FOTENN



1740, 1754 + 1760 St. Laurent Boulevard

Planning Rationale
Zoning By-law Amendment + Site Plan Control
October 26, 2021

FOTENN

Prepared for 11421247 Canada Inc.

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1.0 Introduction

Fotenn Consultants Inc. has been retained by 11421247 Canada Inc. (the “owner”) to prepare a Planning Rationale in support of Zoning By-law Amendment and Site Plan Control applications for the lands known municipally as 1740, 1754, and 1760 St. Laurent Boulevard (“the subject lands”).

1.1 Application History

The subject lands form part of a grouping of parcels centred on Everest Private, a private road connecting Russell Road and St. Laurent Boulevard. While the balance of the Everest Private parcels to the west of the subject lands have previously been included in various development applications and approvals, the subject lands have not been included in any recent development applications. The subject lands are the final development blocks available with frontage onto Everest Private, and the proposed development is envisioned to complement the existing and approved development to the west.

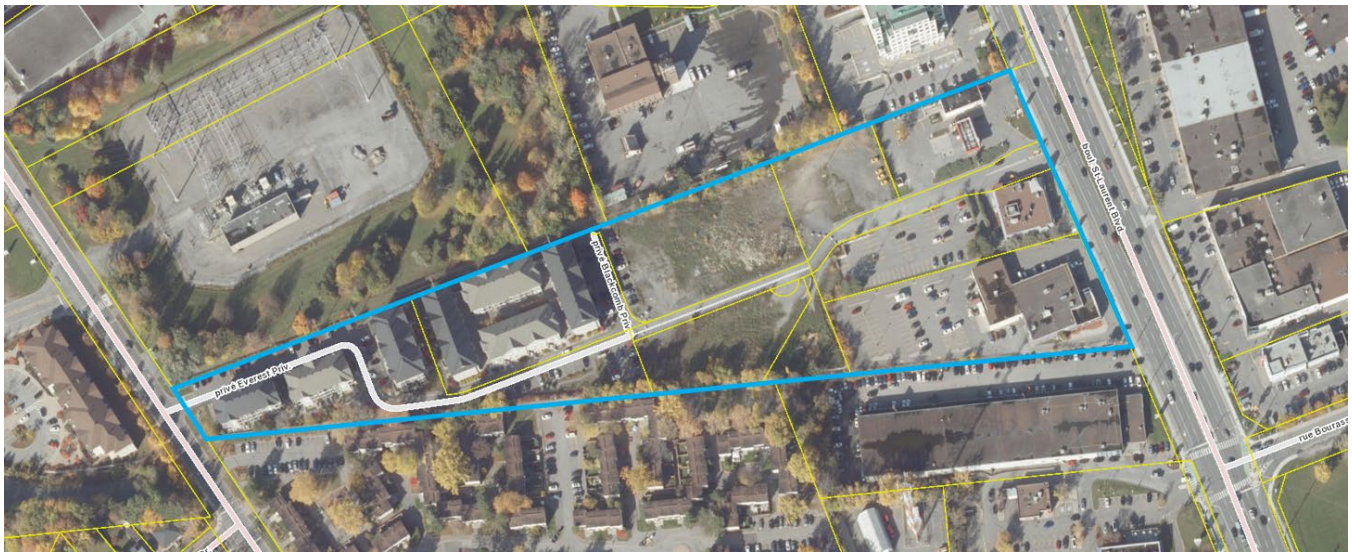


Figure 1. Overall Development Area.

1.2 Application Summary

The applications seek to permit the development of four (4) mixed-use buildings ranging in height from 12 to 15 storeys. The concept design and development statistics are described in greater detail in Section 3.0 of this Planning Rationale.

To permit the proposed development, Zoning By-law Amendment and Site Plan Control applications are required.

2.0
Surrounding Area and Site Context

2.1 Site Context

The subject lands front directly onto St. Laurent Boulevard and are legally described as Blocks 14, 15, 16, and 17, Registered Plan 4M-1476, Part of Lots 14 and 15, Concession Junction Gore, Geographic Township of Gloucester, City of Ottawa.

The subject lands are comprised of three properties with frontage along St. Laurent Boulevard, approximately 100 metres south of the intersection with Industrial Avenue/Innes Road (Figure 2). An access driveway currently servicing the commercial uses divides 1740 from 1750 St. Laurent Boulevard and terminates at the east end of Everest Private.

The combined area of the properties is 18,186 square metres, including multiple commercial tenancies in three buildings. The property at 1740 St. Laurent Boulevard accommodates a Petro Canada gas station and car wash, with the rear west portion being used as a car parking area for the adjacent restaurant. A St-Hubert restaurant operates at 1750 St. Laurent Boulevard, including a delivery service. The property at 1760 St. Laurent Boulevard includes multiple commercial tenancies.

Everest Private features bollards between the development blocks at 374 and 355 Everest Private, segmenting vehicular traffic flow between Russell Road and St. Laurent Boulevard. A traffic signal is proposed to be installed at the intersection of Everest Private and St. Laurent Boulevard, improving traffic flow and safety at the subject property.



Figure 2. Subject lands - 1740, 1754 and 1760 St. Laurent Boulevard.

2.2 Surrounding Area Context

The following land uses are located in the area surrounding the site:

North: The area to the north of the subject lands is characterized by commercial properties, including a mid-rise commercial building and a fire station, with other uses beyond Industrial Avenue/Innes Road. The area includes light industrial uses on the properties east and west of the properties that immediately abut St. Laurent Boulevard.

East: The properties immediately to the east of the subject lands are mainly commercial, but also include institutional uses. These include the Canada Conservation Institute and the Canada Science and Technology Museum. Beyond the immediate commercial and institutional uses is the Innes Business Park. The business park primarily houses light industrial uses such as recycling facilities and auto part suppliers, among others. The business park is accessible only from Innes Road, not directly from St. Laurent Boulevard.

South: The area south of the subject lands is characterized by a mix of commercial uses with mainly residential uses beyond Smyth Road. The area to the south of Smyth Road includes a mix of detached housing, as well as townhouses, and multiple high-rise apartments along Russel Road. The area also includes the Elmvale Acres Shopping Centre, which contains a bank, pharmacy, and grocery store.

West: The area to the immediate west of the subject lands is known as the Alta Vista Ridge development, which includes 6- and 8-storey mid-rise apartment buildings. The area surrounding Russell Road is generally characterized by low-rise residential dwellings and the Perley & Rideau Veterans Health Centre.

Community Amenities:
The subject property is located within close proximity to several area amenities, including:

- Children's Hospital of Eastern Ontario;
- Jim Tubman Chevrolet Sens Rink;
- Elmvale Acres Shopping Centre;
- Several schools and day cares; and
- Retail and retail food store uses.



Figure 3. View looking northeast showing 1740 St. Laurent Boulevard from Everest Private.



Figure 4. View looking north showing gas station at 1740 St. Laurent Boulevard.



Figure 5. View of 1754 St. Laurent Boulevard viewed looking south from the property frontage.



Figure 6. View of 1760 St. Laurent Boulevard looking northwest.

2.3 Rapid Transit Network

The subject lands have frontage along St. Laurent Boulevard, which is identified as a Transit Priority Corridor (Isolated Measures), as illustrated in Figure 7. Currently, local transit options permit riders to reach many of their destinations or connect to the greater transit network via St. Laurent Station, located approximately 1.8 kilometres north of the subject lands. Schedule D of the Official Plan illustrates bus rapid transit stations at the intersection of St. Laurent Boulevard and Industrial Avenue/Innes Road, approximately 150 metres north of the subject lands.

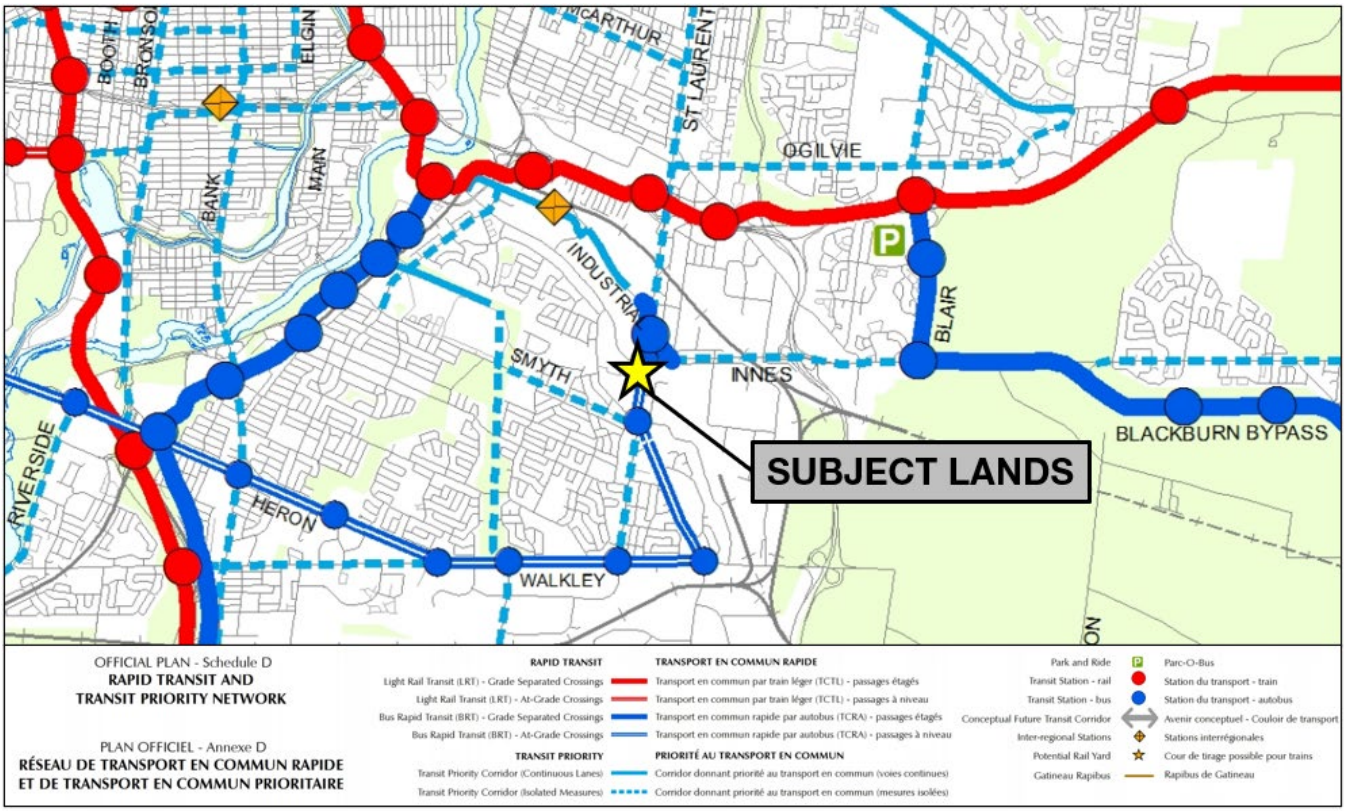


Figure 7. City of Ottawa Official Plan Schedule D - Rapid Transit Network.

2.4 Cycling Network

The subject lands are located along St. Laurent Boulevard, which is identified as a Spine Route on Schedule C of the City of Ottawa Official Plan (Figure 8).

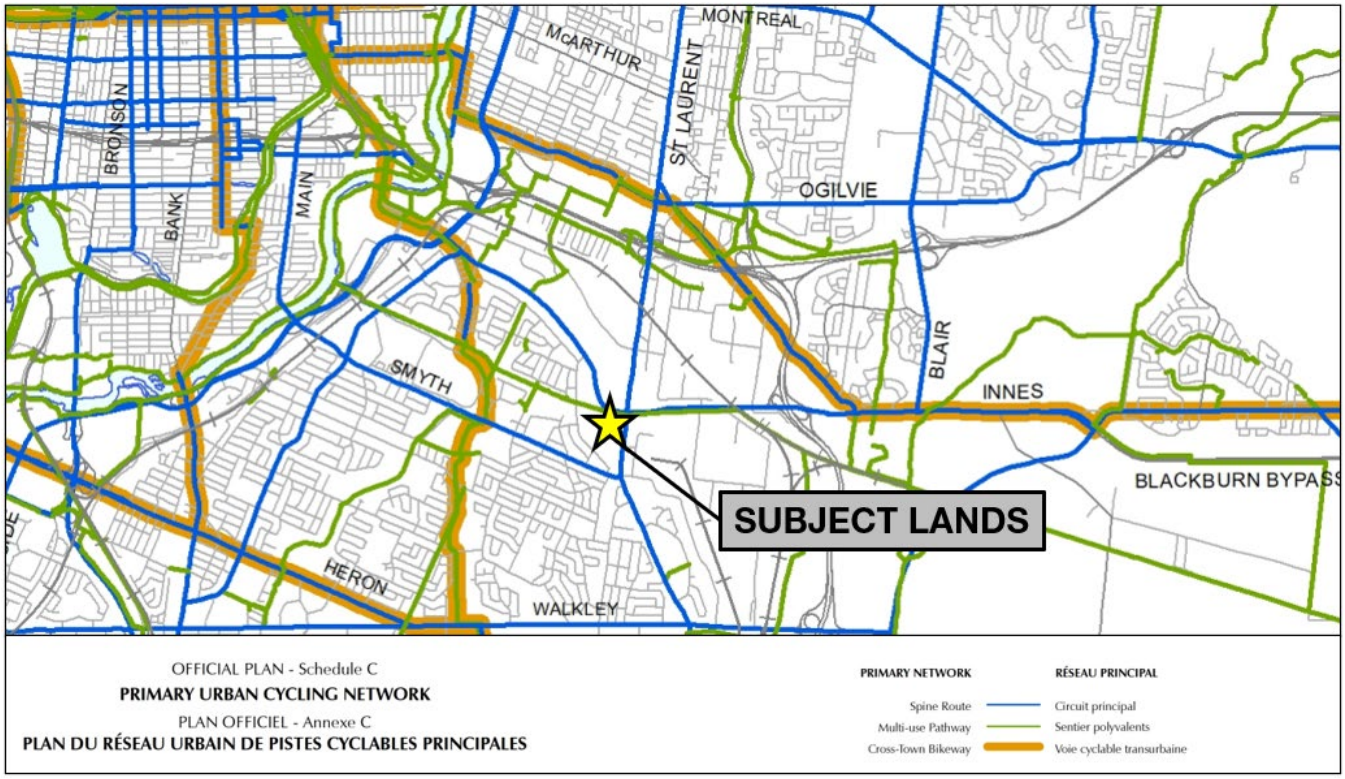


Figure 8. City of Ottawa Official Plan Schedule C - Primary Urban Cycling Network.

2.5 Urban Road Network

As shown on Figure 9, St. Laurent Boulevard is designated an Arterial Road on Schedule E of the City of Ottawa Official Plan. Arterial Roadways are roads intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate pedestrians, public utilities, cyclists, public transit and vehicular traffic. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification.

St. Laurent Boulevard includes two lanes in each direction, as well as raised and separated bike lanes in both. The subject property is also in close proximity to additional arterial roads at Smyth Road and Innes Road. Innes Road also gives drivers access to Highway 417, allowing for quick access to the main highway through Ottawa.

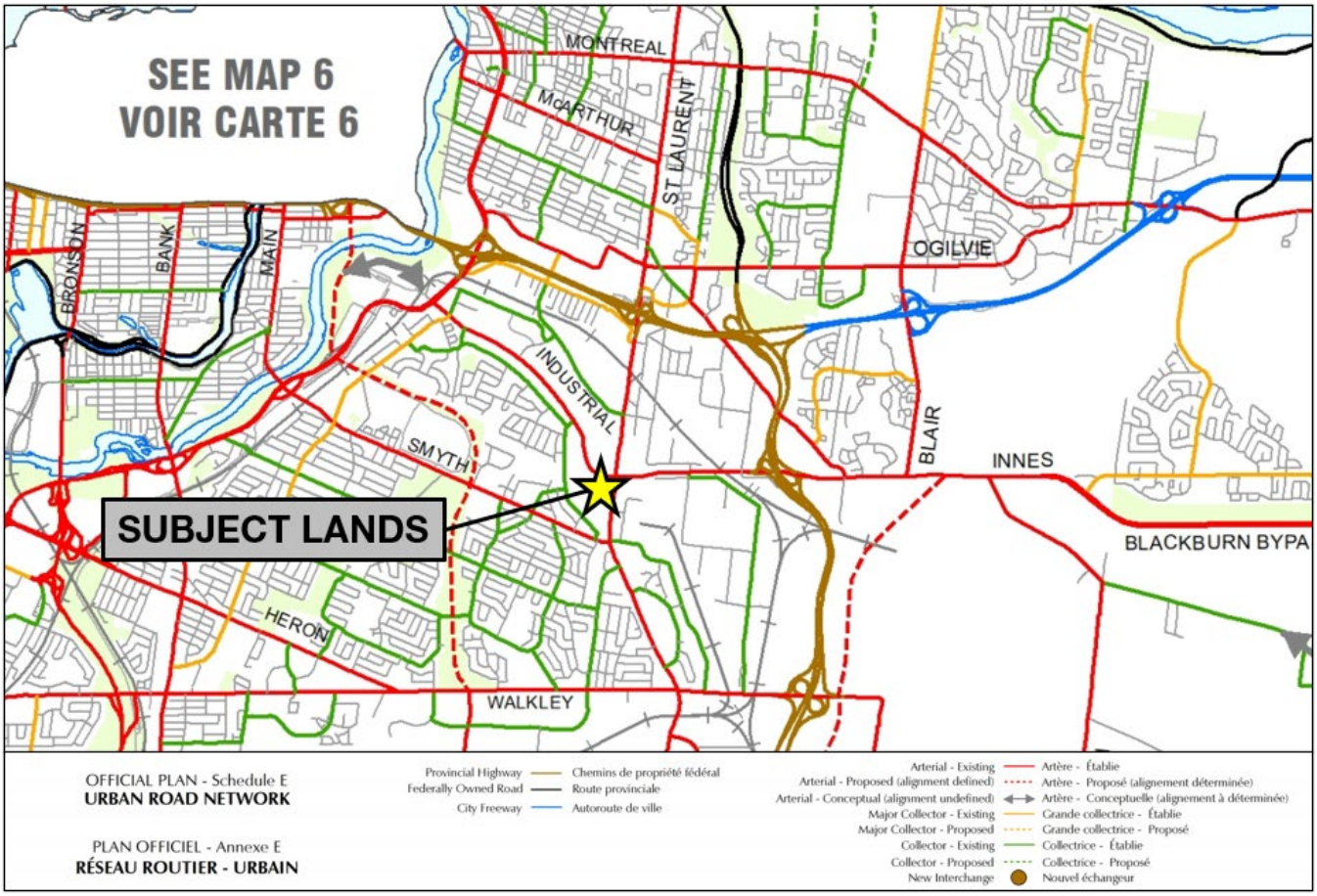


Figure 9. City of Ottawa Official Plan Schedule E - Urban Road Network.

3.0
Proposed Development

The proposed development includes four (4) high-rise apartment buildings on the subject lands, which range in height from 12 to 15 storeys (Figure 10). The development is proposed to be accessed from St. Laurent Boulevard, extending Everest Private from the west. This access entrance will be upgraded to a full movement access with a traffic signal control as part of the right-of-way works contemplated for this development. Bollards placed within Everest Private west of the subject lands will segment vehicular traffic, with access to the proposed development limited from St. Laurent Boulevard. A hydro easement is located along the northern and eastern edge of the property.

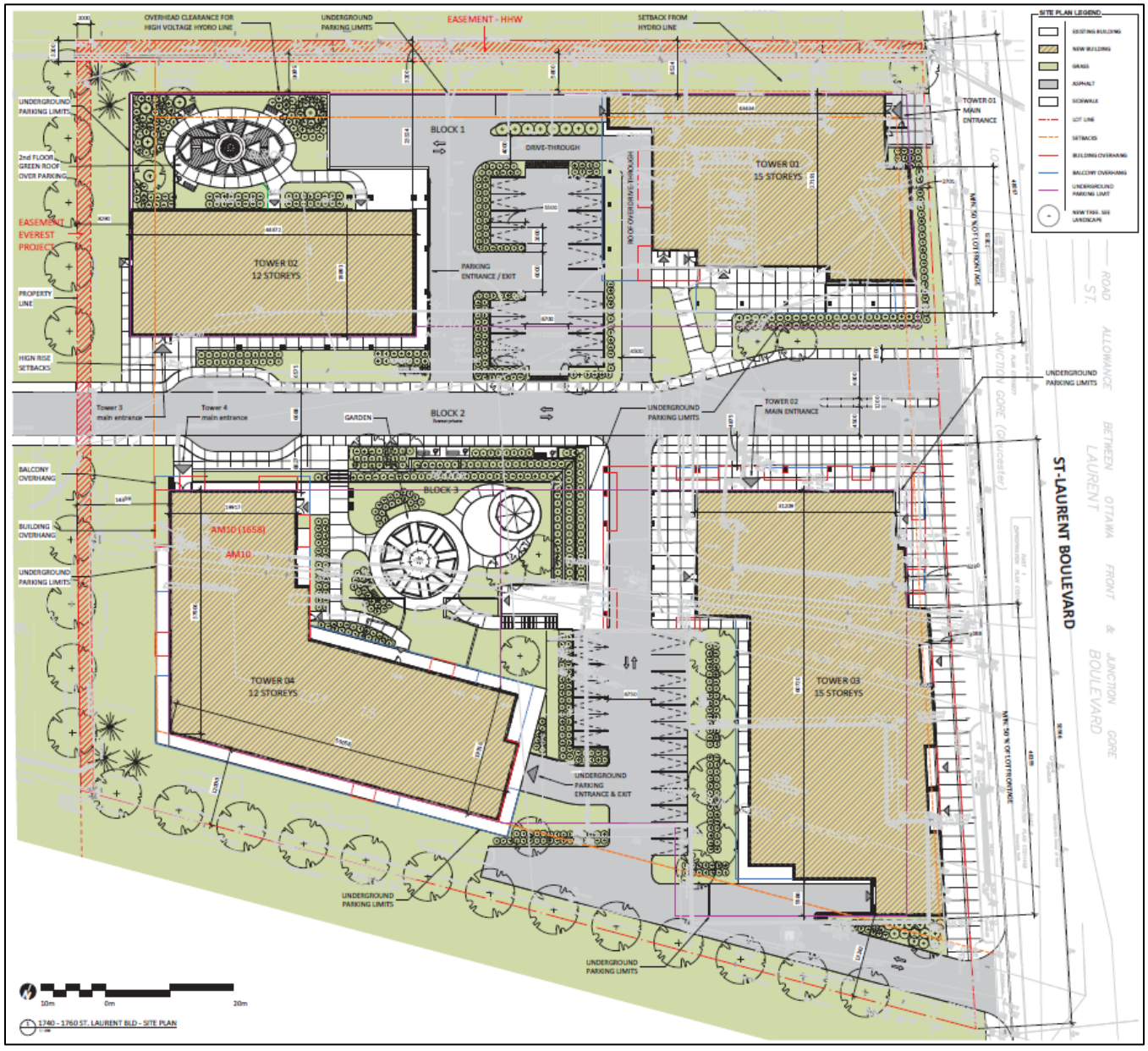


Figure 10. Site plan.

The extension of Everest Private through the centre of the subject lands will provide access to the interior of the proposed development from St. Laurent Boulevard and provide pedestrian connections and emergency vehicle access to the Alta Vista Ridge developments. Everest Private will also provide vehicular access for Tower 1, which includes the parking lot and at-grade drive through facility for the restaurant. A second vehicular access is provided at the south end of 1760 St-Laurent Boulevard, which will provide access to surface parking and the underground parking entrance for Towers 3 and 4. Vehicles can exit the surface parking and underground parking access between Tower 4 and Tower 3 and reach Everest Private through the driveway beneath a cantilevered portion of the Tower 3 podium. This configuration will allow vehicles to exit and turn left onto St-Laurent Boulevard through the proposed signalized intersection.

Table 1 details the proposed land use composition for each building:

Table 1. Proposed development statistics.

	Tower 1	**Tower 2**	**Tower 3**	**Tower 4**
Dwelling Units	113	111	252	186
Commercial GFA	1,176 m^2	0 m^2	1,364 m^2	0 m^2
Resident Parking	122	102	239	163
Visitor Parking	21	20	48	35
Commercial Parking	29	0	34	0
Bicycle Parking	29 / 3 commercial	56	126 / 34 commercial	93
Amenity Area	2,531 m^2	2,734 m^2	4,764 m^2	3,920 m^2

The communal amenity areas will consist of a combination of private balcony and terrace spaces, interior communal amenity spaces, outdoor communal amenity spaces, and at grade open spaces. In particular, two (2) large outdoor areas programmed with seating and landscaping are contemplated for the site. One area consists of a large outdoor garden courtyard behind Tower 3 and east of Tower 4, and the second area consists of an outdoor amenity terrace above the first level of Tower 2 on the north side (Figure 11).

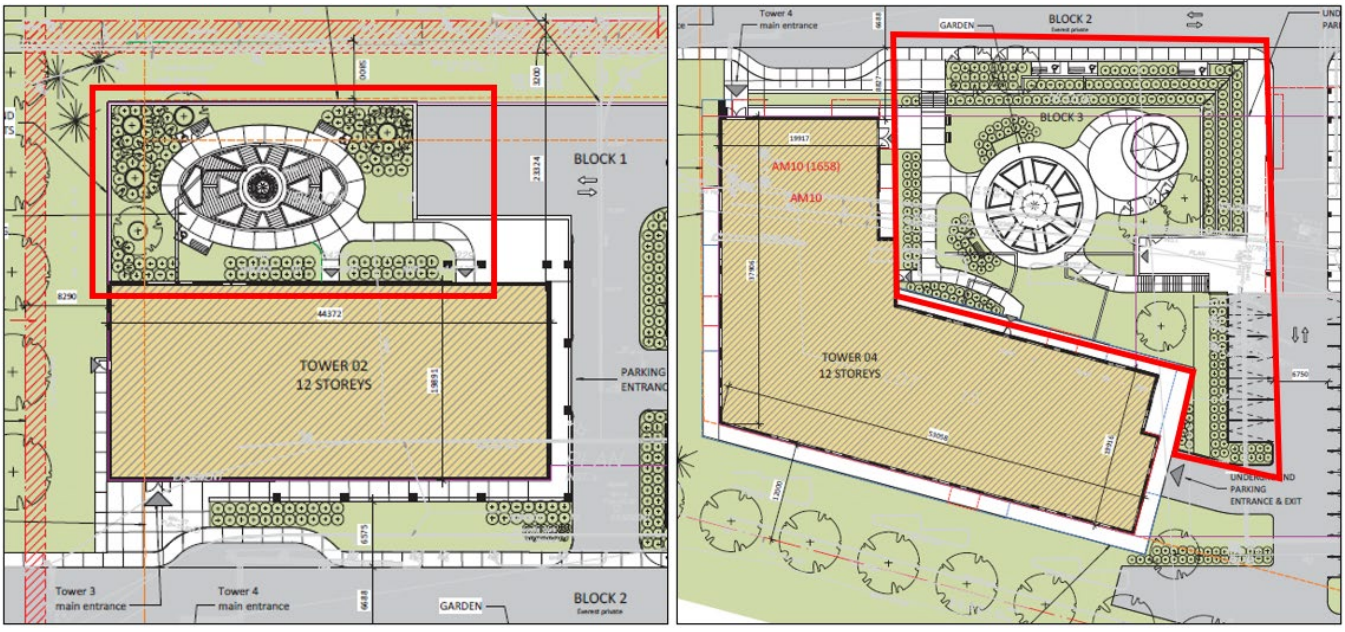


Figure 11. Green roof amenity area for Tower 2 (left) and garden courtyard between Tower 3 and 4 (right).

The parking will consist of three (3) underground levels divided into two parking garages. Tower 1 and Tower 2 will share one of the parking garages, with the other shared between Tower 3 and Tower 4. Underground parking entrances for both garages are proposed in the interior of the site, with Tower 2 providing access on its east side and Tower 4 providing access on its southeast façade (Figure 12).

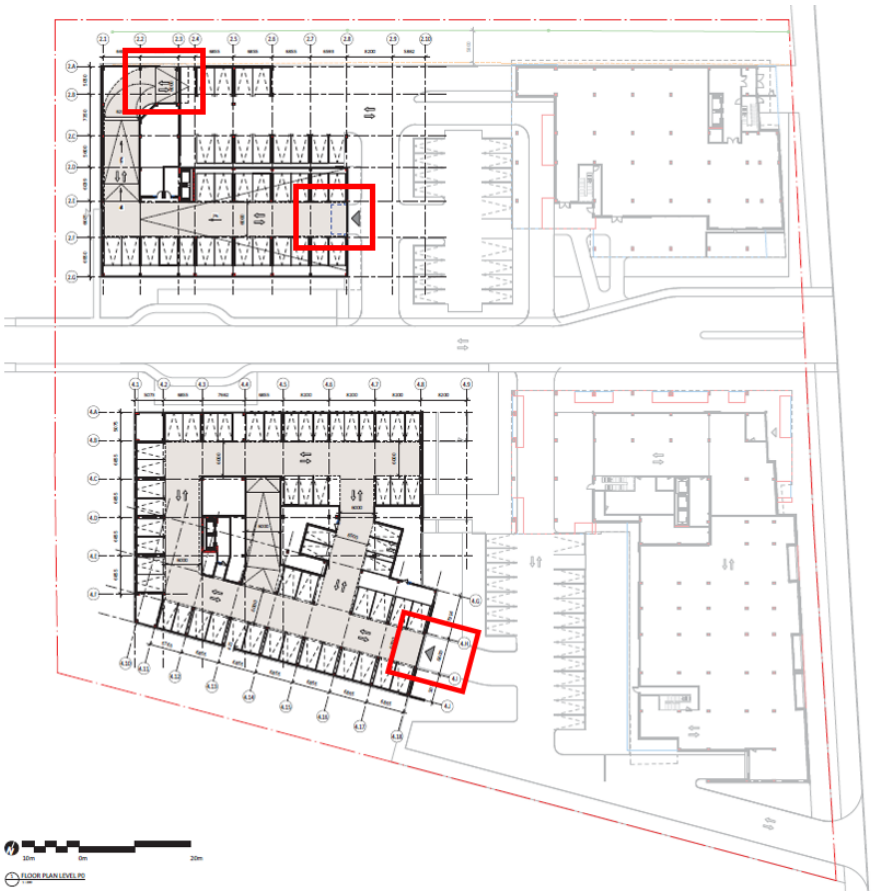


Figure 12. Ground floor plan highlighting underground parking access points in red.

3.1 Building Design

The entire proposed development features a common architectural design theme throughout the site, with each building featuring unique elements responding to the particular form or context. A modern architectural style is proposed for the design, which complements the Arterial Mainstreet character. The ground floor façade abuts the St-Laurent Boulevard right-of-way, creating a pedestrian-friendly interface while remaining a scale appropriate for a major mobility thoroughfare.

3.1.1 Tower 1

Tower 1 is a 15-storey mixed use building located at 1740 St-Laurent Boulevard, replacing the existing gas station at the northeast corner of the subject lands (Figure 13). The building is proposed to accommodate a drive-through St-Hubert restaurant on the ground floor. Approximately 1,176 square metres of commercial space is proposed at grade and in a mezzanine space for additional dining above the ground floor. The mezzanine opens onto a second-floor terrace for use by the restaurant located on the south side of the podium. To reinforce this commercial presence at grade, the podium design includes a change in colour and materials for the restaurant portion of the façade. The commercial façade is also replicated on Tower 3 for its commercial presence along St-Laurent Boulevard.



Figure 13. Tower 1 - proposed design viewed from St-Laurent Boulevard.

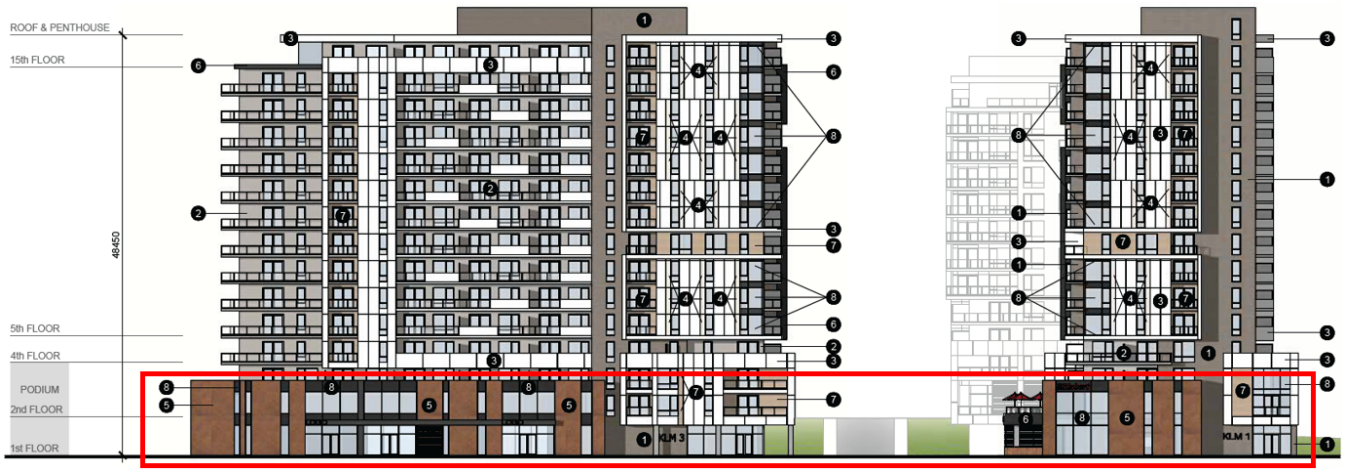


Figure 14. Commercial ground floor treatment along St-Laurent Boulevard - Tower 1 and 3.

Copper-coloured metal panels are proposed in addition to dark grey aluminum window frames to create a contrast and highlight the commercial podium to differentiate it from the residential massing above. The upper portions of the building where the residential units are located proposes a more muted colour and material palette to soften the visual impact of the upper massing and to clearly differentiate from the commercial presence at grade (Figures 14 and 15). A strong vertical articulation is implied by the brick masonry wall, which delineates some of the common elements of the building, such as the stairs and elevator core, from the residential dwelling unit massing, which features balconies, white metal panelling, cream metal panelling, and faux wood accents.

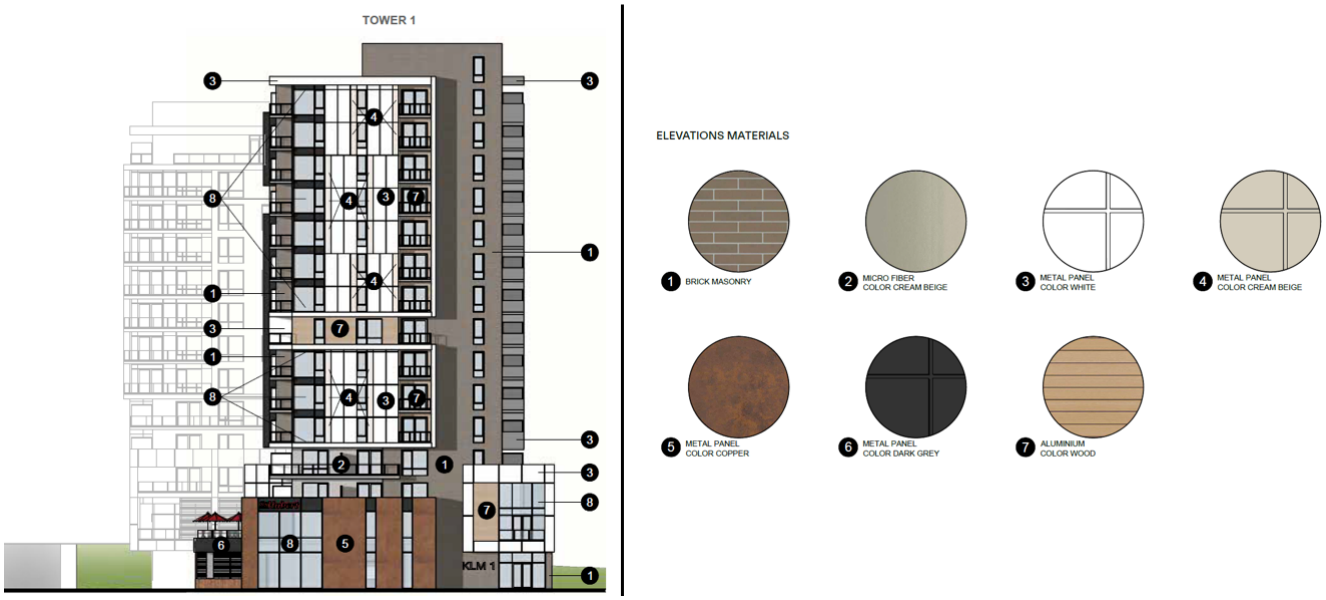


Figure 15. Proposed materials and colour palette for Tower 1.

Above the two-storey commercial podium, the building steps back 3.4 metres from its east façade, contributing additional transition to the residential massing above. An additional stepback above the second storey is proposed to wrap around the south, west, and north facades, creating a terrace for use as amenity by residents, as well as functioning as a commercial terrace by the restaurant. The floor plate of the building is tapered at the fourth floor, accentuating the transition, creating a smaller footprint than the floors above and below. Floors four (4) to 15 have floorplates that expand slightly from the fourth floor and permit the introduction of balconies for each unit at the upper floors, before the floorplate tapers again at the top of the building.

3.1.2 Tower 2

Tower 2 is a 12-storey residential building located on the western half of 1740 St-Laurent Boulevard on the site of the existing parking lot. This building is proposed as entirely residential, with the underground parking access provided via separate entry and exit points at grade on the east and north sides of the building, respectively. Surface parking spaces are proposed between Tower 2 and Tower 1, accessed by the driveway connecting from Everest Private. The driveway leads to the underground parking access and the drive-through beneath Tower 1. Additionally, surface parking is located on the north side of Tower 2 beneath a terrace covering the underground parking exit.

The building draws from the same residential materials and colour palette as Tower 1 and the rest of the development, as illustrated in Figure 17.



Figure 16. Tower 2 - proposed design viewed from St-Laurent Boulevard and the entrance to the development via Everest Private.

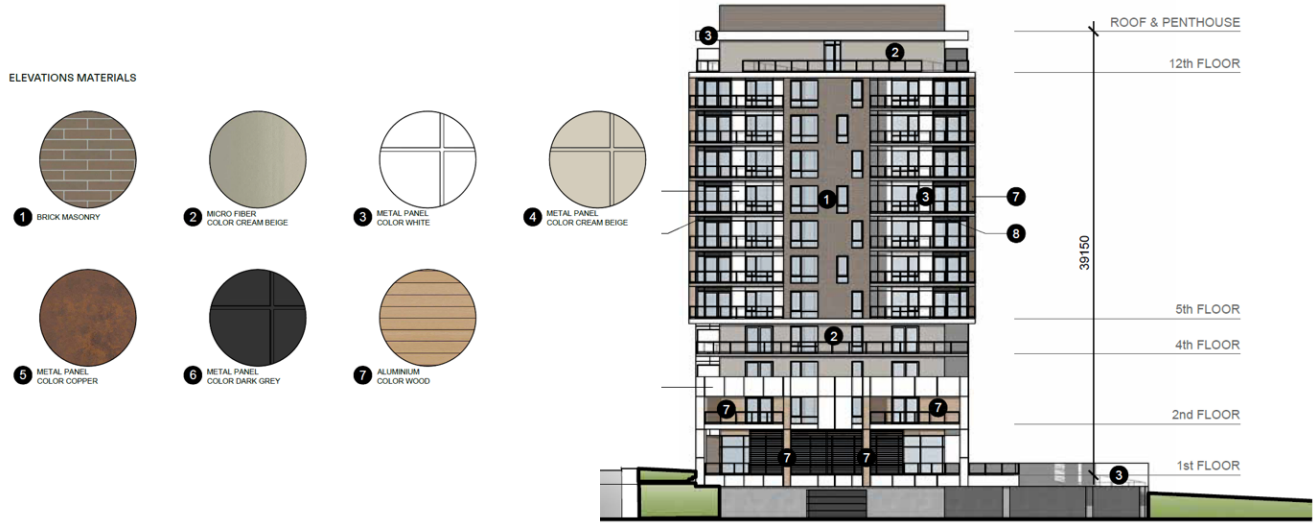


Figure 17. Proposed materials and colour palette for Tower 2.

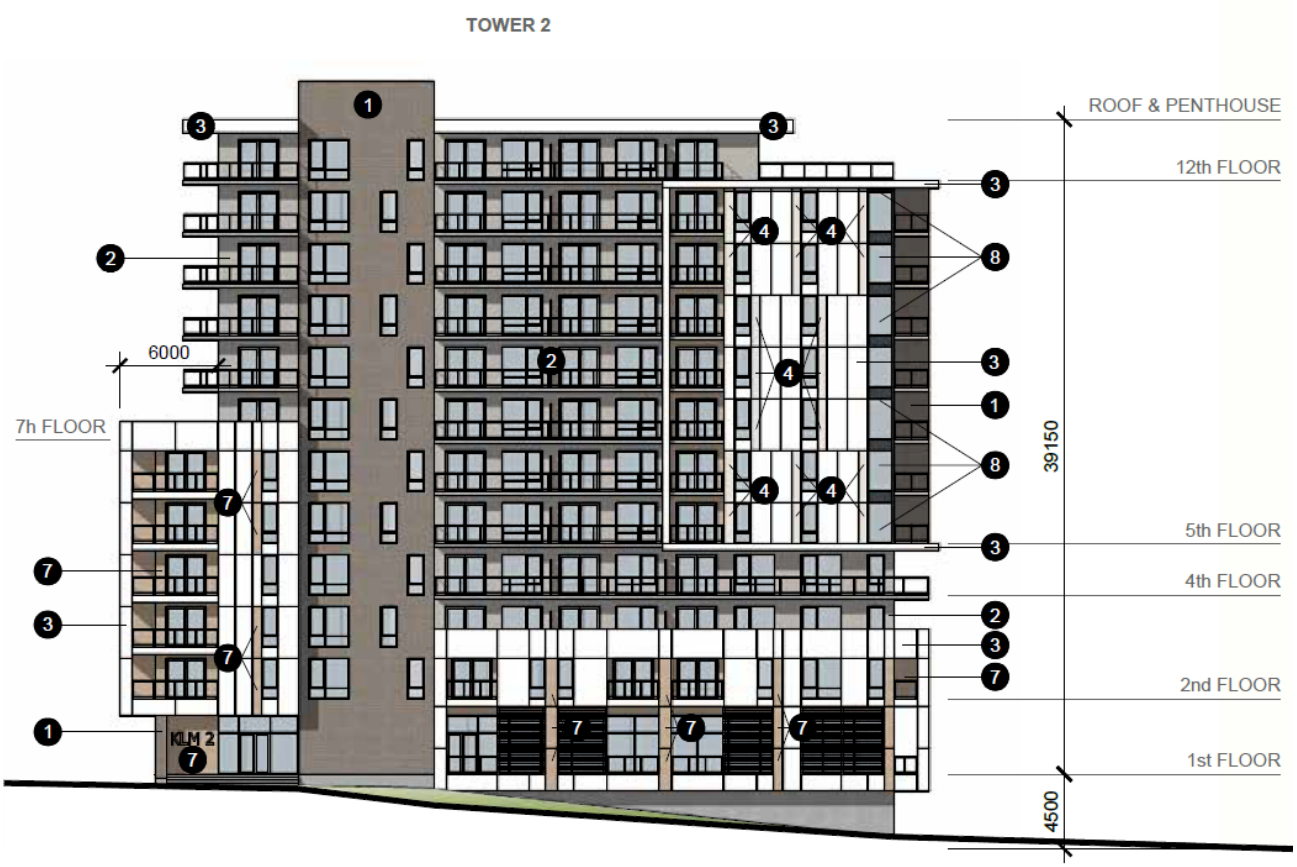


Figure 18. Tower 2 viewed looking north.

Tower 2 is built above a change in grade, which results in the communal amenity terrace above the underground parking exit being at approximately ground level, with the entry and exit to the garage below grade. The residential lobby and communal amenity areas are accessible at the first floor directly from the Everest Private entrance (Figure 18). The communal amenity terrace will feature seating and landscaping elements for use by the residents.

The Tower is placed on an east-west orientation with a slight expansion of the floor plate above the ground floor level, which allows for inset balconies for each unit. At the seventh level, a 6-metre stepback at the east side of the building creates a terrace area and pulls back the mass of the building for the remaining upper floors, creating a transition down to the east. A similar stepback occurs on the west side of the building at the 12th level creating a second terrace area (Figure 18).

3.1.3 Tower 3

Tower 3 is a 15-storey mixed-use residential building spanning the front half of 1754 and 1760 St-Laurent Boulevard. Currently, this is where the St-Hubert's restaurant operates in addition to the commercial plaza at 1760 St-Laurent Boulevard. A total of 1,364 m^2 of commercial space is proposed, including ground floor and second floor spaces. A loading space located at the rear of the commercial units on the west façade will serve the tenants. As discussed for Tower 1, Tower 3 also replicates the same commercial podium along St-Laurent Boulevard creating a defined streetscape along this approximately 155-metre-long frontage.



Figure 19. Tower 3 viewed looking northwest from St-Laurent Boulevard.

Maintaining the same style of commercial frontage as Tower 1 and replicating the overall residential design of the development, Tower 3 is shown in Figure 20.

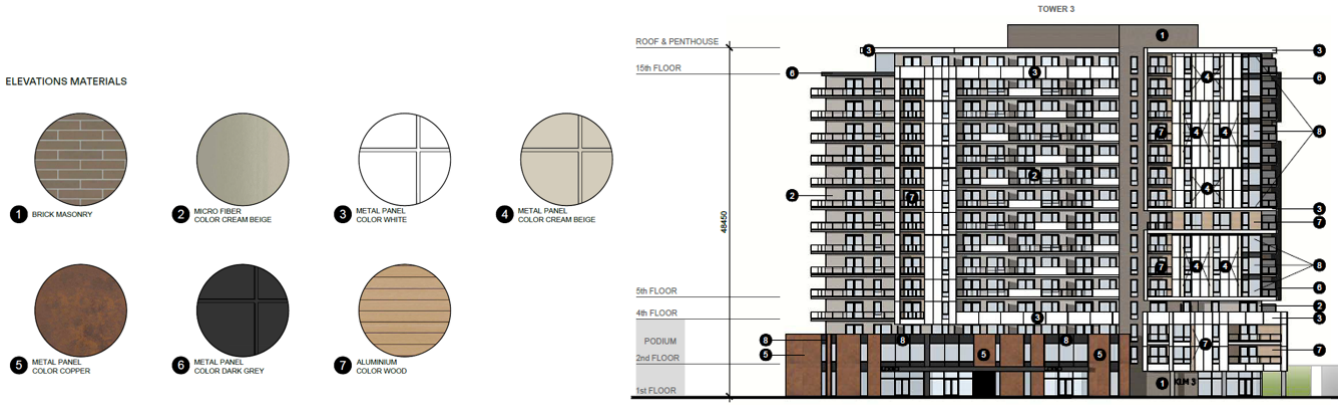


Figure 20. Proposed materials and colour palette for Tower 3.

Oriented in a north-south direction along St-Laurent Boulevard with a portion wrapping around the corner into Everest Private, this building is the largest of the development. The commercial podium spans the first two storeys, though some portions of the first and second floors are dedicated to communal amenity areas and residential units. At the second storey on the north side of the building, the floorplate expands and cantilevers over the ground floor, creating a colonnade space at grade, which also allows for vehicles to pass underneath and reach Everest Private. The residential levels above are designed with an L-shaped floorplate with balconies accessible to each unit along all facades. The tower is stepped back on the north side, as well as the west side, creating upper floor terrace spaces.

The shape of the building creates a space between its west façade and the east façade of Tower 4. Surface parking is provided behind Tower 3, adjacent to the underground parking garage access. The larger area between the buildings is proposed for an outdoor amenity area, consisting of a landscaped garden with amenities for the residents.

3.1.4 Tower 4

Tower 4 is a 12-storey residential building located on the rear western portions of 1754 and 1760 St-Laurent Boulevard. Currently, this area is used for surface parking by the commercial uses on the east side of the property. The tower is accessible via an entrance that fronts onto Everest Private across from the entrance of Tower 2. The access to the underground parking is located at the southwest corner of the building below grade.

The building is similar to Tower 3 in its L-shaped form, which frames the garden amenity area. Residential units have access to private balconies along all facades of the building. Two terraces are created by stepbacks above the 12th floor on the north and southwest side of the building.



Figure 21. Tower 4 (left) viewed looking north.



Figure 22. Proposed materials and colour palette for Tower 4.

3.2 Landscaping and Pedestrian Realm

With Everest Private providing the main access to the interior of the site, it is designed to accommodate all types of transportation including cyclists and pedestrians. As it will be a private road and there will be no through traffic access to Russell Road west of the subject lands, it is anticipated that traffic volumes and speeds along Everest Private will remain low, enhancing safety and comfort for those active transportation users. Figure 23 illustrates the proposed 1.5 metre sidewalks along Everest Private with landscaping elements and the outdoor garden space adjacent.



Figure 23. View from western property line looking west along Everest Private.



Figure 24. Outdoor garden courtyard space.

The proposed outdoor amenity area is designed to take advantage of the grade change present on the subject lands by utilizing retaining walls to create a tiered edge with plantings, which steps down to the sidewalks below (Figure 24). The main surface above is proposed to have seating, gazebos, a children's play area, landscaping, and garden beds for use by the residents of the development (Figure 25).



Figure 25. Detailed view of outdoor garden area.

3.3 Public Consultation Strategy

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities that have already been undertaken in preparation of this application submission, or will be undertaken in the following months after the application has been submitted, include:

- Information Meeting with the Ward Councillor's Office
  - A preliminary information meeting with Councillor Cloutier was held on October 19th, 2021 to inform the Councillor's office of the upcoming application.
- Notification of Ward Councillor, Councillor Jean Cloutier
  - The Ward Councillor will be notified by the City of Ottawa's "Heads Up" e-mail once the application is received.
- Notification to residents and local registered Community Associations
  - Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.
- Planning Committee Meeting Advertisements and Report Mail Out to the Public
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa
- A statutory public meeting will be held at a date to be determined.

All public engagement activities will comply with the Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

4.0
Policy 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” such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns 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:

1.1.1 a)	Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
1.1.1 b)	Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
1.1.1 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; and
1.1.1 g)	Ensuring that necessary infrastructure and public service facilities are or will be available.
1.1.3.2 a)	Efficiently use land and resources;
1.1.3.2 b)	Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available;
1.1.3.2 e)	Support active transportation; and
1.1.3.2 f)	Are transit-supportive, where transit is planned, exists or may be developed.
1.1.3.3	Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
1.4.3	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: b) permitting and facilitating: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development is consistent with the policies of the Provincial Policy Statement. The proposed redevelopment of the subject lands represents an efficient use of land that has access to existing infrastructure, public facilities, employment, amenities, and services. The subject lands provide easy access to active transportation on the existing network of pedestrian and cycling routes in the area. Furthermore, the proposed development supports the rapid transit system, being within 175 metres of a future BRT station and in close proximity to local bus routes along St. Laurent Boulevard. Finally, the proposed development will contribute to the supply of available housing within the Alta Vista community in a built form that will offer a greater variety of housing types.

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

The subject lands are designated Arterial Mainstreet on Official Plan Schedule B (Urban Policy Plan). The Arterial Mainstreet designation is planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit-friendly places. An extract from Schedule B is shown as Figure 26 below.

Policy 3 of Section 3.6.3 clarifies that the symbol delineating Arterial Mainstreet designations is a stand-alone land use designation and not an overlay. The designation generally applies to properties fronting the mainstreet, but typically applies to a depth of 400 metres from the street and may be varied depending on site circumstances and lot configuration.

Policy 5 states that a broad range of uses is permitted on Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side-by-side in separate buildings.

The text in Policy 8 of this section permits new uses that include drive through facilities, including such uses as a restaurant with a drive through, subject to evaluation against the policies of Section 2.5.1 and 4.11 of the Official Plan.

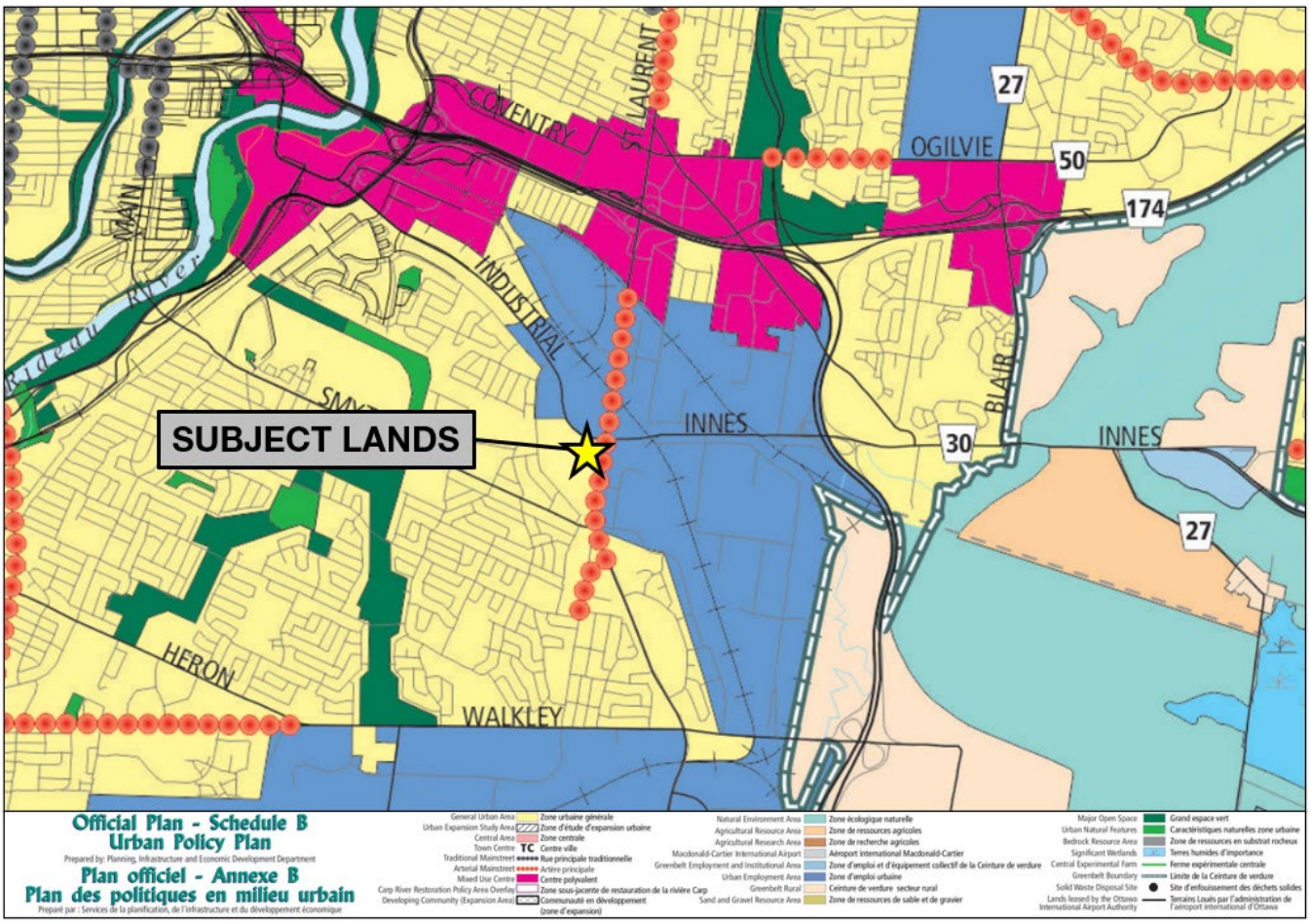


Figure 26. City of Ottawa Official Plan Schedule B - Urban Policy Plan.

Policy 10 states that redevelopment and infill are encouraged on Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

Regarding building heights, unless a secondary plan states otherwise, the permitted height for lands designated Arterial Mainstreet is up to 9-storeys. However, high-rise buildings may be permitted subject to a zoning amendment and where the building is located at one or more of the following nodes:

a) within 400 metres walking distance of a Rapid Transit Station on Schedule D of the Official Plan; or

b) directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of the Official Plan; or

c) directly abutting a Major Urban Facility:

and where the development provides a community amenity and adequate transition is provided to adjacent low-rise.

The proposed development is an example of a mixed-use project that seeks to introduce a mix of uses in a building form that frames the street and promotes a commercial frontage and improved pedestrian streetscape. Additionally, the subject lands front onto a road that is identified as a Bus Rapid Transit

(At Grade Crossings) corridor and is also located approximately 175 metres from a planned bus rapid transit station at the intersection of Industrial Avenue/Innes Road and St. Laurent Boulevard.

4.2.1 Urban Design and Compatibility

Section 2.5.1 (Urban Design and Compatibility) sets out design and compatibility objectives, principles, and policies applicable to intensification and infill development within the urban area. The proposal meets the applicable objectives:

To enhance the sense of community by creating and maintaining places with their own distinct identity.	The proposed development aims to enhance the subject lands through quality residential buildings and spaces in an urban context. The development will provide additional pedestrian linkages and landscaped areas for residents of the proposed buildings and connect with previously constructed buildings in the Alta Vista Ridge development.
To define quality public and private spaces through development	This latest development phase will infill a large area of underutilized lands and intensify the other portions of the subject lands. This will continue to bridge the space between Russell Road and St. Laurent Boulevard. Open space and communal areas are proposed for this latest phase and will connect and enhance the existing spaces completed as part of the first phases.
To create places that are safe, accessible and are easy to get to and move through.	Everest Private will not provide through-access between St. Laurent Boulevard and Russell Road, allowing for a safer, calmer traffic flow in the development. Additionally, the proposal will extend and integrate with the existing sidewalks and pathways on the site and St. Laurent Boulevard, allowing for safe and convenient pedestrian movement through the development and to the neighborhood amenities.
To ensure that new development respects the character of existing areas.	The proposed buildings are designed to be consistent with the existing or planned height, massing, and density of adjacent properties. Urban design and architectural elements are compatible and consistent with those used in the previous phase, as well as the surrounding neighborhood.
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 contribute to the overall evolution of the St. Laurent Boulevard corridor as a compact, mixed-use, and transit-supportive corridor. Additionally, the apartment dwellings proposed will add to the range of housing types in the broader area.
To understand and respect natural processes and features in development design.	The design of the proposed development incorporates a large amount of green space and trees, restoring the previous asphalt parking lots. Additionally, an amenity space with significant landscaping is planned for Tower 2. This will aid in the reduction of the urban heat island effect and contribute to greater retention of stormwater on site.
To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and	Energy efficiency measures such as properly-rated glass, south-facing windows, and on-site rain capture may reduce the carbon footprint of the building. Utilizing the existing changes in grade allows for a greater efficiency of construction and building materials.

carbon footprint of the built environment.	

Policy 2 of Section 4.11 provides compatibility criteria used for evaluating the compatibility of development applications. The proposed development has been evaluated against the compatibility criteria and supports/meets Policy 2 as follows:

Views	The proposed high-rise buildings are not located within any protected viewsheds.
Building Design	The proposed development is seeking to introduce 12- and 15-storey high-rise residential and mixed-use buildings, which are appropriate for the context. As part of previous development on lands to the west, a planned transition has been implemented with 4-storey buildings at the west end of Everest Private, 6- and 8-storey buildings at 355 and 374 Everest Private, and the 12-storey heights of Towers 2 and 4 leading to 15 storeys for Towers 1 and 3 at the St-Laurent Boulevard frontage. The colours and materials have been carefully considered for the entire development, with certain elements responding specifically to the commercial frontage and creating a unified design theme throughout the development. Key stepbacks are proposed at the podium level to create a distinction in function and form, but also at the upper levels to accentuate transition towards abutting sites with lower heights and density. The design of the site incorporates existing grade changes into the design of each building and, where appropriate, utilizes the grade as part of underground parking accesses and location of main entrances. The commercial presence and orientation of Towers 1 and 3 contributes to the St-Laurent Boulevard streetscape, while Towers 2 and 4 are oriented both to Everest Private and the high-quality public spaces, such as the garden and landscaping feature. A new intersection is proposed to be created where Everest Private meets St-Laurent Boulevard. This full-movement signalized crossing will permit vehicles to enter and exit the development in a safer, more controlled fashion than the current right-in, right-out unsignalized access. Servicing, loading, drive-through and other vehicle-oriented areas are planned to minimize interactions with pedestrians. The interior of the site is planned with walkways and pedestrian connections to enhance the ability of new tenants and existing residents west of the subject lands to access transit and amenities.

Massing and Scale	The proposed building heights represent a planned transition from west to east towards St-Laurent Boulevard, encompassing the lands along Everest Private to Russell Road. The subject lands allow for appropriate setbacks along all property lines and represent compatible patterns of development for an Arterial Mainstreet intensification project. The orientation and siting of the buildings on the lands allow for penetration of sunlight to critical areas such as interior dwelling units and the landscaped garden area. Stepbacks are incorporated at multiple points of the towers' elevations, particularly above the podium and at the upper levels, achieving transition to the west where mid-rise apartment buildings are planned.
High-Rise Buildings	With building heights between 12 and 15 storeys, the proposed towers are classified as high-rise under Official Plan definitions. The base and podium of the towers, particularly the commercial podiums of Tower 1 and 3, are well-defined and improve and animate the streetscape along the length of the frontage. The middle portions of the towers are designed with a residential focus and the materials and colour theme is replicated for each building to create that commonality. Sufficient separation between the towers allows for interesting and varied floorplates that result in balconies or terrace spaces for every dwelling unit. The tops of the towers incorporate stepbacks, reduced floorplates, and terraces to slim the upper portion of the building and reduce the visual impacts of the massing. Pedestrian pathways within the site are proposed, in addition to connections to adjacent properties to the west along Everest Private.
Outdoor Amenity Areas	With sufficient setbacks proposed, no significant impacts to outdoor amenity areas are anticipated. A variety of communal amenity areas, both indoor and outdoor, are proposed for the development, including the landscaped garden area. In addition, private balconies and/or terraces are proposed for all dwelling units.
Public Art	No public art is contemplated as part of this development.
Design Priority Areas	The proposed development incorporates many of the policy recommendations for Design Priority Areas, as described in this report, including: – Taller ground floor for commercial units along St-Laurent Boulevard; – A continuous streetscape with transparent windows, architectural features such as a colonnade, a taller podium and commercial façade treatments result in a

	public-facing frontage along St-Laurent Boulevard with a high standard of design; – Wide sidewalks, street plantings and furnishings, interior pathways, large publicly accessible garden space; – The size, orientation, and placement of the buildings is deliberate in order to create an interior space to the development and enclose the development.
First Nations People's Design Interest	First Nations Peoples Design Interests are not anticipated to be required as part of this development.

The proposed development's design elements are compatible with the criteria and design objectives listed in Sections 2.5.1 and 4.11 of the Official Plan.

4.3 Urban Design Guidelines for Transit Oriented Development

Transit Oriented Development (TOD) is generally considered to be medium or high-density development within 600 metres walking distance of a rapid transit stop or station. Given that the subject lands are within approximately 175 metres of a planned rapid transit stop, the following guidelines are applicable and have been met by the proposed design, among others:

G.1 Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station. Transit-supportive land uses encourage transit use and transportation network efficiency as they establish high residential and/or employee densities;

G.3 Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another;

G.7 Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit. Coordinate the location and integration of transit stops and shelters early in the design process to ensure sufficient space and adequate design;

G.9 Create transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station;

G.11 Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street;

G.14 Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians;

G.29 Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians;

G.35 Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side;

G.39 Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping;

The proposed development incorporates many of the TOD urban design recommendations listed above and will contribute a transit-supportive building and streetscape to this portion of St-Laurent Boulevard.

4.4 Urban Design Guidelines for Development Along Arterial Mainstreets

Arterial Mainstreets are generally characterised as post-1945 automobile-oriented streets with lower densities, larger buildings, varied setbacks, and single purpose commercial uses. The guidelines propose recommendations for urban design measures intended to support compatible development that respects the character of existing streets and adjacent neighbourhoods while promoting a gradual transformation to a more compact, pedestrian friendly pattern of development. This transformation is intended to be accommodated through a combination of higher-density mixed-use and residential developments and the redevelopment of surface parking lots. The proposed development meets the following recommendations, among others:

G.1 Locate new buildings along the public street edge;

G.5 Provide streetscape elements such as trees, decorative paving, benches and bicycle parking between the building and the curb. These elements should match approved streetscape design plans for the area, or where there is no streetscape design plan, they should match and extend the existing context;

G.6 Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping;

G.11 Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations;

G.13 Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner;

G.14 Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact;

G.15 Landscape the area in front of a building wall and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls;

G.18 Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies;

G.21 Provide unobstructed pedestrian walkways that are a minimum of 2.0 metres wide along any façade with a customer entrance, along any façade adjacent to parking areas, and between the primary entrance and the public sidewalk. Provide additional width where doors swing out and car bumpers can potentially interfere with the walkway. Make all other on-site pedestrian walkways at least 1.5 metres wide;

G.27 Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law;

G.35 Provide a minimum 3.0-metre-wide landscape area, which may include a solid wall or fence in addition to planting, at the edges of sites adjacent to residential or institutional properties;

G.40 Landscape areas between the building and the sidewalk with foundation planting, trees, street furniture, and walkways to the public sidewalk.

The proposed design of the development includes many of the above-mentioned urban design recommendations, among others, appropriate for new development along Arterial Mainstreets.

4.5 Urban Design Guidelines for High-Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-rise Buildings was approved by City Council on May 23, 2018 and provides recommendations for urban design and guidelines to be used during the review of development proposals. The proposed development meets the following recommendations, among others:

G.1.11 When a high-rise building or group of high-rise buildings are proposed on a site surrounded by other high-rise buildings of consistent height, relate the height and scale of the proposed buildings to the existing context and provide variations.

G.1.12 Include base buildings that relate directly to the height and typology of the existing or planned streetwall context;.

G.1.16 When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back of 1,800m² for an interior lot or a through lot;

G.2.1 Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which:

a. fits into the existing urban fabric, animates existing public spaces, and frames existing views; and
b. creates a new urban fabric, defines and animates new public spaces, and establishes new views.

G.2.3 Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:

a. a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives

G.2.13 Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):

a. where there is an existing context of street wall buildings, align the facades of the base with adjacent building facades;
b. in the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution

G.2.19 For sites where the adjacent context is lower-scale and not anticipated to change:
a. the height of the base or the portion of the base immediately adjacent to the neighbouring lower-scale buildings should match the height of the neighbouring buildings and
b. provide a transition in height on the base through setbacks and architectural articulation

G.2.21 Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade.

G.2.23 The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.

G.2.29 Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews:
a. a step back of 3m or greater is encouraged.
b. the minimum step back, including the balconies, should be 1.5m; and
c. where development lots are very narrow (less than 30m), such as in the Central Area and emerging downtown districts, and a step back is difficult to achieve, use various design techniques to visually delineate the tower from the base. Use other measures to mitigate shadow and wind impacts.

G.2.32 Articulate the tower with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity, including:
a. orienting and shaping the tower to improve building energy performance, natural ventilation, and daylighting;
b. articulating the facades to respond to changes in solar orientation, wind effects, and context;

The proposed design of the development includes many of the above-mentioned urban design recommendations, among others, appropriate for new high-rise developments.

4.6 Urban Design Guidelines for Drive-Through Facilities

The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development of drive-through facilities. Specific site context and conditions will be reviewed, in conjunction with these guidelines. These guidelines are to be applied throughout the city for all drive-through facilities. When drive-through facilities are located in areas identified as Mainstreets, the guidelines for Mainstreets also apply.

G.2 Locate buildings close to the street to help define the street edge.

G.3 Provide ample landscaping, in combination with building orientation, to enhance the streetscape and define the street edge when setting buildings back from the street is unavoidable

G.7 Make the majority of the pedestrian level façade facing the street highly transparent with clear glass windows and doors that animate public streets and maximize views in and out of the building.

G.9 Coordinate architectural detail and character within an overall design concept for all building sides and components.

G.11	Distinguish walkways from driving surfaces by using varied paving treatments and by raising walkways to curb level.
G.13	Provide customer entrance doors clearly visible from public streets and directly accessible from the public sidewalk.
G.17	Locate surface parking areas and stacking lanes at the side or rear of buildings.
G.18	Minimize the number and width of driveways from the public street while ensuring they meet the requirements of the Private Approach By-law.
G.21	Locate the start point to the stacking lane at the rear of the site so that queued vehicles do not block traffic along the public streets or the movement of other vehicles on site.

The proposed design of the development includes the above-mentioned urban design recommendations, among others, appropriate for new drive through facilities.

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

Zoning Mechanism	Requirement: AM10[1658] / AM10	Proposed	Compliance
Minimum Lot Area	No Minimum	18,186 m^2	✓
Minimum Lot Width	No Minimum	153.3 m	✓
Front Yard Setback	Minimum: 0 m At least 50% of frontage along front lot line and corner side lot line must be occupied by building wall located within 4.5 m	2.7 m	✓
Minimum Interior Side Yard Setback	Abutting a Residential zone: 7.5 m Other cases: No minimum	8.52 m / 12 m	✓
Minimum Rear Yard Setback	Abutting a street: 3 m rear lot line abutting a residential zone: 7.5 m residential use building: 7.5 m All other cases: no minimum	8.29 m	✓

Building Height	**AM10[1658]** Exception [1658]: Maximum height 50 m For buildings within 10 metres of the front lot line, the ground floor requires a minimum height of 4.5 m	48.45 m GF Height of 4.5m			✓
	AM10 30 m	48.45 m			✗
Amenity Area	6 m^2 per unit 50% is required to be communal. Aggregated into areas up to 54 m^2, and where more than one is provided, at least one is minimum 54 m^2 Tower 1: 113 units x 6 = 678 m^2 ; 339 m^2 communal Tower 2 : 111 units x 6 = 666 m^2 ; 333 m^2 communal Tower 3: 252 units x 6 = 1,512 m^2 ; 756 m^2 communal Tower 4 : 186 units x 6 = 1,116 m^2 ; 558 m^2 communal	T1	Private	1,764 m^2	✓
			Comm. Ext.	161 m^2	
			Comm. Int.	606 m^2	
		T2	Private	1,351 m^2	✓
			Comm. Ext.	667 m^2	
			Comm. Int.	716 m^2	
		T3	Private	3,893 m^2	✓
			Comm. Ext.	192 m^2	
			Comm. Int.	679 m^2	
		T4	Private	3,158 m^2	✓
			Comm. Ext.	762 m^2	
			Comm. Int.	0 m^2	
Bicycle Parking – Residential	Residential: 0.5 spaces/unit Tower 1: 113 x 0.5 = 57 spaces Tower 2: 111 x 0.5 = 56 spaces Tower 3: 252 x 0.5 = 126 spaces Tower 4: 186 x 0.5 = 93 spaces	Tower 1: 57 spaces Tower 2: 56 spaces Tower 3: 126 spaces Tower 4: 93 spaces			✓

Bicycle Parking – Commercial	Commercial: 1 space/250 sq. m of Gross Floor Area Tower 1: (1,176 m^2/250 m^2) x 1 space = 4.7 spaces = 5 spaces Tower 3: (1,364 m^2/250 m^2) x 1 space = 5.45 spaces = 6 spaces	Tower 1: 5 spaces Tower 3: 6 spaces	✓ ✓
Residential Vehicular Parking: Area B	Residential: 0.5 per dwelling unit 10% or 20 spaces reduction if all spaces within the same building. Tower 1: (113 units) x 0.5 = 57 spaces – 10% = 51 spaces Tower 2: (111 units) x 0.5 = 56 spaces – 10% = 50 spaces Tower 3: (252 units) x 0.5 = 126 spaces – 10% = 113 spaces Tower 4: (186 units) x 0.5 = 93 spaces – 10% = 84 spaces Total = 298 spaces	Tower 1: 66 spaces	✓
		Tower 2: 102 spaces	✓
		Tower 3: 205 spaces	✓
		Tower 4: 163 spaces	✓
Visitor Vehicular Parking: Area B	Residential Visitor: 0.2 per dwelling unit, after the 12th unit (to a maximum of 60) Bloc 1: (113 units – 12) x 0.2 = 21 spaces Bloc 2: (111 units -12) x 0.2 = 20 spaces Bloc 3: (252 units -12) x 0.2 = 48 spaces Bloc 4: (186 units – 12) x 0.2 = 35 spaces Total = 124 spaces	Tower 1: 21 spaces	✓
		Tower 2: 20 spaces	✓
		Tower 3: 48 spaces	✓
		Tower 4: 35 spaces	✓

Required Commercial Parking	in the case of a retail store: 2.5 per 100 m^2 of gross floor area (1,364 m^2 / 100 m^2) x 2.5 spaces = 34 spaces in the case of a restaurant : 3 for first 50 m^2 of gross floor area plus 10 per 100m^2 of gross floor area over 50m^2 of gross floor area	Tower 3: 34 spaces	✓
	AM10[1658] minimum parking rate for restaurant: 6 spaces per 100 m^2 of gross floor area in the case of a drive-through facility: where a restaurant use operates in combination with a drive-through facility, the parking required by Table 101 for the restaurant may be reduced by 20 per cent (1,176 m^2 / 100 m^2) x 6 spaces – 20% = 56 spaces	Tower 1: 56 spaces	✓
Ground Floor Façade	The ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line must include a minimum of one active entrance in the case of a residential use building. A minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active resident entrance access doors.	Tower 1: 1 active entrance, > 50% transparent glazing Tower 3: 4 active entrances, > 50% transparent glazing	✓ ✓
Minimum Width of Landscaped Area	**AM10[1658]** 2 m	5.32 m	✓

Loading Spaces	Retail store 1000-1999 m^2: No space Restaurant 1000-1999 m^2: 1 space	2 spaces	✓

4.7.1 Planned Unit Development Provisions

Zoning Mechanism		Requirement	Proposed	Compliance
Minimum Width of Private Way		6 m	6.69 m	✓
Minimum Setback for any Wall of a Residential Use Building to a Private Way		Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a residential use building to a private way is 1.8 metres	6.58 m / 8.83 m	✓
Minimum Setback for any Garage or Carport Entrance from a Private Way		5.2 m	> 5.2 m	✓
Minimum separation area between buildings within a planned unit development	(a) where the height of abutting buildings within the PUD is less than or equal to 14.5 metres	1.2 m	> 3 m	✓
	(b) all other cases	3 m		
Parking		(a) In addition to providing parking pursuant to Section 100 of this by-law, parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed. (b) Required visitor parking may be provided as parallel parking on a private way, provided the private way has a minimum width of 8.5 metres.	Located on same property	✓

Landscaping and Parking	(a) In the case of a planned unit development consisting of detached, linked-detached, semi-detached, three-unit or townhouse dwellings, or any combination thereof, all lands located between the dwelling unit or oversize dwelling unit, the extension of the main wall of the dwelling unit or oversize dwelling unit, and the private way are to be landscaped with soft landscaping, other than the area used for a driveway leading to the dwelling unit's associated parking space, garage or carport. (b) In no case may any dwelling unit or oversize dwelling unit located within a planned unit development that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport. Furthermore, the remaining area between the dwelling unit or oversize dwelling unit and the private way must be landscaped with soft landscaping, with the exception of a walkway of no more than 1.25 metres in width.	None	✓

4.7.2 Zoning Relief Requested

As part of the requested Zoning By-law amendment application, the proponent is seeking to amend the following provisions:

- **In the AM10 zone, permit a maximum building height of 48.45 metres when the maximum permitted building height is 30 metres.**

Justification for the additional height request has been discussed in greater detail throughout this report. The requested amendments are relatively minor, do not create any major adverse impacts, and continue to result in appropriate and compatible development.

5.0
Supporting Studies

5.1 Geotechnical Investigation

A Geotechnical Investigation was prepared by EXP Services Inc. and is dated February 2nd, 2021. The findings of the investigation indicates that the subsurface conditions consist of a surficial pavement structure and fill underlain by sand, silt and clay layers, silty clay, glacial till and shale bedrock contacted at 6.0 m to 7.7 m below existing grade with the groundwater level ranging from 1.2 m to 3.2 m depth.

The overburden at the site is underlain by shale bedrock of the Carlsbad formation which is a type of shale that is prone to deterioration when exposed to the elements. Therefore, special procedures will be required for the construction of footings and floor slabs and for the excavation in the shale bedrock.

It is anticipated that all subsurface soils on site including the fill and native soils will be excavated down to the bedrock and removed from site for the construction of the proposed new buildings. Foundation excavations for the proposed buildings are anticipated to extend to approximately 9.5 m depth below existing grade and will be below the shale bedrock surface and below the groundwater level and will likely have to be undertaken within the confines of a shoring system. In this regard, seepage of groundwater into the shored excavation should still be anticipated but may be removed by collecting the water at low points within the shored excavation and pumping from sumps.

5.2 Stationary Noise Feasibility Assessment

A Stationary Noise Feasibility Assessment was prepared by Gradient Wind Engineers & Scientist and is dated July 14th, 2021. Based on preliminary information, the likely notable pieces of equipment that will produce noise exterior of the building include generators and cooling towers located on the rooftop of each tower.

The results of the study indicate that noise levels at nearby points of reception are expected to fall below the ENCG noise criteria provided that assumptions are followed and the sound power levels of the cooling towers and generators do not exceed maximum levels. As such, the proposed development is expected to be compatible with the existing noise-sensitive land uses and will satisfy all site plan conditions. A review of the final equipment selections and locations by a qualified acoustical engineer will be required prior to installation of the equipment.

5.3 Roadway Traffic Noise Assessment

A Roadway Traffic Noise Assessment was prepared by Gradient Wind Engineers & Scientist and is dated July 31st, 2021. The results of the analysis indicate that noise levels will range between 57 and 74 dBA during the daytime period (07:00-23:00) and between 51 and 66 dBA during the nighttime period (23:00-07:00). The highest noise level (74 dBA) occurs at the east façade of Tower 2, which is nearest and most exposed to St. Laurent Boulevard.

Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA. Results of the calculations also indicate that Towers 1 and 2 will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment, while Towers 3 and 4 will require forced air heating with provision for central air conditioning. In addition to ventilation requirements, Warning Clauses will also be required in all Lease, Purchase and Sale Agreements.

The daytime noise levels at the grade-level garden to the east of Tower 4 are expected to approach 57 dBA. Although the noise levels exceed the criterion of 55 dBA, the adjacent towers of the study site provide blockage to reduce the exposure to St. Laurent Boulevard. Given the noise levels are below 60 dBA, mitigation measures

are not required, and therefore the noise levels are acceptable. Warning Clauses will be required in all Lease, Purchase and Sale Agreements.

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 once the mechanical plans become available. The study will include recommendations for any noise control measures that may be necessary to ensure noise levels fall below ENCG limits.

5.4 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was prepared by Gradient Wind Engineers & Scientists and is dated July 31st, 2021. The findings of the study determine that conditions throughout the site at grade are expected to be suitable for the intended uses throughout the year. Key areas include most primary and secondary building entrances, sidewalks, walkways, parking lots, the garden to the northeast of Tower 4, and the grade-level terrace at the south of Tower 1.

The only exception to conclusion is the entrance at the north of Tower 4, where conditions are predicted to be windier than desirable for a primary building entrance. To ensure suitable conditions at this entrance, the Study recommends either recessing the entrance by a minimum of 2 m into the building façade or locating the entrance on the east side of the building, where conditions are predicted to be calm throughout the year. If the proposed Everest development, to the west of the subject site, is included in the simulation, conditions for the noted entrance are acceptable. If the Everest development is approved, mitigation for the noted entrance will not be required.

All exterior amenity terraces at Levels 2-4 will be mostly suitable for sitting during the typical use period of late spring to early autumn, which is acceptable. All exterior amenity terraces at Levels 2-4 will be mostly suitable for sitting during the typical use period of late spring to early autumn, which is acceptable. Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level or within the common amenity terraces were found to experience conditions that could be considered uncomfortable or dangerous.

5.5 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment was prepared by EXP Services Inc. and is dated December 16th, 2020. Based on a review of historical aerial photographs, historical maps, previous reports and other records, it appears that 1760 St. Laurent Boulevard was the first property to be developed in the Phase One study area. It was first developed as a storage facility for a paper products distributor (Wilson J.C. Limited) after a water well was installed in the area in 1961.

The properties located at 1740 and 1754 St. Laurent Boulevard were first developed in the 1980s. Green's Creek, which is approximately 1.7 kilometres northeast of the Phase One property, flows in a north-easterly direction toward the Ottawa River, which is over six kilometres north of the Phase One property. There are no areas of natural or scientific interest (ANSI) within the Phase One study area. There are no potable water wells within the Phase One study area.

Three Areas of Potential Environmental Concern (APEC) were identified and consequently, the Qualified Person who oversaw this work recommends that a Phase Two ESA be conducted to address the PCA that may have adversely affected the APEC on the Phase One property.

5.6 Phase II Environmental Site Assessment

A Phase II Environmental Site Assessment was prepared by EXP Services Inc. and was initially completed on December 13, 2019 and subsequently reviewed and updated on December 23rd, 2020. The report included results from a field work program that addressed Area of Potential Environmental Condition #1 and #2.

All soil and groundwater samples were found to be within the applicable Table 3 site condition standards for all parameters that were analysed. Further intrusive investigations on this part of the property are not deemed to by warranted. However, EXP agrees with a recommendation in the Terrapex report that further soil and groundwater sampling be conducted after the petroleum handling equipment is removed. Such work will ensure that APEC #3 is fully addressed.

To date and notwithstanding the areas beneath the petroleum handling equipment, the environmental investigations (Phase One and Two ESA) have been completed at 1740 - 1760 St. Laurent Boulevard, in accordance with Regulation 153/04, which is a requirement of the City of Ottawa as part of the site plan approval process. An RSC will subsequently be filed.

5.7 Site Servicing and Stormwater Management Report

A Site Servicing and Stormwater Management Report has been prepared by EXP Services Inc. and is dated August 24th, 2021. The report states that two (2) parallel 150mm diameter watermains are proposed to service each of Towers 1, 2, 3, and 4 as the average day demands exceed 50 m^3 per day, which is mandatory as per Section 4.31 of the WDG001.

The findings of the report indicate that Required Fire Flows (RFFs) were estimated at 8,000 L/min (133 L/sec) for Tower 1, 10,000 L/min (167 L/sec) for Tower 2, 11,000 L/min (183 L/sec) for Tower 3, and 12,000 L/min (200 L/sec) for Tower 4. The total minimum available flows for firefighting purposes, based on the contribution from hydrants, was estimated at 9,500 L/min, 17,100 L/min, 15,200 L/min, and 19,000 L/min for each tower, respectively. The available flows are based on the two (2) existing fire hydrants along St. Laurent and the installation of two (2) new fire hydrants along Everest Private.

Estimated peak sewage flows of 11.44 L/sec are anticipated. The sanitary sewer system will consist of 200mm diameter sewers with a minimum 2% slope and having a capacity of 51 L/sec, which will be adequate to convey the anticipated sewage flow.

For the stormwater system, the allowable capture rate from the entire site was calculated based on a 5-year return period storm, a maximum runoff coefficient of 0.50 and a standard time of concentration of 10 minutes as per Section 8.3.7.3 of the SDG002. The allowable release rate for the entire site was calculated to be 275.4 L/sec. Runoff in excess of this will be detained onsite for up to the 100-year storm. Runoff on the building roofs will be controlled using flow-controlled roof drains and the required storage volumes will be provided on the roofs. Runoff from the surface areas above the parking structure will be collected and detained in underground stormwater chamber (cisterns) located in the parking structures. Runoff from the catchment areas between the buildings will be directed to one of the cisterns.

5.8 Transportation Impact Assessment

A Transportation Impact Assessment report was prepared by Parsons and is dated July 19th, 2021. The proposed development is projected to generate approximately 140 to 160 ‘new’ transit trips during the AM and PM peak hour periods, which can be accommodated by route 40 which operates on St. Laurent transit priority corridor. Additional capacity is available on local bus available within 450-meter walk or less.

The proposed development is projected to generate ‘new’ vehicle volumes of approximately 230 to 260 veh/h two-way total during the weekday morning and afternoon peak hours. Other nearby developments and a 1%

growth rate were applied to existing volumes to estimate 2029 background conditions. The 2029 background overall intersection performance of all study area intersections was LoS ‘D’ or better and with critical movement of ‘E’ or better, which is similar to existing.

The MMLOS road segment analysis shows that existing and future conditions on boundary streets do not meet MMLOS area targets for pedestrians, due to high vehicular volumes, however, all other targets are met. Queueing concerns were noted as a result of the new Site Access/St. Laurent signalized intersection for both north and southbound through movements. Spillback through adjacent intersection is forecasted at times during the morning and afternoon peak hours, however, it is anticipated that most vehicles would clear during each cycle.

Several mitigation measures were considered to alleviate the projected queueing issues resulting from the proposed traffic signal, including refinements to the placement of the signal, timing parameters, etc. None of the measures were found to dramatically improve the forecasted queuing through adjacent intersections, other than elimination of the signal altogether that would result in RIRO operation to/from St. Laurent Boulevard.

Alternative access locations through properties to the north, west and south were also identified, all of which would require additional property acquisition and agreements.

6.0 Conclusion

It is our professional opinion that the proposed Major Zoning By-law Amendment and Site Plan Control applications are appropriate, represent good planning, and are in the public interest.

The proposal is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area, which can support transit and contributes to the range of housing options available in the community.

The proposed development conforms to the Official Plan's vision for managing growth in the urban area and meets the policies for Arterial Mainstreets. The proposal responds to its context by respecting the existing residential dwellings of the area and contributing to the planned built form along St. Laurent Boulevard. The development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

The proposed development meets the majority of applicable requirements of the Comprehensive Zoning By-law 2008-250. The requested amendment is appropriate and will not create undue negative impacts on the community or surrounding properties.

Sincerely,



Nick Sutherland, MCIP RPP
Planner



Jaime Posen, MCIP RPP
Associate