



1209 St. Laurent Boulevard, Ottawa

Planning Rationale & Design Brief
Zoning By-law Amendment & Site Plan Control
June 17, 2022



Prepared for 1209 St. Laurent Limited Partnership

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

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) was retained by 1209 St. Laurent Limited Partnership to assess the development proposal as per the current and applicable policies and to prepare a Planning Rationale in support of a Minor Zoning By-law Amendment and a Site Plan Control applications for the properties municipally known as 1209 St. Laurent Boulevard and 1200 Lemieux Street, collectively “the subject property”, in the City of Ottawa.

1.1 Required Applications

1.1.1 Zoning By-law Amendment

The Minor Zoning By-law Amendment application would amend the current “Transit Oriented Development, Subzone 3 (TD3)” to “Transit Oriented Development, Subzone 3, Urban Exception XXXX (TD3[XXXX])” to recognize the site-specific constraints of the subject property and to allow the proposed redevelopment of the subject property consistent with the proposed plans.

1.1.2 Site Plan Control

A Site Plan Control application is being submitted concurrent with the Zoning By-law Amendment application. This application process will review the proposal to ensure that it is a safe, functional and orderly way to develop the subject property. Building location, landscape treatment, pedestrian access, drainage control and parking layout are all specified as part of the Site Plan Control application.

Subject Property and Surrounding Area

2.1 Subject Property

The subject property is made up of two parcels, known municipally as 1209 St. Laurent Boulevard and 1200 Lemieux Street. 1209 St. Laurent is presently vacant and grassed, with varying topography. 1200 Lemieux Street is occupied by a surface parking lot. The parking area is accessed via Lemieux Street, which acts as the extension of the off ramp of Highway 417 and connects to St. Laurent Boulevard at the northwest corner of the subject property.

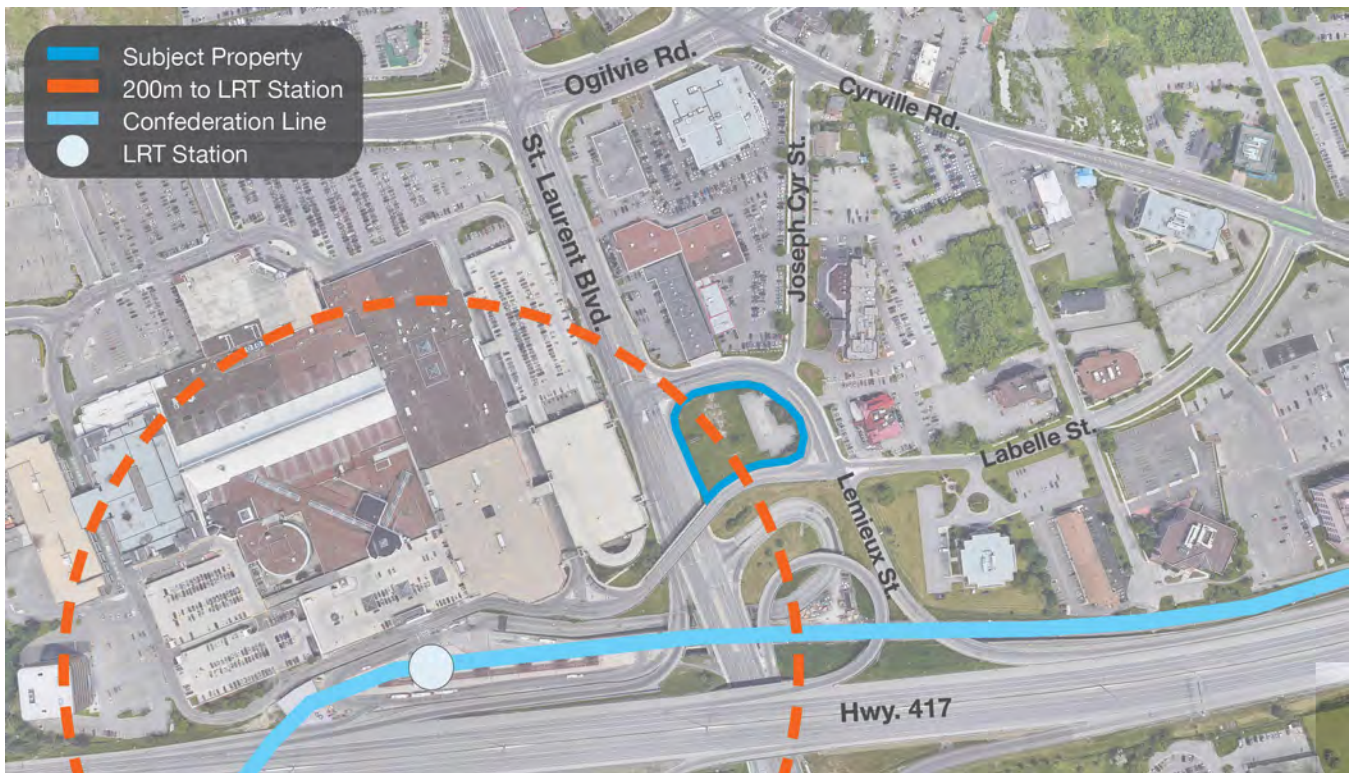


Figure 1: Aerial Image of the Subject Property, Surrounding Area, and Proximity to Rapid Transit (St. Laurent Station).

The subject property has an approximate total area of 4,279 square metres. The subject property is bounded by roads on all four sides being: Lemieux Street on the east and north frontages, St. Laurent Boulevard on the west frontage, and Labelle Street to the south. The front lot line, per the Zoning By-law would be 15 metres of frontage along Lemieux Street, however the site has approximately 134 metres of total frontage on Lemieux Street, 59 metres of frontage on St. Laurent Boulevard and 72 metres of frontage onto Labelle Street.

2.2 Surrounding Context

The following land uses are in the area surrounding the subject property:

North: Immediately north of the subject property are commercial uses in the form of a strip mall, multiple car dealerships, and restaurants. The closest residential uses are found north of Ogilvie Road, which is characterized by semi-detached dwellings, townhouses, and low-rise apartments. Other uses in the area include schools, parkland, and recreational fields.



Figure 2: Image of subject property looking east on St. Laurent Boulevard.

East: East of the subject property, the area is characterized by commercial uses. These include hotels, restaurants, retail outlets. Limited residential uses are found in the area in the form of townhouses and high-rise apartments. Additional uses include parkland, two churches, and the Cyrville LRT Station.

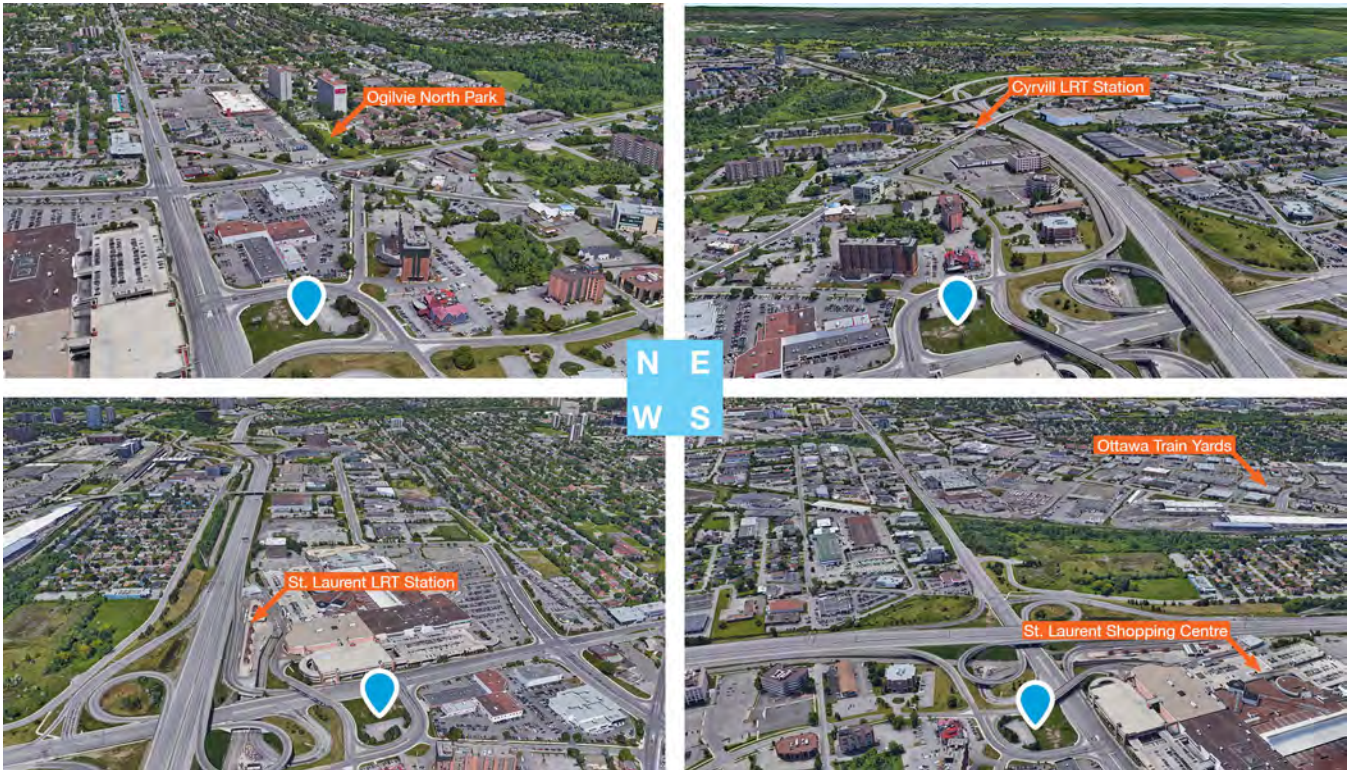


Figure 3: Area context views in each cardinal direction.

South: Immediately south of the subject property is a network of roadways that direct traffic and buses on to, or off of, Highway 417. South of Highway 417 is an area characterized by light-industrial uses with limited residential uses in the form of single and semi-detached dwelling units. Also south of the subject property is the Ottawa Train Yards, a commercial area that includes a Walmart, medical centre, and the Via Rail station.

West: West of the subject property is the St. Laurent Shopping Centre. Abutting the subject property is the parking garage for the shopping centre. West of the shopping centre are more commercial uses such as Best Buy, Canadian Tire, and Starbucks. Additional uses in the area include a self storage facility, baseball stadium, and animal hospital.



Figure 4: View from St. Laurent Boulevard looking northeast from Intersection with Lemieux Street



Figure 5: View of St. Laurent Shopping Centre Parking Garage from St. Laurent Boulevard



Figure 6: View looking North on Joseph Cyr Street from Lemieux Street



Figure 7: Labelle Street overpass to Transit Station



Figure 8: View Looking East from Labelle Street



Figure 9: View Looking South from Labelle Street Overpass

2.3 Transit Network

The subject property is located approximately 200-metres (approximately 275 metres walking distance) from the St. Laurent Transit Station. The proposed development would be the closest residential building to the station. In addition to LRT, the subject property is near multiple OC Transpo local bus stops. The closest local bus stop is located southbound at the corner of St. Laurent Boulevard and Lemieux Street, 50 metres from the subject property. Local routes include 7, 12, 14, 19, 20, 24, and 27.



Figure 10: Schedule D – Rapid Transit Network, City of Ottawa Official Plan.

2.4 Road Network

The subject property is in an area of Ottawa that is well connected multiple major road networks. The subject property abuts St. Laurent Boulevard, a designated Arterial Road, and has frontage on Lemieux Street, a designated Major Collector Road. Additionally, the subject property is within 150 metres of Highway 417, which is a Provincial limited access freeway. Arterial Roads function as major public and infrastructure corridors and accommodate not only cars and trucks, but also serve pedestrians, cyclists and public transit buses. Major Collectors connect communities and distribute traffic between the arterials and local roads and are envisioned to accommodate transit services. Taking this into

consideration, the surrounding road network is well situated to accommodate increased traffic activity and accommodate changing mobility habits, including increasing cycling infrastructure and transit service as part of further development in the area.

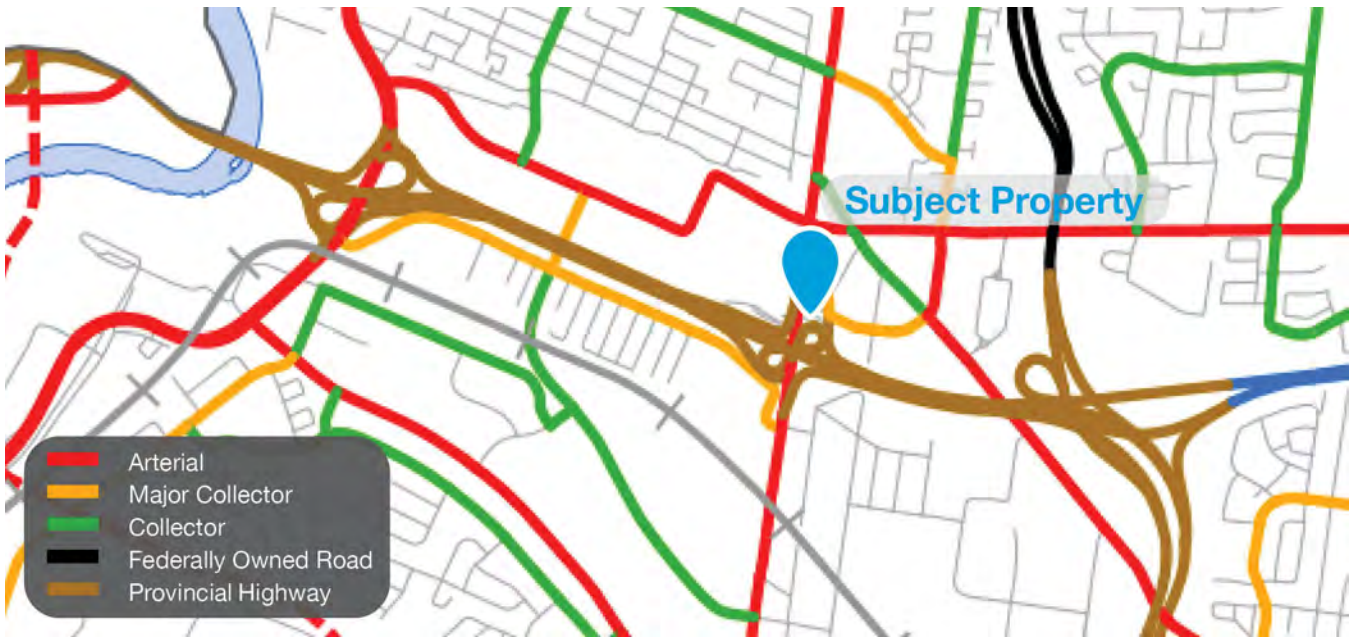


Figure 11: Schedule E – Urban Road Network, City of Ottawa Official Plan.

2.5 Cycling Network

The subject property is located approximately 300 metres from the Cross-Town Bikeway located on Coventry Road and is within 400 metres of multiple Multi-use Pathways. The cycling network leads directly to the city centre, while the Multi-use Paths offer recreational paths in multiple directions in proximity to the subject property.

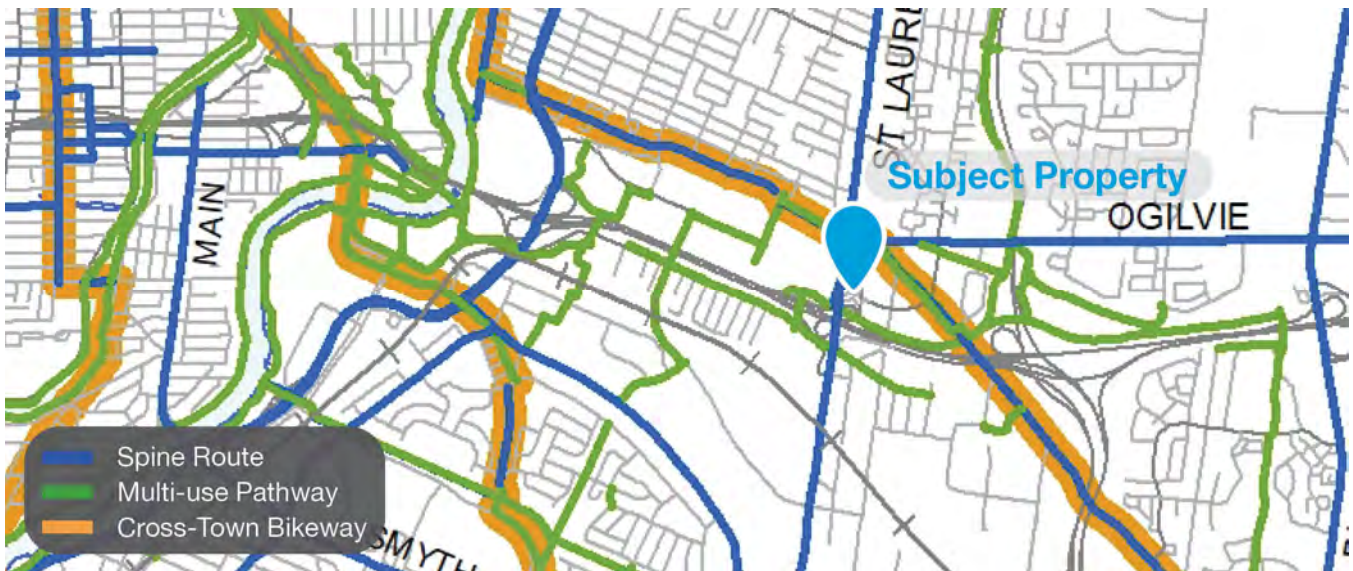


Figure 12: Schedule C - Primary Urban Cycling Network, City of Ottawa Official Plan.

2.6 Ministry of Transportation (MTO) Highway Limit

Throughout the conceptual design process, it was noted that the Ministry of Transportation (MTO) highway limit extends well north of the highway along St. Laurent Boulevard to the intersection of Lemieux Street and St. Laurent Boulevard. Per the MTO's highway development standards, a minimum setback of 14 metres is typically required for any critical components of a development that are not able to be removed in the future.

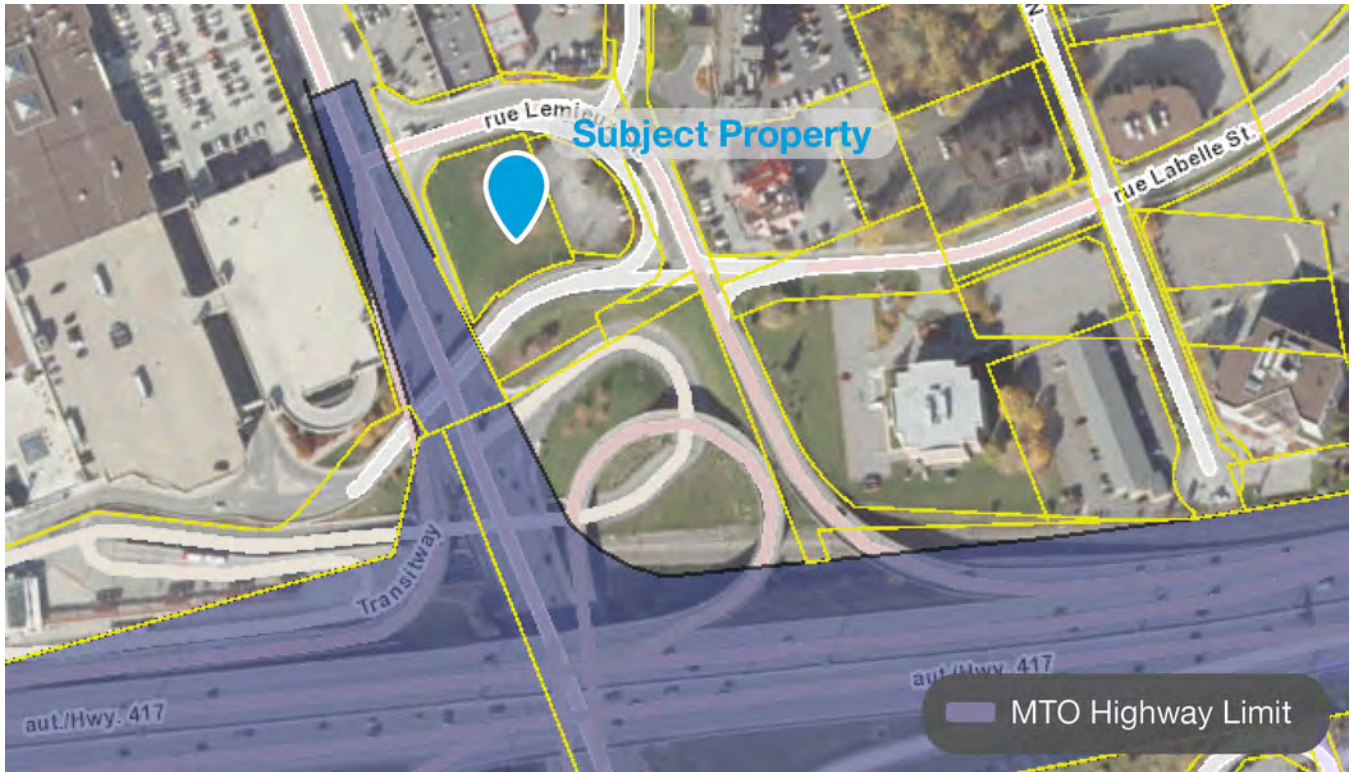


Figure 13: MTO Highway Limit (source: GeoOttawa)

Through discussions with the MTO, it was agreed that an 8-metre setback from the St. Laurent Boulevard right-of-way would be sufficient for their purposes. The resultant setback is reflected on all plans. This setback had a significant impact on the development of the lands and is directly related to some of the Zoning Amendments being requested, as detailed below.

Proposed Development

1209 St. Laurent Limited Partnership is proposing to construct a residential apartment complex that will consist of two (2), 30-storey high-rise towers connected by a shared, seven (7) storey podium. The proposed development includes 640 residential units ranging from studio to 2-bedroom units including 338 units in Tower A and 302 units in Tower B. The underground parking garage contains 392 vehicular parking spaces and 640 bicycle parking spaces. The primary resident entrance to the building fronts St. Laurent Boulevard with additional access provided through entrances on the interior of the site, and at level 2 to Labelle Street to the south.



Figure 14: View of the proposed development from the corner of St. Laurent Boulevard and Lemieux Street (looking south).

3.1 Building Design

The proposed building has a seven (7) storey podium which extends along the west, south and east frontages of the site. Tower B is setback 2 metres from the podium to the east and south. Tower A is setback 7 metres from the south and 3.2 metres from the north. No setback for the tower is proposed along St. Laurent Boulevard as a result of the large setback required by the Ministry of Transportation (MTO). The podium along this frontage is differentiated from the tower along this edge through a change in materials, and a reveal floor at level 8 which provides a visual separation between the two components.

The proposed towers have floorplates of 757 square metres (Tower A) and 725 square metres (Tower B), respectively. The towers have been oriented north-south on the site and have 21.6 metres of separation from one another. Given the planned context of the area, which includes significant building heights and densities, the proposed development does not transition. The surrounding area is anticipated to undergo significant change in the coming years.

The ground floor abutting St. Laurent Boulevard has the active residential entrance and then features significant glazing. The interior space is occupied by a range of building amenities for residents. The amenity areas will activate the street, despite being set well back from the sidewalk.

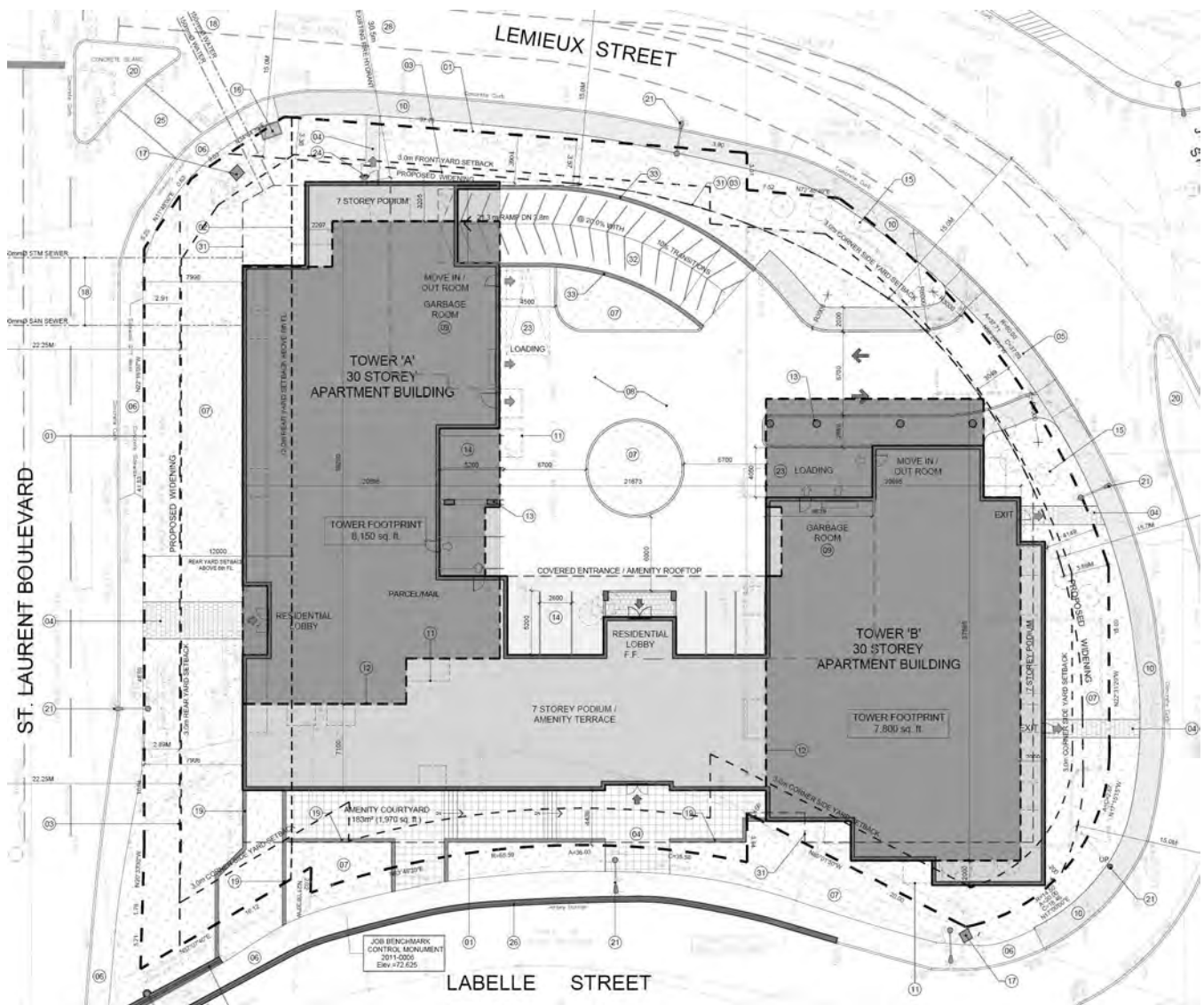


Figure 15: Site Plan of the proposed development.

3.2 Pedestrian Experience and Public Realm

The proposed development is surrounded by public streets on all four sides, with Labelle Street to the south being a full storey above St. Laurent Boulevard. The proposed development addressed all property frontages with built form and landscapes the public realm to create a significantly improved pedestrian experience around the site.

The proposed pedestrian accesses to the proposed development are to St. Laurent Boulevard, from the interior courtyard, and a second level access directly from Labelle Street. Labelle provides the most direct pedestrian connection from St. Laurent station and shopping centre and this pedestrian access will provide an important connection point for residents accessing transit and the mall.



Figure 16: View of the Proposed Development from the Labelle Street (Looking Northwest)

3.3 Site Access and Parking

Vehicular access to, and egress from, the proposed development will be provided from a single access point proposed along Lemieux Street, at the north-east corner of the subject property. Vehicles will enter the site and will have the option of accessing the underground parking garage through the ramp located at the north edge of the site or utilising the provided short-term parking spaces. Ten (10) short-term parking spaces are provided in the centre of the site for pick-ups and drop-offs, quick deliveries, or building maintenance workers. All residential parking is located within the underground garage, including 59 spaces reserved for visitors and the balance (333 spaces) reserved for residents and arranged on five (5) levels of underground parking.

A total of 640 bike parking spaces, or 1 for each residential unit, have been provided within the garage. The bicycle parking spaces are provided throughout the levels of the parking garage.

Service and loading areas are accessed from the interior courtyard space for each of the towers. Separate garbage rooms are also provided for each of the towers. All loading and service areas have been screened from view of the streets through landscaping and integration within the ground floor of the building.

3.4 Amenities

Terraces and indoor communal amenity areas provide the required amenity area for residents of the building. Collectively, there is 4,867 square meters of amenity space within the proposed development, including 2,017 square metres of communal space and 2,850 square metres of private space in the form of balconies. Proposed amenity space on the first floor of the building includes a gym and communal lounge space. Exterior communal amenity space can be found atop the podium area shared between the two towers. The rooftop terrace is proposed to be 396 square metres in area and is complemented by 119 square metres of interior space at the same level.

3.5 Design Brief

The requirements of a Design Brief have been incorporated throughout this report, including within this section. Alternative massing forms were explored on the site, as was the location of the building within the larger context – both existing and planned.

3.5.1 Alternative Massing Options

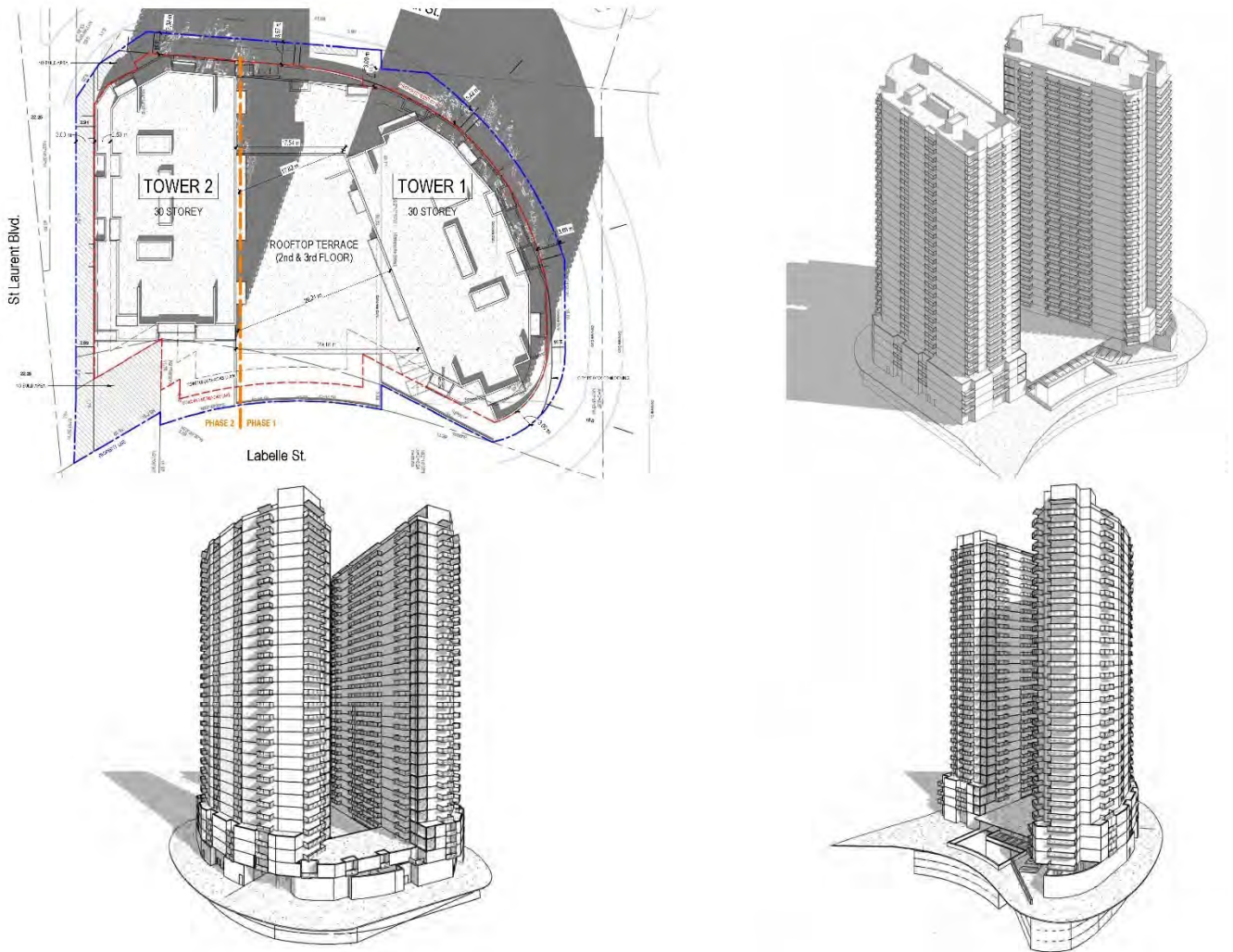


Figure 17: Massing Option 1



Figure 18: Massing Option 2



Figure 19: Massing Option 3



Figure 20: Massing Option 4

3.5.2 Massing Views within the Existing and Future Context



Figure 21: Proposed Development within the Existing Context (proposed developments shown)

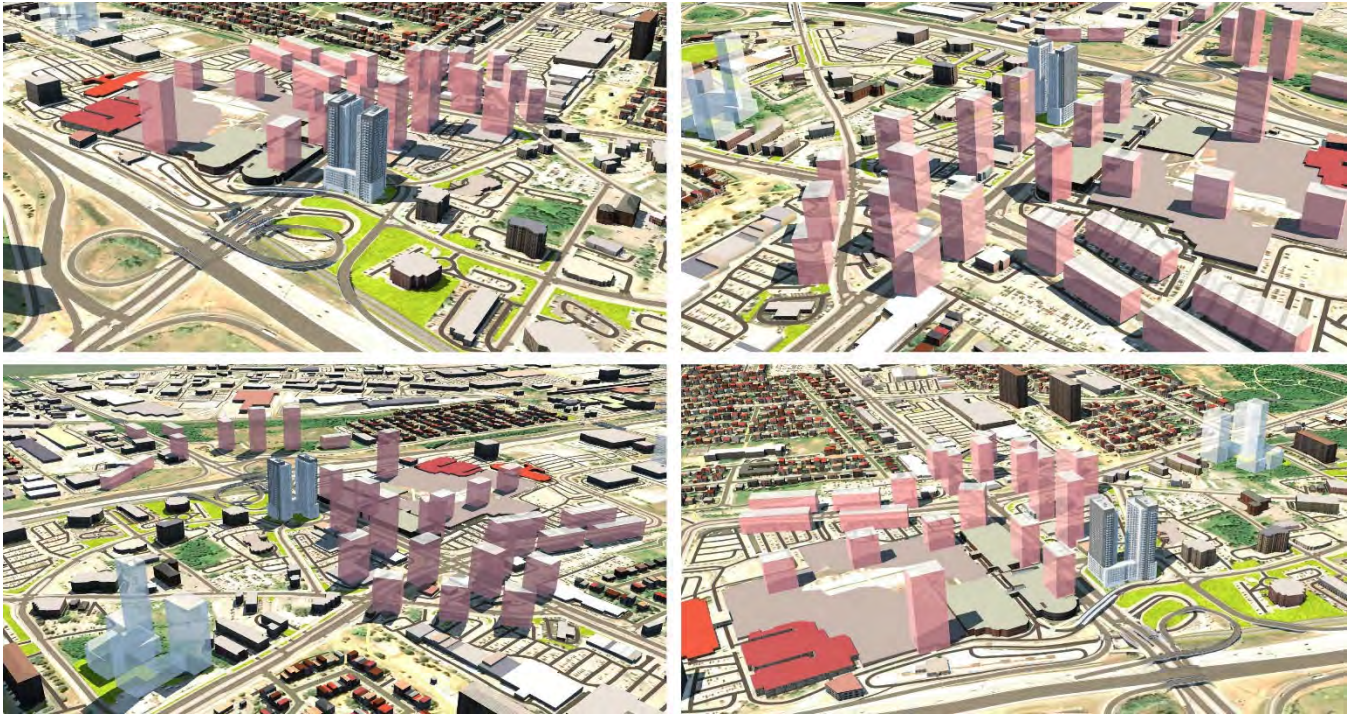


Figure 22: Proposed Development within Planned Context

3.5.3 Block Plan

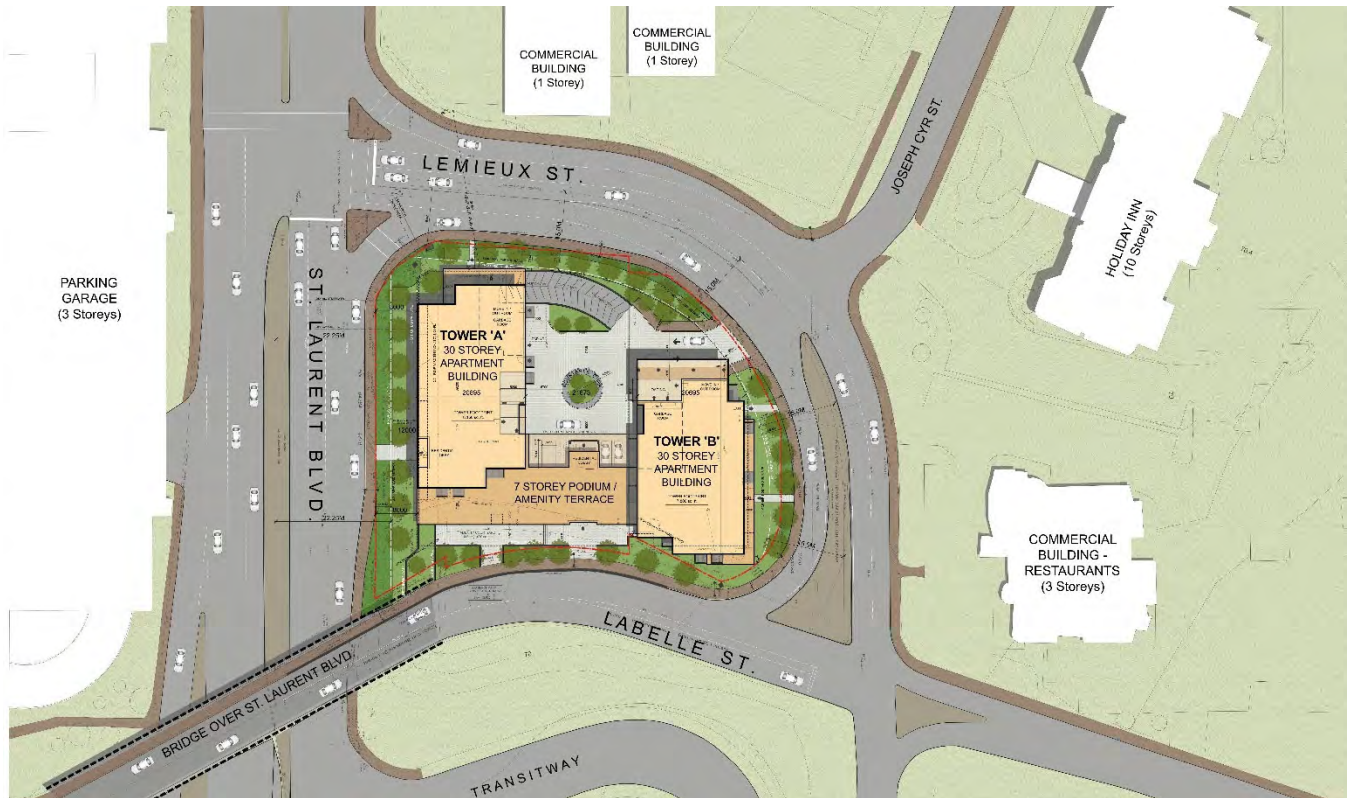


Figure 23: Block Plan showing Surrounding Context

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement

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

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

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

- 1.1.1 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)...to meet long-term needs;
 - c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; and
 - g) Ensuring that necessary infrastructure and public service facilities are or will be available.
- 1.1.3.2 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;
 - e) Support active transportation; and
 - f) Are transit-supportive, where transit is planned, exists or may be developed.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- b) Permitting and facilitating:
 1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3; directing the development of new housing towards locations

where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development is consistent with the policies of the Provincial Policy Statement. The proposed development represents an efficient use of land that has access to existing infrastructure, transit, public facilities, employment, amenities, and services. The subject lands provide easy access to the active transportation on the existing network of pedestrian and cycling routes in the area. The proposed development supports transit as the subject property is within 200 metres of the St. Laurent LRT station and is in proximity to local bus routes along St. Laurent Boulevard and several adjacent streets. Finally, the proposed development will contribute to the supply of available housing within the Gloucester neighbourhood in a built form that will offer greater variety of housing types.

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

The City of Ottawa's Official Plan provides a vision and a policy framework to guide the future growth of the City of Ottawa. The Official Plan (OP) is a statutory document that addresses and implements matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. The applicable policies of the OP have been reviewed below.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four (4) key areas, two (2) of which are relevant to this proposal:

- / Managing Growth
 - The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently; and
 - Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
- / Creating Liveable Communities
 - Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
 - Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

These strategic directions are developed further in the policies of Sections 2.2 (Managing Growth) and Section 2.5 (Building Liveable Communities), discussed below.

4.2.1 Land Use Designation

The subject property is designated Mixed Use Centre on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan. Section 3.6.2 defines Mixed Use Centres as areas occupying strategic locations on the Rapid Transit Network and act as central nodes of activity within their surrounding communities and the city as a whole. These centres are a critical element in the City's growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit. Mixed Use Centres will become more transit-supportive destinations through intensification and development of vacant land.

Per section 3.6.2, Transit Oriented Development in the context of the Official Plan means:

- / Creating public areas that are visually interesting, well-designed and edged by buildings with doors and windows opening onto pedestrian areas and greenspace that make these attractive places to live;
- / Connecting transit to all locations within the centre along safe, direct and easy-to-follow routes for pedestrians and cyclists;
- / Directing the highest density close to the station so that transit is the most accessible to the greatest number of people;
- / Encouraging a mix of transit-supportive uses such as offices, shops and services that provide for the needs of residents and workers and reduce the need to travel outside the area for everyday needs;
- / Supporting a mix of multi-unit housing, including affordable housing and housing for those who rely on public transit;
- / Carefully managing traffic and the supply of parking.

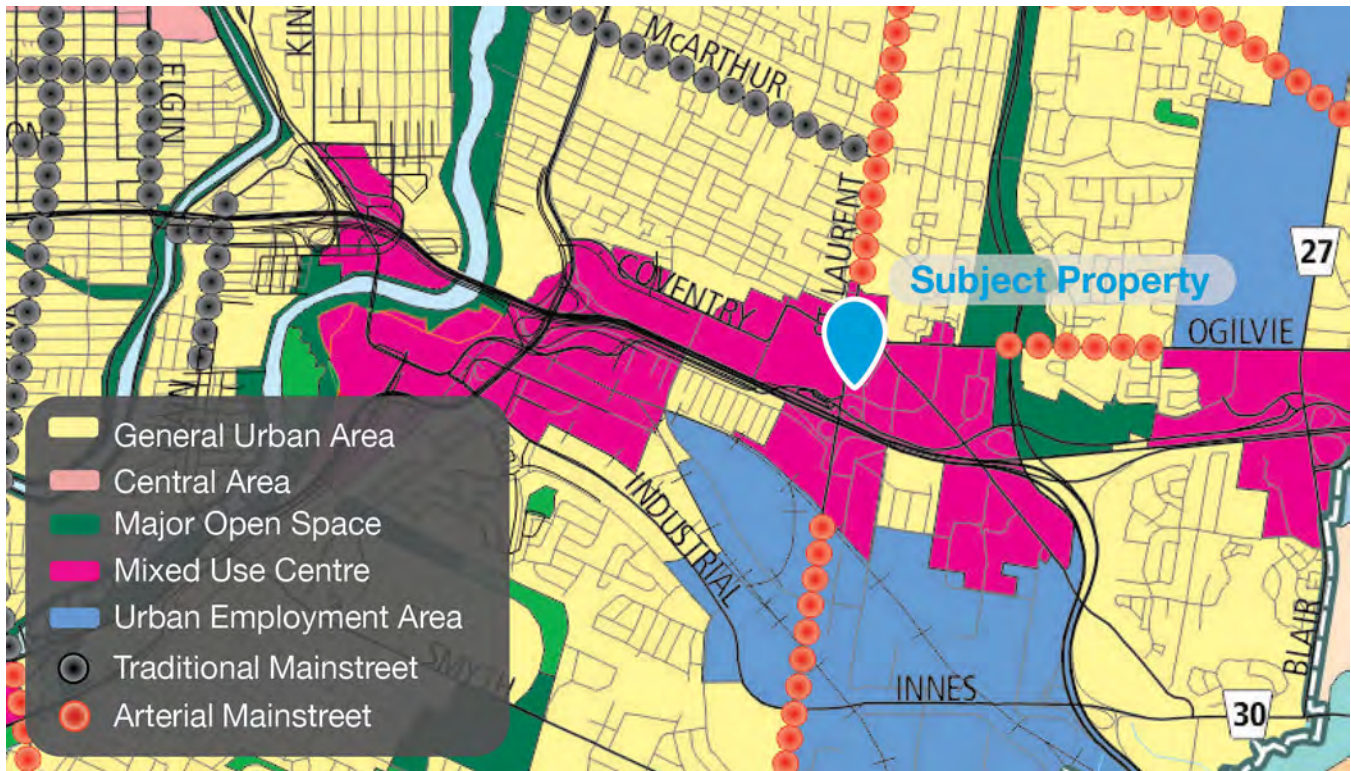


Figure 24: Schedule B – Urban Policy Plan, City of Ottawa Official Plan.

The proposed development meets the following policies of Section 3.6.2:

Policy 3 Mixed Use Centres are priority areas for undertaking more detailed Secondary Plans. These plans may:

- a) Provide for minimum and maximum building heights;
- b) Apply the target density for the area identified in Figure 2.3, or require different densities to be achieved on a site-specific basis such that, over time, the overall target density is achieved for the area;
- c) Develop area-specific design considerations.

The subject property is in the Tremblay, St. Laurent and Cyrville Secondary Plan area. The Secondary Plan provides direction on maximum building heights and minimum densities within the planning area identified in the Tremblay, St. Laurent, and Cyrville Transit-Oriented Development Plans. The subject property complies with provisions regarding both height and density. Further discussion on the Secondary Plan can be found in Section 4.3 of this Rationale.

Policy 4 In order to achieve the employment targets for Mixed Use Centres and the target density within walking distance of existing and proposed stations on the City's Rapid Transit System, a range of building heights including High-Rise may be considered. Appropriate transition, in building height, is to be provided at the periphery where the Mixed Use Centre abuts established Low-Rise or Mid-rise areas.

The proposed development contemplates two 30-storey towers on the subject property, located approximately 200-metres from the St. Laurent Rapid Transit Station. The closest high-rise building is approximately 50-metres from the subject property and the closest low rise residential use is approximately 400-metres from the subject property. This provides sufficient separation for the proposed development to transition to adjacent lower heights.

- Policy 9 All development applications and Community Design Plans for Mixed-Use Centres will be reviewed in the context of this Plan and in particular:
- a) Will be evaluated in the context of the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11, particularly with regard to achieving a compact, mixed-use, transit-oriented, pedestrian-friendly environment and creating a place with visual interest;
 - b) Will, where possible, contribute to a range of housing options in the area.

Sections 2.5.1 and 4.11 are discussed in greater detail below.

- Policy 10 Mixed-Use Centres will optimize the use of land through provisions for compact mixed-use development. The Zoning By-law and community design plans will:
- a) Require employment and housing as part of a larger mix of uses and permit a mix of uses within a building or in adjacent buildings;
 - b) Require residential uses in the form of apartments and other multiples at a medium or high density;
 - c) Provide for the potential for shared parking arrangements among uses that peak at different time periods;
 - d) Allow for the potential redevelopment of surface parking areas;
 - e) Not permit uses that require large areas of their site to be devoted to the outdoor storage, sale or service of goods to be located within 800 metres walking distance of a rapid transit station;
 - f) Ensure that an appropriate transition in built form between the Mixed-Use Centre and any surrounding General Urban Area occurs within the Mixed-Use Centre site.

The proposed development contemplates the redevelopment of a surface parking lot within 200 metres of the St. Laurent Rapid Transit Station with two 30-storey towers which include 622 residential units. Further, the proposed development has a density of 1453 units per hectare. The 30-storey towers are separated by 50 metres from the nearest high-rise building, and 400 metres from the closest low-rise residential development, allowing for sufficient space to transition to lower heights.

4.2.2 Managing Growth

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure.

The proposed development meets the following policies of the Section 2.2.2, among others:

- Policy 1 Residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:
- a) Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
 - b) The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;

The proposed development represents the redevelopment of an underutilized lot within the developed area and represents residential intensification as defined by Section 2.2.2, policy 1 of the Official Plan.

- Policy 3 Target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and the Community Core in Riverside South.

The subject property is in a target area for intensification in an area designated Mixed Use Centre on Schedule B.

- Policy 5 Minimum density targets, expressed in jobs and people per gross hectare, are set out in Figure 2.3 and applied to those target areas with the greatest potential to support the Rapid Transit and Transit Priority Networks.

Located in the St. Laurent Mixed Use Centre, the density target for the area is 250 jobs and people per gross hectare. The proposed development contemplates adding 622 units on a 0.428-hectare property. At a rate of 1,453 units per hectare, the proposed development exceeds the density target set out in the Official Plan.

- Policy 6 All new development within the boundaries of the intensification target areas listed in Figure 2.3 will be required to meet the minimum density targets.

As noted above, the proposed development exceeds the density requirement set out in Figure 2.3 of the Official Plan.

- Policy 10 Intensification may occur in a variety of built forms from low-rise to high-rise, provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning.

- Policy 11 The distribution of appropriate building heights will be determined by:
- a) The location in a Target Area for Intensification identified in Policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
 - b) The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.

- Policy 12 Building heights are classified in Figure 2.4 and will be used for establishing appropriate height limits in community design plans, secondary plans, the Zoning By-law and other policy plans, in land use designations in Section 3 and when considering amendments to this Plan.

Figure 2.4 of Section 2.2.2 defines building heights as follows:

- / Low-Rise: 4 storeys or less
- / Mid-Rise: 5 to 9 storeys
- / High-Rise: 10 to 30 storeys
- / High-Rise 31+: 31 storeys or greater

- Policy 14 Building heights are established in Section 3 and in the following policies. However, secondary plans, including site-specific policies in Volume 2 of this Plan may specify greater or lesser building heights than those established in Section 3 where those heights are consistent with the strategic directions of Section 2.
- Policy 16 The location of high-rise building is influenced by the need to provide adequate separation distance from other existing and potential future high-rise buildings. Separation distances are therefore to be considered when considering sites for development of high-rise and high-rise 31+ storey buildings.

The proposed development seeks to intensify the subject property with a high-rise development that is compatible with the existing and planned context of the surrounding area. Section 2.5.6 of the Official Plan states that the City intends for the highest density of development to be located where rapid transit is being provided. Further, the proposed development is located within 200 metres of St. Laurent Station and is sufficiently separated from nearby low-rise residential areas.

The planned development efficiently intensifies a previously under-utilized site in an area currently well served by community facilities, commercial services, active transportation and transit options. The continued redevelopment and intensification of the subject property will contribute to the creation of a complete community near a Rapid Transit Station. Further discussion of the compatibility and design policies in Section 4.11 of the Official Plan is below.

4.2.3 Designing Ottawa

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

The following design objectives, which are intended to influence Ottawa’s built environment as it grows, are applicable to the subject property and proposed development:

Policy 1 To enhance the sense of community by creating and maintaining places with their own distinct identity;

The proposed development seeks to redevelop and intensify an underutilized site, located in proximity to rapid transit infrastructure, thereby advancing the objectives of the Mixed Use Centre designation and implementing the City’s vision for intensification. The proposed residential use will offer additional housing options in proximity to transit, retail, employment, and other amenities, contributing to the evolution of a more complete community.

Policy 2 To define quality public and private spaces through development;

The proposed development will incorporate a mix of quality communal and private amenity spaces, including balconies and roof-top amenity spaces.

Policy 3 To create places that are safe, accessible and are easy to get to, and move through;

The proposed development will help increase the security of the surrounding area by providing more “eyes on the street”. The proposed design with two slender towers connected by a podium will also help provide increased animation at the pedestrian level as all sides of the tower bases as well as the upper units will overlook and interact with the public realm. Additionally, the proposed development’s main entrance will be easily identifiable from the street.

Policy 4 To ensure that new development respects the character of existing areas;

The design of the buildings has contemplated a built form that is compatible with existing and evolving context. The 30-storey towers adhere to policies established for high-rise buildings ensuring that development respects and integrates successfully into the community context.

Policy 5 To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice;

The proposed development considers adaptability and diversity by intensifying an underutilized lot and providing a mix of unit types and accommodations for new residents.

Policy 6 To understand and respect natural processes and features in development design; and

The proposed development will have no adverse impact on natural areas as it is infill development that is isolated from significant natural areas. The stormwater management design will be held to specific criteria for quality and quantity controls that protect the integrity of the receiving system in the area.

Policy 7 To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposed development’s proximity to the St. Laurent Station will help encourage public transit use. The proposed development’s compact, dense form represents an efficient use of land.

4.2.4 Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development.

The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy 1 **A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:**

- a) The provisions of this Plan that affect the design of a site or building;
 - b) Design Guideline(s) approved by Council that apply to the area or type of development; and
- The design provisions of a community design plan or secondary plan.**

An integrated design brief is incorporated into this report and assesses the applicable design guidelines as they relate to proposal throughout.

Policy 5 New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm.

The subject property is somewhat unique in its context in that it is surrounded by public streets, including some wide rights-of-way on all sides. The proposed development is one of the first blocks in the area to implement the intended vision of the TOD plans for the area, with high-rise buildings in proximity to the LRT station. As a result, the proposed development fits well within the planned context for the area and provides separation from adjacent future high-rise buildings.

The articulated podiums provide a strong contribution to the public realm by providing a sense of enclosure, eyes on the street, and visual interest. They also provide a continuous street wall along the south, east and west frontages. Highly transparent amenity space at-grade along St. Laurent and outdoor terraces and landscaped space along the other frontages will appropriate frame and animate the streets.

Policy 7 The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community.

The subject property is located at the intersection of Arterial and Collector roads and will act as a gateway to a community that is evolving around the Rapid Transit station.

Policy 8 All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.

All “back of house” aspects of the development are not visible from the street frontage. Storage areas and parking are located below-grade or screened from the street. Proposed landscaping further softens the impact of development from the street level.

The building driveway aisles are designed to provide acceptable sightlines and function subordinately to pedestrian use. They do not cross the primary pedestrian accesses to the site.

Policy 9 Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.

The rooftops of the buildings will incorporate all mechanical equipment not already intended to be located below-grade.

Policy 10 Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.

The property is subject to the St. Laurent TOD Secondary Plan. An assessment of the building’s compatibility relative to these requirements is provided in Section 4.3 this Rationale.

Policy 11 The City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, except where identified in the Wind/Shadow Terms of Reference. The study(s) will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.

The prepared wind analysis determined that wind impacts can be handled on site through mitigation measures. The shadow analysis prepared demonstrates that the impacts are in line with what is appropriate and expected in this portion of the City.

Policy 12 Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public

open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design

The proposed buildings are of greater heights than those immediately adjacent. The buildings accommodate this increase in height by providing strong tower separation from adjacent properties, thereby preserving their redevelopment potential. The buildings are grounded in a 7-storey podium, proportional to St. Laurent Boulevard and other street edges, which provides a massing that creates transition to the planned context of the surroundings.

- Policy 13 Building height and massing transitions will be accomplished through a variety of means, including:
- a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
 - b) Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); and
 - c) Building setbacks and step-backs.

The proposed development is within an area anticipated to accommodate a series of high-rise buildings to support transit use. The proposed development represents the first of what is anticipated to be several high-rise buildings in the immediate vicinity located well away from low-rise areas. The proposed development incorporates a 7-storey podium to create a proportionate and appropriate scale along St. Laurent Boulevard.

- Policy 14 High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:
- a) Pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;
 - b) Public views, including view planes and view-sheds referred to in Policy 3 above;
 - c) Proximity to heritage districts or buildings; and
 - d) Reduced privacy for existing building occupants on the same lot or on adjacent lots.

No significant impacts to pedestrian safety, comfort, and usability are anticipated. Mitigation measures for wind will be implemented as per the prepared wind assessment.

The subject property is not located within a significant view plane as per Annex 8A of the Official Plan.

The subject property is not impacted by, nor does it impact, nearby heritage buildings and districts. No heritage elements are noted on-site.

The proposed development will incorporate adequate tower separation distances that will limit privacy and overlook concerns.

- Policy 15 Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;
- a) The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces;
 - b) The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A

separation distance of 23 metres has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context; and

- c) Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plate may require a greater separation from adjacent towers.

The base, or podium, of the tower is proposed at seven (7) storeys, or approximately 23 metres which is appropriate given the surrounding context of the streets. With the wide setback along St. Laurent Boulevard required by the Ministry of Transportation (MTO), and the wide right-of-way of the street (44.5 metres), the proposed podium height is proportionate and appropriate. Similarly, the scale is proportionate to the Lemieux Street right-of-way and is also appropriate to the south, where a series of roads and ramps separate the site from Highway 417.

As noted above, the proposed development is within an area anticipated to accommodate a series of high-rise buildings to support transit use. The proposed development represents the first of what is anticipated to be several high-rise buildings in the immediate vicinity and preserves sufficient separation between the proposed development and future high-rise locations. The proposed development also provides 21.6 metres of separation between the two (2) proposed towers, in addition to them being offset from each other.

The proposed towers have floorplates of 757 and 725 square metres, respectively. The small floorplates, and slender tower form mitigates any shadow impacts and allows the towers to provide adequate separation to ensure privacy and skyviews through the building.

Policy 16 Secondary Plans may provide area-specific directions for the design of high-rise buildings.

The Secondary Plan for the area is discussed below.

Policy 17 The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.

The subject property is zoned for high-rise buildings., up to 30 storeys.

Policy 18 The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.

The Urban Design Guidelines for High-rise Buildings are discussed below.

Policy 19 Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.

There are no impacts to private amenity areas of adjacent residential units associated with this proposal. The proposed development is sufficiently separated from any private amenity areas.

Policy 20 Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.

Adequate amenity area is proposed in both private and communal configurations that exceeds the requirement for both communal and private amenity space.

- Policy 22 The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:
- a) Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future;
 - b) Locate front building façades parallel to the street; however, consideration may be given to allow for interruptions of continuous building facades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas;
 - c) Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance;
 - d) Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm;
 - e) Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces;
 - f) Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and
 - g) Signage that contributes to the character of the surrounding area and architectural design of the building through appropriate architectural design elements, materials, and colour.

The ground floor of the proposed development is proposed to be taller in height (7 metres) than the remainder of the building, and the substantial glazing will facilitate a sense of safety at street level. The building will also feature transparent glazing on the ground floor abutting the public realm wherever feasible.

Building walls provide a continuous frontage along the west, south, and east frontages to frame the public street and create an appropriate built form scale adjacent to the street. The site access has been minimized in size and landscaped to create a comfortable environment along the street and screen the service and access areas from the public realm.

Ambient and functional lighting is proposed for this project. Passive lighting sources are available through transparent glazing, apartment use by tenants, etc. Functional lighting will be provided where applicable to ensure safety and visibility in the outdoor amenity areas and other areas the public may make use of.

4.2.5 Protected Right-of-Way

Annex 1 of the Official Plan describes road classifications for City roads and specifies right-of-way protection requirements for roads in the City. A road widening is generally taken equally from both sides of a road, measured from the centreline in existence at the time of the widening.

Table 1 of Annex 1 identifies the following protected rights-of-way applicable to the site:

- / 30 metres for Lemieux Street
- / 44.5 metres for St. Laurent Boulevard

There is no right-of-way protection requirement for Labelle Street.

The proposed development has incorporated the required widenings of St. Laurent and Lemieux Street into the development concept, as shown on the Site Plan.

The proposed development conforms to the Official Plan.

4.3 Tremblay, St. Laurent and Cyrville Secondary Plan

The Tremblay, St Laurent and Cyrville Secondary Plan provides direction on maximum building heights and minimum densities within the planning area identified in the Tremblay, St. Laurent, and Cyrville Transit-Oriented Development Plans. The plan sets minimum densities to result in the achievement of transit-supportive development densities over the long term. The intent of requiring minimum densities is to set the stage for intensification so that development with increased densities can occur in context-sensitive locations.

The plan generally advocates for building greater heights as they transition away from low-rise residential. Transitioning from maximum heights of 30 storeys at the furthest areas from low-rise residential, to 6 storeys when abutting low-rise residential. The subject property is designated in Area A, with a maximum height of 30 storeys and a minimum density of 350 units per hectare. The property is roughly 400 metres from the closest low-rise residential area, allowing for a long and gradual height transition.

The proposed development contemplates two 30-storey towers with a density of 1,488 units per hectare. Both the height and density of the proposed development comply with the provisions and intent of the Secondary Plan.



Figure 25: Schedule B – Maximum building heights, Tremblay, St. Laurent, and Cyrville Secondary Plan

4.4 TOD Plans – Lees, Hurdman, Tremblay, St. Laurent, Cyrville, and Blair

The Transit Oriented Development Plan provides the strategic planning direction to guide future development and redevelopment of lands that are in proximity to St. Laurent station. The plan aims to guide the evolution of the development of the lands based on the LRT service on the lands. This will ensure that intensification will be compatible and compliment existing development. More specifically, the plan looks to make sure that the tallest buildings are in proximity to transit. The TOD Plans have been prepared in anticipation of achieving light rail transit-supportive land use

densities in communities surrounding new Confederation Line stations over the long-term. Light rail transit is successful in densely populated areas as it excels at moving large numbers of people efficiently. The target density range is approximately 200 to 400 people and jobs (combined jobs and residents) per gross hectare within each TOD Plan area.

The strategic priorities relating to the TOD Plan are as follows:

- / Maximize density in and around transit stations (Plan well-designed, compact neighbourhoods where residents can live, work, shop and play close by, complete daily activities easily, access viable transit, and support local businesses); and
- / Provide infrastructure to support mobility choices (Improve residents' mobility choices by supporting a variety of initiatives related to routes, rapid transit, walking, and cycling.)

4.4.1 St. Laurent Building Heights and Density Target

The TOD Plan for St. Laurent Station states that the area will evolve as a compact urban environment that will accommodate medium to high land use density and a growing population base. To build these new communities and ultimately make them more livable, TOD plans focus on achieving high-quality urban design and identifying the location of special places and how they may look and feel over time.

Buildings in the TD3 zone (including the subject property) will have a minimum density of 350 units per net hectare for residential or a minimum FSI of 1.5 for non-residential land use. Buildings in this zone shall be no more than 30 storeys in height and may be apartment dwellings, a combination of ground-oriented dwellings and apartment dwellings, mixed-use and commercial buildings. The TD3 Zone is generally located nearest to future stations, maximizing the efficiency of land and City infrastructure, and bringing more people in proximity to the stations.



Figure 26: St. Laurent Density Range and Maximum Building Height, St. Laurent TOD Plan Area.

Other design considerations for the subject property include:

- / Buildings that are over four storeys in height shall incorporate a podium design. The podium or base of a building is the primary interface with the context of the street, people, and services. Podiums shall exhibit a human-scale; the proportional relationship of the physical environment to human dimensions and abilities, acceptable to public perception and comprehension in terms of the size, height, bulk, and massing of buildings or other features of the built environment;
- / A minimum step-back distance of 2.5 metres shall be used to define the building podium from the tower, having subsequent floors of a building stepped-back away from the first floors to reduce its mass and allow more light to reach the ground. The step-back requirement applies to all building facades within 10 metres of a public road.
- / Mid-rise and high-rise buildings will incorporate towers. In the TOD Plans, a tower is defined as the part of the building over six storeys in height.

The proposed development exceeds the minimum required density of 350 units per hectare in a 30 storey tower form as anticipated by the TOD plans. The proposed seven (7) storey podium reflects an appropriate scale for the adjacent streets and public realm and helps to articulate the tall building. The podium incorporates a stepback along Lemieux and Labelle Street. Along St. Laurent Boulevard, a significant setback (8 metres) is required by the MTO and therefore the podium is separated from the tower above through other means which include a reveal floor setback at level 8 to provide a visual separation, and articulation of the two components through a change in materials.

4.5 New Ottawa Official Plan

City Council for the City of Ottawa adopted a new Official Plan for the City on November 24, 2021. The new Official Plan is currently with the Minister of Municipal Affairs and Housing (MMAH) for review and approval. While originally anticipated for April 2022, it is now anticipated that approval of the new OP will come no earlier than June 2022.

As a result, the new Official Plan is not in force. Despite this, the direction from the City is that both the current Official Plan and Council-approved Official Plans should be considered during this transition period and the more restrictive policies should be considered in reviewing Zoning By-law Amendment applications.

4.5.1 Transect Policy Areas

Schedule A of the new Official Plan divides the City into six (6) policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject property is in the Inner Urban Transect, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban. The new OP sees it continue to develop as a mixed-use environment, where a full range of services are located within walking distance from home to support the growth of 15-minute neighborhoods.

Policy 5.2.1.3 states that the Inner Urban Transect is generally planned for mid- to high-density development subject to proximity to rapid transit and limits on building height per the underlying designation, the separation of tower elements, and established Secondary Plan policies.

Policy 5.2.1.4 states that the Inner Urban Transect will continue to develop as a mixed-use environment where Hubs provide residents with a full range of services within a walking distance from home, to support the growth of 15-minute neighbourhoods.

The proposed high-density development seeks will create new residential units in proximity to existing services and amenities in the area, and within a 275-metre walking distance of St. Laurent Station, offering excellent connectivity to the rapid transit network.

Policy 5.2.2.2 states that walking, cycling and transit will be prioritized in the Inner Urban transect and that interruptions on the public realm for vehicular accesses will be minimized. Further, policy 5.2.2.3 states that surface vehicular parking within 300 metres of a rapid transit station will be very limited to a small number of spaces for short-term drop-off and pick-up only and that surface parking should be screened from the public realm.

The proposed development provides ten (10) surface parking spaces in the centre of the subject property, screened from view from the public realm. The intent of these spaces is for short-term parking, including food delivery, ride-share services, contractor parking, etc. The balance of the parking is located within the underground parking garage.

4.5.2 Urban Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The subject property is designated as a Hub on Schedule B2 of the new Official Plan. Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

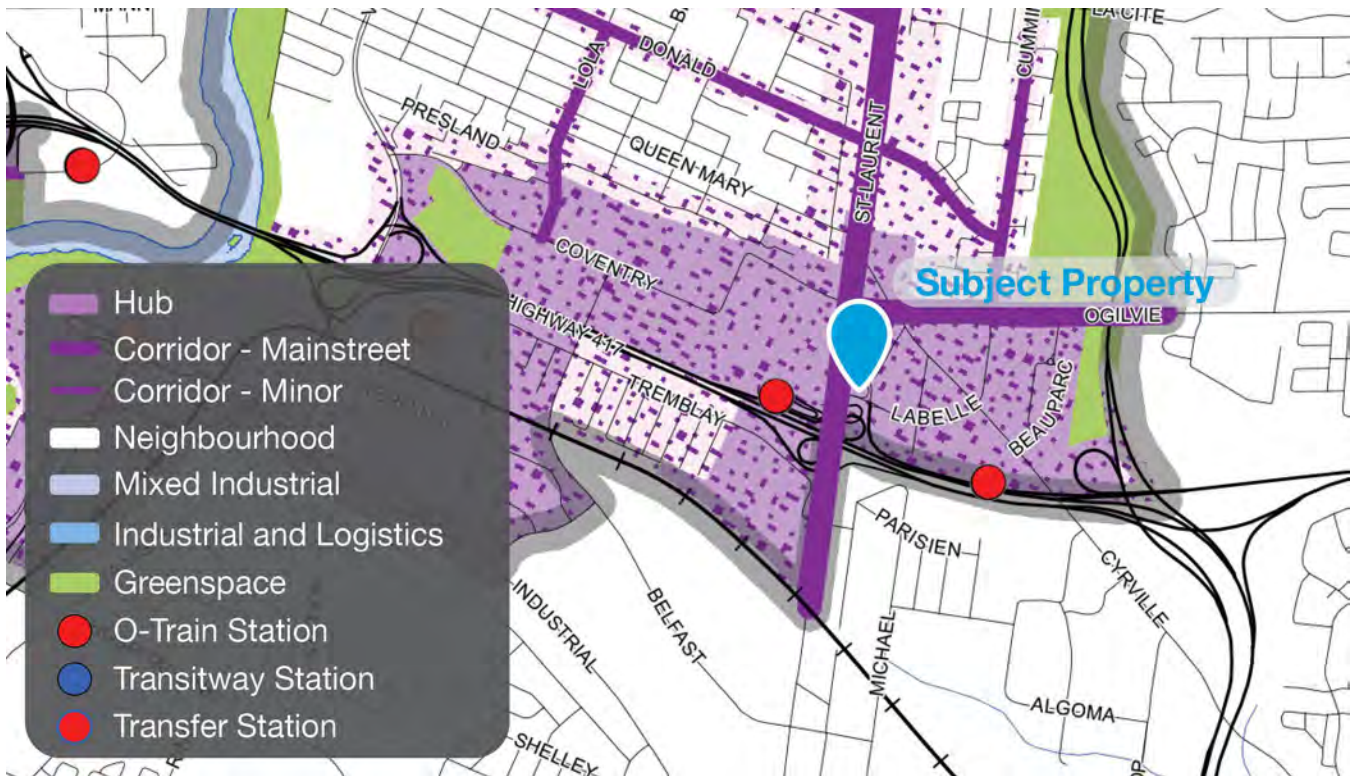


Figure 27: Schedule B2 – Inner Urban Transect, New City of Ottawa Official Plan.

Policy 5.2.3.1 provides direction to Hubs within the Inner Urban Transect. Specifically, permitted building heights within a 300 metre radius, or 400 metres walking distance, of a rapid transit station are to be not less than three (3) storeys and up to high-rise (defined as up to 40 storeys). High-rise buildings over 40 storeys would be permitted only through a Secondary Planning process.

St. Laurent Boulevard is a Mainstreet with a right-of-way width greater than 30 metres. Policy 5.2.3.2 would permit building heights up to high-rise (40 storeys) along this corridor. Per policy 6.1.1.6, where corridors intersect or overlap with Hubs, the building height policies of Hubs will prevail.

The proposed development seeks a building height of 30 storeys which is within the anticipated range for building heights within Hubs, and along wide mainstreets like St. Laurent Boulevard, in the new Official Plan.

Per Policy 6.1.1.2, Hubs are intended to be the focus of major residential and non-residential origins and destinations within easy walking distance of rapid transit stations. Development within Hubs should integrate with, and provide focus to, corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private vehicle.

Policy 6.1.1.3 directs the highest densities within a Hub to be close to the transit station and to establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and other locations within Hubs. Development should create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users. Buildings should edge, define, and address the public realm through building placement, entrances, fenestration, and design.

The proposed development advances the objectives of the Hub designation by proposing a built-form that will define the street edge and contribute to the creation of an improved public realm along the street edges. The proposed development incorporates convenient pedestrian connections to the transit station, including a second floor access directly to Labelle Street which provides a direct pedestrian path to the station. Main entrances are oriented towards the public realm to provide direct access to and from the street for residents and visitors.

4.5.3 Protected Major Transit Station Areas (PMTSAs)

All Hubs, including the St. Laurent Hub, are designated as Protected Major Transit Station Areas (PMTSAs) in the new Official Plan. Table 3a sets (discussed below) sets out the minimum density of people and jobs for PMTSAs in an effort to increase the future density of development around transit.

Per policy 6.1.2.3, permitted uses within PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions, excluding low-density employment uses and auto-oriented uses. The minimum building heights and lot coverage requirements within PMTSAs and specifically for the subject property are not less than four (4) storeys with a minimum lot coverage of 70%.

Per policy 4.2.5, the City intends to implement Inclusionary Zoning as a priority measure. Per the *Planning Act*, Inclusionary Zoning can only be implemented within PMTSAs.

The proposed development conforms to the permitted uses within PMTSAs and the minimum building height and lot coverage requirements.

4.5.4 Growth Management Framework

Ottawa's population is projected to grow by 40 per cent between 2018 and 2046. Much of the demand for new housing units is expected to be for ground-oriented units. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.

As stated in Section 3.2, the new Official Plan allocates 47 per cent of city-wide dwelling growth to the built-up portion of the urban area, representing 51 per cent of urban area growth between 2018 and 2046. Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Per policy 3.2.8, intensification should occur in a variety of dwelling unit sizes to provide housing choices. The Official Plan defines two broad dwelling size categories:

- / Small-household dwellings are units with up to 2 bedrooms and are typically within apartment-built forms; and,

- / Large-household dwellings are units with three or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

Table 3a of the new Official Plan sets out minimum densities and large dwellings requirements for Hubs. For the St. Laurent Hub, the minimum “area-wide” density requirement is 200 people and jobs per gross hectare. The minimum requirement of large dwellings is 5 per cent, with a target of 10 per cent. The minimum residential density target for intensification in the Hub is defined by the Secondary Plan (as discussed above, 350 units per hectare).

The proposed development will help the City achieve their objectives as it relates to intensification within the built-up area and includes a range of dwelling unit sizes from studio to 2 bedroom. The proposed development has a density of 1,488 units per hectare (640 units on 0.43 hectares) and therefore exceeds the density requirement for the St. Laurent Hub.

4.5.5 Urban Design

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City’s objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the New Official Plan contemplates an urban design framework to outline the City’s urban design program. The subject property is identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the New Official Plan, as it is in a Hub, outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa’s local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

Policy 4.6.1.5 states that development within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
- b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

Highway 417 is identified as a “Scenic Capital Entry Route” on Schedule C13 of the new Official Plan. Per policy 4.6.2.3, high-rise buildings must consider the impacts of the development on the skyline. This is done by demonstrating that the proposed building contributes to a cohesive silhouette comprised of a diversity of heights and architectural expressions. Per 4.6.2.4, development abutting scenic routes shall contribute to conserving or creating a desirable context. This may be accomplished by orienting buildings towards the scenic route and other ways. For Scenic Capital Entry Routes, development should also enhance the opportunity for views and vistas towards natural features and cultural landscapes of the Capital, and contribute to the image of Ottawa as the Capital by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible.

The proposed development reflects an appropriate building design for a design priority area through an improved and well-landscaped public realm around the edges of the site. Micro-climate impacts have been assessed and mitigated appropriately. The proposed development also reflects the site’s location along a scenic entry route. The proposed

development will reflect the planned context for the area with a building height and architecture that will reflect the City and offer views of the Greenbelt and other cultural heritage features of the City.

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

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

As discussed above, the proposed development conforms to the relevant policies of the Hubs designations. The proposed development effectively frames the streetscape and offers a setback that presents additional public space to further animate the street in front of the subject property. The proposed development has also internalized all servicing and loading areas as well as mechanical equipment and utilities. The majority of the proposed parking is located underground, and the small amount of surface parking is internalized to the site. All considerations have been made to limit the interaction between vehicles and pedestrians.

Policy 3.6.6.4 states that amenity areas shall be provided within residential development to serve the needs of all age groups, and in consideration of all seasons.

The included amenity spaces offer users both interior and exterior spaces, both on the ground floor and on the roof of the podium. The variety of spaces will offer a range of amenities for residents, in addition to private balconies provided throughout the towers.

Per 4.6.6.8, high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees. Per 4.6.6.9, separation distance between towers should be provided to ensure privacy, light, and sky views for residents. Generally, a separation of 23 metres is preferred, though lesser separation distance may be permitted in accordance with Council approved design guidelines.

The proposed development includes two high-rise buildings both of which are 30-storeys in height. The tower floor plates are 757 square metres (Tower A) and 724 square metres (Tower B) respectively. Both towers are positioned and designed so as to mitigate casting shadows on abutting properties for an extended period of time. Further, the distance between the subject property and the closest residential use is approximately 400 metres, limiting the opportunity for the proposed towers to create any privacy concerns. The height of the buildings is permissible within the subject property's designation and transect.

The separation distance between the towers proposed on the subject property is 21.6 metres, slightly under the desired 23 metres. The reduced separation is consistent with other areas of the City, where 20 metres is required as a separation. The reduced separation for the proposed development is largely driven by the requirement for a large setback from the Ministry of Transportation (MTO) along St. Laurent Boulevard which pushes Tower A east, towards Tower B. Studies have examined the microclimate impacts and do not anticipate any issues with the reduced separation. Further, the two towers are offset so as to limit the impact of the reduced separation. Light and skyviews will be preserved despite the reduced separation.

The proposed development conforms to the new Official Plan, outside of the requirement for large dwelling units. As noted, the policies of the new Official Plan are not in force at the time of submission.

4.6 Inner East Line 1 and 3 Stations Secondary Plan

The Inner East Line 1 and 3 Stations Secondary Plan establishes policy on maximum building heights and minimum densities within the planning area, identified in Schedule A - Maximum Building Heights and Minimum Densities. The New Secondary Plan reaffirms the policies found in the existing Tremblay, St. Laurent and Cyrville Secondary Plan. Specifically, policies pertaining to building height and density.

The proposed development continues to meet the intent of the Secondary Plan in complying with both height provisions and exceeding required residential units per hectare. Please refer to the discussion of those specific policies above.

Schedule A of the Secondary Plan also identifies districts requiring a future public park. Where a district contains more than one property owner, a cost-sharing agreement may be required between all property owners within that district. Landowners may be required to submit the landowners park cost-sharing agreement to the City as a condition of draft plan approval of plans of subdivision and plans of condominium or as a condition of approval for severance applications and site plan control.

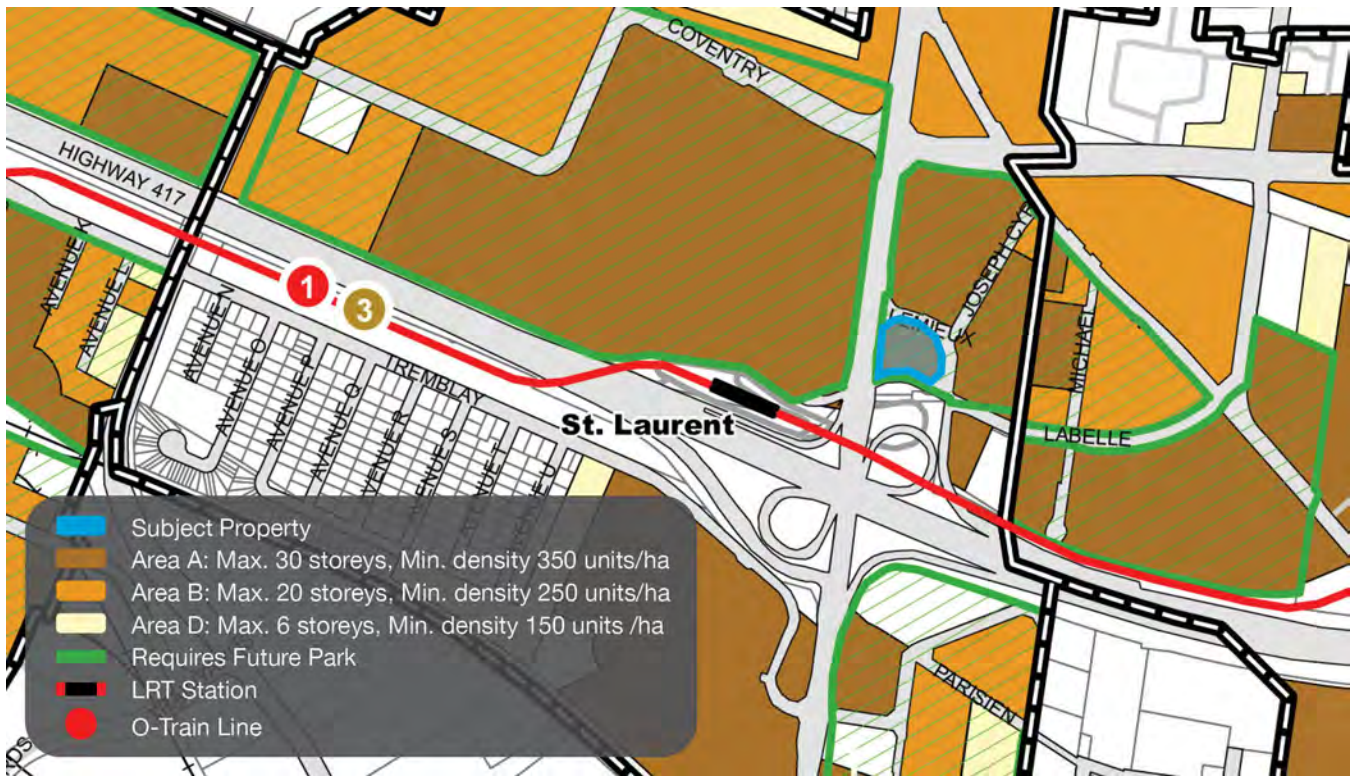


Figure 28: Inner East Line 1 and 3 Stations Secondary Plan, New City of Ottawa Official Plan.

4.7 Transit Oriented Development Guidelines

Approved by City Council on September 26, 2007, the City of Ottawa’s Transit-Oriented Development Guidelines seek to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa.

These guidelines are to be applied to all development throughout the City within a 600 metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. The proposed development meets the following applicable design guidelines, among others:

- / Provides transit supportive land uses within a 600 m walking distance of a rapid transit station (Guideline 1).
- / Locates the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station (Guideline 8).
- / Steps back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street (Guideline 11).
- / Provides architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians (Guideline 14).
- / Uses clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing (Guideline 15).
- / Locates parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. Avoids locating parking lots on an exterior side (Guideline 35).
- / Utilizes underground parking and locates parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping (Guideline 39).
- / Encloses mechanical equipment within buildings or screen them from public view (Guideline 54).

The proposed development complies with the Transit-Oriented Development Guidelines.

4.8 Urban Design Guidelines for High-Rise Buildings

The Guidelines for High-Rise Buildings were approved by City Council in 2018. They are general guidelines to be used during the preparation and review of development proposals including high-rise buildings. Where specific policies are provided in an area-specific policy document, the area-specific policies will take precedent over the guidelines. The Guidelines are organized around three elements of design:

- / Context guidelines encompass views, vistas and landmarks, transition in scale, infill and heritage;
- / Built Form guidelines concern the morphology and how it impacts the experience of tall buildings, distinguishing point towers and bar buildings; and,
- / Pedestrian Realm guidelines concern the unique opportunities and challenges in the design of public and private open spaces in concert with high-rise development.

The proposed development meets the intent and purpose of several of the guidelines, including the following:

- / Does not impact identified views or angular planes (Guideline 1.2);
- / The subject property has an area greater than 1,350 square metres (Guideline 1.16);
- / The proposed development respects the overall building setting (Guideline 1.22);
- / Enhances and creates the overall pedestrian experience in the immediate surrounding public spaces through the design of the lower portion, typically the base, of the building, which fits into the existing urban fabric, animates existing public spaces, and frames existing views; and creates a new urban fabric, defines and animates new public spaces, and establishes new views (Guideline 2.1);
- / Creates a continuous street edge along the public street (Guideline 2.13);
- / Proposes a podium height that is appropriate for the site and context (Guideline 2.15);
- / Proposes a base height that exceeds 2 storeys (Guideline 2.17);
- / Utilizes high-quality, durable materials (Guideline 2.21);
- / Proposes a highly-transparent ground floor (Guideline 2.23);
- / Utilizes an appropriate tower floorplate for residential towers (Guideline 2.24a);
- / The tower has no blank facades (Guideline 2.28);
- / The towers have been designed to minimize wind and shadow impacts (Guideline 2.31);
- / The majority of parking is located underground (Guideline 3.14);
- / All servicing and loading is integrated into the building (Guideline 3.16);

/ Wind and shadow studies have been conducted (Guideline 3.26 and 3.27).

The proposed development complies with the Urban Design Guidelines for High-Rise Buildings.

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

The subject property is zoned “Transit Oriented Development Zone, Subzone 3 (TD3)”. The purpose of the zone is to establish minimum density targets needed to support Light Rail Transit use for lands within Council approved Transit Oriented Development Plan areas. The zone looks to accommodate a wide range of transit supportive land uses such as, residential, office, commercial, and institutional uses in a compact built form and medium to high density.

Subzone 3 specifies a minimum residential density of 350 units/net hectare for residential use and permits a maximum building height of 90 metres. Permitted uses in the TD3 zone include apartment dwelling, high-rise as proposed for the subject property.

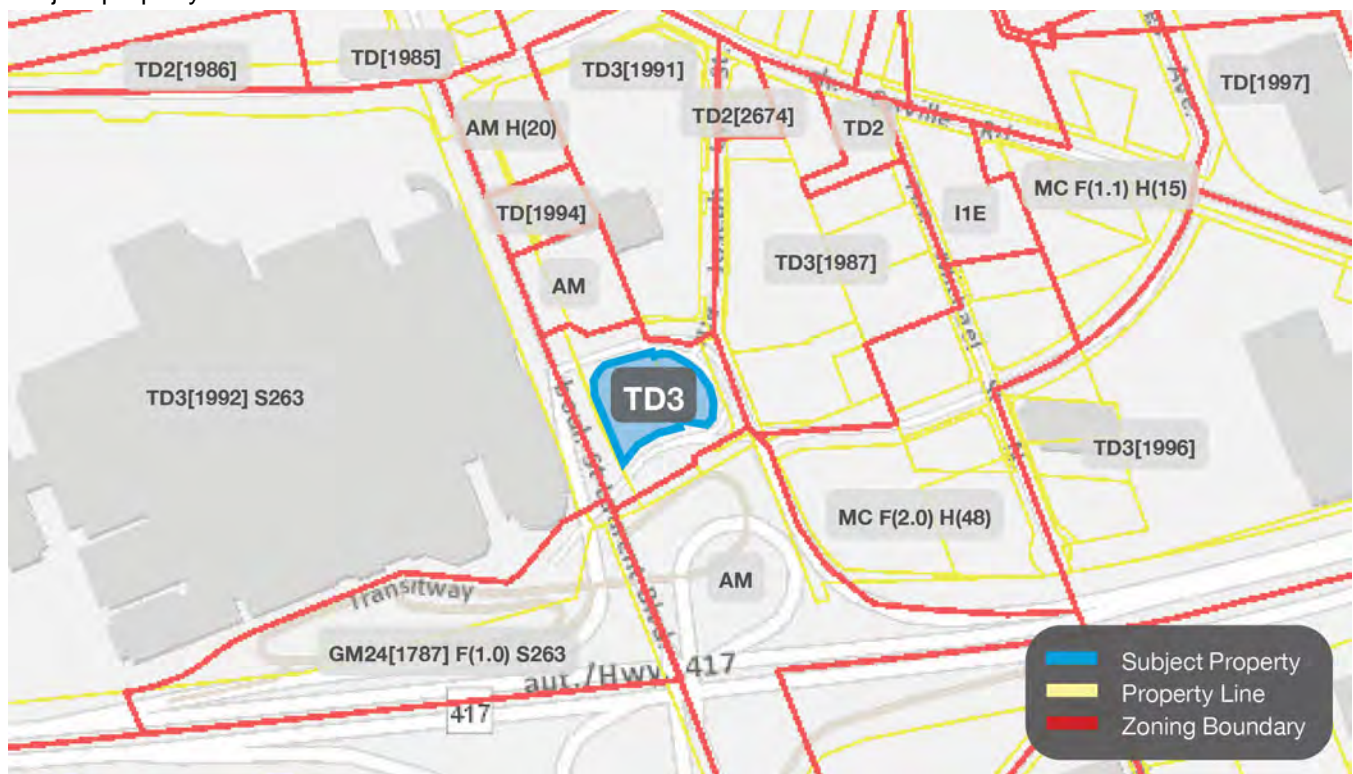


Figure 29: Zoning map of subject property and surrounding area.

4.9.1 Lot Line Definition

The subject property has a unique context, with roads on all sides and curving lot lines that make determination of the yards difficult.

The Front Lot Line is defined as the lot line that abuts a street for the shortest distance, whether or not that line jogs or curves, and extending between the side lot lines, more or less for the full width of the lot. The Rear Lot Line is the lot line furthest from and opposite the Front Lot Line. Due to the curve in Lemieux Street Corner Lot Lines must also be considered. The Corner Lot Line is the lot line that abuts a street and is also one line of a conveyed corner site triangle.

In the case of the subject property, the front lot line is a 15-metre segment fronting Lemieux Street making the rear lot line the line abutting St. Laurent Boulevard. The balance of the lot lines would be corner side yards.

4.9.2 Active Frontage Streets

Active Frontage Streets are generally located along the main roadways in TOD Plan areas. They are “complete streets” in an urban context with a built form scale that reinforces the pedestrian experience and improves the public realm. Active Frontage Streets will stand-out as the main spines of activity and communicate the character of their respective TOD plan areas through enhanced streetscape design, land use mix and treatment of ground-floor buildings. The location of Active Frontage Streets is shown on the TOD Plan Land Use plans. The design treatment used along Active Frontage Streets should exceed traditional City standards.

The St. Laurent Boulevard frontage (the rear yard for the subject property) is subject to the Active Frontage Street provisions. The following provisions apply to the St. Laurent frontage and replace any rear yard requirements of the parent TD zone:

- / The minimum setback from the active frontage street for a residential building is 3.0 metres and for a mixed-use building is 1.5 metres;
- / The maximum setback from the active frontage street for a residential building is 6.0 metres and for a mixed-use building is 3.0 metres;
- / At least 50% of the lot width measured at the building setback along the active frontage street must be occupied by one or more building walls;
- / A minimum of 50% of the surface area of the ground floor façade of non-residential and mixed-use buildings facing an active frontage street must be comprised of transparent glazing;
- / The ground floor facade of non-residential and mixed-use buildings facing an active frontage street must include a customer entrance access door from each individual occupancy to the active frontage street; and,
- / No surface parking is permitted within the required and provided yard abutting the street

The following table summarizes the proposed development’s compliance with the TD3 zone. Area subject to the proposed Zoning By-law Amendment Are noted with an “X”.

Zoning Mechanism	Provision	Provided	Compliance
Minimum Lot Width	No minimum	-	✓
Minimum Lot Area	No minimum	4,279.77m ²	✓
Minimum Setbacks – Residential Building	Front (Lemieux): 3m	4.9m	✓
	Corner Side (Lemieux/Labelle): 3m	0m	X
	Rear (St. Laurent): 3m (min.), 6m (max.)	8m	X
	Rear (St. Laurent) Tower Setback: 12m	8m	X
Minimum Building Height	6.7m and 2 storeys	23.2m/7 storeys	✓
Maximum Building Height	30 storeys / 90m	30 Storeys / 95.0m	X
Required Stepback	All building walls within 10m of a lot line abutting a public street must step back 2.5m from the wall below between the 2 nd and 7 th storey	2m provided along most frontage, 0m provided along St. Laurent	X

Zoning Mechanism	Provision	Provided	Compliance
Minimum Tower Separation	24m above the 6 th storey	21.67m	X
Required Outdoor Communal Space At Grade	2% (85.58m ²)	None provided	X
Active Street Frontage Requirements	At least 50% of the lot width along St. Laurent Boulevard must be occupied by one or more building walls	>50%	✓
Minimum Width of Landscaped Area	No minimum	N/A	✓
Amenity Area <i>6m² per unit Minimum 50% communal; one area at least 54m²</i>	3,840m ² Minimum 1,920m ² communal	Private: 4,867m ² Communal: 2,017m ²	✓
Minimum Parking <i>Area Z on Schedule 1A Residential: None required Residential Visitor: 0.1/unit; after first 12 units</i>	Residential: Non required Residential Visitor: Tower A: 30 spaces Tower B: 29 spaces	Residential: 333 Visitor: 59	✓ ✓
Maximum Parking <i>Residential: 1.75 spaces/unit</i>	Residential: 1,120 spaces	392 spaces	✓
Parking Space Dimensions	Width: 2.6m to 3.1m Length: 5.2m	Width: 2.6m Length: 5.3m	✓
Driveway Width	Minimum Two-Way: 6m Maximum 6.7m	6.7m	✓
Aisle Width	6m	6m	✓
Minimum Bicycle Parking <i>0.5 spaces/unit 50% can be vertical; 25% must be indoors; Minimum 50% horizontal at-grade (i.e. stacked allowed)</i>	320 spaces	640 (all interior, stacked)	✓
Bicycle Parking Access	Minimum Aisle Width: 1.5m	1.5m	✓

As demonstrated in the table above, the proposed development adheres to the general intent of the TD3 zone. The proposed Zoning By-law Amendment will address the deficient provisions through a site-specific zoning schedule and urban exception. The proposed amendments are outlined below.

4.9.3 Requested Zoning By-law Amendment

A Minor Zoning By-law Amendment is proposed to rezone the subject property from “Transit Oriented Development, Subzone Three (TD3)” to “Transit Oriented Development, Subzone Three, Exception XXXX (TD3[XXXX])”. The purpose of the amendment is to:

- / Reduce the Required Corner Side Yard Setback from 3 metres to 0 metres
The proposed reduction in the corner yard setback is appropriate given that the corner yard reduction relief is sought for the south-east corner of the subject property, where it abuts no buildings, only roads that connect to the transit station and Highway 417. As such, the reduction in corner yard setback will not contribute to a reduction in privacy or reduction of animation of a pedestrian streetscape.

- / Increase the Maximum Permitted Rear Yard Setback from 6 metres to 8 metres
The Ministry of Transportation (MTO) Highway Control Limit extends from Highway 417 north to the intersection of St. Laurent Boulevard and Lemieux Street. The standard setback required by the MTO from their highway limit for any development is 14 metres. Through discussions with the MTO, it has been agreed that an 8 metre setback is sufficient in this instance. As a result, the building has been setback from St. Laurent Boulevard and the setback has been landscaped to create a comfortable pedestrian realm.

- / Permit a Tower to be set back 8 metres from the rear yard instead of 12 metres
Given the unique lot configuration, and the location of the lot line along Lemieux Street, St. Laurent is the rear yard. The provisions of the TD3 zone as written did not anticipate that the rear yard would abut a street and therefore seek to provide half the required separation from an adjacent site, which has the potential for a high-rise building, on the subject property. Given the context, the required setback does not function as intended, and the reduced setback is desirable, bringing the tower closer to St. Laurent Boulevard.

If St. Laurent was the front yard, the zoning would require that the tower be located between 5.5 and 8.5 metres from the lot line. The proposed setback would put the tower at 8 metres.

- / Permit a Building Height of 30 storeys and 95 metres instead of 90 metres
The proposed development respects the Secondary Plan and Zoning By-law which currently permit a building height of 30 metres. The proposed increase in height is requested to allow for a taller ground floor (5.5 to 7 metres) and to allow for more comfortable floor-to-ceiling heights throughout the building. The impact of the proposed 5 metre increase would not result in any undue adverse impacts.

- / Remove the requirement for all building walls within 10 metres of a lot line abutting a public street to step back 2.5 metres from the wall below between the second and seventh storey
The proposed development provides a step back of 2 metres along the majority of the Lemieux Street frontage and Labelle Street frontage at the 8th storey. A setback is also provided on Tower A from the north and a portion of the west frontage at the 8th storey. Along St. Laurent Boulevard, no stepback is proposed as a result of a combination of factors.

As noted above, the MTO has required an 8 metre setback along St. Laurent Boulevard which has had a significant impact on the frontage, and necessitates the removal of the step-back. The alternative would be to shift the tower to the east, thereby reducing the separation between the towers.

In our opinion, the removal of the stepback requirement is appropriate. The intent of this step back is to create a pedestrian scale along the street. The proposed development achieves this through two architectural moves. First, is a change in materials resulting in a lightly clad podium and a darker tower above. The contrast allows the building to read as separate components. The second is through a reveal floor along St. Laurent at level 8 which provides a visual break between the two components. The result is a successful differentiation of the podium and tower.

- / Reduce the tower separation above the sixth floor from 24 metres to 21.67 metres
The proposed development includes a tower separation of 21.6 metres above the 7th floor. The increased podium height has been discussed throughout this report and is, in our opinion, appropriate given the context of the subject property and the width of the abutting streets.

The reduced tower separation is also appropriate in our opinion. The TD zone requires a larger, 24 metre separation, than anywhere else in the City of Ottawa. Other locations range from 15 metres (through a site-specific exception) up to 23 metres. The proposed 21.6 metres will provide sufficient separation between the two residential towers to ensure no loss of privacy, and the retention of sky views and light accessing the site.

- / Remove the Requirement for at-grade Communal Amenity Area
Given the context of the subject property, communal amenity area has been provided on the 8th floor rooftop which, in our opinion, will provide a more appropriate and desirable amenity space for residents.

Subject to the proposed Zoning By-law Amendment, the proposed development complies with the requirements of the Zoning By-law.

Public Consultation Strategy

All public engagement activities will take place in accordance with the City's Public Notification and Consultation Policy and will comply with Planning Act notification requirements. The following steps and activities have already been undertaken in preparation of the application submission or will be undertaken in the following months after the applications have been submitted:

- / Pre-Application Consultation Meeting
 - A Pre-Application Consultation Meeting was held with City Staff and the applicant team in August 2021.
- / Notification of Ward Councillor
 - Councillor Tierney was notified of the proposed development for the subject property prior to the current applications being submitted.
- / Urban Design Review Panel Consultation
 - Formal review of the proposed development will be undertaken by the Urban Design Review Panel during the review process of the Zoning By-law Amendment and Site Plan Control applications.
- / Community "Heads Up" to local registered Community Associations
 - A 'heads up' notification to local registered community associations will be completed by City of Ottawa during the application review process.
- / Posted Signs and Development Application Submission
 - Through the City's standard process, a sign notifying the public of the proposed development will be placed on the site following submission.
 - All submitted materials will be available for public review through the City of Ottawa's DevApps website.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee.

6.0 Conclusion

It is our professional opinion that the proposed Zoning By-law and Site Plan Control applications are appropriate, represent good planning, and are in the public interest for the following reasons:

- / The proposal is consistent with the Provincial Policy Statement (PPS) as it intensifies a property within the inner urban area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported and encouraged.
- / The proposed development conforms to the City of Ottawa's Official Plan policies regarding intensification, managing growth, creating liveable community.
- / The proposed development conforms to the urban design and compatibility objectives, principles, and core policies in 2.5.1 and 4.11 of the Official Plan.
- / The proposed development conforms to the New Official Plan's policies for intensification within Hubs, aligns with the policies and objectives of Hub designated properties, and meets the principles and policies for Urban Design and Growth Framework Management.
- / The proposed development conforms to the policies of the Tremblay, St. Laurent and Cyrville Secondary Plan and the policies of the new Inner Urban East Line 1 and 3 Stations Secondary Plan.
- / The proposed development is consistent with the TOD Plan for the St. Laurent Station area.
- / The proposed development is consistent with the policies and goals of both the Transit Oriented Development Guidelines and Urban Design Guidelines of High-Rise Development. The proposed high-rise towers achieve a built form that is compatible with the Guidelines while complimenting an area within close proximity to a Rapid Transit Station.
- / The proposed development meets the majority of applicable requirements of the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties. Supporting studies confirm that the proposal is functional and appropriate.

Sincerely



Tyler Yakichuk, MPlan
Planner



Paul Black, MCIP, RPP
Associate