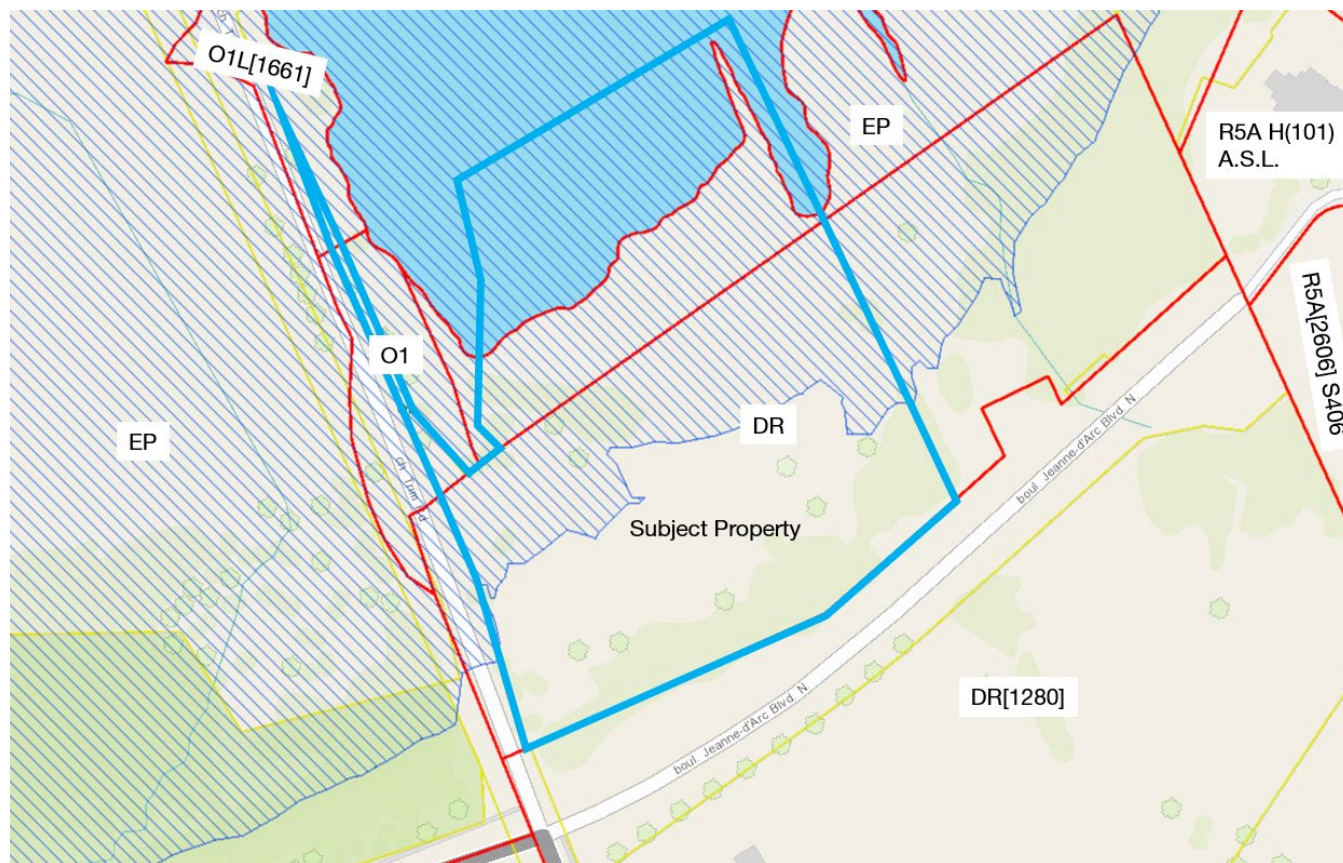


Figure 22: Zoning Map of the Subject Property (Outlined in Blue) and Surrounding Area

The site-specific exception is proposed to permit the following uses, in addition to the uses already proposed under the base R5A zone:

- / dwelling unit (in a mixed use building);
- / parking garage;
- / convenience store (not limited to a Gross Floor Area of 75 square metres);
- / personal service business;
- / restaurant;
- / storefront industry;
- / retail store; and,
- / retail food store.

The following table summarizes the compliance of Phase 1 of the proposed development with the proposed base R5A zoning. The zoning also assumes that the subject property would be located in an “Area Z: Near Major LRT Stations” minimum parking requirement area on Schedule 1A of the Comprehensive Zoning By-law (2008-250). The Area Z provisions do not currently apply to the lands around the Trim Transit Station, however, it is anticipated that they will be applied through the Orléans Corridor Secondary Plan Study that is currently underway.

Areas of non-compliance are noted with an “**x**”.

Zoning Mechanism	Required	Provided	Compliance
Minimum Lot Area	1,000 m ²	34,897.74 m ²	✓
Minimum Lot Width	25 m	> 25 m	✓
Maximum Building Height	Height suffix TBD	32 storeys	Height suffix TBD
Minimum Front Yard Setback (Trim Road)	6 m	5.2 m	✗
Minimum Corner Side Yard Setback (Jeanne-d'Arc Boulevard North)	4.5 m	0 m	✗
Minimum Rear Yard Setback (eastern lot line)	7.5 m	> 7.5 m	✓
Minimum Interior Side Yard Setback (northern lot line)	7.5 m	> 7.5 m	✓
Minimum Landscaped Area	30% of the lot area must be provided as landscaped area	TBD	TBC
Amenity Area	Total (6m ² per dwelling unit): 3,144 m ²	Total: 3,197 m ²	TBC
	Communal (3m ² per dwelling unit): 1,572 m ²	Communal: TBD	
	Layout of Communal Amenity Area: Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²	Layout of Communal Amenity Area: Communal amenity areas larger than 54 m ² will be provided.	
Minimum Required Vehicle Parking Spaces (Assuming Area Z)	Resident spaces: 0	467 parking spaces	✓
	Visitor spaces (0.1 per unit): 52		
	Commercial spaces: 0		
Minimum Required Bicycle Parking Spaces	Resident spaces (0.5 per unit): 262	TBD	TBC
	Commercial spaces (1 per 250 m²): 3		
Minimum Driveway Width	6.7 m if leading to surface parking 6.0 m if leading to parking garage	TBD	TBC
Minimum Drive Aisle Width	6.7 m if leading to surface parking spaces 6.0 m if leading to spaces in a parking garage	TBD	TBC
Maximum Limit on Number of Parking Spaces Near Rapid Transit Stations	Residential (1.75 per dwelling unit): 917	467 parking spaces	✓

Zoning Mechanism	Required	Provided	Compliance
	Retail Store or Retail Food Store (4 per 100 m ²): 20 Total: 937		
Minimum lot width for a high-rise building on a corner lot outside the Greenbelt*	1,350 m ²	34,897.74 m ²	✓
Minimum separation distance between towers on the same lot*	23 m	21.5 m	✗

* Zoning provisions for high-rise buildings that were approved by Council in 2019 and are currently under appeal

Based on the above, in addition to the above-noted request to change the subject property's base zone from DR to R5 to and to permit a variety of residential and non-residential uses, the following site-specific provisions are required as part of the proposed Zoning By-law Amendment application:

Minimum Front Yard Setback (Trim Road)

Whereas the minimum front yard setback for a high-rise apartment building is 6 metres, the proposed development will have a 5.2 metre setback from the lot line fronting onto Trim Road. With smaller front and corner side yard setbacks, the development attempts to provide a strong presence at the corner of Trim Road and Jeanne d'Arc Boulevard North. However, an irregular right-of-way width at this corner, which flares out to approximately 55 metres, currently prevents the achievement of this urban design objective.

Minimum Corner Side Yard Setback

Whereas the minimum corner side yard setback for a high-rise apartment building is 6 metres, the proposed development will have a 0 metre setback from the lot line fronting onto Jeanne-d'Arc Boulevard North. As noted above, the B1 tower of the proposed development is located near the corner of Trim Road and Jeanne-d'Arc Boulevard North, which will strengthen the relationship between the proposed development on the subject property and the public realm. The reduced corner side yard setback will not have an impact on any adjacent areas.

Additional provisions may be included as part of the site-specific amendment through the review process of the proposed development.

5.0 Supporting Studies

The following studies have been prepared in support of the applications:

Stage 1 Archaeological Assessment (2017)

A Stage 1 Archaeological Assessment prepared by WSP in February 2017 involved a review of documents pertaining to the property including historic maps, aerial photographs and local histories. A property inspection was conducted on October 28, 2016 to review current conditions.

The report confirms that the subject property is determined to have low archaeological potential due to the presence of sloped terrain ($>20^\circ$), areas of low lying water saturated terrain, and artificial/disturbed terrain. No further archaeological assessments are recommended.

The Stage 1 Archaeological Assessment was reviewed by the Ministry of Tourism, Culture and Sport in 2017. A letter dated March 10, 2017 confirms that the Ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the Ministry's 2011 Standards and Guidelines for Consultant Archaeologists and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports.

Roadway Traffic Noise Feasibility Assessment (2020)

Gradient Wind prepared a Roadway Traffic Noise Feasibility Assessment for the proposed development in September 2020, which concludes the following:

- / The results indicate that noise levels will range between 55 and 69 dBA during the daytime period (07:00-23:00) and between 57 and 62 dBA during the nighttime period (23:00-07:00). The highest noise level (69 dBA) occurs at the south façade of Building B1 and B2 and the east façade of Building B3, which are nearest and most exposed to Highway 174.
- / The noise levels predicted due to roadway traffic exceed the criteria listed in the ENCG for upgraded building components. A detailed review of the window and wall assemblies should be performed by a qualified engineer with expertise in acoustics during the detailed design stage of the development.
- / Results of the calculations indicate that the development will require central air conditioning, or a similar ventilation system, which will allow occupants to keep windows closed and maintain a comfortable living environment. Warning Clauses will also be required be placed on all Lease, Purchase and Sale Agreements.
- / A detailed roadway traffic noise study will be required at the time of Site Plan Control to determine specific noise control measures for the development.
- / With regard to stationary noise impacts of the development's mechanical equipment onto surrounding noise sensitive properties, a stationary noise study will be performed for the site during the time of Site Plan Control.

Qualitative Pedestrian Level Wind Assessment (2020)

Gradient Wind was retained to undertake a qualitative pedestrian level wind (PLW) assessment for the proposed development (September 2020). The report provides a qualitative assessment of pedestrian wind comfort and safety for the subject property based on the architectural drawings, consideration of existing and approved future surrounding buildings, statistical knowledge of the Ottawa wind climate, and experience with similar past projects in Ottawa.

Gradient Wind's prediction of future wind conditions for the subject property include:

- / Wind comfort within most grade-level pedestrian-sensitive locations across the subject site are expected to be suitable for the anticipated uses without mitigation on a seasonal basis. The areas include nearby building entrances, walkways, and public sidewalks.
- / To ensure conditions are suitable for sitting during the typical use period of late spring through early autumn over the northwest amenity space, mitigation may be necessary to protect from direct northwesterly winds, and from downwash effects from higher-level winds on Building B2. Mitigation strategies will be developed in collaboration with the building and landscape architects during the detailed design stage to ensure the comfort criteria are satisfied. These mitigation strategies may include a combination of tall wind barriers and solid canopies to protect from direct and higher-level winds.
- / If amenity spaces are desired on the podium rooftop terraces, mitigation strategies will be developed in collaboration with the building and landscape architects during the detailed design stage to ensure the comfort criteria are satisfied.
- / The introduction of the proposed buildings is not expected to significantly influence pedestrian wind comfort at neighbouring areas beyond the development site. In particular, nearby building entrances, sidewalks, parking areas, transit stops, and other pedestrian-sensitive areas beyond the development site are expected to experience acceptable wind conditions or conditions similar to those that presently exist without the proposed building in place.

Transportation Impact Assessment (TIA) Strategy Report (2020)

Parsons prepared a Transportation Impact Assessment (TIA) (Steps 1 through 4) in support of the proposed development (September 9, 2020). The TIA findings indicate that the proposed development is projected to generate 'new' vehicle volumes of approximately 250 veh/h two-way total during the weekday morning and afternoon peak hours. Further, the proposed development is projected to generate approximately 500 'new' transit trips during the AM and PM peak hour periods, which can be accommodated by the nearby high-capacity Confederation LRT Line. Additional capacity is available on local bus routes departing Trim Station. Parsons recommends that Transportation Demand Management measures be reviewed during the Site Plan Control process to identify ways to leverage the subject property's proximity to rapid transit.

The proposed access to the site proposes two new full movement driveways off Jeanne D'Arc Boulevard, with at least 50 m separation between each other and 75 m to the nearest potential signalized intersection, which meet City By-Law requirements.

The TIA indicates that the 2029 background overall intersection performance of all study area intersections was LoS 'E' or better and with critical movement of 'E' or better. Future conditions with the addition of 250 veh/h two-way vehicle trips and transit trips modelled as pedestrians heading to/from the site to Trim Station performed at acceptable levels of service with overall LoS 'E' or better and with critical movement of 'E' or better. The TIA contains several recommendations to address future conditions.

Based on the findings of the TIA, the proposed development located at 1009 Trim is recommended from a transportation perspective.

Geotechnical Investigation (2020)

Paterson Group prepared a Geotechnical Investigation for the subject property in September 2020. In terms of surface conditions, the report notes that the majority of the subject property is gravel covered with large boulders. Small to medium sized trees are present on the property boundaries of the subject site that border Trim Road and Inlet Private. The southern portion of the site is relatively flat and slightly above grade from Inlet Private. The site slopes towards the Ottawa river to the north, following Trim Road.

The subsurface profile at the test hole locations consists of topsoil underlain by a fill consisting of silty sand mixed with clay and/or gravel. Fill consisting of boulders and blast rock were also noted on site. A very stiff brown silty clay deposit was encountered under the fill layer. The brown silty clay was underlain by a stiff grey silty clay layer. The overburden drift thickness is estimated to be between 20 to 35 m.

The Geotechnical Investigation notes that the long-term groundwater level is expected to be at a depth ranging between 4 to 5 m below existing ground surface and the grade raise restriction was determined to be 2 m above original ground surface.

The report concludes that from a geotechnical perspective, the subject property is suitable for the proposed high-rise buildings. It is expected that the proposed high-rise buildings will be founded on end bearing piled foundations extending to the bedrock surface. It is also expected that the underground parking structure beyond the towers' extent will be founded on conventional spread footings placed on an undisturbed, very stiff to stiff silty clay bearing surface. A number of design considerations are proposed in the report.

Slope Stability Review and Landslide Risk Assessment (2020)

In August 2020, Paterson Group prepared a Slope Stability Review and Landslide Risk Assessment for the proposed development. The assessment was based on Paterson's evaluation of the existing slope bordering the south boundary of the site taking into consideration of the proposed development, available subsoil information within the immediate area of the site and Paterson's general knowledge of the areas geology. The analysis of the stability of the slope was carried out using SLIDE, a computer program which permits a two-dimensional slope stability analysis using several methods including the Bishop's method, which is a widely used and accepted analysis method. The report notes the following:

- / The underlying soils at the subject site not considered susceptible to liquefaction or subsequent 'earth flows' from a geotechnical perspective.
- / The three slope cross-sections analyzed were all above the recommended Factor of Safety of 1.5 and are considered stable under static conditions.
- / The overall slope stability factor of safety at the three slope cross-sections when considering seismic loading was found to be greater than 1.5 which is considered to be stable under seismic loading.
- / It is expected that the upper weathered silty clay crust will be considered as a low sensitivity clay deposit, which permits a conventional slope stability assessment.
- / Based on the proposed development, no significant slope stability issues are expected. Once the final grading is determined, a slope review will be carried out. However, since there is at least a 30 m set-back and a low natural slope near the edge of the wetland, a gentle slope will not pose any slope stability concerns.
- / As a conservative approach, a 6 m erosion access allowance was provided from the top of slope.
- / The subject property and the surrounding 500 m radius would not be susceptible to a landslide event.
- / Since the parking garage will occupy the bulk of the area, there is no potential of lateral movement of the structure which is designed to accommodate seismic conditions in accordance with the Ontario Building Code and designed to the required seismic site classification.
- / The vulnerability estimation and the risk to life (safety risk) is considered negligible (less than 1:100,000). In Paterson's opinion, there is no risk to life for this development.

Phase I and Phase II Environmental Site Assessment (2020)

In July 2020, Paterson Group undertook a site visit and in August 2020, prepared Phase 1 and Phase 2 Environmental Site Assessments (ESA) to Ontario Regulation (O. Reg.) 153/04 for the subject property.

The purpose of the Phase I ESA was to research the past and current use of the subject property and to identify any environmental concerns with the potential to have impacted the subject property. The Phase I ESA report notes that the lands the subject property has never been developed and that fill material has been imported on-site over the last three decades. Due to the imported fill, the northern half of the subject property is at a significantly lower grade than the southern half of the site.

Based on analytical test results from previous Phase I and Phase II ESAs completed by WSP in 2016, the fill material on-site was impacted with metals, polycyclic aromatic hydrocarbons (PAHs), petroleum hydrocarbons fractions (PHC-F2) and electrical conductivity (EC) and sodium adsorption ratio (SAR) concentrations. Further, the groundwater contained elevated levels of chloride in excess of the applicable site standards. Soil and groundwater remediation were recommended and no further work has been completed on-site since 2016. The areas of potential environmental concern (APECs) remain areas of concern and Paterson recommended that a Phase II ESA be prepared.

The purpose of the Phase II ESA was to address the APECs on the subject property that were identified during the Phase I ESA. A subsurface investigation was undertaken in conjunction with the above noted Geotechnical Investigation, which involved a field program consisting of drilling boreholes and groundwater monitor wells.

No detectable benzene, toluene, ethylbenzene and xylenes (BTEX) concentrations were identified in the soil samples, and thus, they complied with the Ministry of the Environment, Conservation and Parks (MECP) Table 3 Standards. PHC-F2, PAHs, EC and SAR concentrations in several soil samples were in excess of the selected MECP Table 1 Residential Standards.

No free-phase product was observed on the groundwater at any of the monitoring well locations during the groundwater sampling events. Test results for BTEX and PHCs as well as metals, except sodium, were in compliance with the selected MECP Table 1 Standards. Sodium, chloride and uranium concentrations were in excess of the Table 1 Standards.

The Phase II ESA recommends that the impacted fill/soil material be removed from the subject site during the redevelopment process. Further, remediation of the groundwater is recommended by either using a licenced hauling company pumping from the excavation or a pump and treat system. Finally, it is recommended that the monitoring wells installed on the subject property remain viable for future monitoring.

Environmental Impact Statement/Tree Conservation Report (2020)

An Environmental Impact Statement/Tree Conservation Report prepared by Bowfin Environmental Consulting Inc. (August 2020) indicates the following with respect to the subject property and Phase 1 of the proposed development:

- / The northern portion of the subject property (1.7 hectares), designated as the Petrie Island Provincially Significant Wetland (PSW), is the only known nature feature on or within 120 metres of the Phase 1 lands. The nearest wetland community is marsh communities which has a lower sensitivity to disturbances than other types of wetland communities. The areas of higher significance are situated to the west of Trim Road and north of the Jeanne d'Arc Boulevard. The PSW will not be directly impacted and Phase 1 will adhere to a 30 m setback from the current PSW boundary.
- / The Urban Natural Area (UNA) Petrie Island and Mainland Urban Natural Area is identified as forming part of the subject lands.

- / A single headwater drainage feature is situated to the east, over 30 m from Phase 1. A separate report is being prepared for the headwater drainage feature assessment.
- / The only natural habitats were in the adjacent lands.
- / The potential for future phases will be determined following more detailed environmental assessments to confirm the area of the site beyond Phase 1 that might be able to be developed.
- / There are no endangered or threatened species, including butternuts.
- / There are no species of conservation value. All plants had a provincial Srank of S4, S5 or SNA signifying that the species recorded are apparently secure, uncommon but not rare (S4), secure, widespread and abundant in the nation or province (S5) or not applicable because the species is not a suitable target for conservation activities (i.e. non-native species) (SNA).
- / Species-specific surveys observed bats, painted turtles (no Blanding's turtles), and eastern garter snakes outside of the Phase 1 lands. Frogs were observed/heard in the Ottawa River.
- / A total of 20 bird species were observed, most of which were heard calling from the shoreline in or the wetland on the adjacent lands. The only endangered or threatened species was the barn swallow and these were foraging over the Ottawa River. No nesting habitat was present on or near the subject property.
- / The report contains mitigation measures for the PSW, confirms that there are no unevaluated wetlands within the Phase 1 lands, and suggests that the Phase 1 lands should not be included in the UNA since they consist of fill with cultural meadows. Finally, the report indicates that there are no Significant Woodlands on the Phase 1 lands and there is no potential for the first phase of development to impact a potential Significant Woodland to the east.
- / There is a potential of fifteen Endangered or Threatened Species to occur within the general area based on the available background information. The habitat requirements for the majority of these species was not present. The Endangered Species Act is now under the jurisdiction of the Ministry of Environment, Conservation and Parks (MECP). Bowfin is in contact with MECP.
- / Details on the Tree Conservation Report (TCR) are pending the Site Plan Control stage. However, no trees requiring retention were identified in or within 30 m of Phase 1.

The report concludes that all of the impacts can be mitigated through the use of common mitigation measures and no residual negative impacts to the natural environment are anticipated as a result of the development of Phase 1. As such, the proposed development can be accepted as planned.

Functional Site Servicing and Stormwater Management Report (2020)

Exp. prepared a Functional Site Servicing and Stormwater Management Report dated September 14, 2020 which provides an overview of the existing infrastructure in the immediate area and the planned servicing of the proposed development, which includes:

- / Water
 - o Water supply for the site will be provided by twin 200mm watermain supplied from the existing 406mm watermain on Jeanne D'Arc Boulevard North. The development will require independent and twin watermain, which is the result of the average day water demands exceeding 50 m3/day. The watermain feeds from the underground parking level will connect directly to the existing 460mm watermain on Jeanne D'Arc Boulevard and will have an isolation valve between them, consistent with City of Ottawa Water Design Guidelines.

- The buildings will be protected by an automatic sprinkler system. A fire department connection (or siamese) will be located within 45 metres of an adjacent municipally owned fire hydrant. In order to achieve this, it is proposed that a new hydrant will be installed off the existing 406mm watermain within the Jeanne D'Arc Boulevard right-of-way.
- Water for fire protection will be available utilizing the proposed fire hydrants located along on Jeanne D'Arc Boulevard.

/ Sanitary

- It is proposed that the mechanical piping from each building to a sanitary manhole onsite, which will then discharge to the existing sanitary sewer on Jeanne-D'Arc Boulevard. It was determined that adequate capacity in the existing system is available. The new manhole will be installed near the property line and be used as a monitoring manhole.
- A 250mm diameter sanitary sewer is proposed with a minimum 2% slope is proposed to service the entire development.

/ Stormwater

- Stormwater runoff from the proposed site will drain from a combination of controlled and uncontrolled areas.
- A total five (5) subcatchments (or drainage areas) within Phase 1 and four (4) subcatchments in potential Phase 2 are planned with average runoff coefficients calculated for each drainage area. The stormwater works shall consist of the following elements:
 - For Phase 1, Flow-control roof drains for Towers B1, B2, and connecting podium B1/B2.
 - Runoff from surface areas in Phase 1 will be collected by area drains and discharge to internal drainage piping in the underground parking structures. This in turn discharges to one of the directly to an oil-grit separator manhole, prior to discharging to the Ottawa River
 - For potential Phase 2, Flow-control roof drains for Towers B3, and connecting podium B2/B3.
 - For potential Phase 2, similar to Phase 1, runoff from surface areas will be collected by area drains and discharge to internal drainage piping in the underground parking structures. This in turn will discharge to the previously noted oil/grit separator manhole.
- As a total suspended solids (TSS) removal efficiency of 80% is required, it is proposed to provide an oil grit separator for quality control

6.0 Conclusion

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

- / The proposed development is consistent with the Provincial Policy Statement (2020). More specifically, the proposed development consists of a compact, mixed-use development in proximity to rapid transit, which will increase the supply of dwelling units in the City. Further, the proposed conversion of the subject property's employment land use designation is taking place at an appropriate time given the ongoing comprehensive review of the Official Plan. The Council-approved Preliminary Policy Directions for the OP review acknowledge that non-traditional employment uses which do not have externalities that require separation from sensitive areas should be more integrated with the surrounding community in order to achieve 15-minute neighbourhoods.
- / The proposed conversion of employment lands meets several of the considerations outlined in Policy 8 of Section 2.2.3 of the Official Plan and is consistent with the Preliminary Policy Directions for the new OP (as noted above).
- / The proposed development is in an appropriate location for high-rise buildings and a mix of use, as per the General Urban Area and Mixed Use Centre policies in Section 3.6.1 and Section 3.6.2 of the Official Plan respectively.
- / The subject property represents an appropriate location for a High-Rise 31+ building, as per the policies of Section 2.5.6 of the Official Plan.
- / The proposed development conforms with the City's urban design and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development meets the intent and purpose of some of the Preliminary Policy Directions for the new Official Plan, in particular relating to growth management, housing and employment.
- / The subject property is located within the boundary of the ongoing Orléans Corridor Secondary Plan Study and given its location in proximity to the Trim LRT Station, represents an appropriate location for a high-rise 31+ building, which could be identified through the forthcoming Secondary Plan.
- / The conversion of the subject property from an Urban Employment Area designation to either a General Urban Area or Mixed Use Centre designation is appropriate given that the subject property is not acknowledged in the City's Vacant Industrial and Business Park Lands Survey; the supply of vacant industrial lands in the nearby Ottawa River Business Park, Taylor Creek Business Park, and Cardinal Creek Business Park has remained steady as per the latest Inventory Update; and the supply of vacant industrial land should be sufficient to meet demand for the planning horizon (2036) of the Official Plan.
- / The Final Report of the Ottawa Employment Land Review (2016) noted that the existing land supply set aside for employment uses should sufficient meet employment demand up to at least 2036, and highlighted that employment lands located far from 400-series highways are much less attractive to developers. Further, the Employment Land Review recognizes that Ottawa's economy is focused on knowledge-based jobs, which tend to locate in areas which offer employees amenities such as restaurants, entertainment, and shopping, as opposed to being segregated from other uses. As such, the subject property represents a good candidate for conversion to a different land use designation.
- / The proposed development meets the intent and purpose of several of the City's Urban Design Guidelines for High-Rise Buildings (2018) and Transit-Oriented Development Urban Design Guidelines (2007).

- / The proposed development complies with the provisions of the City of Ottawa Zoning By-law (2008-250).
- / The proposed development and applications are supported by a range of technical studies.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nico Church'.

Nico Church, M.Pl.
Planner

A handwritten signature in black ink, appearing to read 'Julie Carrara'.

Julie Carrara, MCIP RPP
Senior Planner