



1009 Tweddle Road

Planning Rationale + Design Brief Addendum
Zoning By-law Amendment
January 13, 2022



Prepared for Trim Road 1 LP

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

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Introduction

Fotenn Planning + Design (“Fotenn”), acting as agents for Trim Road 1 LP, is pleased to submit this Planning Rationale Addendum and Design Brief in support of a Major Zoning By-law Amendment application resubmission for the lands municipally known as 1009 Tweddle Road (previously Trim Road) (“the subject property”) in the Orléans community of the City of Ottawa.

A Planning Rationale and Design Brief, dated September 14, 2020, was originally prepared by Fotenn in support of concurrent Official Plan Amendment (D01-01-20-0016) and Major Zoning By-law Amendment (D02-02-20-0087) applications, with technical circulation comments provided by the City on November 9, 2020. The Official Plan Amendment application was submitted to redesignate the subject property from its existing “Urban Employment Area” designation to a “General Urban Area” or “Mixed Used Centre” designation, which would permit the proposed development. The application was submitted at a time when the City was undergoing its review of the Official Plan (OP), and was intended to inform the City’s policy approach to the subject property through its new OP. A Major Zoning By-law Amendment was submitted concurrently to redesignate the subject property’s existing “Development Reserve” (DR) zoning in the City of Ottawa Zoning By-law.

Since application submission, Ottawa City Council has approved a new Official Plan (OP). The OP is currently with the Ministry of Municipal Affairs and Housing (MMAH) for their review/approval, which is expected in 2022. The new Official Plan designates the subject property to a “Neighbourhood” with an “Evolving Neighbourhood” overlay within the Suburban Transect. The subject property is also located within a Protected Major Transit Station Area (PMTSA) identified in the new OP for lands around the Trim Light Rail Transit (LRT) Station.

Further, since application submission, the City’s Orléans Corridor Secondary Plan Study has progressed, with a second public meeting scheduled to occur in January 2022. It is expected that the new Secondary Plan will put in place policies and directions for development that are supportive of the proposed development. With the approval of the new OP and given that the Secondary Plan Study is a City-initiated process, an Official Plan Amendment is no longer required; however, a Zoning By-law Amendment application to rezone the subject property from its existing DR zone to a site-specific zone that will permit the proposed development is still required.

Since the initial application submission, the Concept Plan for the proposed development has also been revised due to a confirmation of the developable area, which has been expanded since the first application submission. The Concept Plan now proposes a development of four (4) high-rise buildings of varying heights.

Due to changes to the Concept Plan, Council approval of the new OP, and to allow for the proposed development’s review to be aligned with and to inform the City’s ongoing Orléans Corridor Secondary Plan Study, this Addendum was prepared in support of a resubmission for the above noted Zoning By-law Amendment application. The intent of this Planning Rationale and Design Brief Addendum is to assess the latest version of the proposed development with respect to the policy and regulatory framework of the new OP and determine if the proposed development is appropriate for the subject property and compatible with the surrounding community. This Planning Rationale and Design Brief Addendum draws on the results of the other technical studies and plans that are required in support of the rezoning application; many of the supporting materials have also been updated to reflect the modified development concept and rezoning application.

The owner of the subject property is proposing to develop four (4) high-rise apartment buildings with ground floor commercial uses and parking located largely underground. The proposed development’s at-grade experience is intended to be primarily pedestrian-oriented. Given that the subject property is currently zoned as “Development Reserve” (DR) in the City of Ottawa Zoning By-law (2008-250), a Major Zoning By-law Amendment application is required to permit the proposed development.

This Planning Rationale and Design Brief is meant to be read in conjunction with the Planning Rationale and Design Brief prepared by Fotenn Planning + Design and dated September 14, 2020, which analyzed the initial

Concept Plan against the policy framework in place at the time, primarily the City of Ottawa Official Plan (2003, as amended).

1.1 Supporting Material

In addition to this Planning Rationale + Design Brief, the following new and revised materials are being submitted with for the proposed Major Zoning By-law Amendment (as modified) that is still required for the proposed development:

- / **Concept Plan Package (including a Context Plan, Site Plan, Parking Garage Plans, Floor Plans, Elevations, Perspectives, and a Solar Study**, prepared by Roderick Lahey Architecture, dated December 22 and 23, 2021;
- / **Preliminary Landscape Master Plan**, prepared by Projet Paysage, dated November 2021;
- / **Transportation Impact Study Report**, prepared by Parsons, dated December 10, 2021;
- / **Roadway Traffic Noise Feasibility Assessment**, prepared by Gradient Wind Engineering, dated December 15, 2021;
- / **Qualitative Pedestrian Level Wind Assessment**, prepared by Gradient Wind Engineering, dated January 12, 2022;
- / **Letter Regarding the Slope Stability Review and Landslide Risk Assessment**, prepared by Paterson Group, dated December 9, 2021;
- / **Geotechnical Investigation**, prepared by Paterson Group, dated December 10, 2021;
- / **Headwater Drainage Feature Assessment**, prepared by Bowfin Environmental Consulting, dated November 2021;
- / **Tree Conservation Report – Rehabilitation Works Phase 1**, prepared by Bowfin Environmental Consulting, dated November 15, 2021;
- / **Woodland Memorandum**, prepared by Bowfin Environmental Consulting, dated May 4, 2021;
- / **Wetland Memo**, prepared by Bowfin Environmental Consulting, dated July 5, 2021;
- / **Functional Site Servicing and Stormwater Management Report**, prepared by EXP, dated December 17, 2021;

The Environmental Impact Statement (EIS) is also in the process of being updated. Once the EIS is completed, it will be forwarded to the City as part of the second submission to advance the review of the modified rezoning application for the revised development concept.

2.0

Site Context & Surrounding Area

2.1 Subject Property

The subject property, which is known municipally as 1009 Tweddle Road (previously 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 the intersection of Jeanne d'Arc Boulevard North and Tweddle Road and abuts an inlet of the Ottawa River to the north. The irregularly shaped subject property has an area of 33,567 square metres (or 8.3 acres), with frontages of approximately 160 metres along Jeanne-d'Arc Boulevard North to the south and approximately 265 metres along Tweddle 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 the western edge of a woodlot in the eastern portion of the subject property) that extends to the adjacent property to the east, 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 which continues as a Major Collector west of Tweddle 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. Trim Road, which has been newly realigned as a result of Stage 2 Light Rail Transit works, intersects with Jeanne-d'Arc Boulevard North at the southeast corner of the subject property.

Further south is Ottawa Highway 174, a City-maintained freeway with four (4) lanes divided into two (2) lanes in either direction to the west of the realigned Trim Road. East of the realigned 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 is located 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 Tweddle Road to the west, a two (2) lane, largely unpaved local street with one (1) lane of traffic in each direction.

To the west of Tweddle Road is vacant land, with an east-west multi-use pathway running along the northern edge of Jeanne-d'Arc Boulevard North. The Alphonse-Desjardins campus of the Collège La Cité is located on the south side of Jeanne-d'Arc Boulevard North, which contains the Centre des métiers Minto, a training centre specializing in the construction trades. 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).

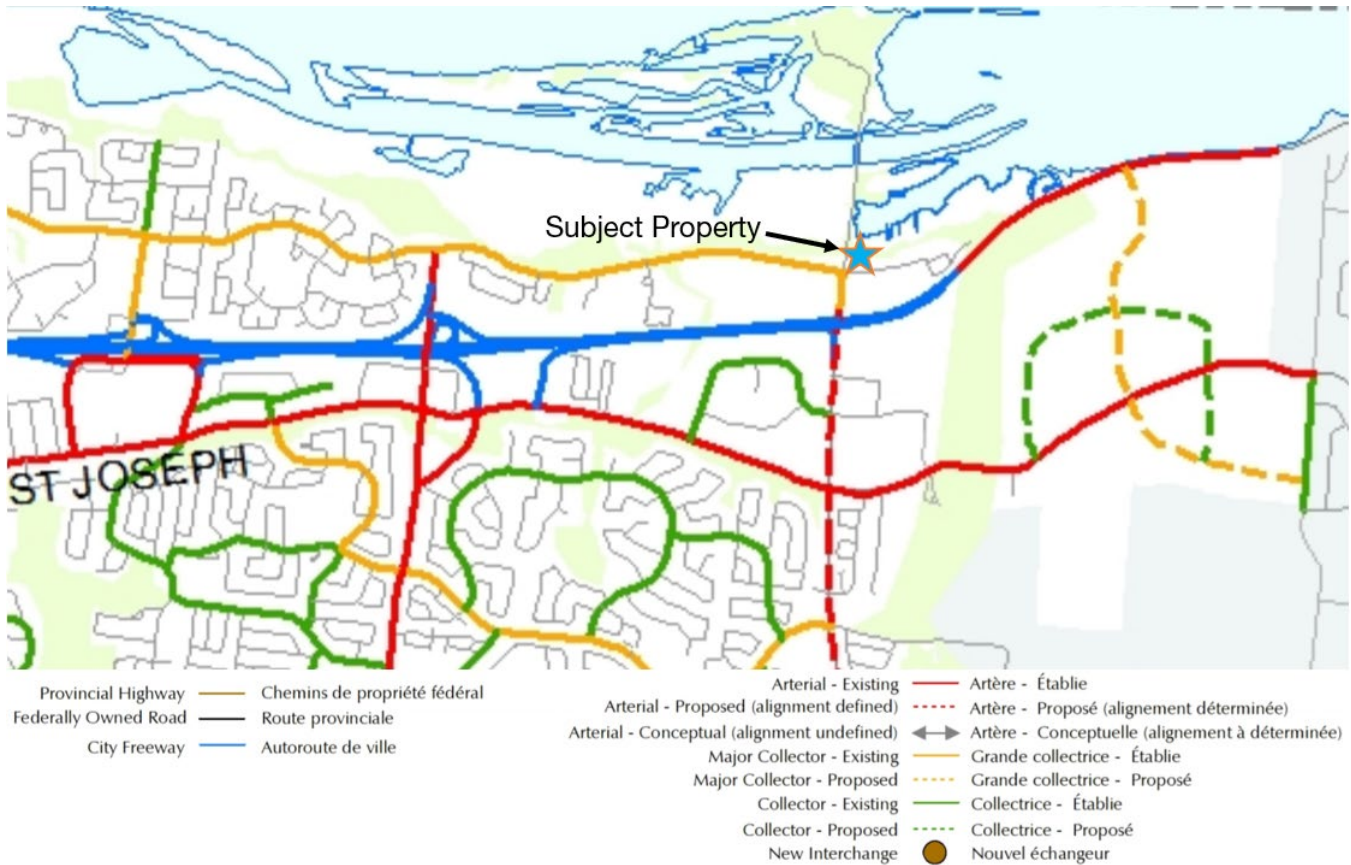
The nearest existing schools are located in the Fallingbrook neighbourhood, including several elementary schools and an English Catholic high school. Four (4) additional elementary schools are planned to be located in the Cardinal Creek Village development located to the east of the subject property,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

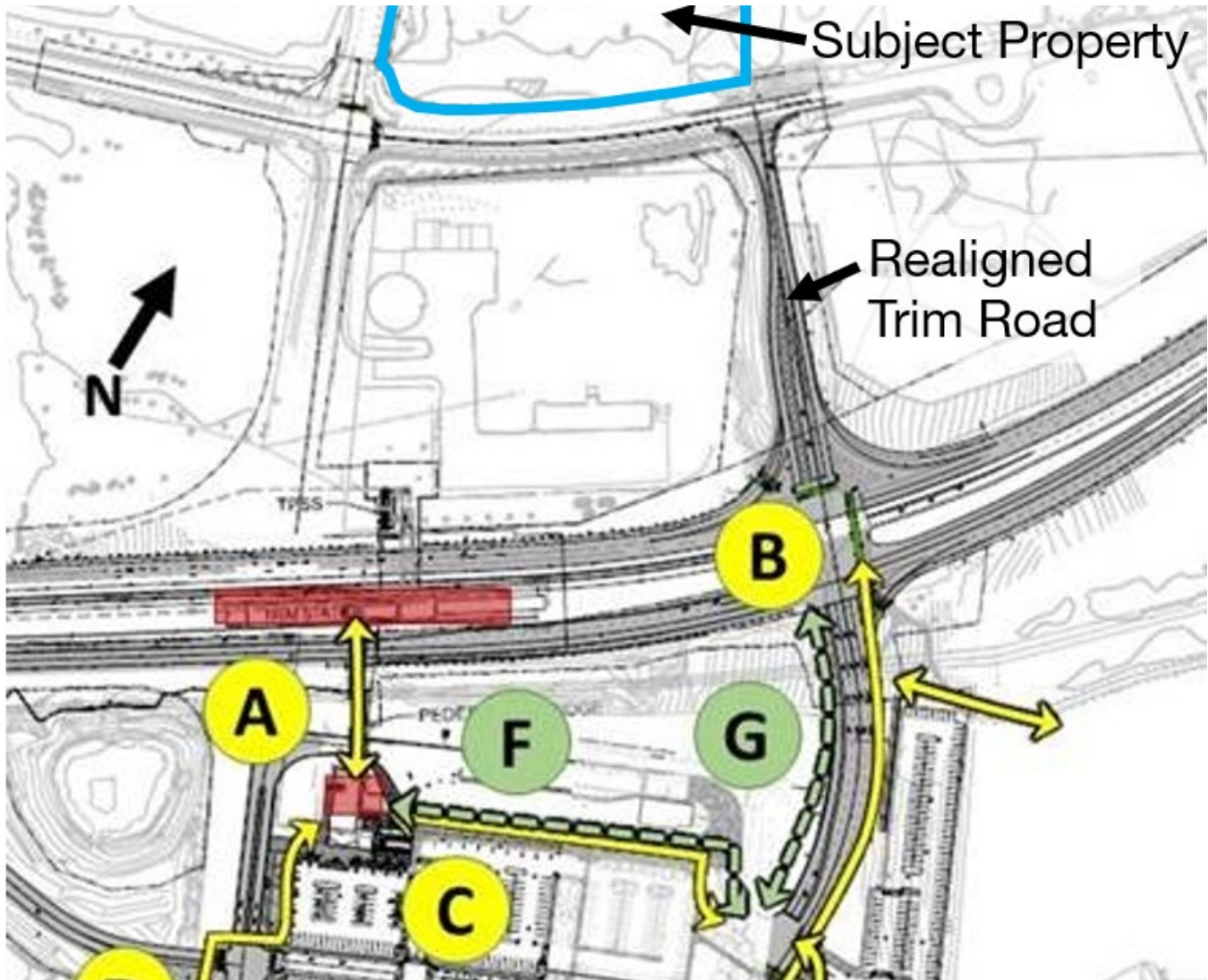
- / Tweddle Road, which is an unimproved local road with a rural cross section north of Jeanne-d'Arc Boulevard North and a Major Collector with a sidewalk on the west side and a Multi-Use Pathway (MUP) south of Jeanne-d'Arc Boulevard North, terminating at Highway 174. It is expected that the Major Collector designation will be removed for this section of Tweddle Road.
- / Trim Road, which is an Arterial Road south of Highway 174, has ben relocated and intersects with Jeanne-d'Arc Boulevard North at the east side of the subject property, with MUPs provided on both sides. It is expected that the realigned section of Trim Road north of Highway 174 will be designated as a Major Collector.
- / Jeanne-d'Arc Boulevard North, a Major Collector to the west of Tweddle Road and a local street to the east of Tweddle Road; and
- / Highway 174, a City freeway which becomes an Arterial Road further to the east of the subject property.



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.

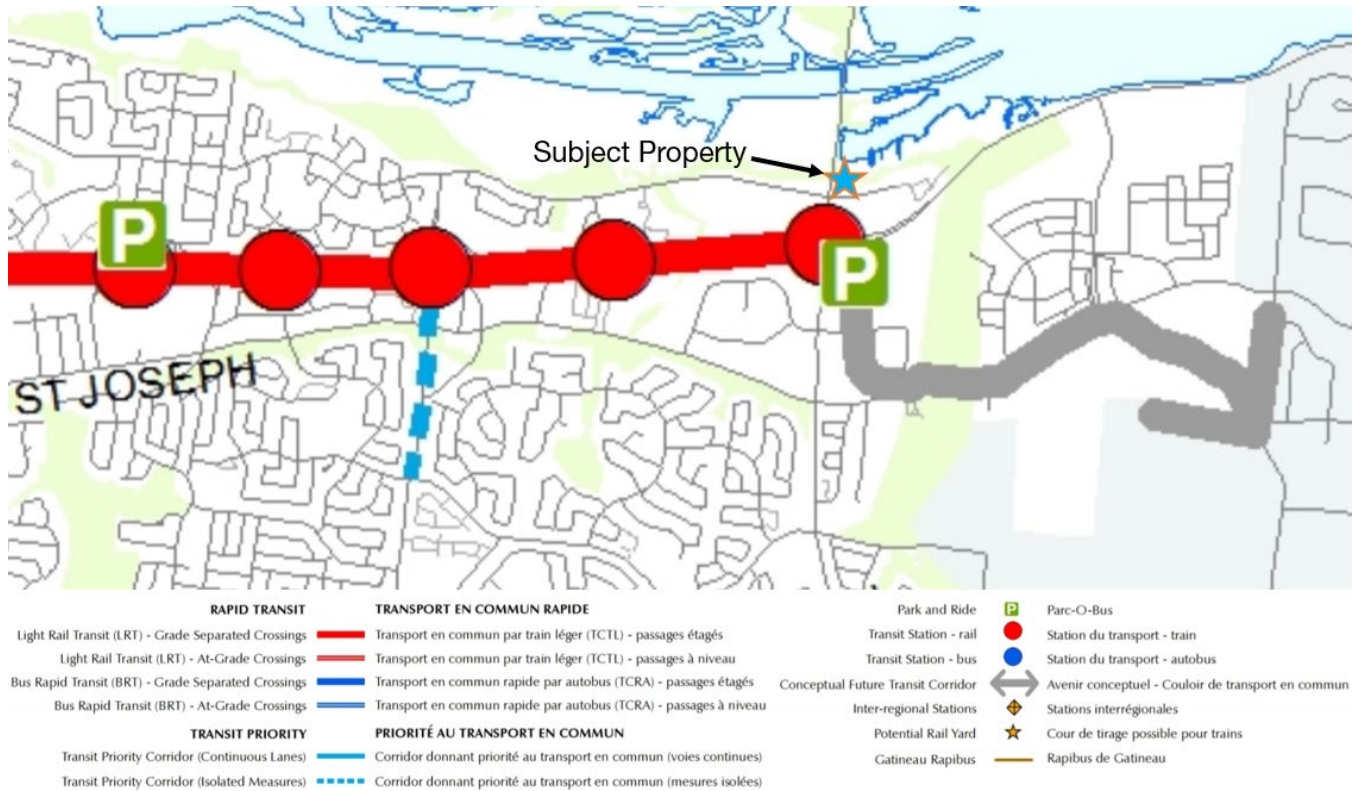
Trim Road Realignment

The City of Ottawa has recently completed a realignment of the north end of Trim Road as a result of the construction of the new Trim Light Rail Transit (LRT) Station at the intersection of the previous alignment of Trim Road and Highway 174. Trim Road has been realigned further east, with a large, at-grade intersection where it meets Highway 174. To the north of Highway 174, Trim Road also intersects with Jeanne-d'Arc Boulevard North further east of its previous alignment, around the southeastern edge of the subject property.



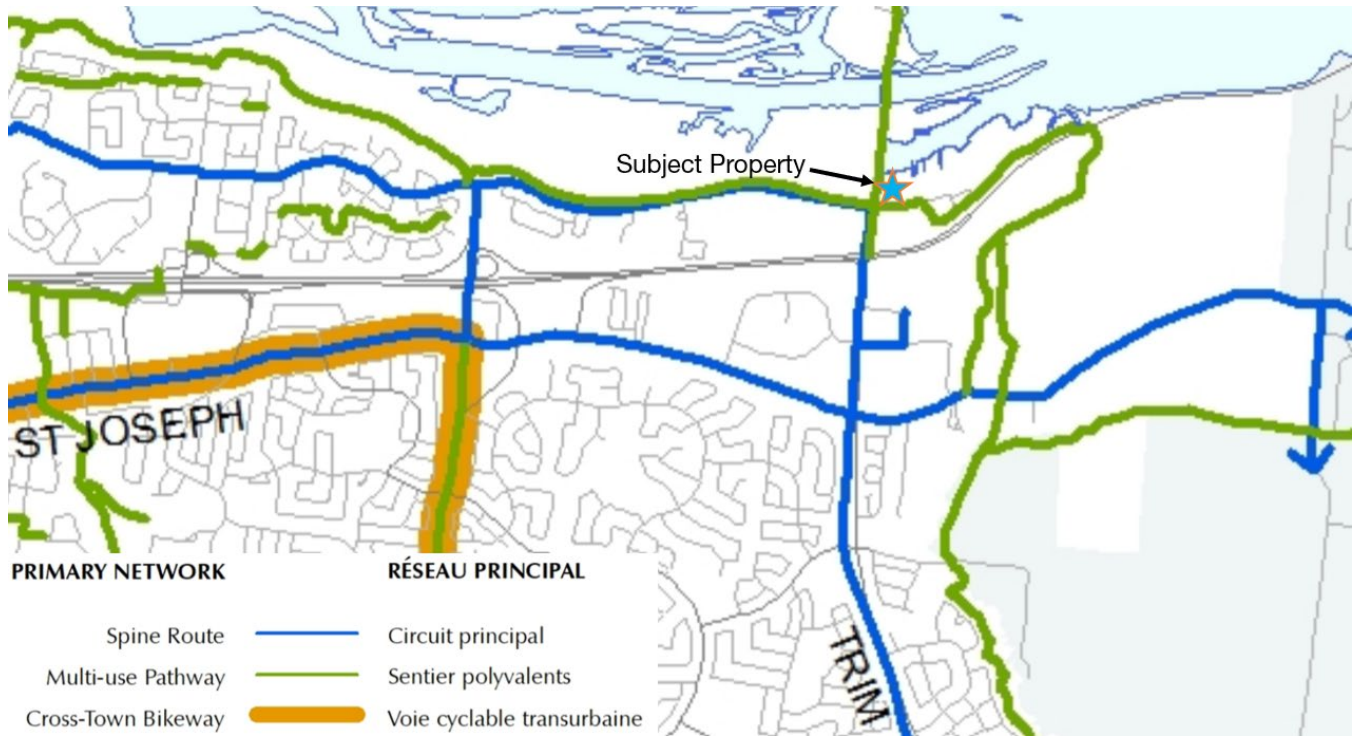
2.4.2 Rapid Transit Network

As per Schedule D – *Rapid Transit and Transit Priority Network* of the 2003 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 will be located at the existing intersection of Trim Road and Highway 174. This LRT Station, which is proposed to be operational by late 2024/2025, 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 the Transit Station. In the meantime, it is in proximity to the existing BRT station.



2.4.3 Cycling Network

As per Schedule C – *Primary Urban Cycling Network* of the 2003 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. Tweddle 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.



Amenities and commercial uses are proposed to comprise the ground floor of all four towers. Potential commercial uses could include a convenience store, microbrewery, café, restaurant, spa, health club, business centre, retail store, and/or grocery store. In particular, commercial uses will be oriented toward the intersection of Tweddle Road and Jeanne-d'Arc Boulevard North and along a "spine" between towers A and B that will draw people into the development, as outlined in Figure 9 below.

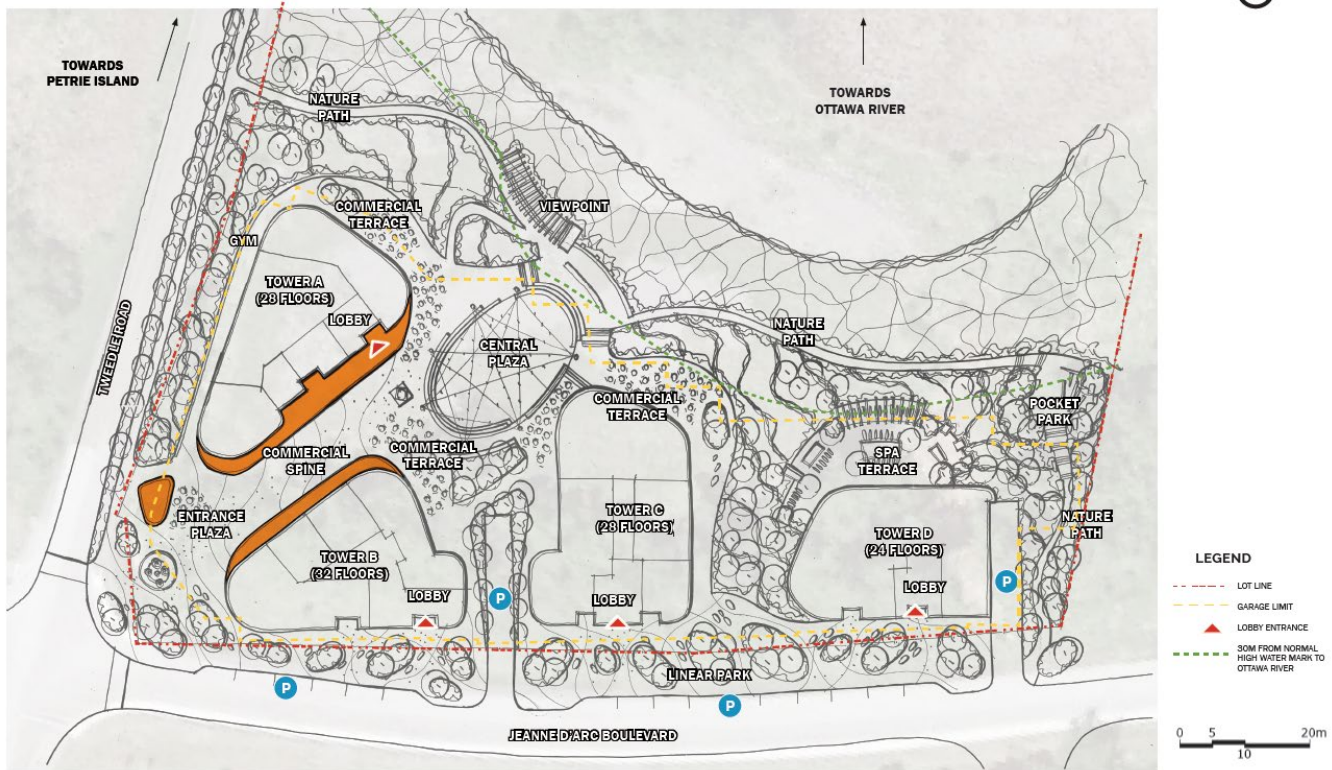


Figure 9: Concept Drawing showing Commercial 'Spine'

The proposed development will also include approximately 1,844 square metres of office space, to be located on the second floor of Towers A and B. This space provides flexible working space that can be rented out to businesses, providing a live work opportunity for residents.

As illustrated in the enclosed Preliminary Landscape Master Plan, the proposed development will include outdoor amenity space including an at-grade terraced, pedestrian plaza that covers a significant portion of the underground parking structure. This plaza will include landscaping, textured paving, and areas for seating. The development concept will promote cafés and restaurants that will have access to the plaza which may include outdoor patio space. The topography of the subject property allows for views to the north over the Ottawa River.

Vehicular access to the subject property is proposed along the southern lot line, where there will be two (2) access and egress ramps from Jeanne-d'Arc Boulevard North to the underground parking garage. A total of approximately 843 parking spaces (distributed over three (3) underground parking garage levels) are proposed to be provided as part of the proposed development.

As part of the proposed development, the property owner is proposing to acquire surplus City-owned lands within the Jeanne-d'Arc Boulevard North right-of-way, to the immediate southwest of the subject property. These lands, which it is understood are not required, are proposed to be consolidated with the existing subject property to permit a site design that allows for buildings in proximity to the intersection of Tweddle Road and

Jeanne d'Arc Boulevard North. In exchange for this parcel, the owner will naturalize/rehabilitate lands to the north of the development lands and convey these lands to the City after their rehabilitation is complete.









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. 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 must be taken into account.

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.

1.4 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;
- 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 the proposed development is a compact, transit-supportive, mixed-use development that would efficiently use land and resources and available infrastructure and public service facilities.

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 residential, commercial, and employment (office) uses would also help to ensure that the area is lively and vibrant

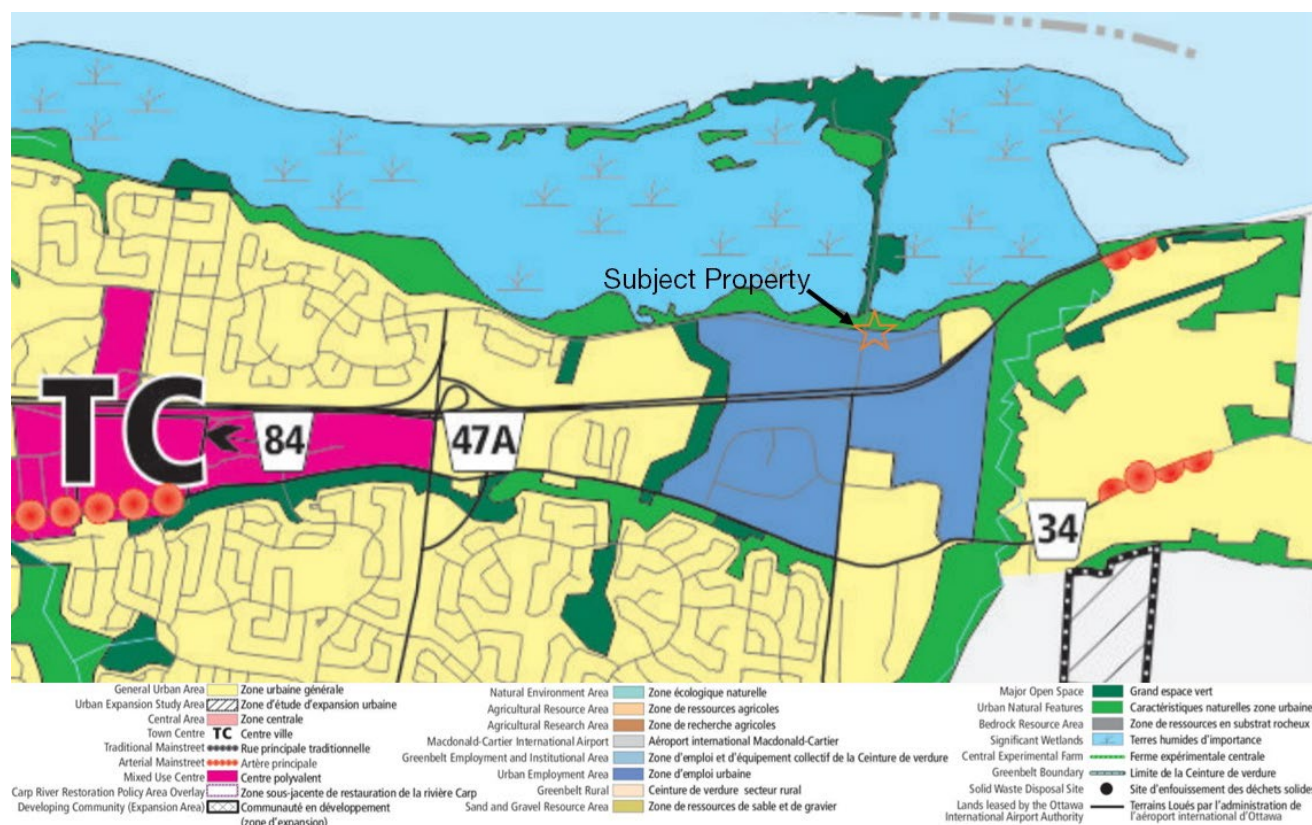
at all times of day, which would contribute to a pedestrian- and cyclist-friendly environment and assist in supporting the viability of local businesses.

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 designated “Urban Employment Area” on Schedule B – *Urban Policy Plan* of the 2003 City of Ottawa Official Plan (OP) (Figure 14) with an “Urban Natural Features” designation applying along the northern edge of the subject property.



4.2.2 Urban Natural Features Designation

Urban Natural Features under the 2003 OP are identified as lands that provide a valuable contribution to biodiversity and wildlife habitat in the urban area and are enjoyed by residents. They comprise 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 2003 OP 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.

4.2.3 Urban Employment Area Designation

Policy 1 of Section 3.6.5 of the 2003 OP 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 broad spectrum of job densities. The 2003 OP states that Urban Employment Areas shall be distributed throughout the urban area to help provide access to jobs throughout the city. Established Urban Employment Areas under the 2003 OP are intended to have employment capacities ranging from 2,000 to 20,000+ jobs. The 2003 OP states that the City shall maintain sufficient land in Employment Areas to maintain the Employment objectives established in the City Employment Survey. New Urban Employment Areas are to 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 2003 OP 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 2003 OP 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 the OP's intention to protect and preserve land for employment uses and economic diversity. The 2003 OP 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 2003 OP 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.

The process for undertaking a comprehensive review of the 2003 OP was initiated by the City prior to the submission of the Official Plan Amendment and Major Zoning By-law Amendment applications for the subject property in September 2020. The Official Plan review is now complete and the City has adopted a new Official Plan to replace the 2003 OP in its entirety. The new OP has removed the portion of the subject property proposed for a high-rise mixed-use development from the Urban Employment designation of the 2003 OP and has instead designated it as Neighborhood with an Evolving Neighborhood Overlay in the Suburban (East) Transect. The site proposed for development is also located within the Trim LRT Station Protected Major Transit Station Area. The northern portion of the subject property that is proposed to be retained and rehabilitated as a natural area is designated Greenspace in the new OP.

The proposed high-rise, mixed-use development no longer requires an Official Plan Amendment, subject to the new OP receiving Ministerial Approval which we understand is expected in early 2022.

The proposed development's conformity with the new Official Plan is discussed further below.

4.3 New City of Ottawa Official Plan (approved by Council in November 2021)

A New Official Plan (OP) was approved by Council on November 24, 2021 to replace the 2003 OP in its entirety and is expected to be approved by the Ontario Minister of Municipal Affairs and Housing in early 2022. The new OP has a 25-year time horizon which spans from 2021 to 2046. The new OP provides an updated vision to guide the future growth of the city and incorporates updated growth projections, innovative ideas, and stronger policies to address climate change and meet greenhouse gas emission targets. Some of the new initiatives include the promotion of 15-minute neighbourhoods and a transect approach to OP designations.

4.3.1 Strategic Directions

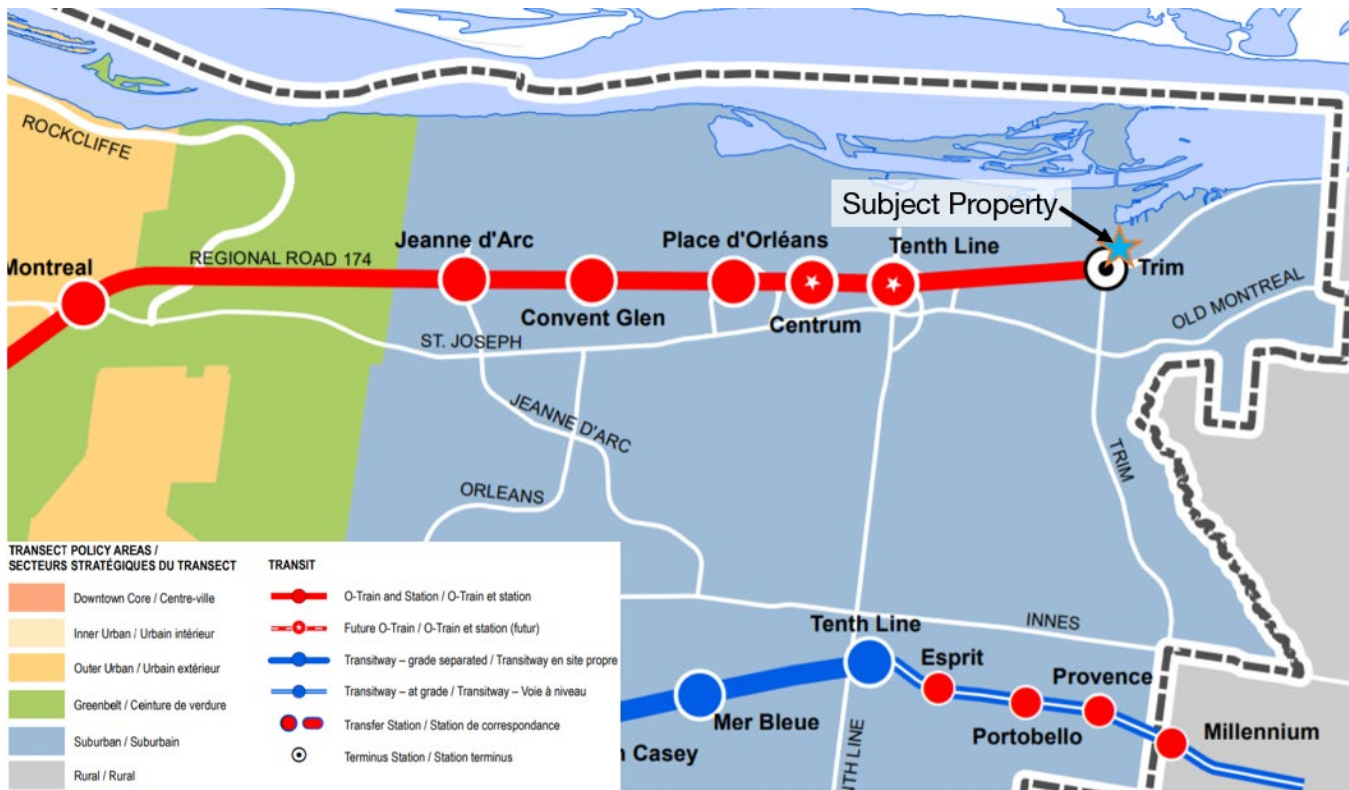
Section 2 of the new OP sets out overarching strategic directions for the growth and development of the City over the Plan's 25 year planning horizon. These strategic directions flow from 5 broad policy directions, or Big Policy Moves, that provide the foundation for the policy framework of the new OP. These are focused on achieving more growth through intensification, supporting increased use of sustainable transportation (transit, cycling, walking), improved urban and community design at all scales (macro to micro), providing for resiliency (health, environmental, climate and energy), and embedding economic development into planning policies/directions.

The proposed development responds to and will help advance elements of all the key strategic directions of the new OP as set out in Section 2 of the new OP. The proposed development will:

- / **Assist in realizing the new OP target to achieve more growth through intensification by meeting the minimum density targets defined for the subject property in Section 3 of the new OP;**
- / **Assist in supporting increased use of sustainable transportation with significant development intensity within walking distance of the Trim LRT Station and in proximity to MUPs that provide cycling and pedestrian connections throughout the City;**
- / **Feature iconic architectural and public realm designs that will make for an engaging development from a placemaking and City image perspective, particularly in light of its context. The project will contribute to the physical and functional definition of the Trim PMTSA as a distinct place where a high intensity urban condition will co-exist with a unique greenspace context at the terminus of the LRT line in the east end of the urban area of the City;**
- / **Support achieving resiliency in the urban area through the density proposed and the support the project provides for increasing use of sustainable travel and will provide for improving the natural area located north of the development lands; and,**
- / **Support diversifying economic development opportunities with respect to the mix of uses proposed and the contribution of the proposed development to supporting healthy lifestyles with a proposed destination spa that will complement the greenspace destination provided by Petrie Island.**

4.3.2 Suburban Transect

As per Figure 15 below, the subject property is located within the Suburban (East) Transect on Schedule A – Transect Policy Area of the new OP.



The Suburban Transect comprises communities located within the Urban Boundary but outside the Greenbelt. These areas generally reflect the “conventional” suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks, and low-rise building forms. The focus in these areas will be to complete the communities in ways that support their gradual evolution to becoming 15-minute neighbourhoods, with substantial changes focused only on strategic locations. The new OP also notes that there remain pockets within suburban areas that have not been developed and notes that the development of these vacant pockets will meet 46% of the growth of greenfield lands over the next 25 years. The new OP further supports increased diversity in housing forms within the Suburban Transect.

The subject property is located within an undeveloped pocket in the Suburban (East) Transect, in proximity to the Trim LRT Station. The new OP provides for such areas in strategic locations to be targeted for substantial change. The proposed development will take advantage of the subject property’s proximity to the Trim LRT station with the introduction of a high rise housing form, which will also help increase the diversity of housing forms in the Orléans Community. Orléans currently is relatively homogenous, being characterized as predominately a community of detached and attached ground-oriented housing with limited apartment-style housing. The proposed dense, mixed-use development will also advance the realization of a complete 15-minute neighborhood around the Trim LRT Station.

Policy 2(a) of Section 5.4.1 of the new OP states that development within Neighbourhoods in the Suburban Transect shall be low-rise in height. Despite the above, Section 6.3.1, which sets out policies for Neighbourhoods, provides for high-rise developments to be supported where allowed in a Secondary Plan or in locations characterized by high-rise development. This policy is discussed in greater detail below, in Section 4.3.3 of this Planning Rationale Addendum.

The subject property is located within the threshold called for by the new OP where high rise development can be located and it is expected that the City-initiated Orléans Corridor Secondary Plan Study will provide for high rise development around the Trim LRT Station to ensure that the minimum density requirements set out in Section 3 of the new OP will be achieved. The proposed development's conformity with minimum density requirements is discussed later in more detail.

Policy 1(a) of Section 5.4.2 of the new OP notes that, in the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of the new OP by supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations.

The subject property is located within an undeveloped area in proximity to rapid transit. Given its context and as provided for through the Evolving Neighbourhood Overlay discussed in greater detail below, the proposed development provides an opportunity for the City to achieve a much more urban environment for the area around the Trim LRT Station, consisting of higher density, a greater mix of uses, and higher profile built forms.

Per Policy 2 of Section 5.4.4 of the new OP, net residential densities shall strive to approach the densities of the Inner Urban Transect over time.

The development proposed for the subject property is consistent with this overarching direction.

Policy 1 of Section 5.4.5 of the new OP notes that neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3 of the new OP.

The proposed development achieves the minimum density requirement for residential density for the site, as discussed in greater detail below.

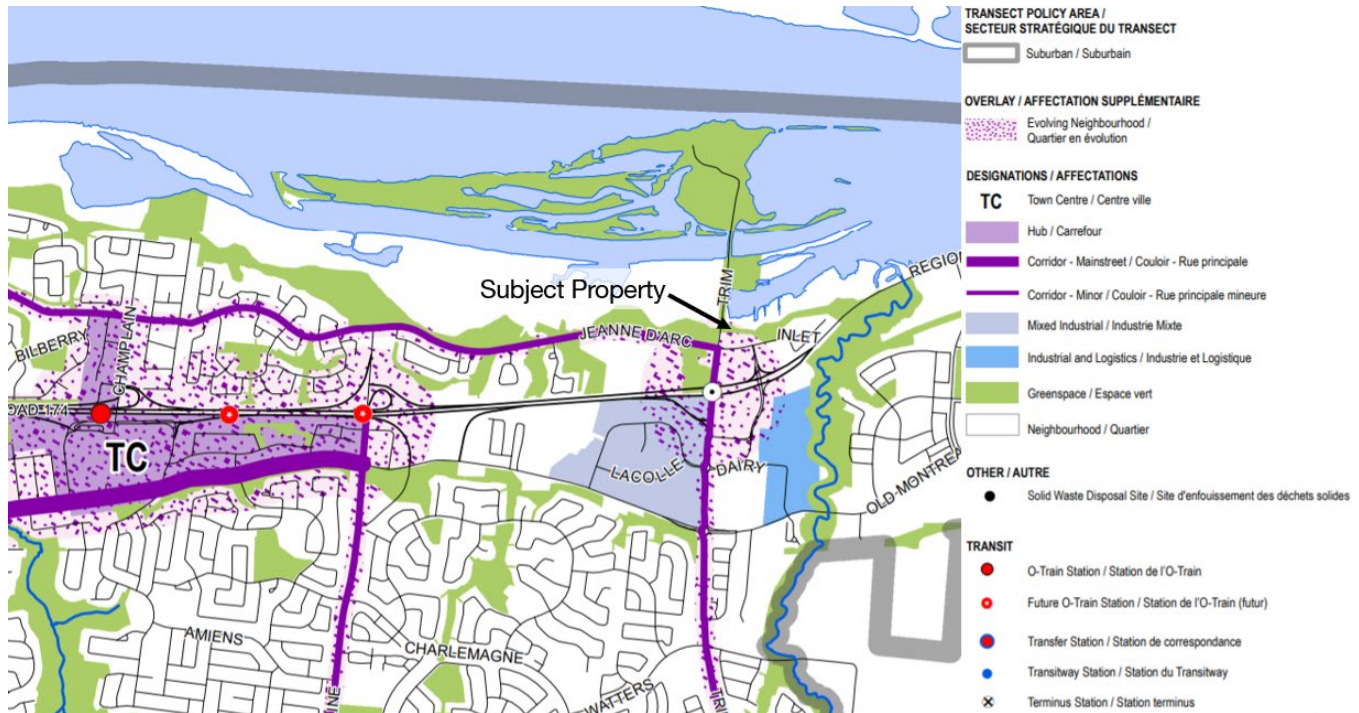
The proposed development is supportive of the rapid transit system by providing a higher-density, mixed-use urban environment in close proximity to the Trim LRT Station.

The proposed development meets the minimum density requirements outlined in Policy 2 of Section 5.4.4 of the new OP, and accommodates residential growth to meet the new OP's Growth Management Strategy, per Policy 1 of Section 5.4.5. The subject property is particularly important for the sake of meeting the residential growth and density targets for the surrounding Neighbourhood, given that the area around the Trim LRT Station is largely vacant.

The proposed development proposes greater building heights than what Policy 2(a) of Section 5.4.1 of the new OP permits; however, the new OP provides for permissions for greater building heights within the Neighbourhood designation through a Secondary Plan or where a site is in proximity to sites with existing or planned taller buildings. This wording is discussed further below in this Planning Rationale Addendum.

4.3.3 Neighbourhood Designation

As illustrated in Figure 16 below, the subject property is largely designated "Neighbourhood" with an "Evolving Neighbourhood Overlay". The northern portion of the land is designated "Greenspace".



Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.

Policy 2 of Section 6.3.1 of the new OP states that permitted building heights in Neighbourhoods shall be low-rise, except:

- Where existing zoning or secondary plans allow for greater building heights; or
- In areas already characterized by taller buildings.

Policy 3 of Section 6.3.1 of the new OP adds that development in the Neighbourhood designation which seeks additional height beyond 4 storeys:

- May be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions; and
- In all other cases, require an area-specific policy through an amendment to this Plan.

According to Policy 4 of Section 6.3.1 of the new OP, the Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
- Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
- In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.
- To provide for a range of local services and promote the emergence or strengthening of 15- minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:

- i. Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
- ii. Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
- iii. Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
- iv. May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
- v. May restrict or prohibit motor vehicle parking in association with such uses; and
- vi. Limits such uses to prevent undue diversion of housing stock to non-residential use.
- e) Limited large-scale non-residential uses and include office-based employment, greenspace, large-scale institutions and facilities and other smaller institutional functions; and
- f) Parks, open spaces and linkage areas meant to serve as public space.

Policy 5 of Section 6.3.1 of the new OP states that the Zoning By-law will distribute permitted densities in the Neighbourhood by:

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

The subject property is in proximity to an LRT station and to existing and planned high-rise buildings that are located to the east at Petrie's Landing. The subject property is therefore in an appropriate location for a built form that has greater building heights. The subject property is also located within an ongoing Secondary Plan Study area, which is expected to confirm that high profile development as proposed is appropriate for the subject property in the context of the overarching directions of the new OP.

The proposed development also includes compatible and complementary small-scale non-residential uses and services such as ground floor commercial uses and limited office space consistent with the directions provided for Neighborhoods within a Suburban Transect context.

4.3.4 Evolving Neighbourhood Overlay

Built Form Overlays are meant to provide built form direction in cases where a change in character is anticipated, or in cases where new neighbourhoods are being developed.

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

Section 5.6.1.1 of the new OP provides built form direction for the urban area where intensification is anticipated to occur. The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve a more urban development form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of the new OP. The Evolving Overlay is applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- A) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- B) Allowance for new building forms and typologies, such as missing middle housing;

- C) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- D) Direction to govern the evaluation of development.

Policy 3(a) of Section 5.6.1.1 of the new OP states that, where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan's policy direction, or post adoption of this Plan, to be consistent with the policy intent of this Plan, the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of the new OP.

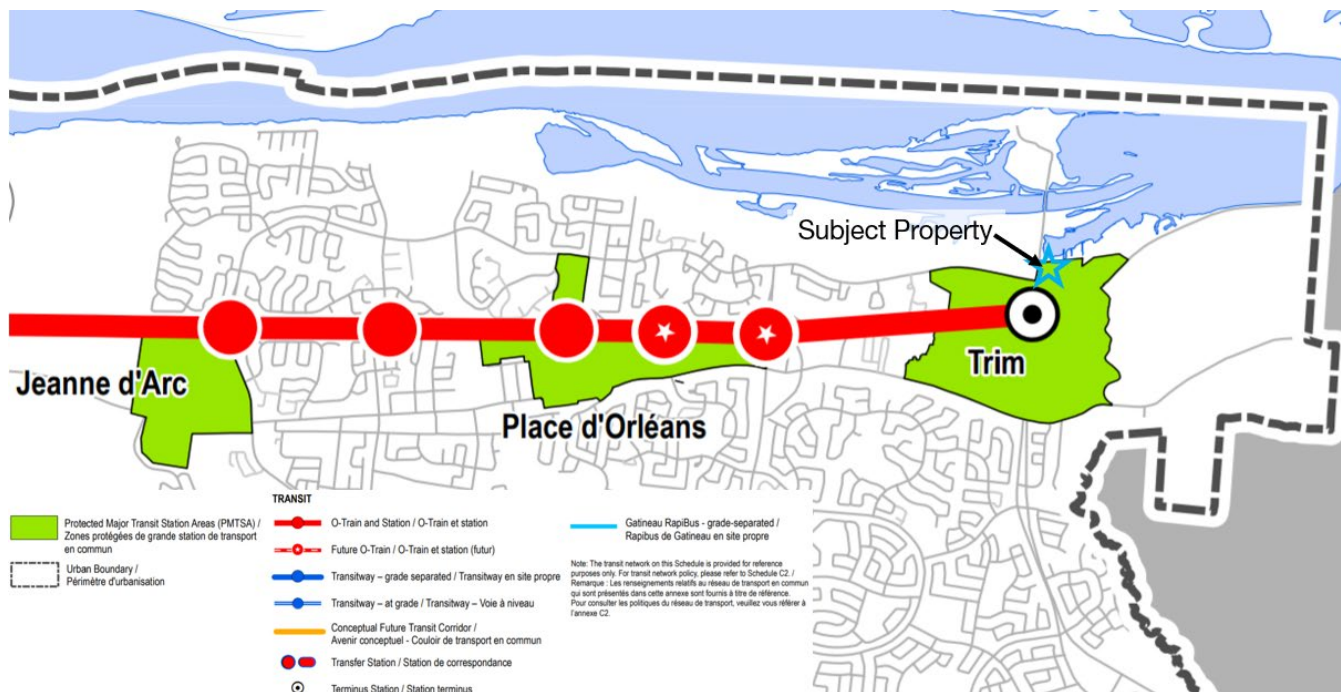
The subject property is located in close proximity to the Trim LRT Station and as such provides an excellent opportunity for a dense, compact development that will help the City reach the goals of its Growth Management Framework.

The Zoning By-law has not yet been updated for the area; however, the proposed development consisting of four high-rise buildings with lower floor commercial uses conforms with the overarching directions of the new OP for development within an Evolving Neighborhood Overlay in a Suburban Transect context, in proximity to an LRT station and to existing high-rise buildings.

Although the proposed development is not low-rise and the subject property will need to be rezoned to a different designation from its current Development Reserve zone, it is expected that the ongoing Secondary Plan process for the area wherein the subject property is located will provide a policy framework that will allow for the proposed high-rise development to achieve an urban condition with an active, animated public realm area in proximity to the Trim LRT station. It is also noted the subject property is located in an area with an existing pattern of high-rise developments (Petrie's Landing, to the east).

4.3.5 Protected Major Transit Station Areas

The southern portion of the subject property that is proposed to be developed is identified as being within the Trim Protected Major Transit Station Area (PMTSA) on Schedule 1 of the new OP.



Permitted uses within PMTSAs include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions. Low-density employment uses are not permitted except where an industrial designation has been retained (as noted in Policy 2 of Section 6.1.2 of the new OP), such as with the Traylor Creek industrial area located south of Highway 174.

Policy 4 of Section 6.1.2 of the new OP provides that the minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, be as follows:

- Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent; and
- Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 per cent.

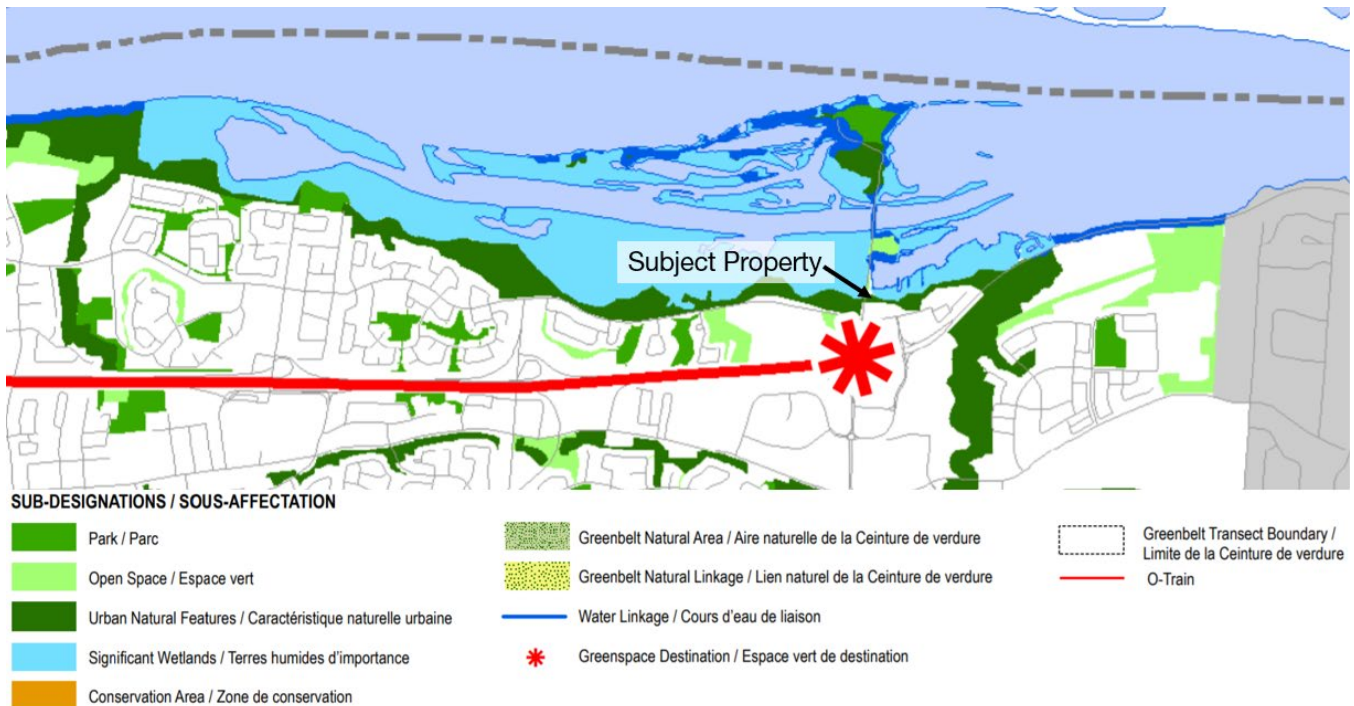
The proposed development is in conformity with the policy directions of the new OP for PMTSAs. The proposed development will include high-density housing types within high-profile built forms with complementary commercial and office uses, and will contribute to supporting transit (through its proximity to the LRT station) and active transportation modes (through its proximity to nearby MUPs).

4.3.6 Greenspace Designation

The northern portion of the subject property is designated “Greenspace”, part of a larger Greenspace area along the Ottawa River, including Petrie Island. This location and the Trim LRT Station are also identified as a Greenspace Destination.

The Greenspace designation identifies a network of public parks, other spaces within the public realm and natural lands that collectively provide essential ecosystem services to Ottawa’s residents, support biodiversity, climate resilience, recreation and healthy living. City planning and guidance documents refer to these areas collectively as “greenspace.”

More specifically, Schedule C12 – Urban Greenspace designates the northernmost portion of the subject property as “Urban Natural Features” and “Significant Wetlands” (Figure 18).



Policy 1 of Section 7.3 of the new OP notes that Urban Natural Features are primarily publicly-owned urban natural areas that are managed for conservation or passive leisure uses and sets out policy directions as follows:

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

Per Policy 2 of Section 7.3 of the new OP, the Significant Wetlands designation protects provincially significant wetlands (PSWs) and their ecosystem services. The northern portion of the subject property comprises part of an identified PSW. The following shall apply:

- a) Within six months of the identification or revision of a provincially significant wetland by the Province of Ontario, the City shall initiate an Official Plan amendment to designate the wetland area as Significant Wetland;
- b) The City shall consider the identification or revision of a provincially significant wetland by the Province in any applicable Planning Act process;

- c) Council may consider exceptions to the designation of new significant wetlands where the lands have current approvals under the Planning Act or are licensed under the Aggregate Resources Act;
- d) The City may initiate or require a wetland evaluation under the Ontario Wetland Evaluation System if:
 - i. It is recommended in a planning study, such as a watershed study, subwatershed study, environmental management plan, secondary plan, or an environmental assessment; or
 - ii. A proposed development would reduce the area of the wetland by 2 hectares or more after mitigation and compensation;
- e) Development, lot line adjustments and site alteration are not permitted in Significant Wetlands;
- f) Permitted uses in Significant Wetlands are: passive open spaces; scientific, educational or conservation uses associated with the natural features; agricultural operations established prior to May 2003; and forestry as defined in the Forestry Act;
- g) The City shall permit a single-detached dwelling and accessory buildings on lots existing as of May 2003, where the lot fronts on an open, maintained, public road, and where a dwelling is permitted in the Zoning By-law. Where the lot lies partially within the boundaries of a designated wetland area, the new construction and on-site servicing shall occur outside the boundary of the feature to the greatest extent possible on the lot, disturbance of the natural feature shall be minimized and a conservation authority permit shall be required;
- h) Development and site alteration within 120 metres of the boundary of a Significant Wetland must demonstrate no negative impacts on the natural features or their ecosystem services within the area;
- i) Where Significant Wetlands are privately owned, public use and access to these lands for any purpose is not permitted without the consent of the owner; and
- j) Significant Wetlands do not form part of parkland dedication.

The proposed development will be located outside the area of the subject property designated as a Greenspace, with appropriate setbacks and/or mitigation measures to ensure no net negative impacts to identified natural features.

An Environmental Impact Statement (EIS), prepared by Bowfin Environmental Consulting Inc. and included as part of the original application submission, concluded that the PSW to the north would not be impacted by the proposed development as it was 30 metres from the boundary of the PSW; that all of the proposed development's impacts could be mitigated through the use of common mitigation measures; and that no residual negative impacts to the natural environment were anticipated as a result of the development.

The EIS also identified that previously alterations were made to certain portions of the subject property that are not proposed to be developed. As part of the overall project for the subject property, the owner is planning to naturalize and rehabilitate the subject property's previously altered natural areas. Towards this end, Bowfin Environmental has been working with the Rideau Valley Conservation Authority (RVCA), the City of Ottawa Natural Systems Unit, the Ministry of Northern Development, Mines, Natural Resources and Forestry (MNR) and the Ministry of the Environment, Conservation and Parks (MECP) on the shoreline naturalization and natural areas rehabilitation plan for the northern portion of the subject property adjacent to the development area. Once the naturalization plans have been completed, a revised EIS will be submitted to the City detailing the rehabilitation works for the northern portion of the subject property that is intended to be conveyed to the City in exchange for the City providing to the Owner of the subject property that area of the Jeanne-d'Arc Boulevard North Right-of-Way that City staff have confirmed can be declared surplus to City needs.

With the planned rehabilitation of the northern portion of the subject property as an integral element of the larger greenspace area along the Ottawa River and Petrie Island, the owner is proposing to position the subject property in a way that contributes to the recognition of the area as a greenspace destination. The intent is to include uses that would provide for public access to the subject property to experience the natural area to the north. The proposed development will also support use of the MUPs in the area and enhance the destination function of the location through the project's placemaking focus. The overall project will serve as a dynamic interface between the urban context of the lands

around the Trim LRT Station PMTSA and the natural spaces to the north, which form part of a City wide greenspace and recreational destination.

4.3.7 High-rise Policies

Section 4.6.6 of the new OP sets out various policies that apply to high-rise development. These are discussed below with an indication on how the proposed development is responding to the various directions for high rise development:

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

There are no sensitive mid-rise or low-rise uses in proximity to the subject property. Rather, the subject property is located within 250 metres of the Trim LRT Station and as such may be physically considered to be part of Trim PMTSA's core area, where high profile development can establish a visual node for the PMTSA. Stepping development down for sites further away from the core area of the PMTSA would provide for the effective transitioning to the lower rise areas outside the PMTSA and would help to define a distinct skyline for the Trim PMTSA. It is expected that such a transitioning concept would be further defined through the secondary plan being developed by the City.

- / Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

The four (4) proposed high-rise buildings vary in height from 24 to 32 storeys, with the tallest built form being located at the southwest corner of the subject property, closest to the Trim LRT Station to the south. This serves to provide visual interest for the core area of the Trim PMTSA. Also, the proposed development provides built form transitions by way of tower step backs from podium floorplates.

- / High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances.

The proposed development incorporates typical tower floorplate sizes of 931 and 938 square metres (including balconies). The tower floorplates are only slightly over 750 square metres in size without balconies. Further, there is an increased separation distance of 26.6 metres between Towers B and C, allowing for larger floorplates.

- / High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

The proposed development incorporates a minimum 23-metre separation distance between towers (with a larger separation distance of 26.6 metres between Towers B and C). Further, because the subject property is separated by roads or significant natural areas from other sites that have the potential to be developed with high rise buildings, appropriate separations can be achieved between the proposed high-rise buildings and those that may be situated on other sites in the Trim PMTSA.

4.3.8 Growth Management Framework

Section 3 – Growth Management Framework of the new OP states that most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon

The proposed development is in conformity with the policies of the new OP's growth management framework as follows:

Designate Sufficient Land for Growth

Policy 3 of Section 3.1 of the new OP states that the urban area and villages shall be the focus of growth and development.

The proposed development is located within the urban area of the City.

Per Policy 4 of Section 3.1 of the new OP, the City will allocate household growth targets as follows:

- a) 93 per cent within the urban area where:
 - i. 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and
 - ii. 46 per cent is within the greenfield portion of the urban area;
- b) 7 per cent within the rural area where:
 - i. 5 per cent is within villages; and
 - ii. 2 per cent is outside villages.

The proposed development is located on an undeveloped parcel in a portion of the urban area that is partially developed.

Support Intensification

Policy 10 of Section 2.3 of the new OP establishes the residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, the new OP provides for a diversity of housing opportunities to be provided such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.

Policy 12 of Section 3.2 sets out the density requirements and targets in Tables 3a and 3b and provides for the overall Growth Management targets in Table 2 to be implemented in the Zoning By-law through a municipally initiated zoning conformity exercise. Further, the above-noted density targets and Overall Growth Management targets:

- a) Shall permit intensification such that the average area density generally meets or exceeds the applicable density targets;
- b) Subject to a), may establish minimum density requirements per parcel to implement the provisions of Table 3a in larger sites intended for redevelopment within Hubs and Mainstreets;
- c) May determine different maximum built form permissions, and minimum density requirements where applicable, as appropriate to lot fabric, neighbourhood context, servicing and proximity to Hubs, Mainstreets, Minor Corridors, rapid-transit stations and major neighbourhood amenities;

- d) May establish a minimum floor area for large dwellings; and
- e) May establish an alternate large dwelling proportion for denser buildings, for example buildings with requirements for elevators.

Table 3a identifies the following density and large dwelling requirements for the Trim Road PMTSA:

Minimum Area-wide Density Requirement, People and Jobs Per Gross Hectare	Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
160	250	N/A

Table 3b identifies the following density and large dwelling targets for the Suburban Transect:

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

Finally, Table 2 outlines the residential identification targets by dwelling sizes.

Residential Intensification Targets	TOTAL
Ground-oriented / Large-household dwellings	49,000
Apartment / small-household dwellings	43,000
Total Dwellings	92,000

The proposed dense, mixed-use development will help the Trim Road PMTSA achieve both its residential and job density requirements. The proposed development will also help the Suburban (East) Transect to meet its target residential density range for intensification. Finally, the proposed development will help the City achieve its target residential identification targets for apartments / small household dwellings.

Of particular note is the minimum residential intensification density requirement set out in Table 3A as it applies to the subject property. In using the existing lot area, the proposed development will achieve a density of 285 dwelling units per net hectare, which meets the minimum required density of 250 dwelling units per net hectare outlined in Table 3A. It is a reasonable approach to assess density over a larger land area, recognizing that not all of the parcels or land areas may contribute to achieving the density targets. Supporting studies confirm that there is adequate servicing and transportation capacity to support the proposed densities. Given the subject property's proximity to the Trim LRT Station (within a 250-metre walking distance), this residential density is considered appropriate and needed to ensure the density requirements of the new OP will be achieved.

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 2024/2025, including stations at Jeanne-d'Arc, Convent Glen, Place d'Orléans and Trim. In the years ahead, the City expects growth 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 19 below, the subject property is located within the Study's limits.

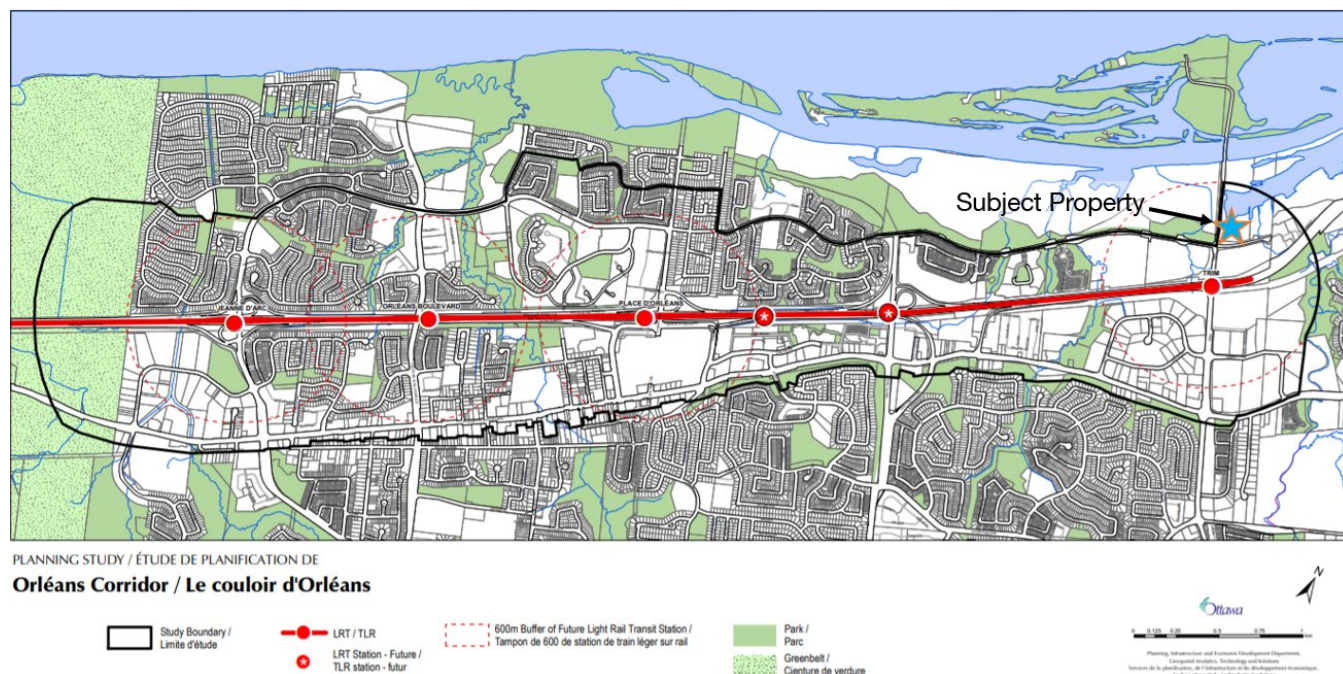


Figure 19: Orléans Corridor Secondary Plan Study Limits

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. Given that the proposed development helps to achieve the broad policies of the new OP, including meeting the goals of its Growth Management Framework, the subject property is in an appropriate location for high-rise building heights. It is expected that the secondary plan directions for the Trim PMTSA will provide for the proposed development, which is fully in accord with the policy directions of the new OP.

4.5 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 buildings, which creates a new urban fabric, defines and animates new public spaces, and establishes new views (2.1).
- / The height of the podiums is at least two (2) storeys in height (2.17).
- / The proposed development creates a comfortable pedestrian scale by excluding long façades from its design, instead incorporating four (4) separate buildings with generous separation distances between the buildings (2.20).
- / The ground floor of the bases will be animated with commercial uses (2.23).
- / The proposed tower floor plates 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 at least 23 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 at-grade experience 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).
- / Parking is proposed to be located underground (3.14).
- / An updated Qualitative Pedestrian Level Wind Assessment has been prepared and submitted in accordance with the Wind Analysis Terms of Reference (3.26).
- / A Sun & Shadow Study has been conducted by Rod Lahey Architects (December 22, 2021) 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).

4.6 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-metre 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 and that also supports the Greenspace Destination applying to the area under the new OP (Guideline 3).
- / 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 easternmost 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 underground 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).

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

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

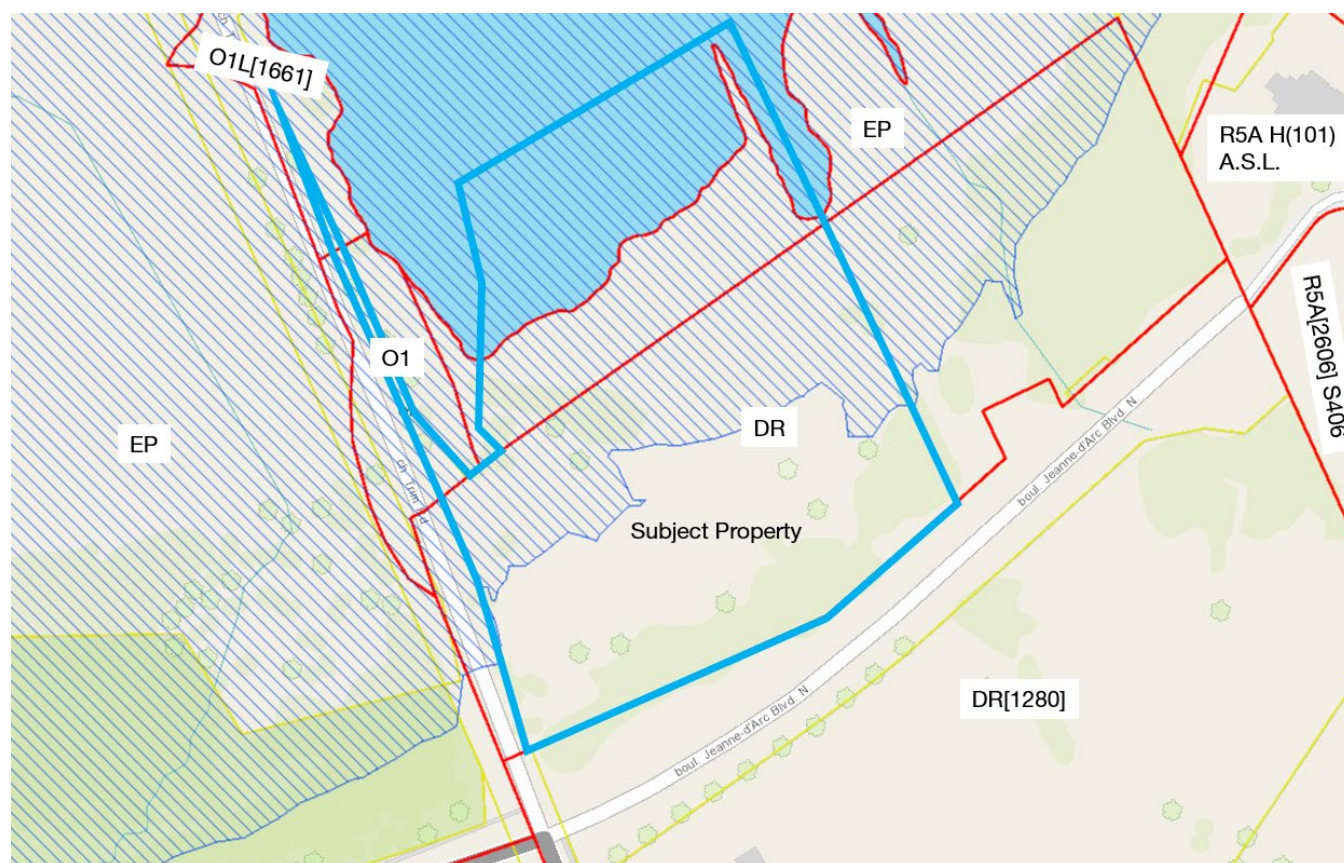


Figure 20: Zoning Map of the Subject Property (Outlined in Blue) and Surrounding Area

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 (these OP references are to the 2003 OP and it is expected that they will be modified to align with the new OP terminologies);
- / 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 portion of the subject property that will be developed to “Residential Fifth Density Subzone A”, with a site-specific exception and building height schedule (R5A [XXXX] SXXXX).

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;
- / office;
- / storefront industry;
- / retail store; and,
- / retail food store.

The following table summarizes the compliance 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	33,567 m ²	✓
Minimum Lot Width	25 m	> 25 m	✓
Maximum Building Height	TBD	32 storeys, 99.7 m	Building height to be determined by height suffix or site-specific schedule
Minimum Front Yard Setback (Tweddle Road)	6 m	7.4 m	✓
Minimum Corner Side Yard Setback (Jeanne-d’Arc Boulevard North)	4.5 m	2.37 m	x
Minimum Interior Side Yard Setback (west lot line)	7.5 m	> 7.5 m	✓
Minimum Interior Side Yard Setback (northwest lot line)	7.5 m	4.19 m	x

Zoning Mechanism	Required	Provided	Compliance
Minimum Rear Yard Setback (east lot line)	7.5 m	5.3 m	✗
Minimum Landscaped Area	30% of the lot area must be provided as landscaped area	TBC	TBC
Amenity Area	Total (6m ² per dwelling unit): 3,144 m ²	Total: > 3,144 m ²	TBC
	Communal (3m ² per dwelling unit): 1,572 m ²	Communal: > 1,572 m ²	
	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	843 parking spaces	✓
	Visitor spaces (0.1 per unit): 52		
	Commercial spaces: 0		
Minimum Required Bicycle Parking Spaces	Resident spaces (0.5 per unit): 262	714 (0.75/unit)	✓
	Commercial spaces (1 per 250 m²): 22		
Minimum Driveway Width	6.7 m if leading to surface parking 6.0 m if leading to parking garage	6.0 m	✓
Minimum Drive Aisle Width	6.7 m if leading to surface parking spaces 6.0 m if leading to spaces in a parking garage	6.0 m	✓
Maximum Limit on Number of Parking Spaces Near Rapid Transit Stations	Residential (1.75 per dwelling unit): 917 Retail Store or Retail Food Store (4 per 100 m ²): 20 Total: 937	843 parking spaces	✓
Minimum Lot Area for a High-Rise Building on a Corner Lot Outside the Greenbelt*	1,350 m ² (under appeal)	33,567 m ²	✓
Minimum Interior Side Yard Setback for a Tower*	11.5 m (under appeal)	Tower A: 6.1 m	✗
Minimum Separation Distance Between Towers on the Same Lot*	23 m (under appeal)	23 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 R5A, to permit a variety of residential and non-residential uses, and the inclusion of a building height schedule, the following site-specific provisions are also required as part of the proposed Zoning By-law Amendment application:

It should be noted that the lot line along Tweddle Road is considered to be the front lot line for the purposes of this application, given that the lot line abutting Tweddle Road will be the shortest lot line abutting a public street after the lands in the northern portion of the subject property have been conveyed to the City.

Minimum Corner Side Yard Setback (Jeanne-d'Arc Boulevard North)

Whereas the minimum corner side yard setback for a high-rise apartment building is 6 metres, the proposed development will have a 2.37 metre setback from the lot line fronting onto Jeanne-d'Arc Boulevard North. The reduced front yard setback will create a stronger relationship between the proposed development and the abutting public realm along Jeanne-d'Arc Boulevard North, providing a building wall with active at-grade frontages adjacent to the right-of-way. The reduced front yard setback will not have an undue adverse impact on any adjacent areas.

Minimum North and East Interior Side Yard Setbacks

Whereas the minimum interior side yard setback for a high-rise apartment building is 7.5 metres, the proposed development will be set back 4.19 metres from the interior lot line to the north, once a portion of the subject property's northern lands will have been rehabilitated and conveyed to the City. The reduced interior side yard setback is appropriate given that the interior lot line does not abut any developable lands.

Minimum Rear Yard Setback

Whereas the minimum rear yard setback from the east lot line is 7.5 metres, Tower D is set back 5.3 metres from said lot line to the east. The proposed rear yard setback reduction is appropriate as it is not currently adjacent to any sensitive uses (such as rear yard amenity areas). Only a low-rise portion of the building is noncompliant with the 7.5-metre setback requirement, with the tower portion of the building sufficiently stepped back to mitigate any impacts on the abutting property to the east.

Minimum Tower Separation From Interior and/or Rear Lot Lines

Whereas towers are required to be set back a minimum 11.5 metres from any interior side or rear lot line, Tower A is set back approximately 6.2 metres from the interior lot line to the north.

The reduced tower separation distance from Tower A is appropriate as the lands to the north of Tower A do not abut any developable lands. The reduced tower separation distance from the rear (east) lot line does not impact any existing developments. The abutting parcel to the east is large enough to accommodate a high-rise development elsewhere onsite.

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°), 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 (2021)

Gradient Wind prepared an updated Roadway Traffic Noise Feasibility Assessment from that which was submitted with the initial applications in the fall of 2020 for the proposed modified development in December 2021, which concludes the following:

- / The results indicate that noise levels will range between 50 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 levels at the south façade of Buildings B-D, 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 (2022)

Gradient Wind prepared an updated qualitative pedestrian level wind (PLW) assessment for the proposed development. This report provides a qualitative assessment of pedestrian wind comfort and safety for the subject site based on the latest revised 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.

Based on a qualitative analysis of architectural drawings, surrounding building massing, and the Ottawa wind climate, the following general statements summarize Gradient Wind's prediction of future wind conditions for the subject site at 1009 Tweddle Road in Ottawa, Ontario.

1. While the introduction of tall buildings to an area with open terrain is expected to produce windy conditions, 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. Exceptions are noted below.
 - a. Windy conditions in several areas are expected to require mitigation to ensure acceptable conditions. Specifically, the Tweddle Road sidewalk, building entrances along the west elevation of Tower A, the entrance plaza at the southwest corner, the transit stops near the southwest corner, the linear park along the south elevation, the central plaza, the commercial terraces along the north elevation of Tower A and Tower C, the spa amenity along the north elevation of Tower D, and any seating areas near the nature path along the north end of the subject site are expected to require mitigation to ensure the comfort criteria are satisfied.
 - b. Mitigation of the above areas is expected to include a combination of massing changes, landscaping features, and/or canopies. Beneficial massing changes could include additional setbacks of the podia at Levels 2, 3, or 4, particularly along the north and west elevations, or rotation of the towers to reduce downwash of prominent northwesterly winds over the broad faces of the towers. Beneficial landscaping features could include wind barriers, topographical depressions or berms, or dense arrangements of coniferous plantings.
 - c. Mitigation strategies will be developed in collaboration with the design team during design development to ensure the comfort criteria are satisfied. A quantitative PLW study will be performed, either with a physical scale model in a wind tunnel or with a computational model using CFD software, for the future Site Plan Control application submission.
2. If amenity spaces are desired atop the podia, wind mitigation will be required. Strategies will be developed in collaboration with the building and landscape architects during the detailed design stage to ensure the comfort criteria are satisfied.
3. Pedestrian wind comfort has been qualitatively assessed for the specific configuration of existing and foreseeable construction around the subject site. Future changes (i.e., construction or demolition) of these surroundings may cause changes to the wind effects in two ways, namely: (i) changes beyond the immediate vicinity of the subject site would alter the wind profile approaching the site; and (ii) development in proximity to the subject site would cause changes to local flow patterns.

Transportation Impact Assessment (TIA) Strategy Report (2021)

Parsons prepared an update to Transportation Impact Assessment (TIA) (Steps 1 through 5) that was initially submitted in September 2020 in support of the proposed modified development (December 10, 2021). The TIA findings indicate that the proposed development is projected to generate 'new' vehicle volumes of approximately 150 to 155 veh/h two-way total during the weekday morning and afternoon peak hours respectively. Further, the proposed development is projected to generate approximately 270 to 310 '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 North, with at least 50 m separation between each other, 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 150 to 155 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 Tweddle is recommended from a transportation perspective.

Geotechnical Investigation (2021)

Paterson Group prepared a revised Geotechnical Investigation for the subject property in December 2021. 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 Tweddle 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 Tweddle 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.
- / A landslide risk assessment report dated February 2021 was carried out by McQuarrie Geotechnical Consultants and reviewed by Paterson. 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 associated with a landslide risk assessment.

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 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 subject 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 Tweddle Road and north of the Jeanne d'Arc Boulevard North. The PSW will not be directly impacted and subject 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 proposed development. A separate report is being prepared for the headwater drainage feature assessment.
- / The only natural habitats were in the adjacent lands.
- / 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 subject 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 subject lands, and suggests that the subject 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 subject 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 the proposed development.

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. As such, the proposed development can be accepted as planned.

Bowfin has been working with the Rideau Valley Conservation Authority (RVCA) on the naturalization of the shoreline along the northern edge of the proposed development. At the appropriate time, a revised EIS will be prepared and submitted to the City.

Woodland Memo (2021)

Bowfin Environmental Consulting Inc. prepared a technical memo, dated May 4, 2021, to address the concerns regarding the removal of the woodlot, indicating the following with respect to the subject property and the proposed development:

- / The total area to be removed is 0.16 hectares, which is on private, steep lands with eroding slope and contains invasive species. The woodlot is not currently accessible and does not provide any special natural habitat value.
- / While the proposal will have a negative impact on the existing wooded area, the wooded area is considered to be of low value and health with the larger enhancement opportunity providing much better value in terms of natural features than those it is replacing.

Wetland Memo (2021)

Bowfin Environmental Consulting Inc. prepared a technical memo, dated July 5, 2021, with the objective of coming to an agreement on the planned setbacks with respect to the Provincially Significant Wetland (PSW) and habitat restoration concept.

The main purpose of this letter is to support Bowfin Environmental Consulting's conclusion that a 30 m setback from the existing PSW boundary is appropriate for this location for both the existing and future conditions. It is in response to the RVCA having indicated that a setback of 50 metres could be required for the protection of the existing wetland and its functions. This letter begins with the provincial guidelines on this type of assessment, the review of scientific literature completed by others, description of findings of the PSW in concern and Bowfin Environmental Consulting's conclusions. The conclusions include the draft habitat enhancement proposal for this 30 metre setback.

Headwater Drainage Feature Assessment (2021)

A Headwater Drainage Feature Assessment was prepared by Bowfin Environmental Consulting Inc. (dated November 2021) which notes the following with respect to the subject property and the proposed development:

- / A single potential headwater feature was identified at the subject site.
- / Based on investigations the feature does not meet the definitions of a headwater as it is a pocket with some wetland characteristics without a downstream connection,
- / The work completed to date as part of the natural heritage assessments, has identified recommendations enhancement measures for the shoreline. This will include the removal of fill from some of the shoreline, thereby creating new wetland habitat, and the revegetation of the banks.

Tree Conservation Report – Rehabilitation Works Phase 1 (2021)

Bowfin Environmental Consulting Inc. has prepared a Tree Conservation Report (TCR) for the Phase 1 rehabilitation works for the subject site, dated November 15, 2021. The intent of the report is to determine what woody vegetation should be retained and protected on site. For phase 1 rehabilitation works, the only trees that will be impacted are those that are on the fill or in the headwater feature to be removed. In total 149 individual

trees were assessed of which 33 individual species need to be removed. No species of conservation value or at risk were identified on Site and no specimens were recommended for retention.

Functional Site Servicing and Stormwater Management Report (2021)

Exp. prepared an update (December 14, 2021) of its Functional Site Servicing and Stormwater Management Report initially submitted in September 2020, for the modified development proposal. The updated study provides an overview of the existing infrastructure in the immediate area and the planned servicing of the proposed development, which includes:

/ Water

- Water supply for the site will be provided by twin 200mm watermains 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 (6) subcatchments (or drainage areas) are planned with average runoff coefficients calculated for each drainage area. The stormwater works shall consist of the following elements:
 - For Towers A, B, C and D, Flow-control roof drains to be provided.
 - Runoff from surface areas surrounding the proposed towers will be collected by area drains and discharge to internal drainage piping in the underground parking structure. This in turn discharges directly to an oil-grit separator manhole, prior to discharging to the Ottawa River.

6.0 Conclusion

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It is our professional opinion that the proposed 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 comprehensive review of the Official Plan that has now been concluded. The Council-approved new Official Plan applies a "Neighbourhood" designation to the subject property, which is a primary residential designation.

The proposed development will advance all the key policy directions of the new Official Plan that are applicable to the subject property and will advance the City's Growth Management Framework by providing a dense, mixed-use development in close proximity to rapid transit. The subject property is designated as Neighbourhood with an Evolving Neighbourhood Overlay, in the Suburban (East) Transect, and within a PMTSA. The proposed high-rise, mixed-use development is appropriate for the subject property, which is also in proximity to rapid transit and to other existing and planned high-rise buildings. The project will also provide for the rehabilitation of lands that will not be developed to better integrate them into the natural areas north of the development lands that are part of the greenspace area along the Ottawa River including Petrie Island, and strengthen the focus of the area as a Greenspace Destination as identified in the new OP.

- / 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 high-rise building heights. It is expected that the secondary plan will provide for accommodating the proposed development given how it meets the key applicable policy directions of the new OP that apply to the subject property.
- / 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 and application are supported by a range of technical studies.

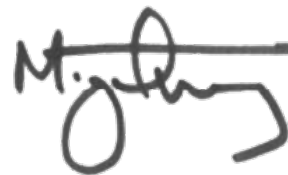
Sincerely,



Nico Church, MCIP RPP
Planner



Julie Carrara, MCIP RPP
Associate Planner



Miguel Tremblay, MCIP RPP
Partner