



1495 HERON ROAD
Planning Rationale and Design Brief

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Prepared for:
Canada Lands Company

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EXECUTIVE SUMMARY

Stantec has been retained by Canada Lands Company (Canada Lands) to prepare this Planning Rationale and Design Brief in support of proposed Plan of Subdivision and Zoning By-law Amendment applications for their property located at 1495 Heron Road in Ottawa, Ontario. The site, previously used as the Federal Study Centre, is situated in the Alta Vista neighbourhood north of Heron Road, at its intersection with Baycrest Drive.

The property was acquired by the Sisters of the Congregation of Our Lady (Les Sœurs de la Congrégation de Notre-Dame) in 1959 and retained Ottawa architect Tim Murray (Murray & Murray) to design a new educational campus.

Murray conceived the Campanile Campus as a self-contained campus organized around a series of courtyards with the Chapel and its copper roof occupying a prominent position. The buildings are modernist in both their architectural vocabulary and construction methods, as well as in their primarily orthogonal massing and asymmetrical layout. The twelve buildings that were part of the original Campanile Campus (including Building G beyond the site boundary) were constructed between 1963 and 1965.

The religious and educational institution closed at the Campanile Campus in 1973, at which time it was acquired by the federal government as the Federal Study Centre. In 2020 the federal government transferred the property to Canada Lands Company to undertake an ambitious plan to reimagine the site as a mixed-use community that integrates innovative and affordable housing types, heritage preservation, open space and the public realm, and innovative stormwater management within a low and mid-rise urban built form.

The vision statement for the reimagining of the site was established early in the master planning process and provides a foundation for the project:

A Place to Connect

Embracing aspirational societal goals of yesterday and today, the future of 1495 Heron is one that prioritizes human-centric design in a cohesive campus that promotes collaborative experiences, preserves the past in unique ways, and accommodates a variety of living, working, learning, and recreating environments for existing and future residents of the Alta Vista community.

Canada Lands has undertaken a proactive and transparent approach to raise awareness of the project, provide information, and engage members of the public in the process of creating a Master Plan for 1495 Heron Road. The community's five guiding principles were developed in consultation with the Public Advisory Committee early in the master planning process formed the foundation of the Master Plan:

- Sustainability and Open Space



- Heritage Conservation
- Mid-Rise Community
- Community Amenities
- Affordability

The Preferred Development Plan seeks to balance the need for heritage conservation, the provision of park space, stormwater management, and the inclusion of a school site, with the goal to accommodate a range of residential and commercial forms that will facilitate the evolution of the site and surrounding community into a 15-minute neighbourhood.

The Preferred Development Plan unfolds around a public street that encircles the heritage campus while providing mobility access to new development blocks and open spaces. An integrated network of sidewalks, walkways, and trails connect the site to established pedestrian and cycling facilities to the north, west and south of the site.

An integrated network of plazas, parks, green corridors, and complete streets provides a range of public open spaces intended to both expand and complement established City-owned open spaces to the north and west of the site. A new parkette, framed by residential buildings, is proposed north of the historic chapel, and provides green connectivity from Wrens Way into the community. The integrated approach to open space will ensure that the new community is connected to established communities and facilitates active mobility.

Implementing the Master Plan for 1495 Heron Road requires changes to the zoning over the site. An amendment to the Zoning By-law is proposed with the details outlined in Section 5.2 of this rationale below.

To facilitate the redevelopment process Canada Lands also seeks to subdivide the site into various blocks. The Plan of Subdivision will be used as a structuring element of the future community by creating the public streets and blocks that will delineate the park, blue-green corridor, and development blocks.

While the precise number of dwelling units and commercial space will be determined by subsequent Site Plan Control applications, the proposal anticipates approximately 761 dwelling units and approximately 9,515 m² of gross floor area (GFA) of commercial/non-residential space.



ACRONYMS

BRT	Bus rapid transit
CEPEO	Conseil des écoles publiques de l'Est de l'Ontario
CLC	Canada Lands Company
EIS	Environmental Impact Statement
FHBRO	Federal Heritage Buildings Review Office
FSI	Floor space index
GFA	Gross floor area
MMAH	Ontario Ministry of Municipal Affairs and Housing
OCSB	Ottawa Catholic School Board
OP	City of Ottawa Official Plan (adopted by Council in 2021)
Former OP	City of Ottawa Official Plan (2003, as amended)
PPS	Provincial Policy Statement (2020)
SAR	Species at Risk
SOCC	Species of Conservation Concern
TCR	Tree Conservation Report
TIA	Transportation Impact Assessment



1 INTRODUCTION

Stantec Consulting Limited (Stantec) has been retained by Canada Lands Company (Canada Lands) to prepare this Planning Rationale and Design Brief in support of proposed Plan of Subdivision and Zoning By-law Amendment applications for their property located at 1495 Heron Road in Ottawa, Ontario.

The property is occupied in part by a complex of institutional buildings constructed in the early 1960s by prominent Ottawa architecture firm Murray & Murray Associates on behalf of the Sisters of the Congregation of Our Lady (Les Sœurs de la Congrégation de Notre-Dame). The facility was initially operated as an intermediate school before being converted into the Federal Study Centre in the 1970s. The training facility was closed, deemed surplus, and subsequently transferred to Canada Lands in 2020.

Canada Lands has embarked on an ambitious plan to reimagine the site as a mixed-use community that integrates innovative and affordable housing types, heritage preservation, open space and the public realm, and innovative stormwater management within a low to mid-rise urban built form.

1.1 About Canada Lands Company

Canada Lands Company is a non-agent Crown corporation of the federal government tasked with the responsible disposal of lands deemed surplus to the federal government's needs.

Canada Lands has created plans and communities across Canada and has been recognized for their award-winning leadership in design, real estate, sustainability, and environmental stewardship. Wateridge Village and Booth Street are two examples of Canada Lands' ongoing and creative local projects.

Leveraging its real estate arm, Canada Lands transforms former Government of Canada properties and reintegrates them into local communities while ensuring their long-term sustainability and commercial viability. As a leading Canadian attractions manager, the company also holds, invests in, and manages world-renowned Canadian attractions. Through all its operations, Canada Lands Company strives to deliver the best value and financial return to Canadians.

1.2 Evolving Provincial Planning Context

Ontario's provincial government continues to propose and modify facets of the Province's planning and land use policy framework. The information contained in this report is based on provincial and municipal policy as of the date of the report.



2 SITE AND CONTEXTUAL ANALYSIS

The site is located within the City of Ottawa approximately six kilometres southeast of Parliament Hill and the City's central business district. It is located north of the intersection of Heron Road and Baycrest Drive in Ward 18 (Alta Vista Ward).

The site is at the convergence of three Ottawa South neighbourhoods: Alta Vista, Guildwood Estates, and Heron Gate. Despite abutting many homes within the Guildwood Estates neighbourhood the site is disconnected from all three surrounding neighbourhoods with physical features separating the site and limited pedestrian or street access.

The site is municipally addressed as 1495 Heron Road and legally described as *Part of Lot 20 Junction Gore, Part 8 on 4R-699, Part 3 and 5 on CAR-129, Former Township of Gloucester, annexed by former City of Ottawa, now City of Ottawa* (PIN: 04189-0241 & 04189-0250). The site has 145.7 m of frontage on Heron Road and an area of 7.3 ha.



Figure 1: Aerial imagery of the site (outlined in red) and surrounding context. (GeoOttawa, 2021)

The following registered plans and instruments affect the property:

Instrument	Type	Description
4R-699	Reference Plan	Plan including site and abutting properties to southwest.
4R-1043	Reference Plan	Plan describing open space north and west of the site.
4R-1729	Reference Plan	Plan describing room in west portion of Building I.
4R-4802	Reference Plan	Plan describing easement parts related to utility pole and wires.
4R-28609	Reference Plan	Plan describing main vehicle entrance from Heron Road and southwest portion of ring road.
LT467123	Easement	Easement over Part 1 on Plan 4R-4802 in favour of the City for overhead utility lines. Part 1 is now on the abutting school lands.
LT969947	Easement	Easement over Part 2 on Plan 4R-4802 in favour of the City for utility infrastructure. Easement in place for 49 years commencing 1 April 1984 (expires 1 April 2033) or period of the use of the works.
OC1788113	Easement	Right-of-way over Part 3 on Plan 4R-28609 in favour of the subject property. Part 3 is part of the abutting school lands.
OC1788114	Easement	Right-of-way over Parts 4, 5, and 6 on Plan 4R-28609 in favour of the abutting school lands.

2.1 Site History and Background

Situated in what is now the City of Ottawa, the site is built on ancestral and unceded territory of the Algonquin Anishinaabe people.

In 1959, the Sisters of the Congregation of Our Lady (Les Sœurs de la Congrégation de Notre-Dame) purchased Part of Lot 20 in the Junction Gore from the Estate of John James Heron with the intention of replacing their school at the Old Notre Dame Convent on Gloucester Street. The Sisters intended to create a campus environment that would accommodate new pedagogical approaches to education in Ontario, expand modern learning facilities, and accommodate growth in student numbers.

The Catholic educational campus and convent was designed by architect Tim Murray. Murray conceived the Campanile Campus as a self-contained campus in which quadrangles, or courtyards, function as the principal organizing feature of its asymmetrical layout with the Chapel and its copper roof occupying a prominent position. The buildings are modernist in both their architectural vocabulary and construction methods, as well as in their primarily orthogonal massing and asymmetrical layout.

The twelve buildings that were part of the original Campanile Campus (including Building G beyond the site boundary) were constructed between 1963 and 1965. A subsequent phase was added west of the site which includes the former St. Patrick's Intermediate School (Buildings 1, 2, and N).





Figure 2: Archival image of the newly completed Campanile Campus taken in the 1960s by Paul Blohm. (Source: Congregation de Notre Dame)

The religious and educational institution operated for approximately a decade before financial challenges led to the closure of the Campanile Campus in 1973.

The property was sold to the Government of Canada to be used as a training centre, known as the Federal Study Centre, to meet the needs of an expanding public service. An additional building was constructed to the northeast of the original campus in 1975 (Building M). The government operated the facility for various purposes until 2014 when it was declared surplus. The site has remained vacant and unoccupied since that time.

2.2 Existing Site Conditions

Today, the core of the site is composed of twelve interconnected buildings arranged to frame a series of three internal plazas. Ten of the original twelve buildings remain fully within the site; Building G and part of Building I- both located at the southwest corner of the complex, are part of the abutting property owned by the Ottawa Catholic School Board (OCSB).

Buildings within the campus display a range of shapes, massing, and heights reflecting their originally intended functions. Spaces used for classrooms and administration are generally one to two-storeys in height. Community gathering and event spaces, such as the chapel, amphitheatre, and gymnasium, are located along prominent visual axes and corners and designed with unique rooflines or footprints.

Accommodations for personnel were provided in two mirrored six-storey buildings positioned to frame the



Figure 3: Photos of various locations within the campus. Top Left (3A): looking west between Buildings J and K. Top Right (3B): looking south from the former chapel across the central plaza. Bottom Left (3C): looking southeast from behind the campus with Buildings K, L, and A. Bottom Right (3D): looking southeast at Buildings D and E from within the central plaza.

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chapel and secondary plazas. Mechanical, storage, and servicing operations were accommodated in the buildings' lower levels which benefit from the complexes integrated buildings and service tunnels.

East of the campus, the site is occupied by a large surface parking lot. A fenced tennis court is located in an open area in the site's northeast corner.

North and northwest of the campus, the site is composed of open space occupied by maintained lawns and a treed area composed of a mixture of deciduous and coniferous vegetation.



Figure 4: Photos of the site surrounding the campus buildings. Left (4A): looking north from Heron Road across the east parking area; trees to the right are located on abutting properties. Right (4B): looking south from Wrens' Way; Building M is in the foreground.

The front portion of the site, between the campus buildings and Heron Road, is occupied by maintained lawns and the main vehicular access to the site which extends north from the intersection of Heron Road and Baycrest Drive. The driveway also provides vehicular access to the school board lands immediately west of the campus (described by Instrument OC1788114).

2.3 Surrounding Context

The site is at the convergence of three Ottawa South neighbourhoods: Alta Vista to the north and west; Guildwood Estates to the east; and Heron Gate to the south.

The following uses surround the property:

The site is bounded to the north and northwest by City-owned park and open space lands. North of the site is Wrens Way, named such to commemorate members of the Women's Royal Canadian Naval Service (WRCNS) (or Wrens as they were popularly known) that served during the Second World War. Wrens Way is a reforesting and naturalized open space with informal walking trails. Northwest of the site is Orlando Park and the Orlando Park Annex, a neighbourhood park with four sports fields, open play areas, and a structured play area abutting Hillary Avenue. These two parks form part of a larger interconnected network of open spaces that extend north to the Ottawa Hospital Main Campus and south to Ledbury Park. West of the site is École élémentaire publique Marie-Curie operated by Conseil des écoles publiques du Centre d'Est de l'Ontario (CEPEO) in the former Saint Patrick's Intermediate School. Immediately south of the school is the former Queen of the Angels Adult School at 1485 Heron Road.



Figure 5: Photos of lands north of the site. Left (5A): looking northwest along a trail in Wrens' Way. Right (5B): looking southwest along a trail in Wren's Way; the site is in the background.

East of the site is the community of Guildwood Estates an established community characterized by one and two-storey detached dwellings on larger lots. The property is bounded to the east by two-storey detached dwellings fronting onto Garand Place and Ambergale Crescent. Ten of these dwellings have rear yard amenity spaces that abut the property's easternmost boundary. Guildwood Court (Carleton Condominium Corporation 617) at 1565 Heron Road abuts the property's southeast corner. The community is composed of 16 two-storey townhouse units arranged in a planned unit development.

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Figure 6: Photos of east site conditions. Left (6A): looking south along the western edge of the site abutting Orlando Park. Right (6B): Temporary sign for École élémentaire publique Marie-Curie at the site's main entrance.

South of the site is Heron Road, a four to six-lane arterial street with a posted speed limit of 60 km/h. The Hilda Jayewardenaramaya Buddhist Monastery is located at 1481 Heron Road in a converted single storey detached dwelling.



Figure 7: Photos of south site conditions: Left (7A): looking northwest from the intersection of Heron and Baycrest with monastery and former school site. Right (7B): looking northeast from same intersection at the property's front yard landscaping. Guildwood Estates is in the background.

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On the opposite side of Heron Road is the Heron Gate (also spelled 'Herongate') community. Heron Gate was initially developed in the 1970s as a higher density community composed of a range of townhouse, stacked townhouse, mid and high-rise residential buildings. In recent years a number of townhomes in the community have been demolished with the intent to redevelop these areas with a more urban built form and broader range of housing. An initial redevelopment phase names Local Vista (Heron Gate Phase 7) was constructed in 2020 at the southeast corner of Heron Road and Sandalwood Drive. Local Vista is composed of three six-storey residential buildings with below-grade parking and local commercial space facing the intersection.



Figure 8: Photos of lands south of the site. Left (8A): looking south from site towards Heron Gate. Right (8B): looking southeast from site towards Heron Gate; Local Vista (Heron Gate Phase 7) is in the distance.

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OPEN SPACE AND PARKS

The property abuts an extensive green corridor of interconnected open spaces and parks stretching from the Ottawa Hospital's Main Campus on Smyth Road in the north to Ledbury Park and the OC Transport Trillium Line Maintenance and Storage Facility in the south. The City's Parks and Recreation Facilities Master Plan provides details of existing and future parks and facilities across the City; in addition to the existing Orlando Park (neighbourhood park), Wrens' Way (woodland park), and Sandalwood Park (neighbourhood park), a new neighbourhood park is proposed within the Heron Gate community at the corner of Baycrest Drive and Cedarwood Drive.



Figure 9: Plan of existing City-owned open space and parks surrounding the site.



TRANSPORTATION AND MOBILITY

The site directly abuts an arterial street (Heron Road) and adjacent to the intersection of a collector (Baycrest Drive). Several major collectors (such as Alta Vista Drive) and collectors (such as Briar Hill Drive, Featherston Drive, and Kilborn Avenue) are located in proximity to the site and support the City's larger transportation network.

The site is served by frequent, regular, and Connexion bus routes:

Route	Route Type	Details
44	Frequent	Weekday headways of approximately 15 minutes Weekend headways of approximately 30 minutes
46	Regular	Weekday headways of approximately 15 minutes Weekend headways of approximately 30 minutes
140	Regular	Weekday headways of approximately 30 minutes, 09:13 to 15:00 Saturday headways of approximately 30 minutes, 10:00 to 17:30 No Sunday service
291	Connexion	Weekday peak only, 06:00 to 08:30 and 15:30 to 18:30 No weekend service

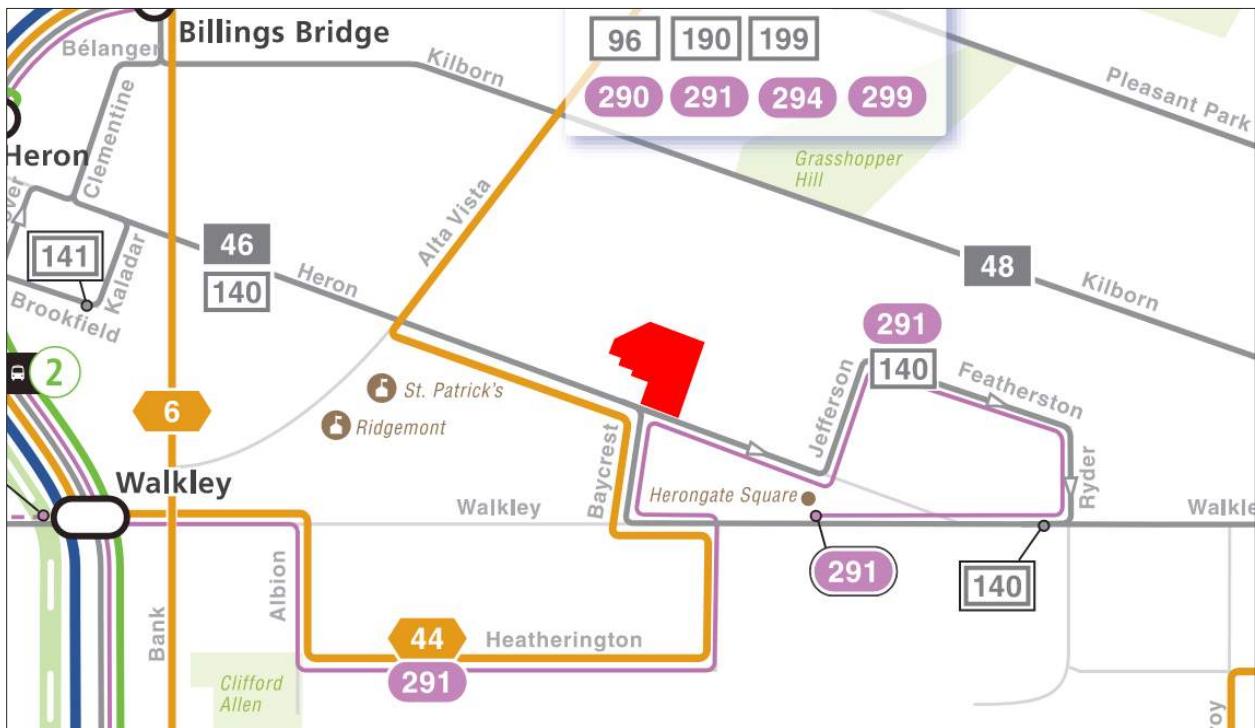


Figure 10: Excerpt from OC Transpo system map with site shown in red. Several routes serve the site.



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Heron Road has been identified as the alignment of a future bus rapid transit (BRT) corridor with a proposed stop near the intersection of Heron Road and Baycrest Drive. At this time, no preliminary design plan or environmental assessment has been completed for the alignment.

A major pathway is shown passing through the green corridor to the north and west of the site within the Official Plan. No details are available of the future alignment or design of this infrastructure.



Figure 11: Excerpts from the Official Plan. Left (11A): excerpt of Schedule C1 showing the site abutting a future BRT station. Right (11B): excerpt of Schedule C3 showing a major pathway passing through Wren's Way and Orlando Park.

2.4 Surrounding Development

The area surrounding the site is characterized by a range of building heights ranging from single-storey dwellings to high-rise residential buildings up to 19 storeys. Taller buildings are located along Heron Road and in the Heron Gate community immediately south of the property, whereas low-rise buildings predominate neighbourhoods east and north of the site as well as interspersed with taller buildings throughout Heron Gate.



Figure 12: Axonometric overlay of the site and surrounding buildings based on their height classification.

In 2019 Hazelview Properties, the largest property owner within the Heron Gate community, submitted an Official Plan Amendment application to facilitate the comprehensive redevelopment of their holdings (City File No.: D01-01-19-0010).

The amendment was submitted to facilitate redevelopment of Hazelview's holdings into a range of mixed use and residential buildings up to 26 storeys, the creation of a new City park, implementation of a vision and guiding principles, and implementation of various policies on land use, built form, public realm,



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transportation, circulation, sustainability, housing, and community benefits. Full buildout is expected to occur over 20 to 25 years and, once completed, will accommodate approximately 6427 retained and new dwellings.

The amendment to the former Official Plan was approved by Council in May 2021 and subsequently appealed to the Ontario Land Tribunal. The appeal was dismissed by the Tribunal in May 2022 (Case No.: OLT-21-001533). The amendments were carried forward into the new Official Plan (now in force and effect) through inclusion of the Heron Gate Special Policy Area in Volume 2C of the new Official Plan.

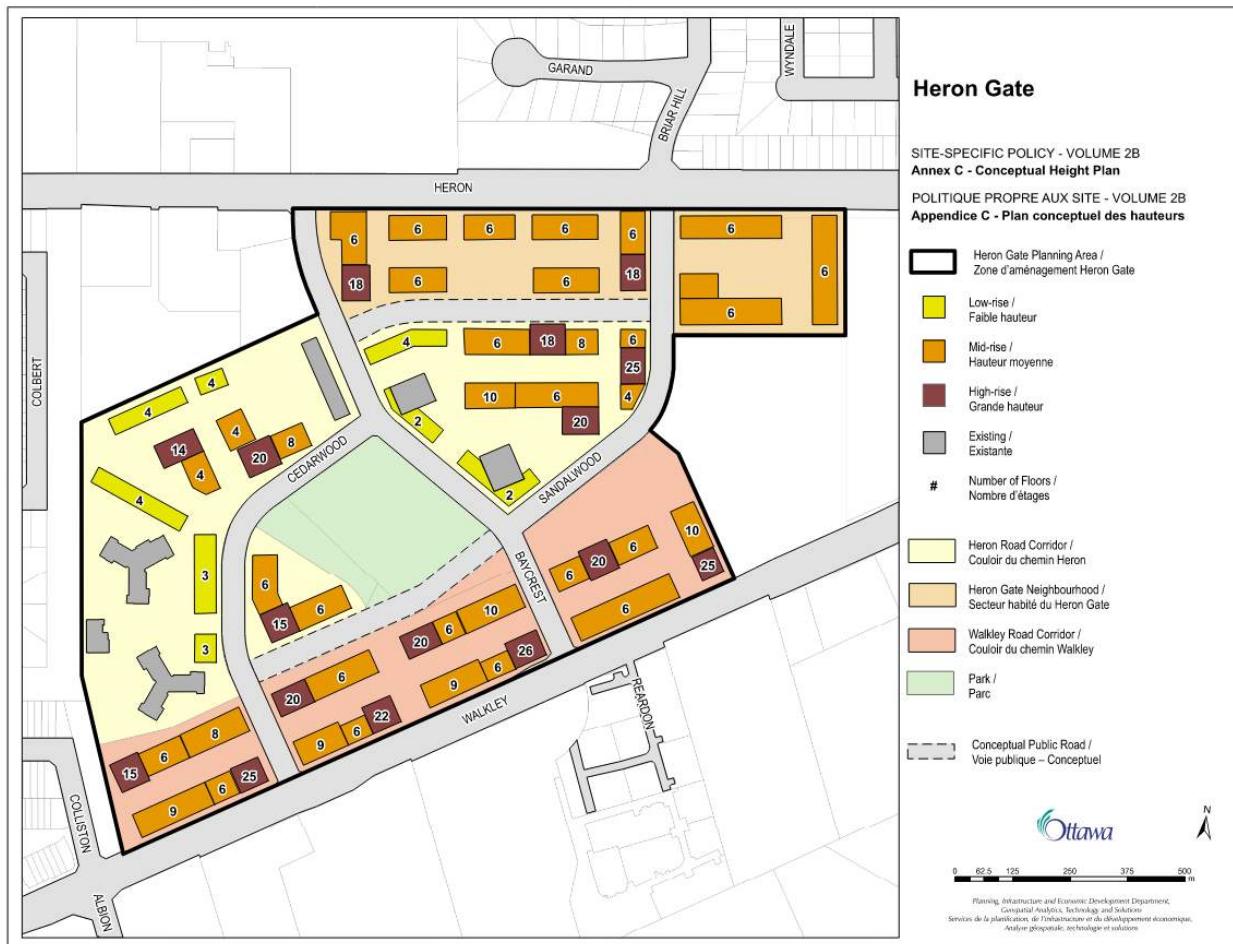


Figure 13: The schedule above specifies future building height classifications within the Heron Gate Special Policy Area. The site is located opposite the intersection of Heron and Baycrest.



2.5 Official Plan

The Ministry of Municipal Affairs and Housing (MMAH) approved the City of Ottawa Official Plan with modifications on 14 November 2022. The new official plan supersedes the previous plan initially adopted by City Council in 2003.

The site is located within the Outer Urban Transect on Schedule A of the Official Plan. Portions of the site within 120 m of the centreline of Heron Road are designated Minor Corridor with the balance of the site designated Neighbourhood and subject to the policies of the Evolving built form overlay on Schedule B3.

The Minor Corridor designation permits building heights between two and six storeys.

The Neighbourhood designation generally permits low-rise (up to four storeys) but provides direction where additional height will be considered including when taller heights are permitted by existing zoning and when an area is characterized by taller buildings. The Evolving Overlay identifies areas of the City that are anticipated to undergo a gradual change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

A bus rapid transit corridor is proposed along Heron Road (Schedule C2) with a potential stop located at the intersection of Heron Road and Baycrest Drive directly in front of the site. While the corridor is identified in both the new Official Plan and previous Transportation Master Plan, no environmental assessment work has been completed and a timeline for its implementation has not been identified.

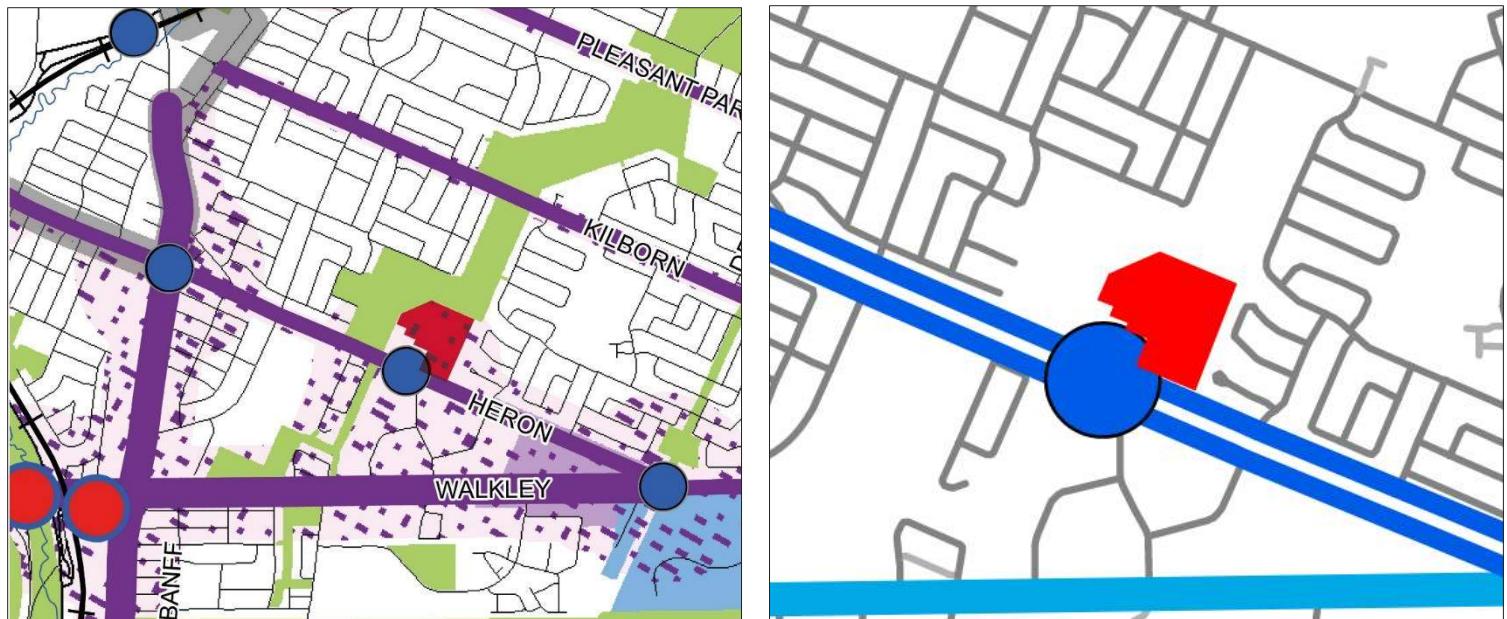


Figure 14: Excerpts from the Official Plan. Left (14A): Excerpt of Schedule B3 (Outer Urban Transect). Right (14B): Excerpt from Schedule C2 (Transit Network Ultimate).

2.6 Zoning

The property is currently zoned Minor Institutional- I1A[366] H(21). The intent of the Minor Institutional zone is to permit a range of community uses, institutional accommodation, and emergency service uses while minimizing the impact of these minor institutional uses located in proximity to residential uses by ensuring that such uses are of a scale and intensity that is compatible with neighbourhood character.

The property is also subjected to Urban Exception 366 which permits “an equestrian facility, training centre with related office space and dormitories” and a maximum building height of 21 m.

Despite the zone label “minor institutional” considerable development is permitted as of right at this time; the current maximum building height of 21 m (generally seven storeys) permits development within the Mid-Rise built form category of the Official Plan (between five and nine full stories). Lot line setbacks vary depending on abutting zones from 3.0 m (minimum front yard setback) to 7.5 m (minimum interior side yard setback abutting a R1, R2, or R3 zone).

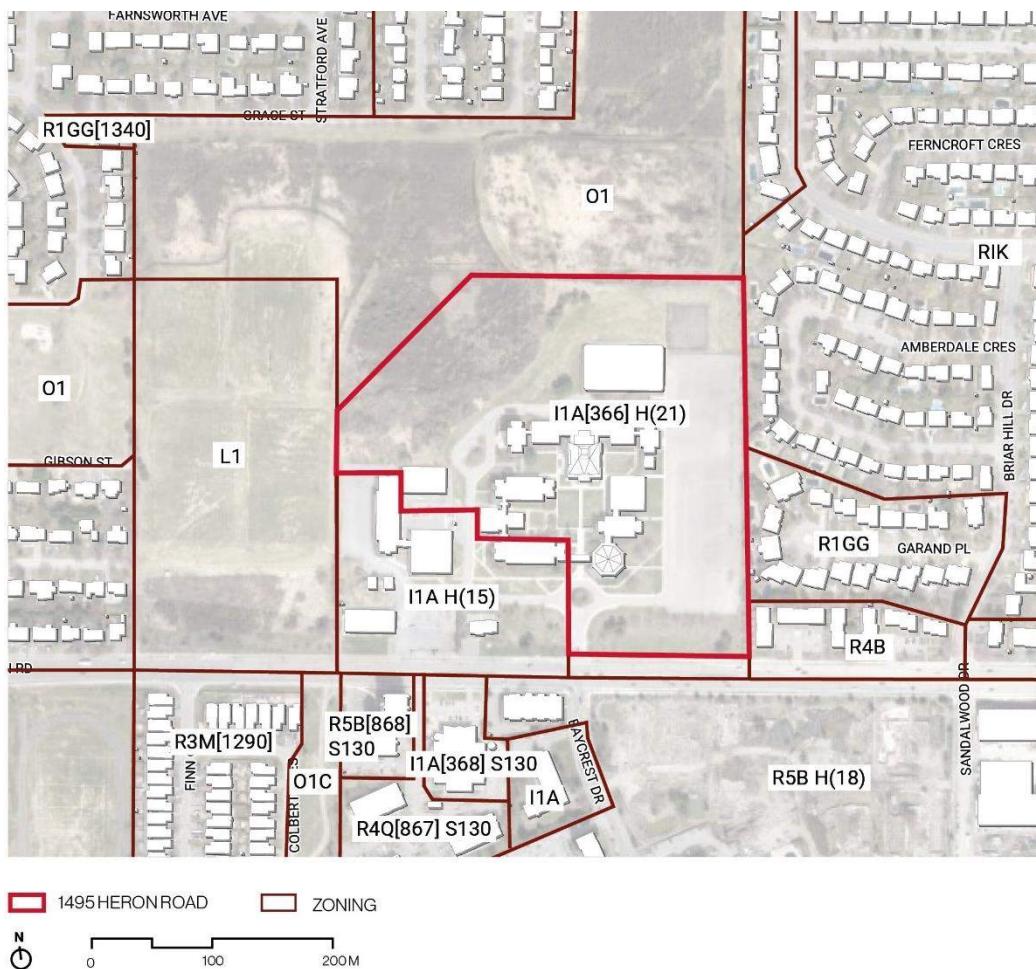


Figure 15: Plan of existing zoning on and surrounding the site.



3 COMMUNITY ENGAGEMENT STRATEGY

Canada Lands has undertaken a proactive and transparent approach to raise awareness of the project, provide information, and engage members of the public in the process of creating a Master Plan for 1495 Heron Road. As part of the project team, PACE Consulting has facilitated several engagement opportunities that allowed for information sharing between neighbours, public advisory committee members, community associations, and member of the public from many walks of life.

3.1 Public Engagement Program

In the spring of 2021, Canada Lands voluntarily initiated the engagement process with an online visioning exercise held from March to early May 2022. The project team worked with Canada Lands to develop and lead three more stages of community and stakeholder engagement between August 2021 and June 2022.

The objectives of the community and stakeholder engagement were to:

- Raise awareness for the redevelopment project
- Inform the public and stakeholders regarding the master planning process and the findings of the site's contextual analysis
- Gain input into a vision and an eventual preferred concept for how the site can be transformed
- Ensure that community considerations remain at the forefront and input is continuously incorporated back into the study process.

Several opportunities were organized throughout for stakeholders and members of the public to learn about the project and to provide input into the master planning process. The findings from all stages of engagement informed the Project Team's design process in an iterative fashion as planning progressed from an initial vision to the four draft concepts, and finally the preferred concept.

The table below shows the degree of public and stakeholder participation over the course of the four-stage engagement process, from March 2021 to June 2022:

Engagement	Date	Participation
Stage 1 (Spring 2021)		
Project Launch	March 2021	Development and launch of project website. Various awareness-raising activities
Online Engagement	March 2021	450 unique participants
Public Advisory Committee (PAC)	August 16, 2021	Establishment of the PAC and inaugural meeting



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3 Community Engagement Strategy

Stage 2 (Summer 2021 to Winter 2021/22)		
Information	January 1 to February 27, 2022	Updates to project website, including Stage 2 technical presentation and video. Various awareness raising activities
PAC	Site visit: Nov. 5, 2021 Meeting: Dec. 8, 2021	PAC meeting #2 and site visit
Virtual Bilingual Public Workshop	February 10, 2022	150+ participants
Questionnaire (online, hard copy)	February 11-27, 2022	189 online visits; between 65 and 97 completions
Stage 2 Video	Posted February 2022	377 views (YouTube)
Stage 3 (Early Spring 2022)		
Information	March 23-April 29, 2022	Updates to project website, including Stage 3 technical presentation and video. Various awareness raising activities
PAC	April 4, 2022	PAC meeting #3
In-person Bilingual Virtual Webinar	April 13, 2022	100+ participants
Questionnaire (online, hard copy)	April 14-29, 2022	336 online visits; between 27 and 30 completions
Stage 3 Video	Posted April 2022	75 views (YouTube)
Alta Vista Community Association Meeting	May 9, 2022	31 community members plus AVCA executive and Councillor Cloutier
Stage 4 (Late Spring 2022)		
Information	June 2022 and ongoing	Updates to project website, including Stage 3 technical presentation and video. Various awareness raising activities
PAC	June 1, 2022	PAC Meeting #4
Public Open House/Site Visit	June 4, 2022	80 attendees over a three-hour period
Ongoing		
Project Website	March 2021-present	Over 10,000 visitors since spring 2021
Email submissions	Spring 2021-present	Various, ongoing

All comments and feedback received has been reviewed, analyzed, and summarized to inform the Project Study Team. A summary of Canada Lands' community engagement efforts, as well as a compilation of public comments and input, was prepared by PACE Consulting and attached to this rationale as

Appendix E.



Despite accommodations made to the Preferred Development Plan responding to community input and concerns an organization named the Guildwood Residents Alliance has been formed in response to the site's redevelopment. The organization has stated that they do not concur with the Preferred Development Plan and is of the perspective that "the final concept plan does not provide harmonious reintegration of the site into Guildwood Estates because it does not ensure visual and functional compatibility with the existing adjacent neighbourhood of 2-storey homes." Generally, the organization is of the opinion the Preferred Development Plan does not conform to the City's Official Plan.

Further discussion of the planning and urban design approach to the Preferred Development Plan is provided in Section 4 of this rationale, whereas further discussion of applicable Official Plan policies is provided in Section 6.3.

Through the various engagement opportunities, most attendees expressed general support for the preferred concept as it developed over the course of the engagement process. When it presented, participants mostly indicated it struck an effective balance between building heights, density, the treatment of heritage, greenspace, and open spaces.

3.2 Public Engagement Through Development Application Process

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following public notice and engagement activities will occur in parallel with review and circulation of the applications by the City of Ottawa and partner agencies and in advance of any decision of Council on the applications:

- Notification of Ward Councillor: the Ward Councillor will be notified of the application and invited to discuss the proposed development.
- Community "Heads Up" to local registered Community Associations: a notification to local registered community associations will be completed by the City of Ottawa during the application process.
- Public Notice Signage and Mailing: A public notice sign will be posted on the property describing the proposed applications and providing contact information for the City File Lead. Printed notices are also delivered to properties and property owners within 60 m of the site.
- Statutory Public Meeting(s) for Draft Plan of Subdivision and Zoning By-law Amendment: as required by the Planning Act, a Statutory Public Meeting for the Plan of Subdivision will be held in the community. This meeting will also provide an opportunity to give an overview of the proposed Zoning By-law Amendment application.



4 PROPOSED DEVELOPMENT AND DESIGN BRIEF

The Master Plan for 1495 Heron Road reimagines the site as a vibrant mixed-use community that integrates affordable housing type, heritage preservation, open space and the public realm, and innovative stormwater management within a low to mid-rise urban built form.

The Preferred Development Plan proposed the retention and adaptive reuse of 9 of the 12 original early modernist campus buildings while strategically locating new development to provide residential and commercial use opportunities. A ring street- characteristic of many modernist institutional campuses, would encircle the community's heritage core while also providing mobility access to new development blocks and open spaces. Consistent with the established built form on the site, new development will include low to mid-rise buildings from three to nine storeys in height. A new parkette, framed by residential buildings, is proposed north of the historic chapel, and provides green connectivity from Wrens Way into the community. The network of interconnected plazas and open spaces within the historic campus will be maintained and connected to the community's larger public realm network that includes private and public streets, and open spaces.

Extending around the site's north and east edges, the blue-green corridor combines the dual functions of stormwater management and a green passive recreation corridor. North of École élémentaire publique Marie-Curie a site has been reserved for a potential new school.

The new 1495 Heron Road becomes a place that connects history with the future, surrounding neighbourhoods with one another, and greenspace with urban living.

4.1 Vision Statement and Guiding Principles

The vision statement for the reimagining of the site was established early in the master planning process and provides a foundation for the project:

A Place to Connect

Embracing aspirational societal goals of yesterday and today, the future of 1495 Heron is one that prioritizes human-centric design in a cohesive campus that promotes collaborative experiences, preserves the past in unique ways, and accommodates a variety of living, working, learning, and recreating environments for existing and future residents of the Alta Vista community.

The community's five guiding principles were developed in consultation with the Public Advisory Committee early in the master planning process and are summarized below.



SUSTAINABILITY AND OPEN SPACE

The site is surrounded to the north and west by extensive parks and open spaces. The Master Plan seeks to connect these established open spaces more formally to the site and ensure that new parks and open spaces complement those lands that they abut. The project also seeks to apply best practices in sustainable construction and design, including the rehabilitation of existing buildings to reduce the carbon footprint of the development.

HERITAGE CONSERVATION

The site's unique character has shaped the built and cultural legacy that remains today. Conservation of built heritage, and recognition of the site's history, are at the core of the master planning process. The project explores ways in which heritage can be revived and adapted to current needs while retaining the attributes that contribute to its character.

MID-RISE COMMUNITY

Recognizing the site's unique attributes and location within Ottawa's evolving urban context, the Master Plan explores opportunities to introduce strategic and context-sensitive mid-rise built form within the community. In addition to the site's adjacency to a future Heron Road Bus Rapid Transit (BRT) station, the area is characterized by mid to high-rise buildings (including Buildings C and K - both seven-storey buildings on the site). Complementary to the housing and living environments located in Alta Vista, it aspires to offer a variety of housing types for households of all sizes and incomes.

COMMUNITY AMENITIES

The development of a new residential neighborhood provides opportunities for the creation of community amenities. Community amenities are useful infrastructures for the greater collectivity, which extend beyond the boundaries of the new neighbourhood. These can be cultural, sports, health, education, public services, etc. The project examines opportunities to provide community amenities that are compatible with the dominant residential uses and the existing built environment.

AFFORDABILITY

In the light of increasingly challenging homeownership and an increasingly unaffordable rental market, housing affordability is a priority emphasized by the community and is an integral part of the project guidelines. The project wishes to attract a mixed population through a variety of housing types adapted to different budgets and needs.



4.2 Preferred Development Plan

Canada Lands, the project team, and Public Advisory Committee followed an iterative process to develop the Master Plan. Several concepts were developed and refined in response to comments, feedback, and suggestions received through PAC meetings, public engagement events, and stakeholder meetings. The Master Plan submitted as part of this development application package is the distillation of this input.



Figure 16: Rendering of a refurbished central plaza looking north from the portico towards the former chapel.

The Preferred Development Plan seeks to balance the need for heritage conservation, the provision of park space, stormwater management, and the inclusion of a school site, with the goal to accommodate a range of residential and commercial forms that will facilitate the evolution of the site and surrounding community into a 15-minute neighbourhood.

The Preferred Development Plan unfolds around a public street that encircles the heritage campus while providing mobility access to new development blocks and open spaces. Two access would connect the site to Heron Road: the current access at the intersection of Heron Road and Baycrest Drive, and a right-in right-out to the east. An integrated network of sidewalks, walkways, and trails connect the site to established pedestrian and cycling facilities to the north, west and south of the site.

An integrated network of plazas, parks, green corridors, and complete streets provides a range of public open spaces intended to both expand and complement established City-owned open spaces to the north and west of the site. A new parkette, framed by residential buildings, is proposed north of the historic chapel, and provides green connectivity from Wrens Way into the community. The integrated approach to open space will ensure that the new community is connected to established communities and facilitates active mobility.



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Figure 17: Preferred Development Plan (enlarged version also attached as Appendix A).

The heritage campus at the core of the site provides the structuring element for the larger community; the plan proposes retention and adaptive reuse of 9 of the 12 original early modernist campus buildings while strategically locating new development to provide residential and commercial use opportunities. Consistent with the established built form on the site, new development will include low to mid-rise buildings from three to nine storeys in height.



Figure 18: Rendering looking south along the blue green corridor abutting the east property line. Vegetation in the rear yards of Guildwood Estates homes (background) is not shown.

Extending around the site's north and east edges, the blue-green corridor combines the dual functions of stormwater management and a green passive recreation corridor. North of École élémentaire publique Marie-Curie a site has been reserved for a potential new school.

Further details of the Preferred Development Plan are provided in the 1495 Heron Road Master Plan included as part of this application submission.

4.3 Massing and Scale

The massing, scale, and heights of proposed new development is informed by the existing campus buildings as well as the established built context of their surroundings; it also responds to clear direction in the Official Plan that, within the Outer Urban Transect, the built form will evolve more urban characteristics and function.

Buildings along the site's east edge are low-rise (up to four-storeys in height) and set back from the east lot line. The blue-green corridor will provide stormwater management infrastructure and vegetated

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landscaping to limit potential development impacts on the rear yards of established low-rise communities to the east.

Mid-rise buildings (six to nine storeys) have been set back from the site's east edge and are located to activate Heron Road, frame the north parkette, and provide strategic density and redevelopment within the campus core.

The tallest buildings- up to nine storeys, are located north and west of the central campus. These locations were selected to frame the north parkette and limit development within the campus whose massing and scale would disrupt the relationship between the original plazas and framing structures.

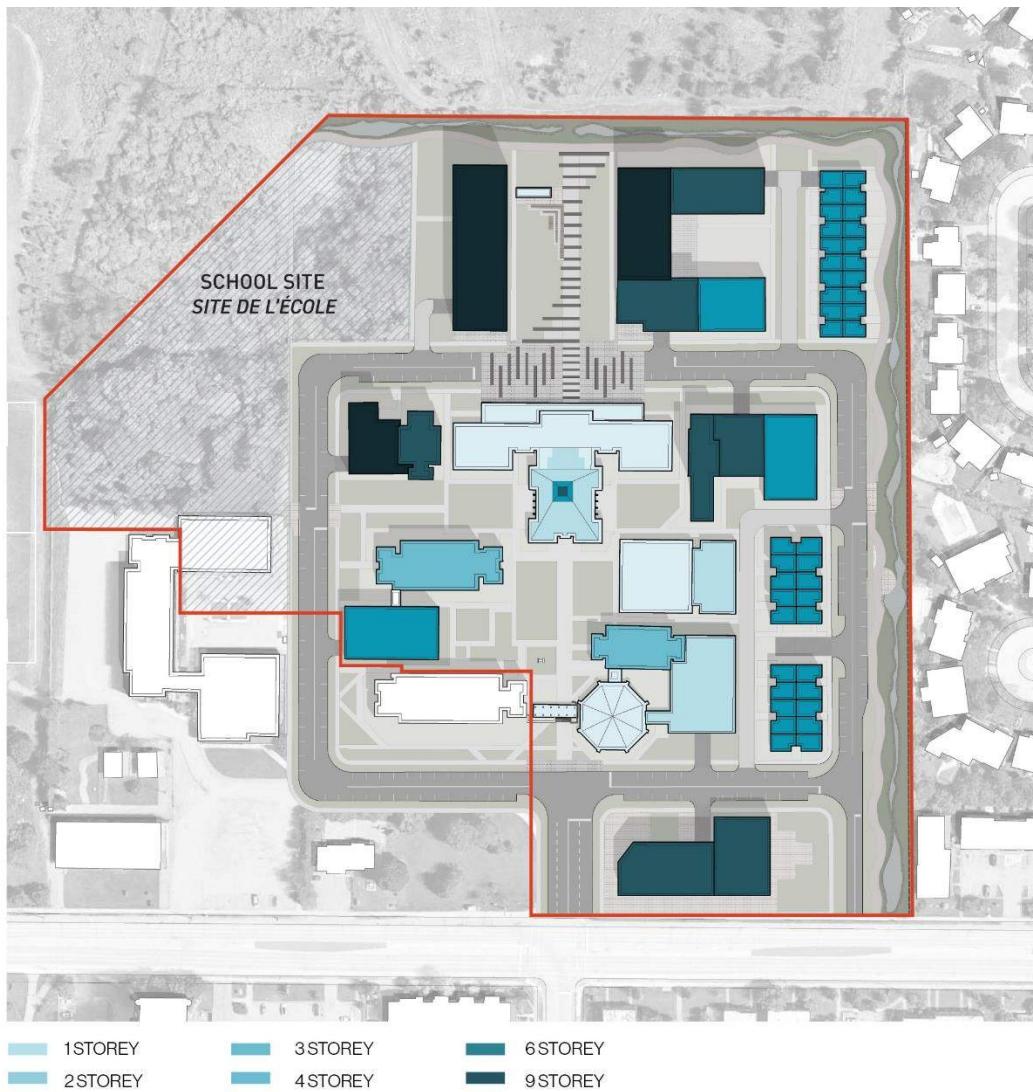


Figure 19: Plan showing proposed building heights of the Preferred Development Plan.



The orientation and siting of the buildings is intended to form continuous building edges along streets and open spaces. New development will frame public and private streets, plazas and parks, and other features of the public realm. Buildings should engage directly with these spaces by positioning windows, principal entrances, and amenity areas to face directly onto the public realm.

The siting and massing of new development is intended to highlight sightlines of the original campus design and preserve the north-south and east-west axes that intersect at the former chapel. The master plan seeks to maintain views of the former chapel's unique roofline and light funnel.

4.4 Public Realm and Parkland

The original campus buildings are positioned to frame three interconnected plazas surrounding the former chapel building. Drawing queues from these plazas, the master plan seeks to improve the permeability of these spaces while creating a series of new, interconnected public spaces throughout the site.

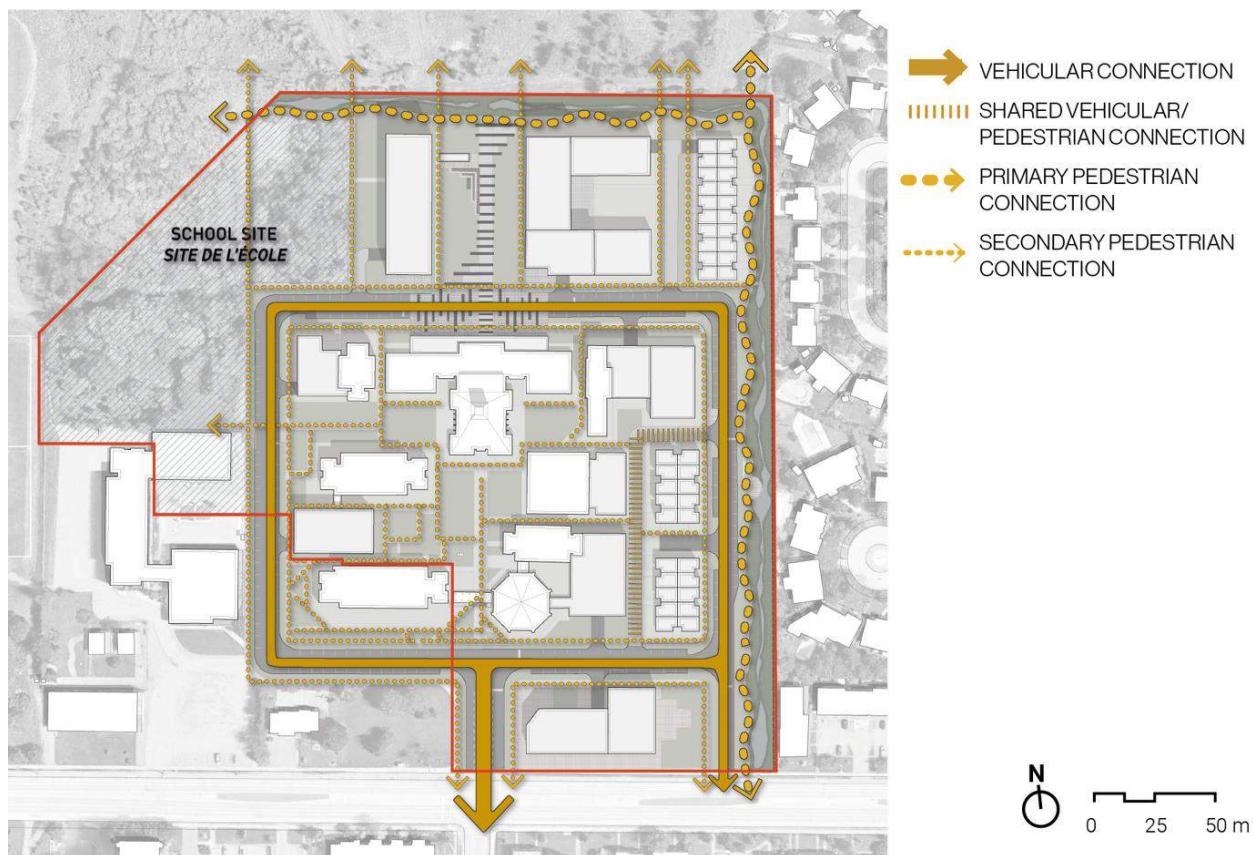


Figure 20: Pedestrian and vehicular circulation plan for the site.



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Streets are intended to accommodate a range of users with pedestrian and cycling safety and comfort prioritized. Short street segments, smaller building setbacks, integrated traffic calming measures, and on-street parking will be combined to ensure low travel speeds and an equitable balance of street space between users. Streets will be framed by active building facades designed to provide passive surveillance through the placement of windows and amenity areas. Buildings with facades facing multiple streets should endeavour to engage both frontages through measures such as flanking entrances, porches, and

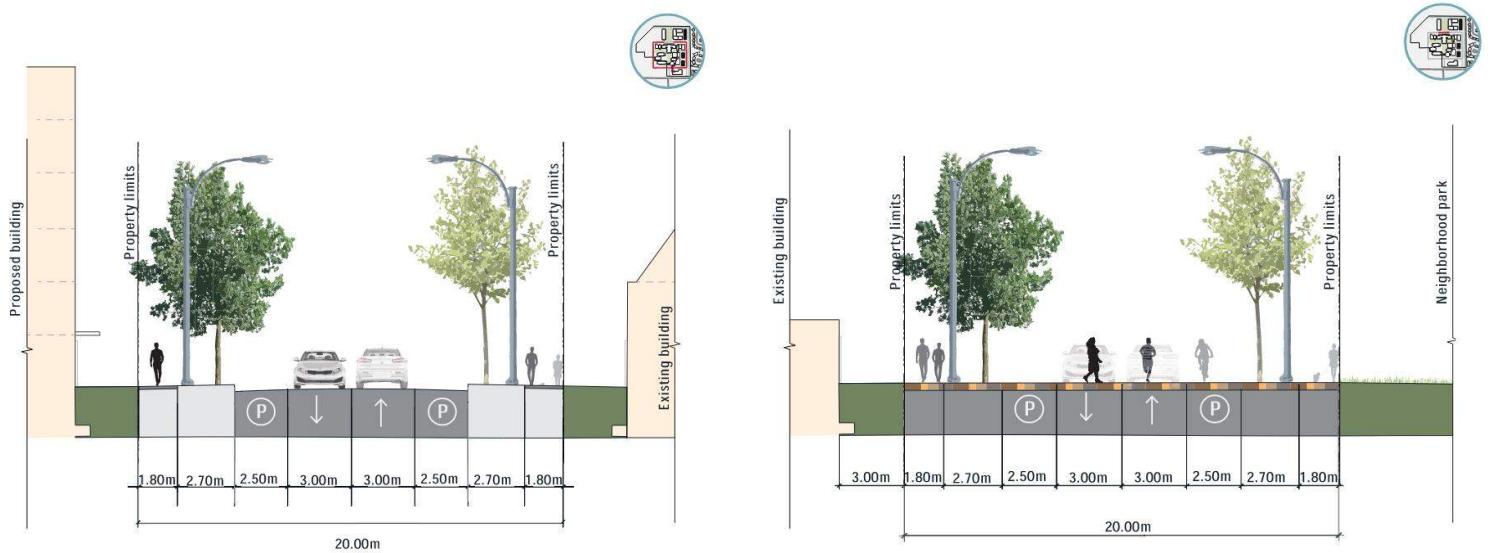


Figure 21: Proposed cross-sections of local (left) and shared (right) streets within the site.

windows facing both frontages. Streets will be located within 20-metre wide public rights-of-way intended to accommodate all required utility infrastructure while minimizing conflicts with, or restrictions on, street tree placement.

The park block north of the former chapel is intended as an urban parkette that integrates seamlessly with the street edge to the south as well as Wren's Way to the north. The parkette will be framed by active building facades designed to provide passive surveillance through the placement of windows, amenity areas, and entrances to the east and west.

The blue-green corridor along the site's east and north edges is intended to combine stormwater management infrastructure with landscaping and a pedestrian walkway with strategically placed passive recreation spaces. The blue green corridor will knit various parts of the site together by providing pedestrian connections from Heron Road, Wren's Way, and the north parkette while also providing a walkway onto which new development may face. Residential uses facing the blue green corridor - similar to streets and park spaces in the community, should take advantage of the space by positioning windows and amenity areas facing the corridor.



4.5 Building Design

The current Plan of Subdivision and Zoning By-law Amendment applications are intended to establish a framework within which the development of individual blocks may proceed by way of Site Plan Control. While the massing, bulk, and height of development can be addressed at this stage, the details of building design are most appropriately addressed through the subsequent Site Plan Control process and supplemented by urban design guidelines and architectural controls.

The proposed new zones for the site include General Mixed Use- GM, Residential Fourth Density-R4-UD, Residential Fifth Density- R5B, Minor Institutional- I1A and Open Space- O1. To ensure that the zones are tailored to the context and subdivision configuration an urban exception, applicable to all development blocks, is also proposed in addition to a schedule specifying maximum building height. Further details are provided in Section 5.2 of this report.

4.6 Sustainability

Sustainability is not a singular design intervention but a holistic and integrated process that seeks to understand social, economic, and environmental context of a site at varying scales (neighbourhood, city, region, etc.) with the intent to ensure decisions today have a positive impact on the future.

The site is a clear example of an underutilized property located within the City's built-up area. Reuse and redevelopment of the site makes efficient use of existing infrastructure (water, sanitary, stormwater, roads, etc.) and services (transit, fire, schools, libraries, etc.) without the need for their expansion or replication.

Central to the master plan is the retention of existing buildings and their adaptive reuse for other purposes. Retention and reuse of existing assets retains embodied carbon and reduces resource consumption associated with new construction.

Finally, the master plan proposes an urban built form that provides for a compact, mixed-use neighbourhood. In addition to higher density communities generally producing fewer greenhouse gas emissions per resident than lower density communities, urban spaces allow for densities of residents and jobs that support commercial uses, facilitate public transit, and justify public investment in services. Compact mixed-use communities, when designed with high-quality public realm and supportive services, can provide a high quality of life and that supports economic, social, and environmental sustainability.

4.7 Heritage

As one of the master plans guiding principles, heritage plays a central structuring element in the new community. The proposed plan responds to the heritage considerations provided through community and stakeholder input by ensuring that the overall coherence of the property is conserved, and that the former



chapel (Building A), theatre (Building F), entrance canopy, bell tower, and intimate exterior space are maintained as key features of the property.

The site should be conserved and maintained in a manner consistent with the Standards and Guideline for the Conservation of Historic Places in Canada (hereafter referred to as the Standards and Guidelines). The proposed conservation approach for the site is rehabilitation, defined as: "the action or process of making possible a continuing or compatible contemporary use of an historic place, or an individual component, while protecting its heritage value".

Rehabilitation was selected as the primary conservation treatment to allow for the campus to evolve to support new uses while ensuring that character-defining elements of the cultural heritage value are conserved. Rehabilitation should be undertaken in accordance with accepted conservation principles. The following standards from the Standards and Guidelines are particularly relevant for the proposed redevelopment of the Campanile Campus:

- Standard 1: (a) Conserve the heritage value of an historic place. (b) Do not remove, replace, or substantially alter its intact or repairable character-defining elements. (c) Do not move a part of an historic place if its current location is a character-defining element.
- Standard 3: Conserve heritage value by adopting an approach calling for minimal intervention.
- Standard 11: (a) Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. (b) Make the new work physically and visually compatible with, subordinate to, and distinguishable from the historic place.

The Preferred Development Plan seeks to conserve the heritage character and attributes that convey the design and physical value of the Campanile Campus, described in Chapter 3 of the Master Plan document, and detailed in the Heritage Character Analysis and Heritage Conservation Strategy prepared by ERA Architects.

The master plan will facilitate renewed use of the former campus as a vibrant, mixed-use community with many publicly accessible open spaces that complement and celebrate the heritage assets.

All buildings that were previously designated by FHBRO will be conserved, except for buildings H and I. Most of the buildings will be conserved in their entirety with new development on the site complementing the retained structures.

Alterations are to respectfully maintain the legibility of the site as a modernist campus and a distinct and unique place. Retained structures will be rehabilitated and new construction will be appropriately integrated with the historic campus.

The scale and form of new buildings will have regard for the character and appearance of the area to ensure a harmonious relationship between old and new. Further discussion of the cultural heritage considerations integrated into the Master Plan for the site have been prepared by ERA and are included in **Appendix B** of this rationale.



5 DEVELOPMENT APPLICATIONS

Implementing the Master Plan for 1495 Heron Road requires changes to the zoning over the site. The current Minor Institutional- I1A[366] H(21) zone permits a narrow range of institutional and commercial uses and does not provide sufficient detail regarding lot line setbacks, building heights, or transitions to established lower density residential areas. An amendment to the Zoning By-law is proposed with the details outlined in Section 5.2 of this rationale below.

Canada Lands also seeks to subdivide the site into various blocks to facilitate the redevelopment process. The Plan of Subdivision will be used as a structuring element of the future community by creating the public streets and blocks that will delineate the park, blue-green corridor, and development blocks.

While the precise number of dwelling units and commercial space will be determined by subsequent Site Plan Control applications, the proposal anticipates approximately 761 dwelling units and approximately 9,515 m² of gross floor area (GFA) of commercial/non-residential space.

5.1 Plan of Subdivision

The Plan of Subdivision would create ten Blocks accessed by three new public streets. The following table summarizes the Blocks and intended uses.

Block	Intended Land Use	Area	Additional Details
1	Road Widening	1020 m ²	Heron Road protected right-of-way 44.5 m (22.25 m from centreline of road)
2	Mixed Use	2113 m ²	
3	Stormwater Management or Mixed Use	588 m ²	Proposed plaza area with below-grade stormwater management infrastructure
4	Stormwater Management	7243 m ²	Blue-green corridor integrates stormwater storage and treatment within a vegetated corridor with limited passive recreational uses
5	Residential	7114 m ²	Low to mid-rise residential uses
6	Park	2625 m ²	
7	Residential	2866 m ²	Mid-rise residential uses
8	School or Residential	11,706 m ²	Block reserved for acquisition by school board within seven years or developed as low to mid-rise residential uses
9	Mixed Use	23,435 m ²	
10	School or Residential	1999 m ²	Block occupied by building operated as part of École élémentaire publique Marie-Curie
	Streets	12,660 m ²	



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5 Development Applications

Larger Blocks, such as Blocks 5 and 9, are occupied by multiple buildings; these Blocks may be further subdivided in the future by way of Lifting of Part Lot Control or Consent to Sever depending on the requirements of site-level development proposals.

If the school blocks are not purchased by a school board within the timeline the Blocks will be developed for residential purposes. Blocks 8 and 10 have been identified as reserved for a potential future school site; Under the Planning Act, school sites are reserved for a period of seven years.

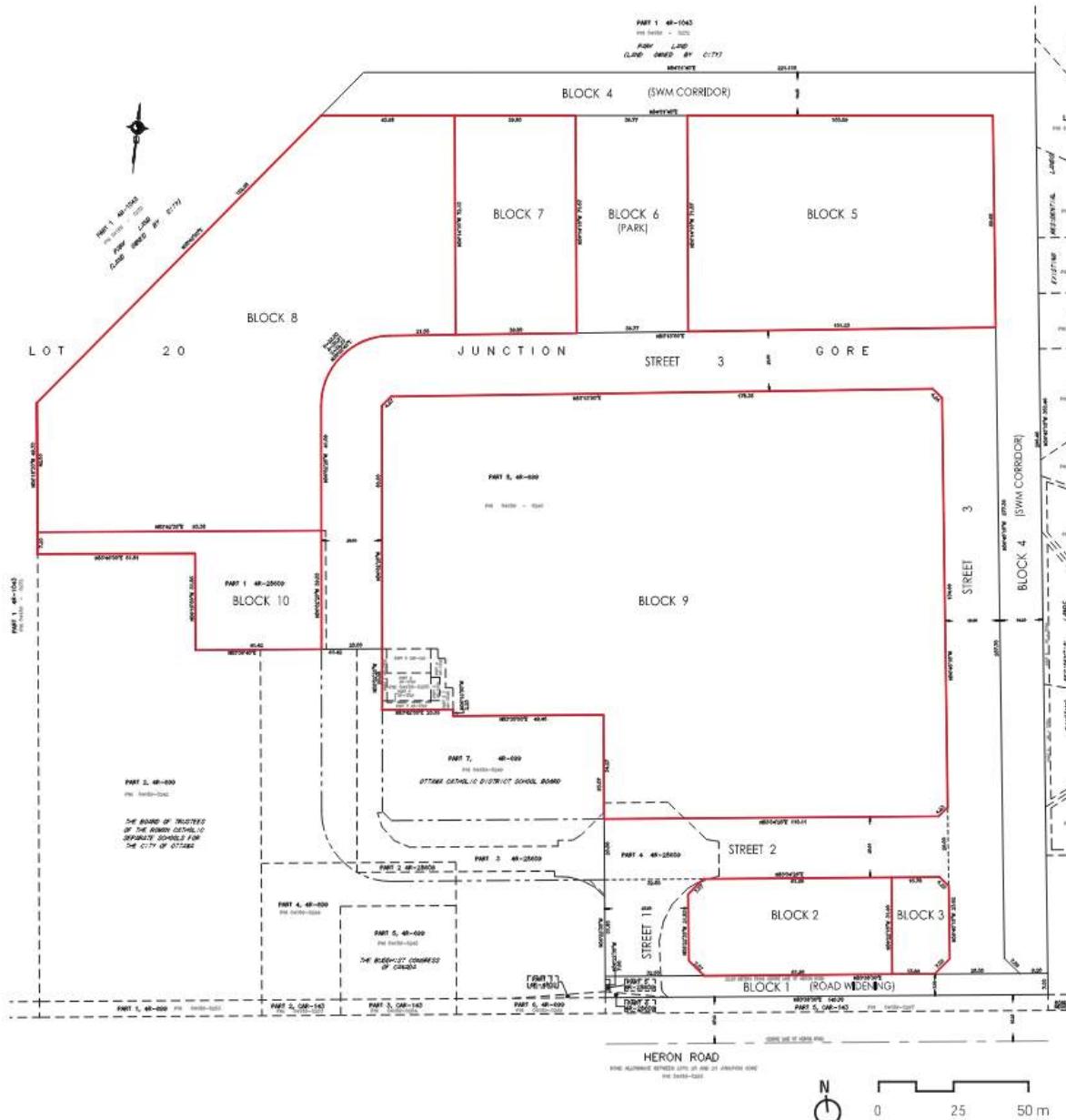


Figure 22: Draft Plan of Subdivision. Development and school Blocks are highlighted in red.



5.2 Amendment to the Zoning By-law

The Zoning By-law Amendment would change to current Minor Institutional zone to a combination of open space, mixed-use, residential, and institutional zones to reflect the intended future uses and built form described in the Master Plan. The site's large size, complex of heritage buildings, proximity to future rapid transit, and surrounding context warrant zoning that is tailored to ensure flexibility while ensuring the Master Plan is realized. As such, we proposed to replace the current Urban Exception 366- which applies only to the site, to provide specific land use permission, prohibitions, and provisions applicable in addition to the proposed new zones.

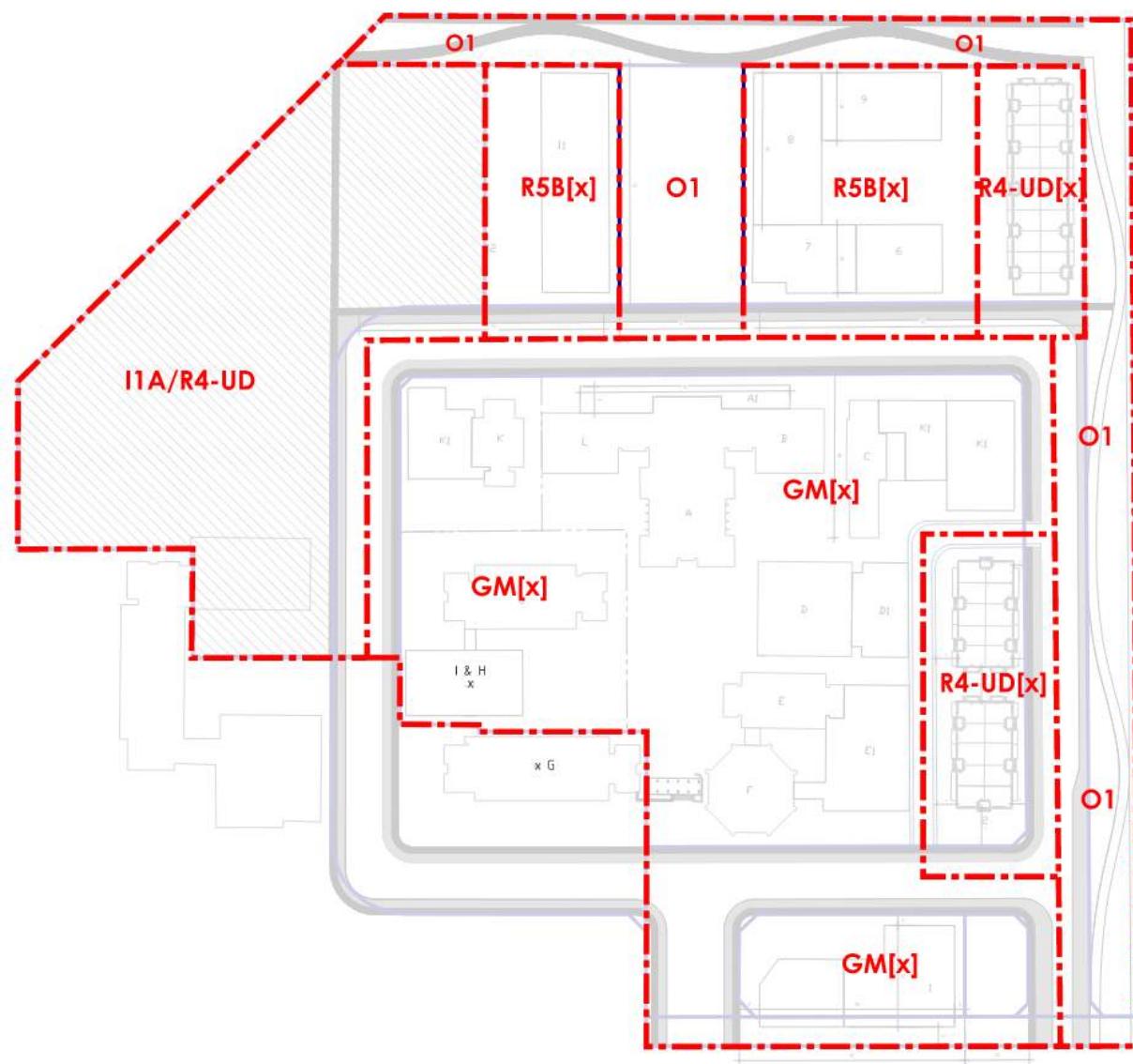


Figure 23: Proposed zones for site. Preferred Development Plan is shown below.



PARKS AND OPEN SPACE

The Parks and Open Space- O1 zone will be applied to Blocks 4 (stormwater corridor) and 6 (parkette) to provide consistency with the open space area north of the site. The purpose of the O1 zone is to permit parks, open space and related and compatible uses and to “ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands”.

GENERAL MIXED USE

The General Mixed Use- GM zone will be applied to Blocks 2, 3 (abutting Heron Road) and part of Block 9 (central campus). The purpose of the GM zone is to allow residential, commercial and institutional uses, or mixed-use development as well as to:

- 2) *limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas*
- 3) *permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and*
- 4) *impose development standards that will ensure that the uses are compatible and complement surrounding land uses.*

Additional provisions applicable to lands zoned GM are included in the exception symbol, discussed below.

RESIDENTIAL FOURTH DENSITY

The Residential Fourth Density- R4-UD zone will be applied to part of Blocks 5 and 9 (central campus). The purpose of the R4 parent zone is to allow a mix of residential building forms ranging from detached to low-rise apartment dwellings to a maximum height of four storeys as well as to:

- 2) *allow a number of other residential uses to provide additional housing choices within the fourth density residential areas*
- 3) *permit ancillary uses to the principal residential use to allow residents to work at home*
- 4) *regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced*

The R4-U series of zones were created by the City of Ottawa in 2020 in response to a comprehensive review of development in R4 zones within Ottawa’s central neighbourhoods. The new subzones seek to allow more housing units within the City’s urban neighbourhoods. This actively supports intensification that complements existing urban neighborhoods and allows the creation of low-rise “missing middle” built forms such as walk-up apartment buildings. The R4-U zones also introduce additional design and landscaping performance standards for low-rise development in urban areas.

Additional provisions applicable to lands zoned R4-UD are included in the exception symbol, discussed below.



RESIDENTIAL FIFTH DENSITY

The Residential Fifth Density- R5B zone will be applied part of Blocks 5 and all of Block 7. The purpose of the R5 parent zone is to allow a mix of residential building forms ranging from detached to mid-high rise apartment dwellings as well as to:

- 2) *allow a number of other residential uses to provide additional housing choices within the fifth density residential areas*
- 3) *permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size*
- 5) *regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced*

Additional provisions applicable to lands zoned R5B are included in the exception symbol, discussed below.

MINOR INSTITUTIONAL AND DUAL ZONING

Blocks 8 and 10 will be “dual zoned” as both Minor Institutional- I1A and Residential Fourth Density- R4-UD. The purpose of dual institutional and residential zone is to permit a future residential development should a future school no longer be considered. Under the Planning Act, school sites are reserved for a period of seven years. If the school blocks are not purchased by a school board within the timeline the Blocks will be developed for residential purposes in accordance with the provisions of the R4-UD zone.

URBAN EXCEPTION

An exception symbol is intended to allow a use that would not be permitted otherwise, prohibit a use that would be permitted otherwise, or make modifications to the regulations applicable to the site. The exception symbol contains only the provision being modified and does not repeat regulations which already apply.

Exception Symbol Provisions	Rationale
In all cases: All abutting parcels with the [x] urban exception are considered one lot for zoning purposes. Maximum building height is determined by Schedule Y.	Provision ensures that divisions of larger blocks does not result in unwarranted minimum lot line setbacks inconsistent with the Master Plan intent Cross-reference to proposed schedule determining maximum building height
In the GM[x] zone: Maximum floor space index: 4.0 In addition to the uses permitted in the GM zone, the following additional uses are permitted: • amusement centre • parking garage	Maximum FSI of the GM zone is 2.0- the proposed buildings would exceed this minimum These uses are found in other commercial zones and are considered compatible with other permitted uses in the GM zone and surrounding uses



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<ul style="list-style-type: none"> • broadcasting studio • cinema • hotel • museum • park • production studio • residential care facility • school • theatre <p>Despite the uses permitted in the GM zone, the following uses are prohibited:</p> <ul style="list-style-type: none"> • catering establishment • drive-through facility <p>The following uses are not permitted within 50 m of lands zoned R1:</p> <ul style="list-style-type: none"> • apartment dwelling, mid-rise • payday loan establishment • personal brewing facility • restaurant 	<p>These uses are permitted by the parent GM zone and are not considered compatible with the Master Plan's vision statement and guiding principles.</p> <p>Recognizing that there are concerns related to the potential impact of certain uses on existing rear yard amenity areas, the following uses are prohibited in proximity to R1 zones</p>
<p>In the R4-UD[x] zone:</p> <p>The minimum setback from a lot line abutting an Open Space zone: 3.0 m.</p> <p>Minimum front and corner side yard setback: 3.0 m</p> <p>The provisions of this urban exception take precedence over provisions of the residential subzone or Section 144.</p>	<p>Provision is intended to provide consistent building setbacks to properly frame abutting open space zones</p> <p>Provision is intended to provide consistent building setbacks to properly frame abutting public streets</p> <p>Clarify that exception symbol provisions override provisions of Section 144- Alternative Yard Setbacks affecting Low-rise Residential Development in the R1 to R4 Zones within the Greenbelt</p>
<p>In the R5B[x] zone:</p> <p>The minimum setback from a lot line abutting an Open Space zone: 3.0 m.</p>	<p>Provision is intended to provide consistent building setbacks to properly frame abutting open space zones</p>



HEIGHT SCHEDULE

In addition to the maximum building heights and storeys permitted in the proposed zones, a new schedule is proposed to provide more detailed maximum building heights consistent with the Master Plan. The height schedule is separate from the building heights plan (Figure 19 in this rationale) in order to recognize the conceptual nature of the Preferred Development Plan and provide future development proponents with flexibility to recognize the Master Plan's vision statement and guiding principles.

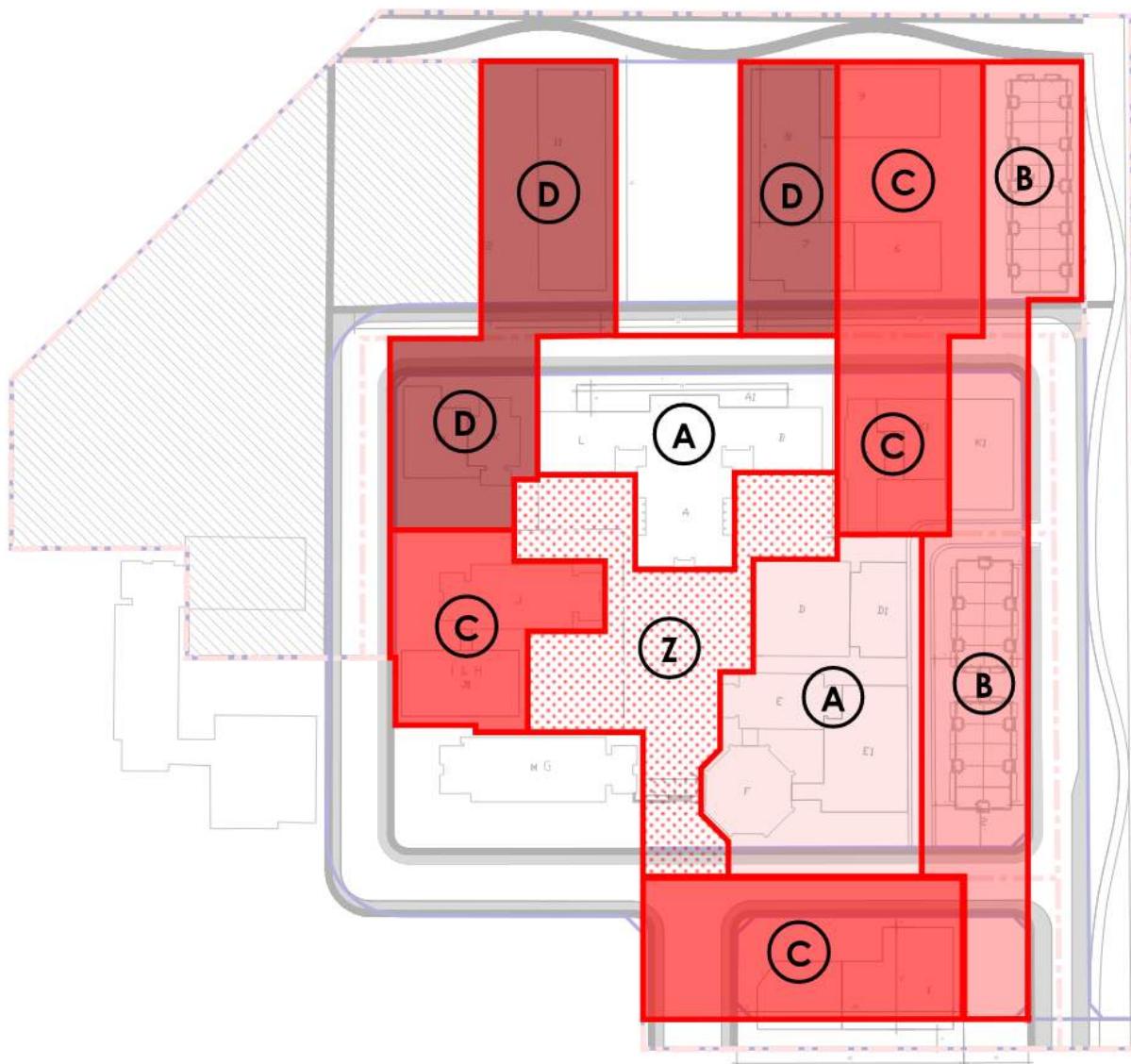


Figure 24: Proposed height schedule for the site. Area A: 10 m (up to 3 storeys). Area B: 14.5 m (up to 4 storeys). Area C: 20 m (up to 6 storeys). Area D: 29 m (up to 9 storeys). Area Z: No buildings permitted.



6 LAND USE POLICY FRAMEWORK

6.1 Planning Act

The Planning Act provides the regulatory framework for land use planning in Ontario. Section 51(24) of the Act contains evaluation criteria for the consideration of subdivisions summarized below.

Requirement under Section 51(24)	Rationale
(a) <i>the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2</i>	The subdivision has regard for matters of provincial interest noted in Section 2 of the planning Act and is consistent with the Provincial Policy Statement as discussed in Section 6.2 of this report.
(b) <i>whether the proposed subdivision is premature or in the public interest</i>	The proposed development is reasonable, appropriate, and in the public interest. The site is located within the City's built-up area and will complement existing land uses and make efficient use of established infrastructure.
(c) <i>whether the plan conforms to the official plan and adjacent plans of subdivision, if any</i>	The proposed development conforms to the City's Official Plan as discussed in Section 6.3 of this report.
(d) <i>the suitability of the land for the purposes for which it is to be subdivided</i>	Based on studies and reports prepared by a range of disciplines the site is suitable to support a range of residential, commercial, and institutional uses.
(d.1) <i>if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing</i>	Canada Lands has committed to the allocation of up to 20% of housing units as affordable.
(e) <i>the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them</i>	Proposed new streets and a required widening of Heron Road are shown on the draft plan.
(f) <i>the dimensions and shapes of the proposed lots</i>	Dimensions and layout of all proposed blocks are shown on the draft plan.
(g) <i>the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land</i>	Established easements have been identified on the draft plan; no other restrictions are proposed.
(h) <i>conservation of natural resources and flood control</i>	No natural resources or flood-related risks have been identified on, or in proximity to, the site.
(i) <i>the adequacy of utilities and municipal services</i>	The Functional Servicing Report demonstrates the proposed development can be adequately serviced.
(j) <i>the adequacy of school sites</i>	In addition to the abutting school, there is also a new school site proposed by the draft plan.



(k) <i>the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes</i>	A park block and stormwater corridor are also proposed to be conveyed to the City.
(l) <i>the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy</i>	The site would be serviced by existing electrical infrastructure. Reuse of the existing buildings contributes to efficient use and conservation of energy.
(m) <i>the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006, 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).</i>	The Master Plan provides a framework for the coordination of all development approvals required under the Planning Act including subdivision, zoning, and future Site Plan Control applications.

Based on our review of the above subsections it is our opinion that the Plan of Subdivision meets the applicable requirements of the Planning Act.

6.2 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest for the Province of Ontario. This direction is for the planning of strong, sustainable, and resilient communities for all people, for clean and healthy environments, and for strong and competitive economies. Under Section 3 of the *Planning Act*, decisions affecting planning matters “shall be consistent with” the PPS.

The below review demonstrates that the proposal is consistent with the applicable policies of the PPS.

BUILDING STRONG RESILIENT AND SUSTAINABLE COMMUNITIES

Section 1.1.1 of the PPS states that healthy, liveable, and safe communities are sustained by, among other things:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns*



- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs*
- h) *promoting development and land use patterns that conserve biodiversity*

The proposal makes use of an underutilized site located in the City's built-up area and will provide a range of residential unit types in addition to commercial, institutional, and open space uses. Of the proposed dwellings 20% are intended to meet the province's definition of affordable housing. The Preferred Development Plan seeks to introduce mid-rise development, and a more urban built form, that integrates transit-oriented development principles, modest intensification, and infrastructure renewal in a manner that will support planned City transit investment and cultural heritage assets.

Section 1.1.3.1 of the PPS states that, "*settlement areas shall be the focus of growth and development*". More specifically, Section 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

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

The Preferred Development Plan proposes to introduce a range of low to mid-rise development to the site with the intent of establishing a new urban mixed-use community that optimises the site's location in proximity to existing and planned infrastructure and public service facilities. The proposed Heron Road BRT and investment in cycling facilities and pathways provides an opportunity to create a new community that efficiently uses land and resources, is transit and active transportation supportive, and arrange in a built form that promotes energy efficiency.

Policy 1.1.3.4 states that:

Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

The proposed combination of GM, R4-UD, R5B, and I1A zones with tailored provisions is intended to facilitate modest intensification and compact built form within a redeveloping site. Appropriate measures



to mitigate risks to public health and safety have been integrated into the Preferred Development Plan and are discussed in further detail in the reviews of Section 2 and 3 of the PPS below.

Housing

Section 1.4.1 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, and that such housing types and densities be directed towards lands that are suitably zoned and serviced to accommodate them.

Consistent with the PPS, and the direction of the City's new Official Plan, the Master Plan will accommodate a range of housing options within the new community in a location supported by sufficient infrastructure and services. The proposed zoning amendment will ensure the new community will take on an urban built form with modestly higher densities.

Section 1.4.3 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: 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; and, 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. The proposed development provides an appropriate range and mix of housing options and densities on an existing property, with existing services, in proximity to existing public transit services and planned higher priority transit infrastructure.

Public Spaces Recreation, Parks, Trails and Open Space

Section 1.5.1 of the PPS states that healthy, active communities should be promoted by:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity*
- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources*
- d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

As discussed in Section 4.4 of this rationale, the Master Plan proposes an integrated approach to designing the public realm- including streets, public and private open spaces, trails and linkages, and parklands. The plan prioritizes pedestrian safety and connectivity and creates formal and informal spaces for social interaction. The Preferred Development Plan provides new parks and open space opportunities that not only integrate with existing green space, but also introduce new public realm spaces designed to remove barriers to those with disabilities and to accommodate the new community and create spaces welcoming to the larger community including people from a range of socioeconomic backgrounds.



Infrastructure and Public Service Facilities

Policy 1.6.1 requires infrastructure and public service facilities to be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs. Policy 1.6.2 further encourages the use of green infrastructure to complement infrastructure.

Section 1.6.6 of the PPS provides direction to planning authorities regarding the provision of sewage, water and stormwater infrastructure and services. While these policies are generally directed at authorities responsible for the provision of municipal services, they should also be considered by development proponents proposing the logical extension of these services.

Stantec prepared a Functional Servicing Report which demonstrates that the new community outlined in the Preferred Development Plan can be serviced by the City's existing water and wastewater infrastructure. The report concludes that the 300 mm watermain in Heron Road can supply the new community with required domestic and fire flow. Sanitary sewage from the development will outlet to the existing sanitary collection system in Heron Road. The City has advised that overall intensification in the area will require two downstream pipe segments to be upsized in Walkley Road. This work is expected to be funded through development charges.

Policy 1.6.6.7 states that planning for stormwater management shall:

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term*
- b) *minimize, or, where possible, prevent increases in contaminant loads*
- c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure*
- d) *mitigate risks to human health, safety, property and the environment*
- e) *maximize the extent and function of vegetative and pervious surfaces*
- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

The existing stormwater collection system in Heron Road will receive the stormwater flows from the development. A central stormwater management facility will be constructed to service the redeveloped portions of the site and be sized based on the runoff coefficients assigned to the roadways and future development blocks. It will provide quantity control meeting the allowable release for the redevelopment portion of the site and be designed to incorporate low impact development features. Stormwater will be treated and controlled in the stormwater management facility prior to discharge to Heron Road.

Transportation Systems

Section 1.6.7 provides direction on the provision of safe, energy efficient, and appropriately scaled to current and future needs. Specifically:

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.



1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

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

As discussed in Section 4.4 of this rationale, the Master Plan proposes an integrated approach to designing the public realm- including streets that safe, energy efficient, facilitate the movement of people and goods. A widening will be provided along Heron Road consistent with the protected right-of-way of 44.5 m (22.25 m from centreline). Streets within the community are intended to provide access to individual development blocks and will balance the needs of all road users while prioritizing pedestrian and cycling safety and comfort. The Master Plan proposes a land use pattern, density and mix of uses that will support current and future use of transit and active transportation.

Long-Term Economic Prosperity

Policy 1.7.1 states that long-term economic prosperity should be supported by, among other things:

- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes*
- f) promoting the redevelopment of brownfield sites*
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people*

The Draft Plan and zoning amendment will provide a flexible development framework that will enhance the vitality of a designated Minor Corridor while expanding housing supply on a brownfield site. The Master Plan focuses on creating a strong public realm centred around the retained campus of heritage buildings with a goal of creating a unique and well-designed built form that encourages a sense of place.

Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 states that, planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which, among other things:

- a) promote compact form and a structure of nodes and corridors*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion*
- g) maximize vegetation within settlement areas, where feasible.*

The Master Plan forwards the policies of the PPS and goals of the City's Official Plan by facilitating a compact built form along a designated Minor Corridor supported by frequent bus transit and intended for



a future BRT corridor. The new community will combine residential, commercial, and institutional uses with access to employment areas and concentrations of jobs and other uses. The Master Plan proposes the use of low-impact development approaches to stormwater management new parks and open spaces, and refurbished plazas within the heritage campus to maximize vegetation while pursuing the City's target for tree canopy cover.

WISE USE AND MANAGEMENT OF RESOURCES

Section 2 of the PPS provides further policies related to the wise management of natural resources, summarized below.

Section 2.1 (Natural Heritage) prohibits development or site alteration within natural heritage features such as provincially significant wetlands, woodlands, valleylands, significant wildlife habitat and areas of natural and scientific interest unless it has been demonstrated that there will be no negative impacts to natural features or their ecological functions.

Stantec completed an Environmental Impact Statement (EIS) for the site intended to assess for the presence of natural heritage features, species at risk (SAR) and/or their habitat, and to provide recommendations on measures to mitigate impacts of site development on observed natural heritage features. No significant wetlands, woodlands, valleylands, or areas of natural and scientific interest were identified on or near the site. Potential nesting habitat for barn swallows and SAR bat (includes several species) maternity roost habitat were identified associated with the buildings on the site. Additionally, potential habitat for species of conservation concern (SOCC), including the eastern milk snake and monarch, was also observed within the site.

Despite potentially suitable habitat being identified in the EIS, no observations of SAR were identified through the EIS field program or during subsequent fieldwork in support of a SAR bat acoustic monitoring memorandum. The EIS recommends several measures to minimize impacts to surrounding naturalized areas and potentially suitable SAR habitat in advance and during construction.

The EIS concludes that:

Approximately 1.56 ha of naturalized areas are proposed for removal but were observed to be heavily influenced by the surrounding urban landscape (e.g., anthropogenic activities, invasive species), thereby representing low quality habitat for wildlife, specifically SAR. Based on this assessment, it is expected that the proposed redevelopment plans at 1495 Heron Road will not have a high impact on the overall ecological function of surrounding natural heritage features due to other current stressors from the surrounding urban environment.

The remaining policies of Section 2 of the PPS are summarized below:

- Section 2.2 (Water) states development and site alteration shall be restricted near sensitive surface or groundwater features unless their hydrologic functions are protected, enhanced, or restored. No sensitive surface or groundwater features are located on the property.
- Section 2.3 (Agriculture) protects prime agricultural lands or specialty crop areas, from encroachment by incompatible uses. The property is not identified as prime agricultural land, nor within a specialty crop area.



- Section 2.4 (Minerals and Petroleum) prevents uses which could preclude or hinder the development of known or potential mineral or petroleum resources. There are no mineral or petroleum resources on or near the property.
- Section 2.5 (Mineral Aggregate Resources) protects mineral aggregate resources for long-term use. There are no known mineral aggregate resources on or near the property. The proposed development will not impact areas of mineral aggregate potential.
- Section 2.6 (Cultural Heritage and Archaeology) requires the conservation of significant built heritage resources, cultural heritage landscapes, and archaeological resources. Several buildings on the property have been identified as being of cultural heritage value and are proposed for retention through the development proposal. Further detail is provided in the Heritage Character Analysis and Heritage Conservation Strategy prepared by ERA Architects. A Stage I Archaeological Assessment was completed by Stantec to assess the property for archaeological potential; the assessment concluded that most of the site contains little to no archaeological potential. A small portion of the site along the north boundary has been identified as retaining archaeological potential that will be examined through a subsequent investigation.

PROTECTING HEALTH AND SAFETY

Section 3.0 of the PPS provides policies related to reducing the potential public cost of, and protection of residents from, natural or human-made hazards.

- Section 3.1 (Natural Hazards) directs development to areas outside of hazardous lands, such as flooding or erosion hazards, dynamic beach hazards, or wildland fire hazards. The property is not located on lands impacted by hazardous sites, erosion and/or dynamic beach hazards, large inland lakes, or flooding hazards.
- Section 3.2 (Human-Made Hazards) requires appropriate mediation of human-made hazards such as mine hazards, oil, gas or salt hazards, or former resource extraction operations, prior to development on or abutting these lands. No mining, aggregate operation or petroleum resource operation hazards exist on or near the property. A Phase I Environmental Site Assessment prepared by Englobe identified one area of potential contamination related to a former underground storage tank north of the former chapel. A Phase II investigation is recommended.

It is our opinion that the proposed development is consistent with the relevant policies of the Provincial Policy Statement.



6.3 Official Plan

The City of Ottawa's Official Plan was adopted by Council in November 2021 and approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. The Official Plan (OP) provides a vision for the future growth of the city and direction in its physical development to the year 2046.

The property's large size, complex of heritage buildings, proximity to future rapid transit, and surrounding context warrant a more detailed study and unique planning approach to balance various needs and goals for the property. The Master Plan achieves the new OP's overarching goals to accommodate more growth through redevelopment, facilitate 15-minute neighbourhoods, encourage sustainable transportation use, and support development that is economically, socially, and environmentally sustainable.

The property is designated Minor Corridor and Neighborhood under the Evolving Overlay within the Outer Urban Transect. The following sections will examine each of these designations in turn as well as the applicable transect policies.

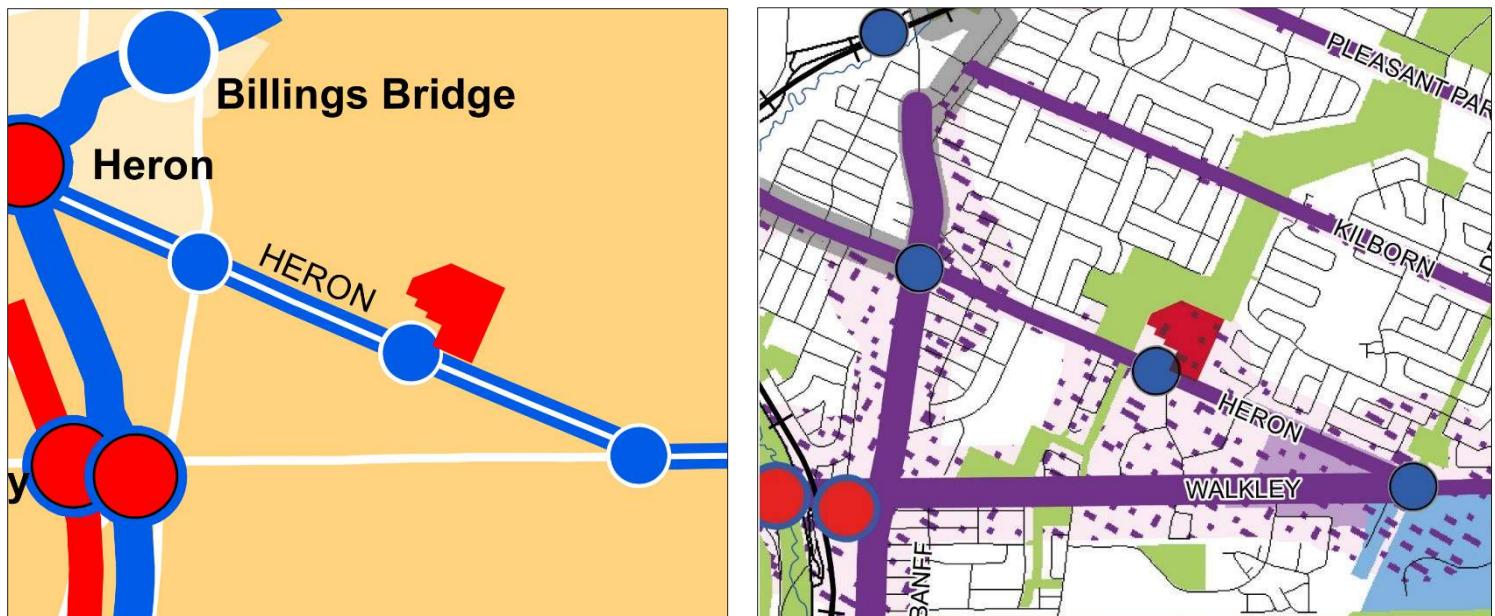


Figure 25: Excerpts from the Official Plan. Left (25A): Excerpt of Schedule A (Transect Policy Areas). Right (25B): Excerpt of Schedule B3 (Outer Urban Transect).

OUTER URBAN TRANSECT

Section 5.3 of the Official Plan provides policies related to the Outer Urban Transect. Over the medium- to long-term these areas are to evolve into an urban model with a smaller proportion of dwellings in detached dwellings, integrating compatible uses to create 15-minute neighbourhoods, and land use patterns that focus on transit and prioritizes active transportation.

Section 5.3.1- Recognize a suburban pattern of built form and site design, states:

- 2) *The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:*
 - a) *Low-rise within Neighbourhoods and along Minor Corridors*
 - b) *Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted*

The text of Policy 2a) appears to be inconsistent with other sections of the OP and modifications made to the plan by the MMAH in November. Policies within the Minor Corridor designation permit up mid-rise up to six storeys, whereas the Neighbourhood designation considers other height classifications based on existing conditions and context. Further discussion is provided below regarding the policies of Official Plan Sections 6.2- Corridors and 6.3- Neighbourhoods.

- 3) *In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:*
 - a) *Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations*
- 4) *In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:*
 - a) *Multi-unit dwellings in Hubs and on Corridors*
 - b) *Predominantly ground-oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes*

The Master Plan, Draft Plan, and zoning amendment are all aligned to the intent of facilitating mixed use development of the site arranged in an urban built form that provides a range of both multi-unit dwellings and ground-oriented units. The arrangement of low-and mid-rise forms is informed by the location of heritage campus buildings to be retained, appropriate transitions to lower profile neighbourhoods, and adjacency to public realm features such as open space and the Minor Corridor.

Section 5.3.2- Enhance mobility options and street connectivity in the Outer Urban Transect, states:

- 1) *The transportation network for the Outer Urban Transect shall:*
 - a) *Acknowledge the existing reality of automobile-dependent built form that characterizes the Outer Urban Transect while taking opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit modes*



- b) Further to a), introducing mid-block connections to, from and within residential areas, particularly where doing so would materially reduce walking and cycling distances imposed by discontinuous street networks
- c) Reducing automobile trips into the Inner Urban and Downtown Core Transects while improving first- and last-kilometre transportation options at the Outer Urban trip ends by:
 - ii) Maximizing direct pedestrian access from residential areas to street transit stops.

The Master Plan recognizes the current role of Heron Road as a large arterial while facilitating a built form that will support the street's transition into support a broader range of users including walking, cycling and public transit. The Preferred Development Plan proposes a densely interwoven network of pedestrian connections along public streets, plazas, open spaces, and parks to materially reduce walking and cycling distances from residential areas to street transit stops.

Section 5.3.3- Provide direction to the Hubs and Corridors located within the Outer Urban Transect, states:

- 4) Along Minor Corridors, permitted building heights, subject to appropriate height transitions and stepbacks shall not be less than 2 storeys and up to **6 storeys** except where a secondary plan or area specific policy specifies different heights.

The Master Plan proposes buildings up to six storeys in height within the Minor Corridor designation (i.e.: within 120 m of the centreline of Heron Road).

Section 5.3.4- Provides direction to Neighbourhoods located within the Outer Transect, states:

- 1) Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3. The Zoning By-law shall implement development standards that transition away from a suburban model and move towards urban built forms as described in Table 6 as applicable and that:
 - a) Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood, which may include new housing types that are currently not contemplated in this Plan
 - b) The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing
 - c) Generally provides for up to 3 storeys height permission, and where appropriate 4 storeys height permission to allow for ground oriented higher-density Low-rise residential development, and
 - d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way

The proposed zoning amendment is intended to facilitate the development of an urban built form consistent with the Master Plan that will permit a range of housing types with a significant proportion of dwellings being located in low-rise missing middle built forms. Consistent with the policies of Section 6.3 of the OP, mid-rise buildings up to nine storeys are also proposed in strategic locations to provide a range of density and dwelling types. To ensure an integrated approach to site development site-specific zone provisions will ensure that abutting development parcels are considered one lot for zoning purposes, with additional site-specific provisions to facilitate the framing of open spaces and other public realm assets.



Maximum building heights consider their existing and planned surroundings and are appropriately sized to frame both public streets and other components of the public realm.

MINOR CORRIDOR

Section 6.2 of the Official Plan provides policies related to Corridors. The designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods. Portions of the property within 120 m of the centreline of Heron Road are designated Minor Corridor.

Section 6.2.2- Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development, states:

- 2) *In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:*
- a) *Include residential-only and commercial-only buildings*
 - b) *Include buildings with an internal mix of uses, but which remain predominantly residential*
 - c) *Include limited commercial uses which are meant to mainly serve local markets, or*
 - d) *Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.*

Development blocks within the Minor Corridor Designation will be zoned GM and R4B to permit both residential and commercial uses while ensuring uses remain predominantly residential. The site is appropriate for higher-density mid-rise typologies as the property is in proximity to existing frequent bus transit and planned BRT infrastructure along Heron Road.

NEIGHBOURHOOD WITH EVOLVING OVERLAY

Those portions of the site that are beyond 120 m from the centreline of Heron Road are designated Neighbourhood and impacted with the Evolving Overlay.

Section 6.3.1- Define neighbourhoods and set the stage for their function and change over the life of this Plan, states:

- 2) *Permitted building heights in Neighbourhoods shall be Low-rise, except:*
- a) *Where existing zoning or secondary plans allow for greater building heights; or*
 - b) *In areas already characterized by taller buildings.*
- 3) *Development in the Neighbourhood designation which seeks additional height beyond 4 storeys:*
- a) *May be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions*

Policies 2 and 3 of Section 6.3.1 provide direction on circumstances where building heights in excess of four storeys will be considered. More specifically, greater heights may be considered under the following circumstances:



Existing zoning allows for greater heights: the existing Minor Institutional- I1A[366] H(21) zone permits mid-rise buildings up to 21 m in height (generally considered to be seven storeys). The Minor Institutional zone currently covers the full site and permits buildings of this height as close as 7.5 m from the interior and rear lot lines.

An area is characterized by taller buildings: Two mid-rise buildings (six storeys, plus partial basement) are located on the site and proposed for retention. In addition to the two mid-rise buildings on the property, the following mid and high-rise buildings are located in proximity the site:

Address	Building Height	Distance to Site*
1440 Heron Road	High-rise (11 storeys)	130 m
2840 Baycrest Drive	Mid-rise (8 storeys)	140 m
2851 Baycrest Drive	High-rise (14 storeys)	180 m
2861 Baycrest Drive	High-rise (19 storeys)	240 m
2850 Cedarwood Drive	High-rise (15 storeys)	340 m

* Distance measured from site boundary to closest point of building. Value rounded to closest decametre.

Additionally, the following future mid and high-rise buildings are permitted through a recent Heron Gate redevelopment plan integrated into Volume 2B of the new Official Plan through a Site-Specific Policy. in proximity to the site:

Address	Building Height	Distance to Site*
2851 Baycrest Drive (HG Phase 2)	Mid-rise (6 storeys)	30 m
2851 Baycrest Drive (HG Phase 2)	High-rise (18 storeys)	80 m
2851 Baycrest Drive (HG Phase 3)	High-rise (18 storeys)	150 m
2820 Cedarwood Drive (HG Phase 4)	High-rise (20 storeys)	230 m

* Distance measured from site boundary to closest point of building on Site-Specific Policy Volume 2B, Annex C- Conceptual Height Plan of the Official Plan. Value rounded to closest decametre.

In addition to the current zoning of the site permitting buildings within the mid-rise classification, there are several existing mid and high-rise buildings in proximity to the site. The City has also integrated the Heron Gate redevelopment into Volume 2B of the new Official Plan to facilitate the future development of mid- and high-rise mixed use and residential buildings directly south of the site. The area is characterized by taller buildings and will continue to accommodate greater numbers of mid and high-rise buildings through the policies of the Official Plan.

4) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- a) *Generally, a full range of low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b*



- b) *Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1)*
 - d) *To provide for a range of local services and promote the emergence or strengthening of 15-minuteneighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:*
 - i) *Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses*
 - ii) *Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours*
 - iii) *Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm*
 - iv) *May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met*
 - v) *May restrict or prohibit motor vehicle parking in association with such uses, and*
 - vi) *Limits such uses to prevent undue diversion of housing stock to non-residential use.*
 - e) *Limited large-scale non-residential uses and include office-based employment, greenspace, large-scale institutions and facilities and other smaller institutional functions, and*
 - f) *Parks, open spaces and linkage areas meant to serve as public space.*
- 5) *The Zoning By-law will distribute permitted densities in the Neighbourhood by:*
- a) *Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities*
 - b) *Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities, and*
 - c) *Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).*

The Master Plan proposes a full range of housing options, including low-rise ground-oriented typologies, to achieve the goals of Table 2 and Table 3b of the Official Plan. The proposed GM and R5B zones permit a range of non-residential uses and services compatible with residential uses. Further measures are proposed through the exception symbol to limit the types of non-residential uses permitted in proximity to R1 zones with the intent of ensuring the potential for nuisance is minimized. The Master Plan provides a gradation in height and transition in permitted densities from the northwest portion of the site to the low-rise residential near the east site boundary.

The proposed new zones, in combination with the proposed height schedule, locate low-rise and ground-oriented development east and northeast of the heritage campus as well as at strategic locations within the heritage campus. In turn, higher densities are positioned north and east of the heritage campus, and along Heron Road, to provide a generous transition from mid-rise buildings to the established low-rise neighbourhood along the east site boundary. All mid-rise buildings remain within a short walking distance of frequent bus transit stops on Heron Road and the proposed future Heron Road BRT station.



Section 5.6.1 states that the Evolving Overlay is applied to areas in proximity to Hubs and Corridors to support intensification and provide guidance for an evolution in character from suburban to urban. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification. The overlay policies seek to allow new built forms and more diverse functions of land.

Section 5.6.1.1- Provide built form direction from the urban area where intensification is expected to occur, states:

2) Where an Evolving overlay is applied:

- a) *The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies, and*
- b) *The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.*

3) In the Evolving Overlay, the City:

- a) *The City will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan*
- b) *May support amendments to the Zoning By-law for intensification that proposes non-residential uses, provided the proposal demonstrates that the development achieves the objective(s) of the applicable overlay with regards to built form and site design and the applicable designation with regards to function and height permissions.*

The Evolving Overlay identifies strategic locations within the City where more urban built forms and typologies are encouraged to facilitate the transition to more compact, mixed-use communities and encourage the formation of 15-minute neighbourhoods. The Master Plan provides an evolution towards more urban pattern of development by proposing a mix of low and mid-rise building typologies, providing a mobility network that prioritizes active modes, and establishing a strong and integrated public realm. The proposed zoning, particularly the introduction of the R4-UD zone, seeks to advance the evolution of the site into an urban low and mid-rise community.

GROWTH MANAGEMENT FRAMEWORK

Section 3 of the Official Plan establishes the City's framework to accommodate projected population, household, and employment growth to the year 2046 and beyond. The framework seeks to provide sufficient development opportunities- and an appropriate range of choices, by locating and designing growth to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

Ottawa's population is projected to grow by 40% during through the OP's time horizon, reaching 1.4 million residents by 2046.



Section 3.1- Designate Sufficient Land for Growth, states:

- 3) *The urban area and villages shall be the focus of growth and development.*
- 4) *The City will allocate household growth targets as follows:*
 - a) *93 per cent within the urban area where:*
 - i) *47 per cent is within the urban area that is built-up or developed as of July 1, 2018, and*
 - ii) *46 per cent is within the greenfield portion of the urban area*

The proposal accommodates a mixed-use development with residential growth within an existing built-up urban area.

Section 3.2- Support Intensification, states:

- 3) The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis
- 10)
- 12)
- 14) An amendment or minor variance to the Zoning By-law shall be required for any increase in height within the height categories, provided the proposed increase is in the same height category. An increase in height to permit a building in a taller height category requires an amendment to this Plan or secondary plan where applicable, in addition to the amendment to the Zoning By-law.

The property is designated as both Minor Corridor and Neighbourhood. The buildings proposed in the area designed Minor Corridor consist of a mix of uses and would be accessible to the buildings located within the adjacent Neighbourhood designation. All proposed building heights are within the ranges dictated by the designations under this Official Plan.

MOBILITY

Section 4.1 of the Official Plan provides direction on the development or redevelopment of transportation infrastructure with the intent of providing multimodal facilities for all users while prioritizing safety and comfort for active mobility.

Section 4.1.2- Promote healthy 15-minute neighbourhoods, states:

- 2) *Provide safe and convenient pedestrian routes and facilities in Hubs and Corridors and, within the following distances from transit:*
 - a) *600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations*
- 6) *New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.*



The entirety of the site is located within 600 m of a proposed future Heron Road BRT station. The Master Plan proposed a dense network of sidewalks, walkways, pathways, and cycling facilities connecting the site to surrounding neighbourhoods and transit facilities along Heron Road and Baycrest Drive.

11) During the review of development and as part of new road construction and road reconstruction projects, and where feasible through infrastructure renewal works, the City shall require the provision of pedestrian and cycling facilities, consistent with the Safe Systems Approach, as follows:

a) *Arterials, Major Collectors and Collectors in the Urban area and Villages shall include:*

- i) *Sidewalks on both sides*
- ii) *Unidirectional cycling facilities on each side or in limited circumstances bidirectional cycle tracks on one side; and*
- iv) *In the case of Mainstreet and Minor Corridors with narrow rights of way, additional consideration shall be given to the provision of on-street parking to support small business, while balancing the need for pedestrian and cycling supportive infrastructure.*

b) *New local streets:*

- ii) *In the Outer Urban and Suburban Transects and in villages, shall include sidewalks on at least one side, and sidewalks on both sides of the street wherever needed to create continuous and direct connections to destinations on both sides of the street such as public transit stops or stations, schools, public parks, pathways, recreation centres, public buildings and institutions and commercial areas.*

d) *Intersections: Where pedestrian and cycling facilities are required approaching an intersection, these facilities shall be continued through the intersection in all directions using crosswalks and cross rides. The City may consider limiting cross rides where connectivity is not required or where safe cycling crossings can be provided in another way*

Wider sidewalks and cycling facilities will be installed along the Heron Road fronting the site, in addition to improvements to the intersection of Heron Road and Baycrest to accommodate mobility needs of the development and improve pedestrian and cyclist safety. All local streets will include sidewalks on both to create continuous and direct connections to destinations on both sides of the street and ensure connections to schools, public parks, and commercial areas.

PARKS AND RECREATION FACILITY

Section 4.4 of the Official Plan provides overarching planning policy for parks and open spaces. Further details of parks programming are provided by the City's Parks and Recreation Facilities Master Plan.

Section 4.4.1- Identify park priorities within Ottawa's growth areas, states:

1) *The City shall provide parks through the following three mechanisms:*

a) *As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the Planning Act and the City's Parkland Dedication By-law or any successor By-law*

2) *All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:*

a) *Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active*



recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and

- b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:*
- i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan*
 - ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable*
 - iii) Be of a usable shape, topography and size that reflects its intended use*
 - iv) Meet applicable provincial soil regulations, and*
 - v) Meet the minimum standards for drainage, grading and general condition.*

The proposed new park has an area of 2,625 m² and significantly exceeds the City's minimum area requirement. The balance of the required parkland dedication is proposed to be through a cash-in-lieu payment. Cash-in-lieu of parkland is an appropriate approach to dedication for the proposed development due to the extensive network of existing parkland immediately adjacent and in proximity to the new community. As part of the Heron Gate redevelopment a new neighbourhood park is also proposed.

The Master Plan includes several new and repurposed open space opportunities across the property. These open space opportunities include renewal of the existing courtyards, walking paths located within the blue-green corridor, amenity areas within new development blocks, a future public park, and the future school site (subject to school board access permissions). While some of these spaces will remain in private ownership the project Master Plan intends for these private open spaces to be accessible to the public- creating privately owned public spaces (POPS).

The following table summarizes proposed publicly accessible open spaces in the new community:

Open Space Feature	Area	Potential Recreation Facilities	Ownership Structure
Public Park (Block 6)	2,625 m ²	Sufficient area for urban parkette including passive and active spaces	City of Ottawa Parks
Plaza Abutting Heron Road	731 m ²	Small urban plaza with perimeter trees and programming opportunities	Privately owned, publicly accessible
Blue-Green Corridor	6,655 m ²	Multiuse pathway with small passive recreation spaces at regular intervals	City of Ottawa Asset Management
School Site	3,338 m ² *	Active recreation space including small play fields and playground; access dependent on school board policies	CEPEO
Heritage Campus Plazas	7,388 m ²	Combination of spaces (multiple courtyards intended to accommodate a range of active and passive activities	Privately owned, publicly accessible
Total Effective New Open Space:	20,737 m²		



* Total school site of 13,499 m²; assumes 25% of school site available as open space.

Section 4.4.4- Emphasize larger parks in the Outer Urban and Suburban transects, states:

- 1) *For areas with a Future Neighbourhood Overlay in Outer Urban and Suburban areas, the City has the following preferences:*
 - b) *In Hubs and Corridors in the Outer Urban and Suburban transects, urban parkette and plazas will provide central gathering space and recreational components. These are intended to complement larger parks*
 - c) *For greater land efficiency, the co-location of parks with housing components, schools and other institutions or stormwater management facilities, may be considered in the planning of such parks*

The Master Plan combines green streets, stormwater facilities, new and existing parkland, and privately-owned but publicly accessible spaces to create a high-quality integrated public realm intended to provide a broad range of spaces and opportunities for passive and active recreation. The proposed Park Block is appropriately sized for an urban parkette according to the City Parks Development Manual- a park classification supported in corridors and intended to supplement larger parks.

CULTURAL HERITAGE AND ARCHAEOLOGY

Section 4.5 of the Official Plan provides direction for the protection and conservation of cultural heritage resources such as built heritage resources such as listed and designated properties, cultural heritage landscapes, archaeological resources, artifacts, monuments, and other types of sites that are of cultural value to a community.

Section 4.5.1- Conserve properties, areas and landscapes of cultural heritage value, states:

- 1) *Identification and evaluation of properties and areas of potential cultural heritage value shall be consistent with provincial regulations and will include the consideration of design or physical value; historical or associative value; and contextual value.*

The Cultural Heritage Character Analysis and Conservation Strategy prepared by ERA Architects is a culmination of extensive research and analysis of the existing buildings, landscape, and ensemble on the property. The report identifies heritage-related constraints and opportunities to inform the redevelopment approach as well as an overview of the conservation approach for the site and impacts of the proposed development on the existing campus. Further discussion is provided in Section 7 of this rationale.

Section 4.5.2- Manage built and cultural heritage resources through the development process, states:

- 3) *Heritage designation is, in part, intended to ensure contextually appropriate development and is not intended to discourage intensification or limit housing choice. Elements of the built form, including height, scale and massing, of such development shall ensure that the defined cultural heritage value and attributes of the property or HCD will be conserved, while balancing the intensification objectives outlined throughout this Plan.*
- 7) *The City may permit the transfer of density potential from one site to another to facilitate the retention of built heritage resources in those areas which have an established floor space index (FSI) under the Zoning By-law, and will study options to transfer density on sites without specified FSI, subject to:*



- a) A concurrent, equivalent down-zoning and up-zoning of donor and recipient sites, respectively
 - b) Maintaining an appropriate relationship with respect to scale and architectural treatment between the heritage resource(s) and the new development and between the recipient site and its existing environs
- 8) To assist with the objective of conserving the city's cultural heritage, the Zoning By-law may provide appropriate development standards for properties containing, or adjacent to designated cultural heritage resources.

Consideration of the site's built heritage elements is integrated into the project's guiding principles and reflected in the Preferred Development Plan which proposes the retention and rehabilitation of 9 of the 12 original buildings of heritage campus. The proposed zoning is tailored- through the combination of proposed zones and height schedule, to advance the attributes of the ensemble, landscape, and buildings.

URBAN DESIGN

Section 4.6 of the Official Plan provides direction on urban design- the process of giving form and context to our city to create the theatre of public life. The site is not located within a Design Priority Area identified on Schedule C7-A of the Official Plan.

Section 4.6.6- Enable the sensitive integration of new development of Low-rise, Mid-rise, and High-rise buildings to ensure Ottawa meets its residential targets while considering liveability to all, states:

- 1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:
 - a) Between existing buildings of different heights
 - b) Where the planned context anticipates the adjacency of buildings of different heights
 - c) Within a designation that is the target for intensification, specifically:
 - i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
 - ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.
- 2) Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

The Master Plan proposes a transition in height from low-rise forms on the east portion of the site incrementally increasing to a maximum height of nine storeys (mid-rise) at strategic locations north and northwest of the heritage campus; this transition has been translated into the proposed zoning through a height schedule discussed in Section 5.2 of this rationale.



- 6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.
- 7) Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:
 - a) Frame the street block and provide mid-block connections to break up large blocks
 - b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context
 - c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect, and
 - d) Provide sufficient setbacks and step backs to:
 - i) Provide landscaping and adequate space for tree planting
 - ii) Avoid a street canyon effect, and
 - iii) Minimize microclimate impacts on the public realm and private amenity areas.

The Master Plan proposes to introduce a range of low-rise built forms intended to facilitate a transition to a more urban character and function. While the details of future development (such as entrance location, amenity area, and landscaping) are most appropriately addressed through the subsequent Site Plan Control review process, the Master Plan provides direction to built form details that ensure building are designed to engage with, and have direct access to, the public realm.

A tight knit network of pedestrian connections, streets, and open space blocks have been arranged to break up large blocks. Building heights are proportionate to the abutting public realm and include sufficient setbacks and step backs to provide landscape opportunities, avoid a street canyon effect, and minimize microclimate impacts on the public realm and private amenity areas.

Mid-rise development up to six storeys in height along Heron Road matches building heights proposed opposite the site through the Heron Gate redevelopment proposal.

DRINKING WATER, WASTEWATER AND STORMWATER INFRASTRUCTURE

Section 4.7 of the Official Plan provides direction for the safe, economical, and sustainable provision of water, sanitary, and stormwater infrastructure.

The Functional Servicing Report prepared by Stantec demonstrates that there is sufficient capacity in the 300 mm watermain within Heron Road to supply the subdivision development. Two sanitary downstream pipe segments will have to be upsized to address the capacity from the subdivision development. The existing storm sewer outlet will continue to service the development portions of the site. A central stormwater management facility will be constructed to service the redeveloped portion of the site. The functional servicing design and accompanying report are intended to satisfy the requirements of applicable policies of Section 4.7 of the Official Plan.



NATURAL HERITAGE, GREENSPACE AND THE URBAN FOREST

Section 4.8 of the Official Plan provides direction on the protection of natural heritage features, green space, and urban trees.

Section 4.8.1- Protect the City's natural environment through identification of a Natural Heritage System, Natural Heritage Features and related policies, states:

3) *The City recognizes the following natural heritage features, as defined in Ottawa's Environmental Impact Study Guidelines:*

- a) *Significant wetlands*
- b) *Habitat for endangered and threatened species*
- c) *Significant woodlands*
- d) *Significant valleylands*
- e) *Significant wildlife habitat*
- f) *Areas of Natural and Scientific Interest*
- g) *Urban Natural Features*
- h) *Natural Environment Areas*
- i) *Natural linkage features and corridors*
- j) *Groundwater features*
- k) *Surface water features, including fish habitat, and*
- l) *Landform features.*

The EIS prepared by Stantec assessed the presence of natural heritage features, SAR and/or their habitat, and to provide recommendations on measures to mitigate impacts of site development on observed natural heritage features. No significant wetlands, woodlands, valleylands, or areas of natural and scientific interest were identified on or near the site. Potential nesting habitat for barn swallows and SAR bat maternity roost habitat were identified associated with the buildings on the site. Additionally, potential habitat for SOCC, including the eastern milksnake and monarch, was also observed within the site.

Despite potentially suitable habitat being identified in the EIS, no observations of SAR were identified through the EIS field program or during subsequent fieldwork in support of a SAR bat acoustic monitoring memorandum. The EIS recommends several measures to minimize impacts to surrounding naturalized areas and potentially suitable SAR habitat in advance and during construction.

Vegetated areas proposed for removal were observed to be heavily influenced by the surrounding urban landscape and represent low quality habitat for wildlife- specifically species at risk. The EIS concludes that the proposed development will not have a high impact on the overall ecological function of surrounding natural heritage features due to other current stressors from the surrounding urban environment.



SCHOOL FACILITIES

Section 4.10 of the Official Plan provides direction on the location and arrangement of school sites and design of school buildings. The school Block has been arranged to allow pedestrian connectivity through the abutting greenspace to the west and north as well as through the proposed new community. The proposed dual zoning of the Block will permit residential uses in the event that a school board does not acquire the property.

Details of site design are the responsibility of the benefitting school board once the land is acquired.

PROTECTION OF HEALTH AND SAFETY

Section 10 of the Official Plan provides policies for the protection of public health and safety.

Section 10.1.6- Contaminated sites, states:

- 3) *When contamination is identified in a proposed development property, the contaminants are to be fully delineated and a remedial action plan and/or a risk assessment / risk management plan to address the contamination shall be submitted to the City. A building permit may be issued on a phased basis to allow for the implementation of the plans concurrent with the required demolition and earth work.*

A Phase I Environmental Site Assessment prepared by Englobe identified one area of potential contamination related to a former underground storage tank north of the former chapel; a Phase II investigation is recommended. Any contamination identified as exceeding Ministry standards for the proposed residential, institutional, and open space land uses will require remediation, to be addressed prior to subdivision registration.

Section 10.2.1- Environmental noise control identifies development required to be supported by an assessment of environmental noise consistent with the City's Environmental Noise Control Guidelines. A Noise Impact Assessment prepared by Gradient Wind provides preliminary assessment of noise impacts from adjacent transportation infrastructure and noise sources. The assessment recommends:

- Central heating systems with provision for air conditioning for all buildings
- Central heating and air conditioning and upgraded building component for the south façade of the mid-rise building facing Heron Road on Block 2)
- Upgraded building components on the south façade of the low-rise residential building on Block 9.

IMPLEMENTATION

Section 11.6- Provide direction around processes needed to implement the Plan, states:

- 13) *Zoning By-law amendments not requiring an Official Plan amendment for development of large-scale sites, including but not limited to repurposed shopping centres or industrial lands, shall be supported by plan of subdivision, if applicable, and in all cases a concept plan demonstrating all of the following:*

- a) *The complete build out of the site, including potential phasing of development, showing its integration into the adjacent built fabric*
- b) *Conformity with applicable transect and overlay policies*



- c) Opportunities for parkland dedication and other public realm improvements to support additional density, and
- d) Any additional studies or reports as determined by City staff.

The proposed amendment to the Zoning By-law and concurrent Plan of Subdivision application are guided by the Master Plan for 1495 Heron Road, a comprehensive planning and urban design exercise spanning 14 months and encompassing four distinct phases of voluntary community engagement. The proposal advances the Official Plan's overarching goals to accommodate more growth through redevelopment, facilitate 15-minute neighbourhoods, encourage sustainable transportation use, and support development that is economically, socially, and environmentally sustainable.

It is our opinion that the proposed development is conforms with the relevant policies of the City of Ottawa Official Plan.



7 SUMMARY OF SUPPORTING STUDIES

The following studies have been completed to support these applications. The list of studies was confirmed during the preapplication consultation with the City of Ottawa. Where applicable, the studies were developed using the City of Ottawa guidelines for the preparation of studies.

HERITAGE CHARACTER ANALYSIS AND HERITAGE CONSERVATION STRATEGY

The Cultural Heritage Character Analysis and Conservation Strategy (April 12, 2023) is a culmination of extensive research and analysis by ERA Architects of the existing buildings, landscape, and ensemble on the property. The report is composed of two sections:

- Heritage Character Analysis provides an overview of the functional, cultural, and physical patterns that shaped the growth and evolution of the Campanile Campus. It identifies heritage-related constraints and opportunities, as well as inform the redevelopment approach;
- Heritage Conservation Strategy provides an overview of the conservation approach for the site. It examines the impacts of the proposed development on the existing campus and how any impact that might affect its heritage value can be mitigated to ensure that its value is conserved.

The character analysis organizes the attributes of the site as those related to the buildings, the landscape, and the ensemble:

- **Attributes of the ensemble** highlight the visual coherence of the campus as a unified grouping of buildings and landscape elements; the integration of built form and landscape; the functional arrangement of buildings and open spaces representing a hierarchy of uses; the presence of key views within and across the campus; contrasts and variations within the cohesive ensemble; and an intimate, pedestrian scale of construction
- **Attributes of landscape** include the variations of open spaces created by the placement of buildings and features; variations in topography; and landscape features such as the bell tower and entrance canopy
- **Attributes of the buildings** include the use of quality materials; a modernist architectural vocabulary; and individual building features such as the copper roof of the chapel and theatre.

Section 2.9 of the report provides extensive analysis and discussion of the various attributes.

The proposed conservation approach for the Subject Lands is rehabilitation, defined as the action or process of making possible a continuing or compatible contemporary use of an historic place, or an individual component, while protecting its heritage value.

Rehabilitation was selected as the primary conservation treatment to allow for the campus to evolve to support new uses while ensuring that character-defining elements of the cultural heritage value are conserved.

All buildings that were previously designated by FHBRO will be conserved, except for buildings H and I and most of the buildings will be conserved in their entirety. The proposed plan retains buildings A, B, C,



D, E, F, J, K and L and proposes the selective removal of building H, I and M, as well as the links between B and C, K and L, and D and E. Demolition of buildings H and I is proposed given that these two buildings would be very challenging to adapt for reuse. The one-storey buildings have small footprints, their floors levels do not align with grade, and they were found to have significant building condition issues including moisture damage and mould. Demolition of building M is also proposed, although this building was built at a later date and does not contribute to the heritage character of the historic campus.

Further discussion of the heritage conservation approach is provided in Section 4.7 and Appendix B of this rationale.

ENVIRONMENTAL IMPACT STATEMENT

An Environmental Impact Assessment (July 20, 2022) and Bat Acoustic Assessment (September 2, 2022) was prepared by Stantec to assess the presence of natural heritage features, SAR and/or their habitat, and to provide recommendations on measures to mitigate impacts of site development on observed natural heritage features. No significant wetlands, woodlands, valleylands, or areas of natural and scientific interest were identified on or near the site. Potential nesting habitat for barn swallows and SAR bat maternity roost habitat were identified associated with the buildings on the site. Additionally, potential habitat for SOCC, including the eastern milksnake and monarch, was also observed within the site.

Despite potentially suitable habitat being identified in the EIS, no observations of SAR were identified through the EIS field program or during subsequent fieldwork in support of a SAR bat acoustic monitoring memorandum. The EIS recommends several measures to minimize impacts to surrounding naturalized areas and potentially suitable SAR habitat in advance and during construction.

Vegetated areas proposed for removal were observed to be heavily influenced by the surrounding urban landscape and represent low quality habitat for wildlife- specifically species at risk. The EIS concludes that the proposed development will not have a high impact on the overall ecological function of surrounding natural heritage features due to other current stressors from the surrounding urban environment.

ENVIRONMENTAL SITE ASSESSMENT

A Phase I Environmental Site Assessment prepared by Englobe (November 2022) identified one area of potential contamination related to a former underground storage tank north of the former chapel and recommended a Phase II investigation be completed.

Englobe completed a subsequent Phase II assessment (December 2022). Based on laboratory analytical results soil and groundwater samples collected from the site were in compliance with the applicable Site Condition Standards for all contaminants of potential concern no further environmental work is recommended.



FUNCTIONAL SERVICING REPORT

A Functional Servicing Report prepared by Stantec (November 8, 2022) demonstrates that there is sufficient capacity in the 300 mm watermain within Heron Road to supply the subdivision development. Two sanitary downstream pipe segments will have to be upsized to address the capacity from the subdivision development. The existing storm sewer outlet will continue to service the development portions of the site. A central stormwater management facility will be constructed to service the redeveloped portion of the site.

GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation prepared by Stantec (November 17, 2022) was prepared to provide a summary of subsurface soil and geological conditions. Twelve boreholes were advanced at various locations across the property, and monitoring wells installed at four locations. Analysis concludes the site is located on glacial till overlaid by a combination of fill, silty sand with gravel, and fat clay. Bedrock was encountered at depths between 3.1 and 6.1 m below ground surface. Groundwater was encountered between 1.0 and 1.7 m below ground surface.

The investigation concludes that soil conditions do not warrant tree planting restrictions within the site. Conventional spread footing foundations are considered feasible for the proposed buildings, and it is anticipated that most foundations will be founded on bedrock.

Bedrock is composed of pyritic shale- an expansive shale that will warrant special measures through the construction process to limit its exposure to air and water. Further details on standard construction management procedures for expansive shales are provided in the investigation.

No significant grade raises are proposed through the development, however, should grade raises greater than 2 m be proposed further investigation may be warranted. Structures and infrastructure can be constructed using standard engineering practices.

NOISE IMPACT ASSESSMENT

A Noise Impact Assessment prepared by Gradient Wind (April 11, 2023) provides preliminary assessment of noise impacts from adjacent transportation infrastructure and noise sources. The assessment recommends:

- Central heating systems with provision for air conditioning for all buildings
- Central heating and air conditioning and upgraded building component for the south façade of the mid-rise building facing Heron Road on Block 2)
- Upgraded building components on the south façade of the low-rise residential building on Block 9.



TRANSPORTATION IMPACT ASSESSMENT

Stantec prepared a Transportation Impact Assessment (April 14, 2023) to assess existing and planning transportation facilities surrounding the site, determine what impacts the proposed development may have on these facilities, and identify improvements to accommodate the new community if warranted.

Primary access to the development will be from the existing signalized intersection of Heron Road and Baycrest Drive; this access will be shared with the Heron Gate community south of Heron Road. A secondary right-in/right-out only access from Heron Road is also proposed.

While several transit and mobility improvements are proposed surrounding the site in the City's Transportation Master Plan (TMP) all are currently planned to occur beyond the 2031 horizon year. As a result, trip generation modelling for the proposed development does not consider these improvements, resulting in more conservative trip generation numbers which have the potential to decrease through the implementation of improved transit, cycling, and pedestrian infrastructure.

The proposed development is anticipated to generate 394 and 337 net new auto trips (two-way) during the AM and PM peak hours, respectively.

Under 2032 Future Background conditions, all study area intersections are projected to operate with acceptable levels of service except for the following intersections:

- Heron Road at Bank Street (AM and PM peaks)
- Heron Road at Alta Vista Drive (AM and PM peaks)
- Walkley Road at Bank Street (PM peak)

Intersection operations under 2032 Total Future conditions (including the proposed development) are projected to be similar to Future Background conditions with no additional traffic impacts attributed to site generated traffic. Specifically, the primary site access intersection of Heron Road and Baycrest Drive is projected to operate with overall acceptable levels of service.

Under the 2037 Ultimate Traffic conditions (five years beyond planned build-out of the property) all study area intersections are projected to operate with acceptable levels of service with the exception of the following intersections:

- Heron Road at Bank Street (AM and PM peaks)
- Heron Road at Alta Vista Drive (AM and PM peaks)
- Heron Road at Baycrest Drive (AM peak)
- Walkley Road at Bank Street (AM and PM peak)

The Heron Road and Baycrest Drive intersection is projected to operate at or close to theoretical capacity under the 2037 Ultimate horizon- this is due to westbound movement on Heron Road during the morning peak period. Intersection operations can be improved by adjusting intersection geometry from the south leg (Baycrest Drive) to a two-lane approach featuring a northbound left-turn lane and a shared northbound through and right turn lane.



The TIA recommends intersection design improvements, to address future 2037 conditions, could be coordinated with the planning and design of the proposed Heron Road BRT corridor project.

Based on the findings of this study, the proposed Plan of Subdivision for the proposed development can be supported from a transportation perspective

TREE CONSERVATION REPORT

Stantec prepared a Tree Conservation Report (November 23, 2022) to provide a detailed description of the quality, diversity, and size of the trees within and in proximity to the site. A total of 70 trees are proposed for removal to allow for this redevelopment including 49 Distinctive Trees as defined by the City's Tree Protection By-law. The report recommends a minimum tree compensation of 70 new trees in all softscape areas for the loss of tree canopy. The report also provides mitigation measures to ensure trees retained on the site, and trees in proximity to the site, are protected during development.

By following the mitigation recommendations outlined in the report and ensuring new plantings are included as part of this development, the report concludes that the development will respond and blend in with the surrounding context.



8 CONCLUSION

The property's large size, complex of heritage buildings, proximity to future rapid transit, and surrounding context warrant a more detailed study and unique planning approach to balance various needs and goals for the property. The Master Plan for 1495 Heron Road prioritizes human-centric design in a cohesive campus that promotes collaborative experiences, preserves the past in unique ways, and accommodates a variety of living, working, learning, and recreating environments for existing and future residents.

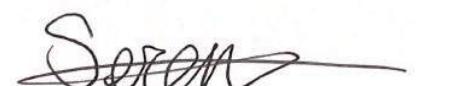
The Master Plan achieves the new OP's overarching goals to accommodate more growth through redevelopment, facilitate 15-minute neighbourhoods, encourage sustainable transportation use, and support development that is economically, socially, and environmentally sustainable.

The Plan of Subdivision and Zoning By-law Amendment applications are the initial steps to create a planning and land use framework that implements the Master Plan and Preferred Development Plan. The applications are consistent with the Provincial Policy Statement, conforms to the Official Plan, and represent good planning.

Respectfully submitted,


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APPENDICES



APPENDIX A PREFERRED DEVELOPMENT PLAN



Development Plan

PLAN 31.
DEVELOPMENT PLAN

NOTE: The development plan represents a vision and is presented as an indication. The layout and design of building footprints and open spaces are not definitive and will evolve as real estate projects are developed. These will be evaluated based on their application of the vision and principles identified in the Master Plan, with a specific focus on creating a vibrant, human-scale residential neighbourhood.



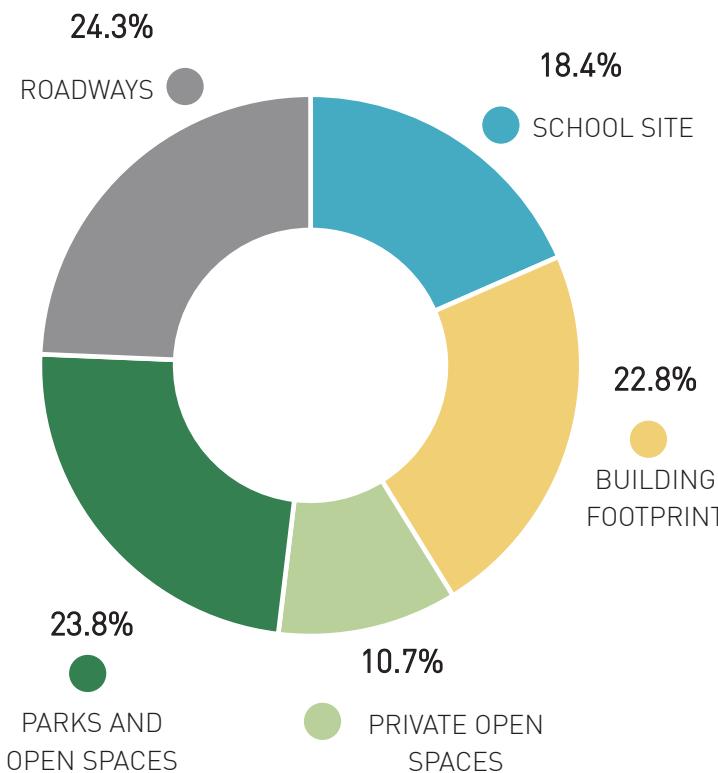
HERON ROAD

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0 25 50 m

7.2

Development Program

1495 Heron Road features a development program that ensures a lively and vibrant mixed-use community. Over 750 new dwellings are anticipated, complemented by 24% of open space.



DEVELOPMENT PROGRAM

	M ²	ACRES	PROPORTION OF TOTAL SITE AREA (%)
School Site	13,499	3.3	18.4%
Building Footprint	16,672	4.1	22.8%
Private Open Spaces (front, back and interior yards)	7,854	1.9	10.7%
Parks and Open Spaces	17,399	4.3	23.8%
Central Courtyard (rehabilitated)	7,388	1.8	10.1%
Northern Park (new) * Public Parkland	2,625	0.6	3.6%
Blue-green corridor (new)	6,655	1.6	9.1%
Heron Road plaza/underground stormwater infrastructure (new)	731	0.2	1.0%
Roadways	17,831	4.4	24.3%
Main Street (including sidewalks and public utilities)	16,167	4.0	22.1%
Shared Street	461	0.1	0.6%
Private Lane/Alley	1,203	0.3	1.6%
TOTAL SITE AREA	73,255	18.1	100.0%

BUILDABLE AREAS PROGRAM

	AREA/DWELLING (PI ²)	DWELLING NUMBER
Stacked townhouses	1400	60
Multifamily buildings	800	701
TOTAL NEW DWELLINGS		761
Affordable housing / commitment 20%		152

	M ²	PI ²
Retail	1 346	14 484
Other non-residential uses	8 169	87 930
TOTAL NEW NON-RESIDENTIAL AREA	9 515	102 414

**APPENDIX B ADAPTIVE REUSE CONSIDERATIONS
(ERA, 12 APRIL 2023)**



1495 HERON ROAD MASTER PLAN

ADAPTIVE REUSE CONSIDERATIONS

Supplementary to Heritage Character
Analysis and Conservation Strategy

Issued April 12, 2023

Project #

21-127

Prepared by

VA/CS/AC/BH/CEW/AM

ERA

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COVER PAGE: View of campus c.1960s, part of Hans Blohm Photo Collection of Campanile Campus (Archives CND - Montreal)

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1 INTRODUCTION

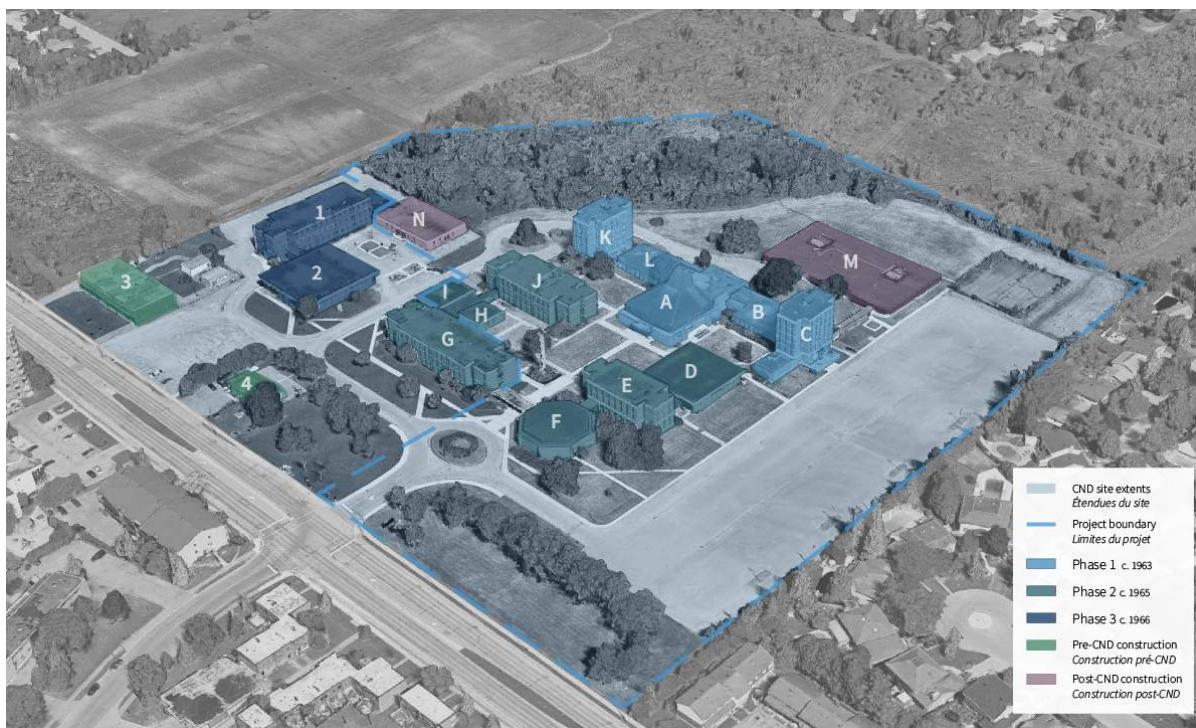


Figure 1. Campanile Campus Eras of Development (Google Maps, 2021; annotated by ERA).

ERA Architects Inc. (“ERA”) has prepared this report for the property located at 1495 Heron Road in the City of Ottawa (the “site”), also referred to as the Campanile Campus. The report is based on an onsite review of existing conditions carried out in October 2021 and background research.

This report provides an overview of adaptive reuse considerations for the buildings and landscape within the site, supplementary to the Heritage Character Analysis and Conservation Strategy report prepared by ERA and provided under separate cover. These adaptive reuse considerations have informed the proposed redevelopment approach for the site and can inform future adaptive reuse efforts. Considerations include opportunities and issues to be addressed, ranging from considerations regarding layout, design, structure, lighting, and condition among others, to modifications required to meet contemporary standards. This analysis is preliminary in nature and should not be considered to be a comprehensive listing of considerations.

2 ADAPTIVE REUSE CONSIDERATIONS

2.1 Building Considerations

BUILDING A



Figure 2. Building A, west elevation (ERA, 2021).

Building A is the focal point of the Campanile Campus due to its central location, its formal expression, and its central role in the original function of the campus. The former chapel's base is formed by sloped brick-clad walls. Deeply recessed entrances are placed on three sides of the building. Above the building's base floats a single roof volume, a copper-clad truncated offset pyramidal roof. This form sets the Chapel apart from the clean lines and strong horizontality of the remaining rectilinear buildings on the site. The Chapel exterior expresses the position of the sanctuary. The chapel space, located at the second floor is the heart of Building A and the campus. The concrete roof structure is exposed on the interior, rising toward the skylight at the top of the steeple. Inside, the chapel features a unique water detail; horizontal, louvered glazing allows rainwater collected in a shallow basin to be reflected around the perimeter of the exposed concrete roof structure. The effect is visible in the interior in which this collected water reflects shimmering light high on the interior walls through clerestory windows. A study of contrasts between light and dark provides visual and experiential interest: the dark effect of the slate floor, brick walls, wood pews, and concrete is dramatically lit by the lantern opening poised above the altar. Its interior decorative program reflects the initial religious function of the building and includes a distinctive natural lighting scheme, brick basket weave walls separating the former nave from the ambulatory, slate flooring, and Gerald Trottier's metal with bronze finish sculpture entitled 'Manna from Heaven' suspended above and in front of the original altar. Interventions made during federal government ownership are most noticeable in this building, including an awning over the main entrance, and a mezzanine level which interrupts the chapel space. At ground level, the building originally served as a cafeteria for the complex. At its rear, Building A is linked to Buildings B and L.

The unique form of Building A is a recognizable feature of the site. High quality materials like wood, brick, slate, and copper are used in this building, and it may be possible to extend their lifespans through repairs. The interior offers large, open spans, well suited to public functions. However, the upper level – with its sculptural roof form – would be difficult to subdivide without significant alteration to its character. The ground floor receives good natural light. The upper level has dramatic natural lighting with the skylight, and with the ripple pool effect of the water feature. It would not be possible to introduce new windows without disrupting the character and monolithic concrete structure of the copper roof. Barrier-free travel is a challenge; though the side entrances have ramps, the main entrance is accessed by stairs only. Within the building, the ground floor layout includes small changes in floor level. Additionally, the primary space of the building is located on the second floor. Noise control may be a challenge of the upper floor, depending on programming. Moreover, consideration should be given to what types of programming may constitute appropriate reuse of a building originally constructed as a sacred space. The 1970s mezzanine addition could be removed with relatively little damage to original fabric. Such an intervention would enhance the quality of the interior space and reinstate aspects of the building's original character.

BUILDINGS B & L



Figure 3. Building B, from Sisters' courtyard (ERA, 2021).

Buildings B and L, described as ‘community,’ or ‘classrooms’, are both adjacent to the Chapel, mirroring one another on either side of the Chapel’s central axis. Building L is adjacent to the residence for nuns, and provided common areas for their use, while Building B has an equivalent relationship to the residence for novitiates. Each building is comprised of a single storey capped by a copper, mansard-like roof. Brick panels, which are separated by evenly spaced windows, extend vertically, and are articulated in the copper roof above.

Buildings B and L have a strong relationship to Building A; they are physically linked and formally deferential to the campus’ focal centrepiece. These buildings—single-storey volumes, with generous corridors linking

them to adjacent buildings – may more easily accommodate barrier-free accessibility requirements than some buildings. The ground level spaces each receive daylight either from the north or the south, and are all configured along a single, central corridor. Structure for these buildings is housed in the exterior walls and corridor walls. The corridor may be difficult to alter due to the structure, but adjacent rooms could potentially be opened to provide larger spaces. Some of the programmable space for these buildings is located at the basement level; these spaces have low-to-no access to natural daylight. The single-storey configuration also means the buildings provide less usable space than larger buildings.

BUILDINGS C & K



Figure 4. Building C, from novitiate courtyard (ERA, 2021).

Buildings C and K, each six storeys high, are the tallest structures on the campus. These buildings are aligned on either side of the Chapel (Building A) linked to it through Buildings B and L respectively. These towers were constructed as residences for the novitiates and nuns. Their massing is the extrusion of a form we see recurrent across the site – a central rectangular volume, with smaller, articulated rectangular volumes attached to the shorter sides of the main volume. They use the campus's common material language of brick cladding punctuated with horizontal concrete banding. Each sits on a raised concrete plinth, and features exposed exterior columns at the ground floor level. An additional attribute of Building C is the novitiates' chapel – a unique and solemn space at the building's ground floor.

Buildings C and K are highly visible and support wayfinding in the campus. Each uses a central core, with amply daylit programmable space placed at exterior walls. Frameless clerestory ribbon windows at the ground floor are characteristic of the buildings' modern design but present thermal and moisture challenges. The buildings' height may support density, but large cores and small floor plates yield inefficient layouts. Rooms are too small to accommodate many functions; moreover, structural interior walls reduce the layout's adaptability. The buildings have extensive plumbing which may be either a benefit or an obstacle depending on future programming. Another constraint is that floor-to-ceiling heights above the ground level are low (measured at approx. 2.7 m). Barrier-free access may be challenging with these buildings as their main exterior entrances are each located up a considerable run of steps, and the existing elevators are small and outdated.

BUILDING D



Figure 5. Building D, viewed from southeast (ERA, 2021).

Building D, originally built as a gymnasium for the campus, is largely an open-plan, two-storey space. Open web steel joists support the roof plane which floats above clerestory ribbon windows. This structural system allows for a column-free interior space. The building's structure is suggested on the exterior façade with a modest buttress at each column. Building D is nestled into the site's topography with the floor level below exterior grade; when viewed from the central courtyard, the building appears as a diminutive single-storey volume. The building's true height is more apparent from the east. Building D's walls are brick-clad, and its roof plane is finished with concrete panels. A link to Building E is the only way to access this building, which has no exterior doors of its own.

Building D offers a large, open-plan, double-height space which may be well suited to a wide range of programming. Subdivision of the space may be challenging to achieve while respecting the character of the exposed open web steel joist structure. Building D has both frameless windows, and operable framed windows placed within a single clerestory ribbon; these are the only windows in Building D and, being shielded by a deep overhang, they transmit little daylight. The frameless windows contribute to the building's modern character but present thermal and moisture challenges. Presently, the building has no exterior access of its own. Barrier-free access from the central courtyard may be challenging as the floor level is located below grade on that side. Presently, this building appears in generally good condition but it may decline more rapidly following recent HVAC failure, as it has been noted that this building may not be heated this coming winter.

BUILDING E



Figure 6. Building E, west elevation (ERA, 2021).

Building E was originally constructed as a students' dormitory. It has an architectural expression similar to Buildings C and K. This building also shares a similar base shape to the other residential buildings, though its central volume is more elongated, and the massing is three storeys. Building E also uses the campus' common material palette, and features recurrent Modernist attributes, including ribbon windows and exposed columns at the ground floor.

While Building E shares some of the same benefits and challenges that are present in Buildings C and K, there are a few distinct considerations. Building E employs more columns in its primary structure, making its layout more amenable to alteration. It also has a larger floor plate, and good quality daylight is present throughout most of this building. However, the scale of spaces – particularly the floor-to-ceiling heights at the residential floors – may limit future programming. This building also features frameless ribbon windows, which may present moisture and thermal challenges. The main entrance is positioned two small steps above grade in the central courtyard, a change in elevation which would be easily accommodated by a barrier-free ramp. The three-storey building is not presently outfitted with an elevator. It should be noted that mould was more evident in this building than most others (excluding Buildings H and I) and could require more extensive remediation.

BUILDING F



Figure 7. Building F, viewed from southeast (C. Ellis Wong, 2018).

Building F was constructed as an auditorium or theatre. Solid, brick-clad walls form its octagonal base, which is capped by a faceted copper roof. The structure is articulated on the facades through protruding fins which enclose columns. Building F is nearly windowless, and it is linked above grade to Building E. The building has an important adjacency to Building G; each demarcates one side of the campus's main entrance, announced with a canopy structure running between the two buildings.

Building F is one of the most publicly visible buildings from Heron Road, and its unique octagonal form makes it highly distinctive. The geometric copper roof at Building F gives it a strong, visual relationship to Building A. This building has been designed to suit its original function, a constraint that limits what programs would be appropriate in this space. The interior receives no daylight, and the introduction of windows would significantly impact the building's character. In its present configuration, the Building does not provide barrier-free access. Building F is largely comprised of a single, double-height space, with stepped amphitheatre seating which would not lend itself well to being subdivided into separate spaces. The stepped auditorium layout is amenable only to very specific types of programming, though this could potentially be altered.

BUILDINGS H & I

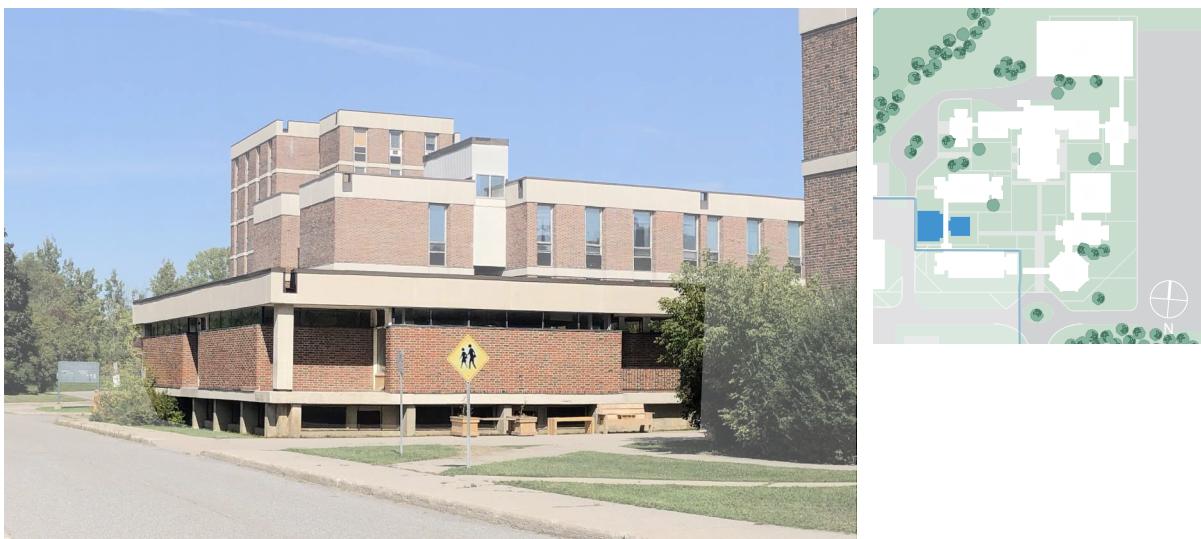


Figure 8. Building I viewed from southwest (ERA, 2021).

Building H and Building I were originally constructed as an administrative building and a library, respectively. The buildings are joined to one another and share a common architectural expression. Each has two levels, with the first level partially sunken below grade, giving the exterior appearance of single-storey buildings. The buildings' lower levels are recessed. Modern design elements are repeated at these buildings including columns exposed on the exterior, ribbon windows, and floating, flat roof planes. The buildings are accessed only by an above grade interior link volume which also connects them to Buildings G and J.

Buildings H and I are both open plan spaces with columns as their primary structure. The structure of Building I would likely be particularly robust, built to accommodate stacks of books in its original function as a library. Each building receives good quality daylight, largely from clerestory ribbon windows. Though relatively small, the buildings offer bright and elegant spaces. These features, along with their small size, would make the buildings adaptable for future uses, however, their current condition may not allow for rehabilitation. Extensive moisture damage has been observed in these buildings and may have compromised their structures. Additionally, mould is overwhelmingly evident in these buildings. If these buildings were to be reused, barrier-free access would be a challenge as none of their floors align to grade level, and no elevators are present.

BUILDING J



Figure 9. Building J, from Sisters' courtyard (ERA, 2021).

Building J was constructed as a school and is built similarly to out-of-scope buildings Building G and Building 1. The massing is similar to the residential buildings, but with an even more elongated central rectangular volume. Unlike the central cores of the residential buildings, the school uses its articulated rectangular volumes at either end of the building to house vertical circulation. All three storeys of the school share a similar layout with a central corridor, flanked on either side by generous classrooms. Vaulted suspended ceilings in the corridors are among the few curved elements original to the campus.

Building J forms the edge conditions for two courtyards, separating the Academic from the Sisters' Courtyard. The building uses structural walls at its perimeter and at its end volumes. Other than exterior walls, structure in the main volume is provided by columns, which affords versatility for future layouts. The building has generous floor plate dimensions; partition walls between classrooms, and perhaps those forming the corridors could potentially be reconfigured or removed. Frequent, rhythmically placed windows along the main volume transmit daylight from the north and the south sides. Building J's ground level is at or near grade on the academic courtyard side, which helps to facilitate barrier-free access to the main level. However, the three-storey building has no elevator.

BUILDING M



Figure 10. Building M, west elevation (ERA, 2021).

Building M was constructed in 1975 after the federal government acquired the campus. Though physically linked to Building C, the architectural expression of Building M differs from that of the original parts of the CND campus. While Building M's metal roof may be inspired by the copper mansard roofs of Buildings B and L, and the use of concrete lends material cohesion, the modern spirit and design intent present throughout the site is not found in this addition. Building M was submitted for review by FHBRO, but it was not designated as a Recognized Federal Heritage Building. Despite limited heritage value, some form of reuse might be worth considering from an environmental perspective; the building is of sound steel and concrete construction and may still have a considerable serviceable lifespan. Additionally, this building has also had more recent updates than most other buildings

BUILDING N



Figure 11. Building N, viewed from south-east (ERA, 2021).

Building N is included within the CLC study site but was not part of the original CND campus. This building has not been accessed by ERA during site visits. Building N was not submitted to FHBRO. This building appears to be a temporary structure. Review and consideration for material salvage may be advisable.

2.2 Landscape Considerations

Exterior spaces will potentially be impacted by changes to existing buildings. The courtyard spaces are defined by the buildings, and they are configured to support separate but related uses. The relationships of courtyards to buildings, and courtyards to one another, will be altered by the introduction of new programming or physical changes to the built form. A sensitive approach to new development that respects the interrelationships between built fabric and landscape and the qualities of existing space can mitigate this impact.

Changes in grade are a significant challenge for the reuse of the landscape. Presently, most elevation changes are negotiated by stairs with few ramps. Moreover, the ramps and sloped pathways that are present on site may not meet contemporary requirements. Barrier-free access may be difficult to achieve in some areas where the topography changes more drastically. The underground tunnels may be an additional challenge in rehabilitation. Unless the buildings continue to have related uses that would benefit from below-grade connections, it may be necessary to remove them.

Appendix A: Photographs and Archival Drawings



Figure 12. Main entrance canopy, with Campanile behind (ERA, 2021).

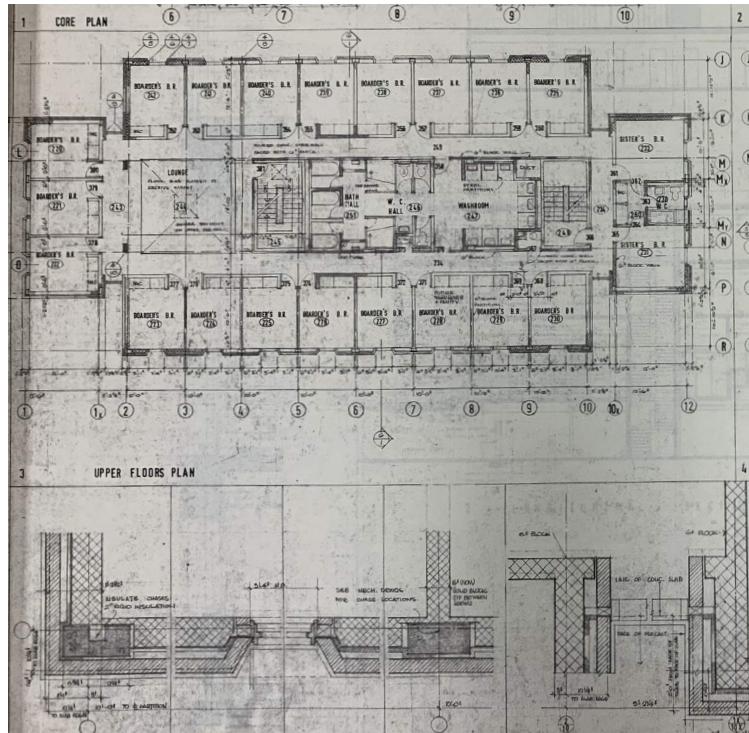


Figure 13. Floor plan and details, Building E (T. V. Murray, c. 1964).

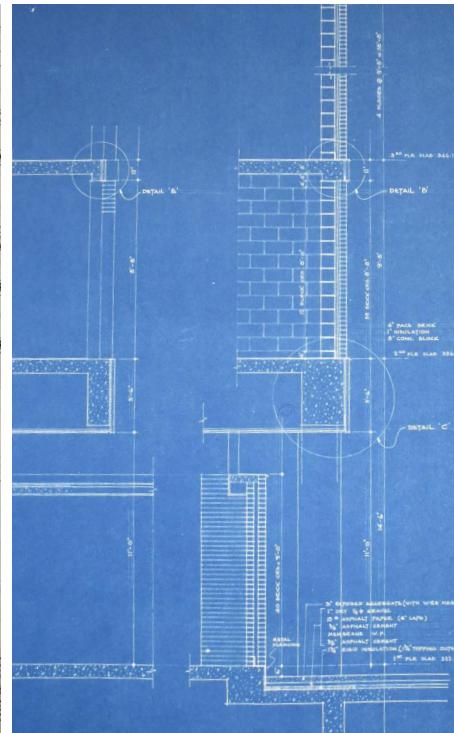


Figure 14. Envelope details for Buildings C & K (T. V. Murray, 1963).

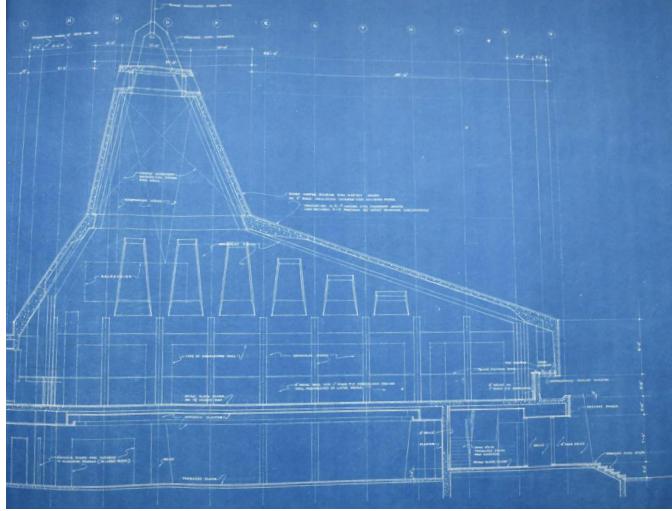


Figure 17. Section at Building A showing continuous concrete roof structure (T. V. Murray, 1963).



Figure 18. Building A, columns and water detail (ERA, 2021).

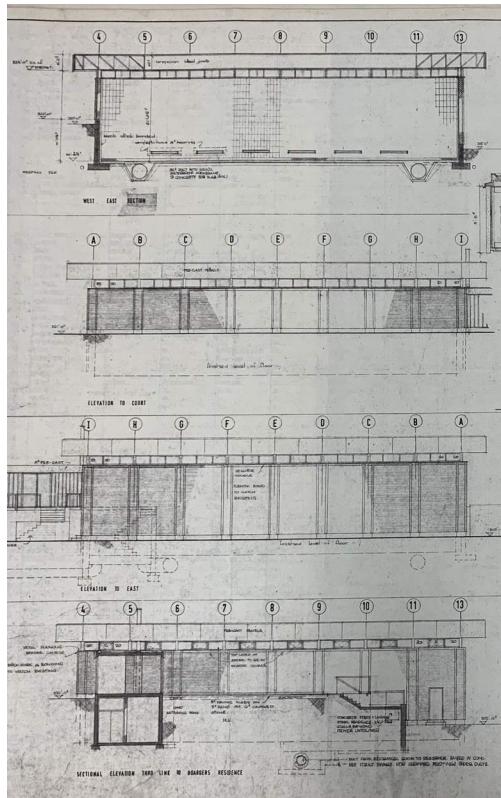


Figure 15. Section and elevations of Building D (T. V. Murray, 1964).

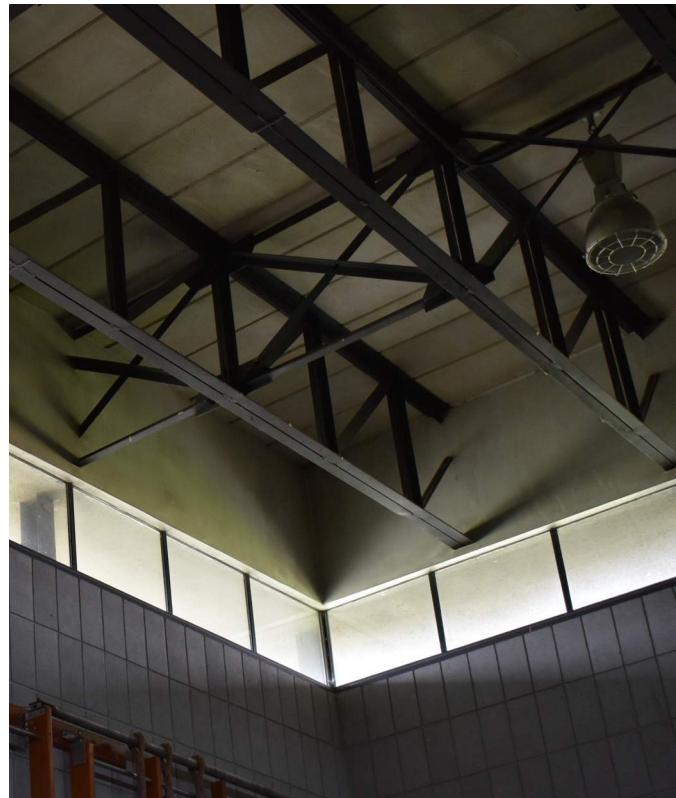


Figure 16. Building D, open web steel joist roof structure (ERA, 2021).

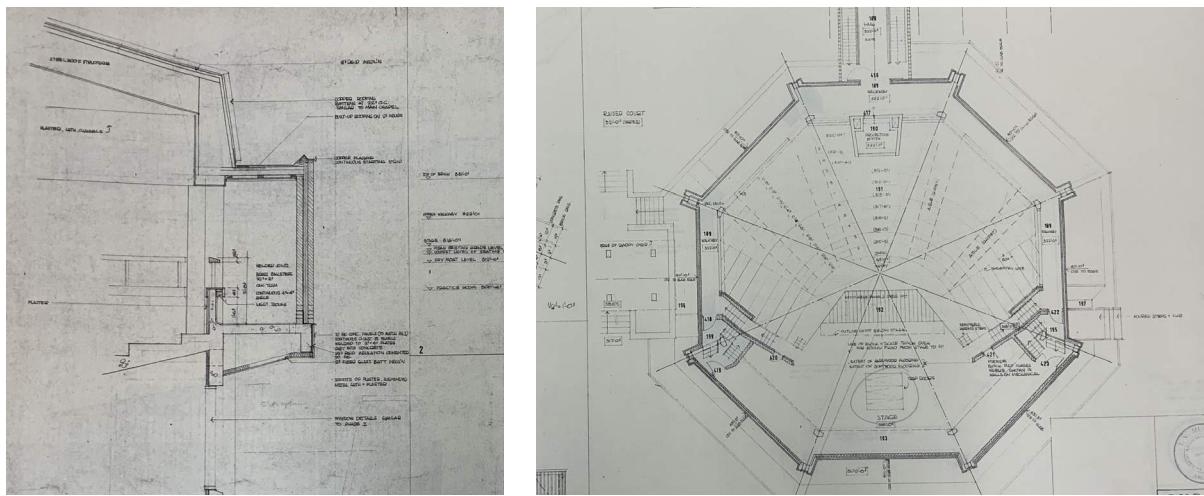


Figure 19. Building F, detail section and first floor plan (T. V. Murray, 1964).

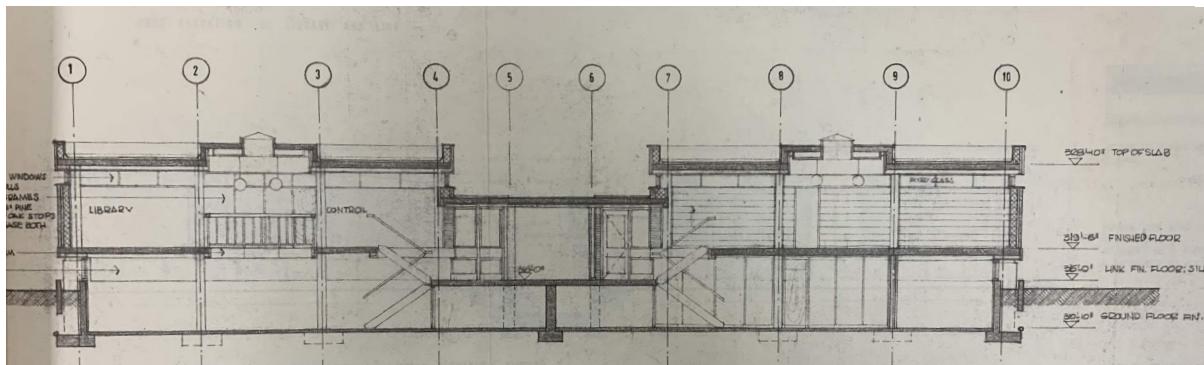


Figure 20. Buildings H & I, section through buildings and link volume (T. V. Murray, 1964).



Figure 21. Clinker brick (ERA, 2021).



Figure 22. Standing seam copper roofing (ERA, 2021).



Figure 23. Aggregate-faced concrete paneling (ERA, 2021).



Figure 24. Interior of Building I and the linking volume between Buildings H and I (ERA, 2021).



Figure 25. Brick screen creating intimate niche between Buildings A & L (ERA, 2021).



Figure 26. Niche at glazed link between Buildings K & L (ERA, 2021).



Figure 27. View from niche between Buildings A & L, looking toward the Sisters' Courtyard (ERA, 2021).



Figure 28. The central, academic courtyard, facing south. Featuring, from left to right: Building E, a sunken planter, the Campanile, Building G, small portions of Buildings I and J (ERA, 2021).



Figure 29. The Sisters' Courtyard, facing southwest. Featuring, from left to right: Building J, Building K, and Building L (ERA, 2021).

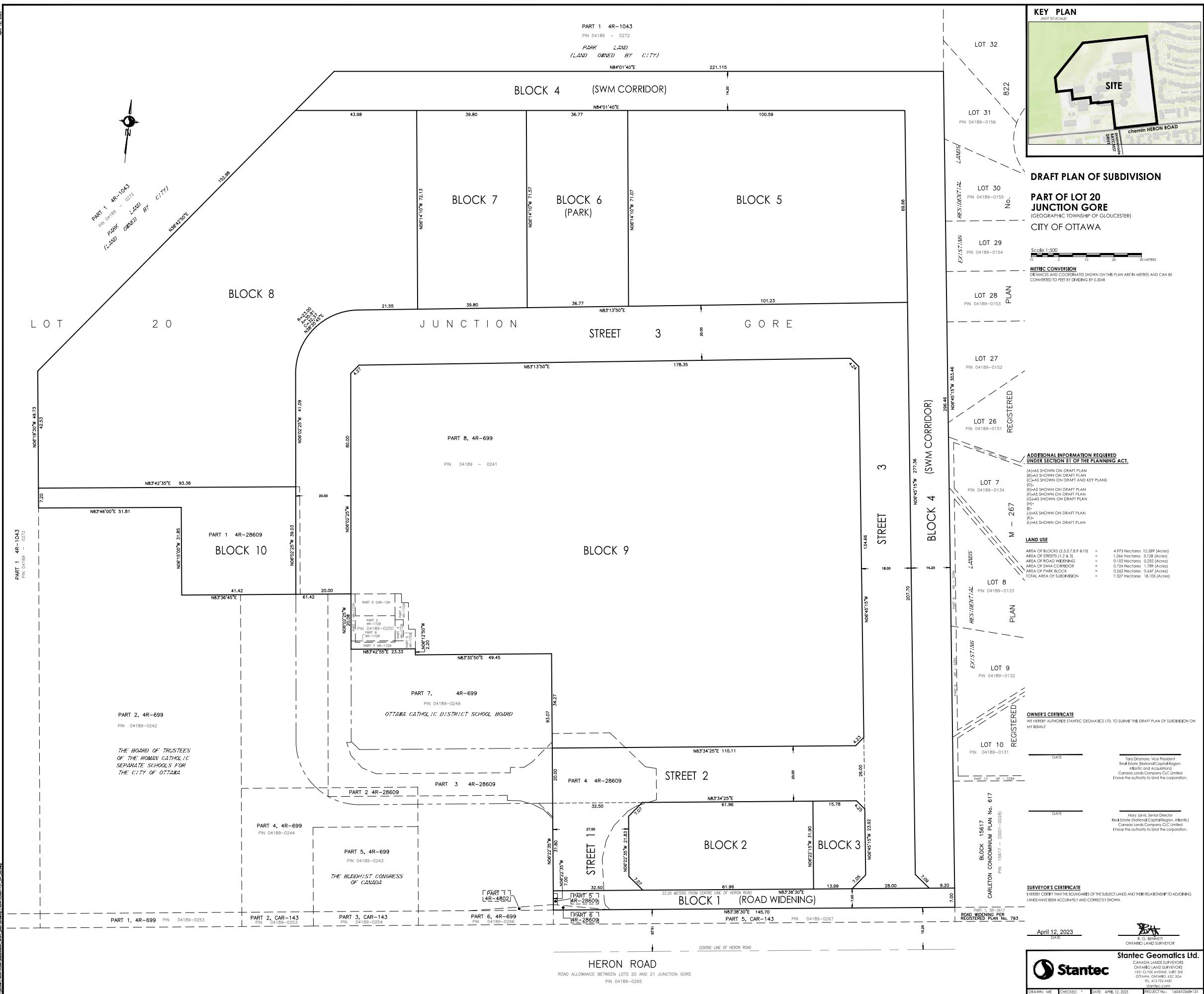


Figure 30. The central academic courtyard, facing north. Image focuses on Building A, but the Sisters' (left) and Novitiate (right) Courtyards can be glimpsed on either side (ERA, 2021).

E R A

APPENDIX C DRAFT PLAN OF SUBDIVISION

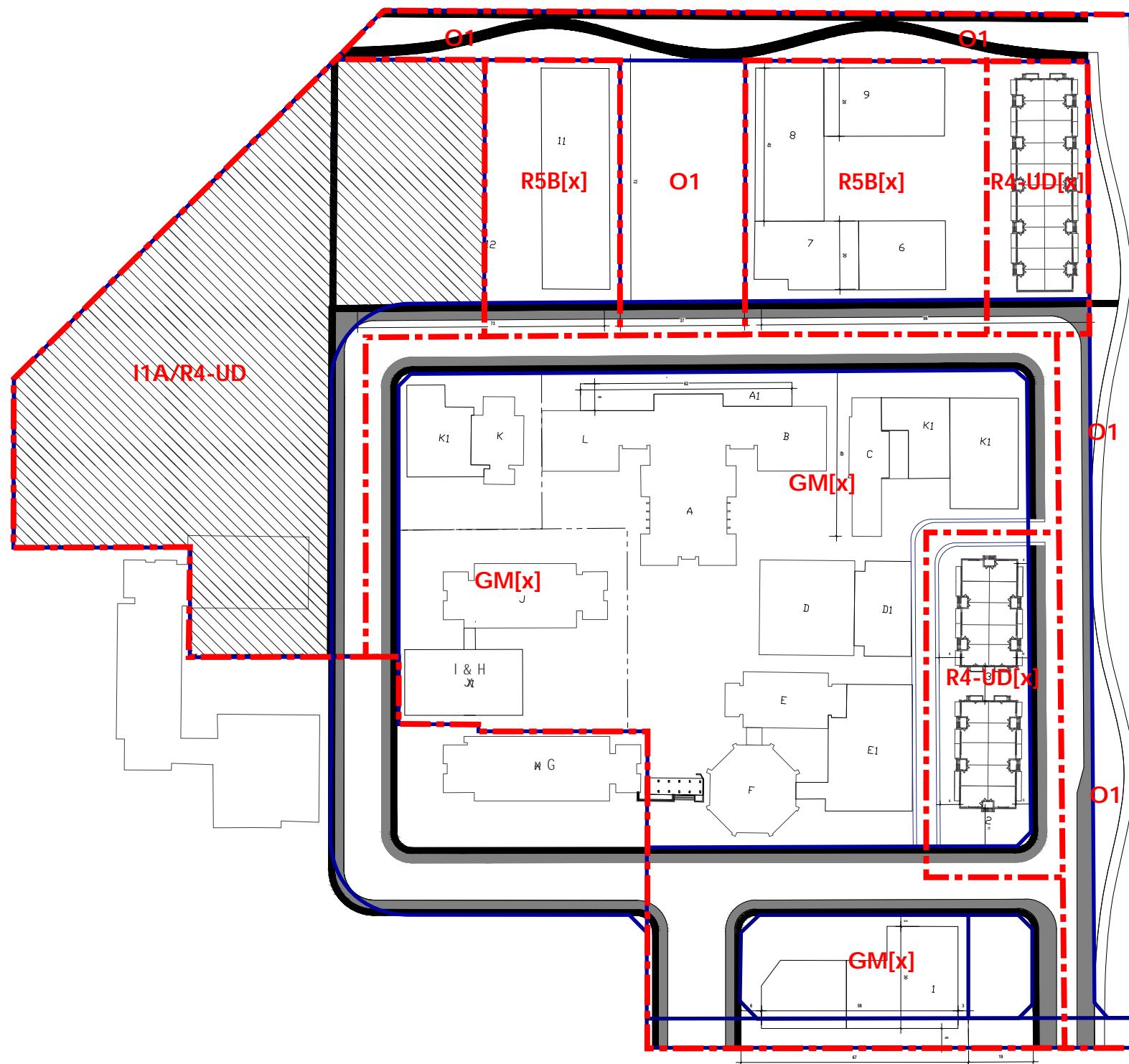




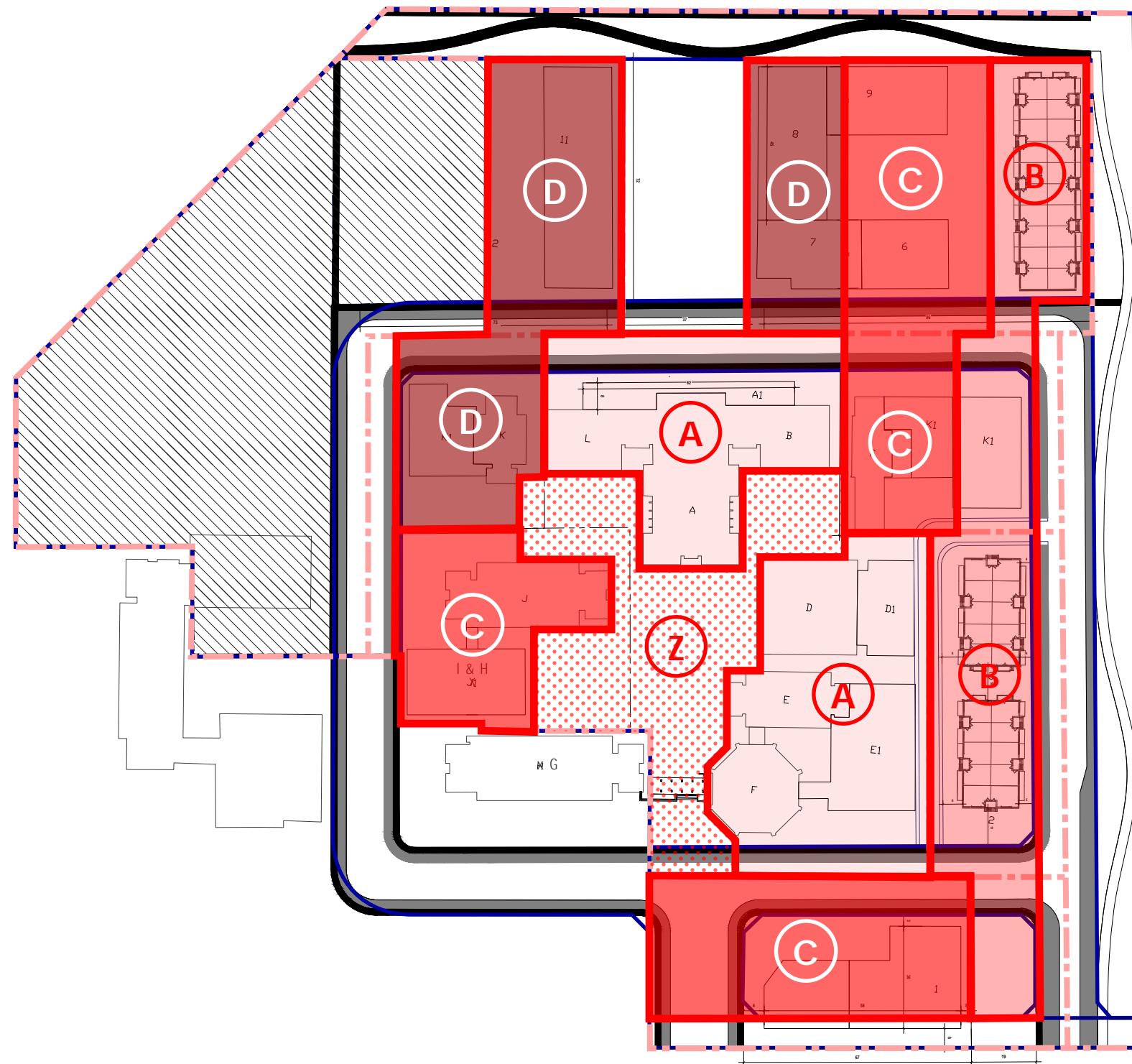
APPENDIX D DRAFT ZONE SCHEDULE, HEIGHT SCHEDULE, AND URBAN EXCEPTION



**1495 HERON ROAD
PROPOSED ZONING BY-LAW AMENDMENT
DRAFT- 14 April 2023**



**1495 HERON ROAD
PROPOSED ZONING SCHEDULE
DRAFT- 14 April 2023**



**MAXIMUM PERMITTED
BUILDING HEIGHT**

Area A: 10 m (3 storeys)
Area B: 14.5 m (4 storeys)
Area C: 20 m (6 storeys)
Area D: 29 m (9 storeys)
Area Z: No buildings permitted

Urban Exception [x]:

In all cases:

All abutting parcels with the [x] urban exception are considered one lot for zoning purposes. Maximum building height is determined by Schedule Y.

In the GM[x] zone:

Maximum floor space index: 4.0

In addition to the uses permitted in the GM zone, the following additional uses are permitted:

- amusement centre
- broadcasting studio
- cinema
- hotel
- museum
- park
- parking garage
- production studio
- residential care facility
- school
- theatre

Despite the uses permitted in the GM zone, the following uses are prohibited:

- catering establishment
- drive-through facility

The following uses are not permitted within 50 m of lands zoned R1:

- apartment dwelling, mid-rise
- payday loan establishment
- personal brewing facility
- restaurant

In the R4-UD[x] zone:

The minimum setback from a lot line abutting an Open Space zone: 3.0 m.

Minimum front and corner side yard setback: 3.0 m

The provisions of this urban exception take precedence over provisions of the residential subzone or Section 144.

In the R5B[x] zone:

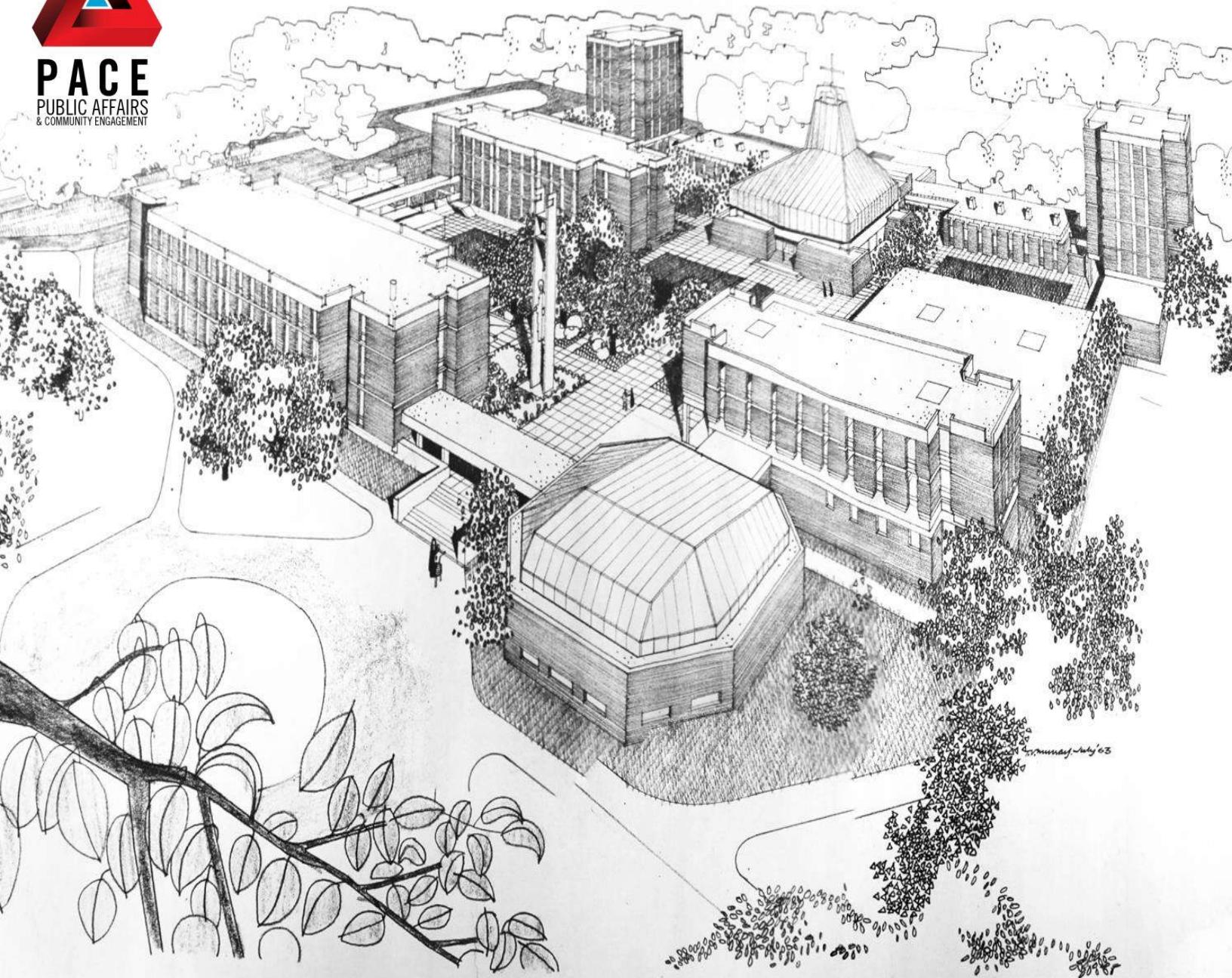
The minimum setback from a lot line abutting an Open Space zone: 3.0 m.

1495 Heron Road

**Final Summary Report of the Engagement Process in Support of the Redevelopment of 1495
Heron Road (PACE, 25 July 2022)**

**APPENDIX E FINAL SUMMARY REPORT OF THE
ENGAGEMENT PROCESS IN SUPPORT OF THE
REDEVELOPMENT OF 1495 HERON ROAD
(PACE, 25 JULY 2022)**





Original sketch by Murray and Murray

Final Summary Report of the Engagement Process in Support of the Redevelopment of 1495 Heron Road

**—Presented to Canada Lands Company
July 25, 2022**

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Figure 1: Arial view of 1495 Heron Road, looking northwest



Executive Summary

This final summary report provides an overview of the community and stakeholder engagement process that supports the redevelopment of 1495 Heron Road.

Canada Lands Company (Canada Lands) acquired the site from Public Services and Procurement Canada in 2020 after the land was declared surplus in 2014. The 7.3-hectare (18-acre) site is located in Alta Vista Ward and is close to retail services, transit, parkland, and greenspace areas. The site is bound to the south by Heron Road, to the north by Parkland and Wren's Way, to the west by the former St. Patrick High School and Orlando Park, and to the east by the Guildwood Estates neighbourhood.

In summer 2021, Canada Lands retained Stantec as the planning consultant to lead the master planning process. The Stantec team includes ERA Architects, responsible for the site's heritage analysis, and PACE Public Affairs & Community Engagement, leading the project's engagement process. Prior to this, Canada Lands conducted initial public consultations in March 2021.

ENGAGEMENT PROGRAM OVERVIEW

In the spring of 2021, Canada Lands voluntarily initiated the engagement process with an online visioning exercise held from mid-March to early May of that year. (The summary report is available [here](#).) Once retained, the Stantec team worked with Canada Lands to develop and lead three more stages of community and stakeholder engagement between August 2021 and June 2022.

The objectives of the community and stakeholder engagement were to:

- Raise awareness for the redevelopment project;
- Inform the public and stakeholders regarding the master planning process and the findings of the site's contextual analysis;
- Get input into a vision and an eventual preferred concept for how the site can be transformed; and
- Ensure that community considerations remain at the forefront and input is continuously incorporated back into the study process.

Several opportunities were organized for stakeholders and members of the public to learn more about the project and to provide input into the master planning process. The findings from all stages of engagement informed the Project Team's design process in an iterative fashion as planning progressed from an initial vision to the four draft concepts, and finally the preferred concept.

The table below shows the degree of public and stakeholder participation over the course of the four-stage engagement process, from March 2021 to June 2022:

Engagement	Date	Participation
Stage 1 (Spring 2021)		
Project Launch	March 2021	Development and launch of project website. Various awareness-raising activities
Online Engagement	March 2021	450 participants
Public Advisory Committee (PAC)	August 16, 2021	Establishment of the PAC and inaugural meeting
Stage 2 (Summer 2021 to Winter 2021/22)		
Information	January 1 to February 27, 2022	Updates to project website, including Stage 2 technical presentation and video. Various awareness raising activities
PAC	Site visit: Nov. 5, 2021 Meeting: Dec. 8, 2021	PAC meeting #2 and site visit
Virtual Bilingual Public Workshop	February 10, 2022	150+ participants
Questionnaire (online, hard copy)	February 11-27, 2022	189 online visits; between 65 and 97 completions depending on the question
Stage 2 Video	Posted February 2022	397 views (YouTube)
Stage 3 (Early Spring 2022)		
Information	March 23-April 29, 2022	Updates to project website, including Stage 3 technical presentation and video. Various awareness raising activities
PAC	April 4, 2022	PAC meeting #3
In-person Bilingual Virtual Webinar	April 13, 2022	100+ participants
Questionnaire (online, hard copy)	April 14-29, 2022	336 online visits; between 27 and 30 completions depending on the question
Stage 3 Video	Posted April 2022	108 views (YouTube)
Alta Vista Comm. Association (AVCA) Meeting	May 9, 2022	31 community members plus AVCA executive and Councillor Cloutier
Stage 4 (Late Spring 2022)		
Information	June 2022 and ongoing	Updates to project website, including Stage 3 technical presentation and video. Various awareness raising activities
PAC	June 1, 2022	PAC Meeting #4
Public Open House/Site Visit	June 4, 2022	80 attendees over a three-hour period
Ongoing		
Project Website	March 2021-present	More than 10,000 visitors since spring 2021
Email submissions	Spring 2021-present	Various, ongoing

All comments and feedback received has been reviewed, analyzed, and summarized to inform the Project Study Team.

WHAT WE HEARD - GENERALLY

For summary purposes, the draft preferred concept is described as follows:

"In this preferred concept, 1495 Heron Road is reimagined as a vibrant mixed-use community with many green and open spaces, framed by a beautiful and natural "blue-green" pathway along the east and north. Nearly all of the historic buildings are rehabilitated and re-used, and new buildings are arranged to maintain various views to the historic chapel – highlighting the site's heritage campus feel. Space for a potential new elementary school has been set aside to the west near Orlando Park, and a mix of low- and mid-rise housing types are built throughout to meet the needs of many different people with varying incomes, such as families, young professionals, and seniors. 1495 Heron Road has become a place that connects history with the future, surrounding neighbourhoods with one another, and greenspace with urban living."

Overall, community members and stakeholders expressed general support for the preferred concept as it developed over the course of the engagement process. When it was presented, participants mostly indicated it struck a good balance between buildings heights, density, the treatment of heritage, greenspace, and open spaces. For example, participants in the online questionnaire from Stage 3 expressed a very high degree of support for the concept, with the majority or near majority of respondents consistently selecting "agree" — the highest degree of support available out of five options — for each of 13 statements presented to them about various aspects of the concept.

Despite accommodations made to the draft Preferred Concept to respond to community input, some residents of Guildwood Estates remain opposed to the preferred concept, citing perceived health, nuisance, and economic concerns related to density, building heights, traffic, heritage conservation, and the potential loss of property values. Analysis of the Stage 3 online questionnaire showed that a baseline of approximately 10 per cent of respondents (one in 10) selected "disagree" — the lowest indicator of support — for all 13 statements. It is important to note that some of the residents who were expressing concern about heights were under the impression that the buildings to the east would be mid-rise (between five to nine storeys) instead of low-rise.

The concept includes several features to address concerns expressed during the earlier stages of engagement, in particular those of some of the Guildwood Estates residents living adjacent to the site. These features include:

- Moving new mid-rise buildings away from the site's eastern boundary and replacing them with low-rise buildings (maximum of four stories);
- Creating a more generous buffer between new development and existing homes, with a 30-metre to 40-metre (98 to 131 feet) transition between building fronts where the current interior side yard setback is 7.5-metres (24.6 feet);

- Opting to build a dry creek (the “blue/green corridor”) as a retention corridor for stormwater management, instead of a water pond. The landscaped corridor will double as a linear park;
- Dedicating school space for a new school in the site’s northwestern corner, away from Guildwood Estates due to perceived nuisance factors; and
- Enhancing the interaction between new development in the north and Wren’s Way.

A sample of participant statements can be found at Appendix C, along with statistics from the online exercises.

NEXT STEPS

Canada Lands and the Stantec project team are working collaboratively to prepare the plans and studies that will form part of a development application to the City of Ottawa, which is expected to be submitted in the Summer of 2022. The application will be supported by ongoing site studies.

The development application will follow the City’s formal review process, timelines, and requirements for public engagement outlined by the *Planning Act* and Official Plan. The City of Ottawa development application is a public process, and the community will have further opportunity to comment.

Overview

This final summary report provides an overview of the community and stakeholder engagement process held in support of the master planning process for the redevelopment of 1495 Heron Road by Canada Lands Company (Canada Lands).

The master plan reimagines the former Federal Study Centre as a mixed-use community that connects history with the future, surrounding neighbourhoods with one another, and greenspace with urban living.

Although public consultation is not a requirement at this early stage of the project, Canada Lands voluntarily initiated the engagement process with an online visioning exercise held from mid-March to early May of 2021 (summary report is available [here](#)).

In summer 2021, Canada Lands retained Stantec as the planning consultant to lead the master planning process. The Stantec team includes ERA Architects, responsible for the site's heritage analysis, and PACE Public Affairs & Community Engagement, leading the project's engagement process.

Jointly, Canada Lands, Stantec, ERA Architects and PACE developed and led three more stages of community and stakeholder engagement between August 2021 and June 2022.

While a more fulsome review of the community and stakeholder input received over the four phases of engagement is provided below, **to summarize broadly: there is strong and continued support that 1495 Heron Road be redeveloped as a vibrant low and mid-rise mixed-use community that respects the site's significant heritage features and integrates with the surrounding greenspace and parks.** There is also solid support for affordable housing and development options that can help address Ottawa's housing crisis.

When presented with the preferred concept at Stage 4 (shown below), community members and stakeholder expressed significant support for it, with the exception of a small group of residents who identified themselves as living in the adjacent Guildwood Estates. These residents expressed a desire for lower heights, a lower overall density of housing units, and a wider buffer between their homes and any new development.

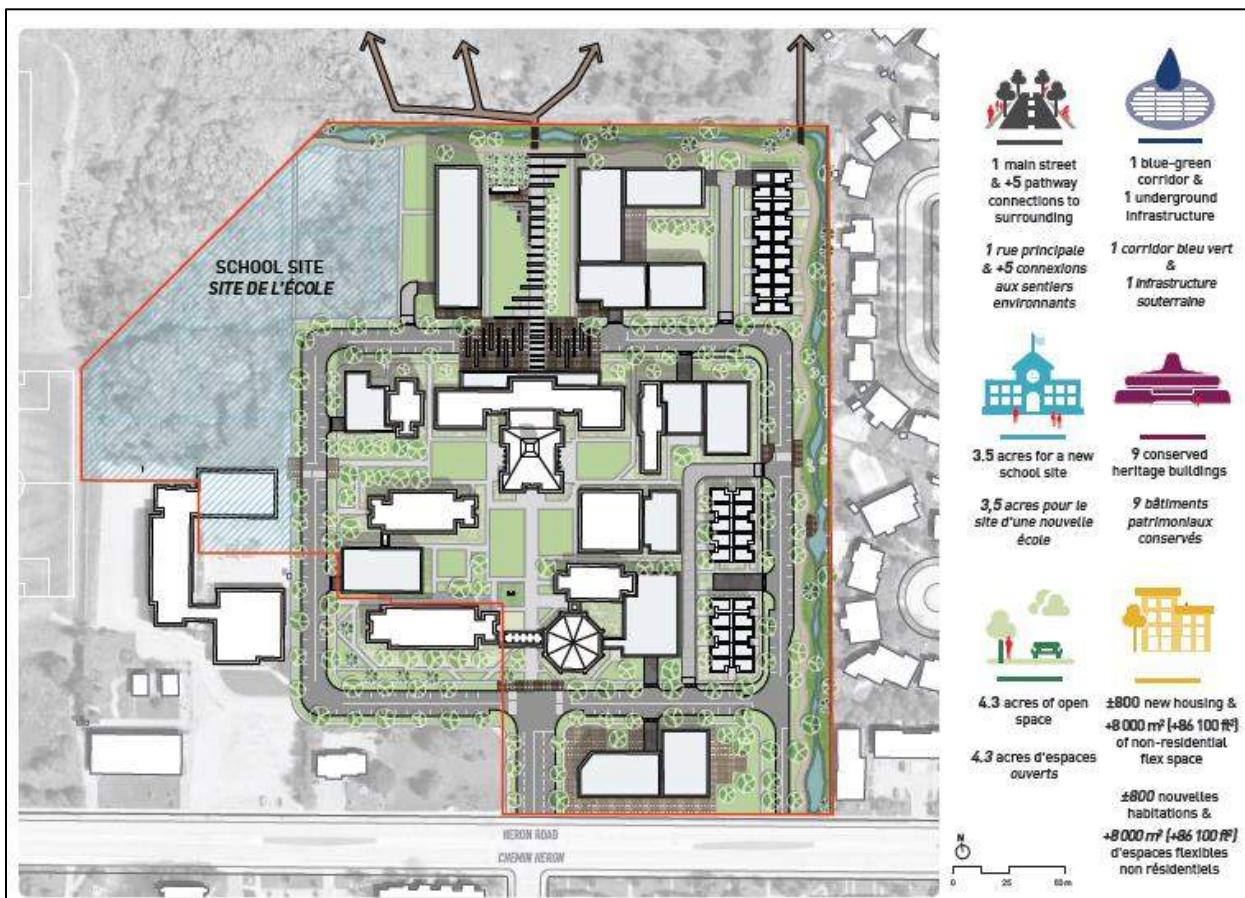


Figure 2: Preferred Concept for 1495 Heron Road presented at Stage 4

ABOUT THE PROJECT

Canada Lands Company, a federal Crown corporation, has a mandate to transform former Government of Canada properties and reintegrate them into local communities while ensuring their long-term sustainability and viability.

Canada Lands acquired the 1495 Heron Road site from Public Services and Procurement Canada in 2020 after the land was declared surplus. The 7.3-hectare (18-acre) site consists of 12 buildings, which account for almost 20,346 square metres (219,000 square feet).

The property is located in Alta Vista Ward and is close to retail services, transit, parkland, and greenspace areas. The site is bound to the south by Heron Road, to the north by Parkland and Wren's Way, to the west by the former St. Patrick High School and Orlando Park, and to the east by the Guildwood Estates neighbourhood. Its exterior includes ample surface parking spaces and two tennis courts.

The site was originally designed by Murray and Murray Architects for the Sisters of the Congregation of Notre Dame in the 1960s, and then purchased by the Government of Canada in 1973 to be used as the Federal Study Centre.

Heritage conservation is an important aspect of this project, and the Project Team's heritage consultants, ERA Architects, have developed an analysis of the site looking at things like its history, characterizing elements, existing conditions, and adaptive reuse potential.

As well, the Conseil des écoles publiques de l'Est de l'Ontario (CEPEO) has indicated that it is considering the site for the location of a new primary school. Conversations with the school board are ongoing. For planning purposes, the Project Team has included an area of the site for the school's purposes.



Figure 3: Arial view of 1495 Heron Road and surrounding neighbourhoods (Google Maps)

Engagement Process

OVERVIEW

Canada Lands places significant emphasis on the importance of engaging and collaborating with the community and civic officials for the properties they develop. It is for this reason that Canada Lands chose to voluntarily initiate an engagement process for 1495 Heron Road, ahead of submitting a development plan to the City of Ottawa and the statutory consultations required by the *Planning Act*.

The objectives of the community and stakeholder engagement were to:

- Raise awareness for the redevelopment project;
 - Inform the public and stakeholders regarding the master planning process and the findings of the site's contextual analysis;
 - Get input into a vision and an eventual preferred concept for how the site can be transformed; and
 - Ensure that community considerations remain at the forefront and input is continuously incorporated back into the study process.

As the image below shows, the project recently entered step 3 of a five-step process. While community engagement will occur throughout the life of the project, steps 3 to 5 focus on the implementation of the master plan, starting with the municipal approvals process and the beginning of construction to prepare the site for future development.

Most of the Canada Lands-led engagement with the community and stakeholders therefore took place during steps 1 and 2, in which the Project Team, over four stages of engagement beginning in the Spring of 2021, worked closely with community members and stakeholders to develop a vision and concept plan for 1495 Heron Road.

As mentioned above, the City of Ottawa will initiate its own statutory consultations as part of its eventual review of Canada Lands' development application for 1495 Heron Road.



Figure 4: The Redevelopment process and timelines

Engagement – Stage 1 (Spring 2021): Stage 1 was initiated by Canada Lands in the spring of 2021 and included an online visioning exercise that ran from mid-March to May 1 of that year. More than 450 respondents identified five key themes for the site: (1) community amenities, (2) heritage conservation, (3) mid-rise residential development, (4) affordability, and (5) sustainability and open space. These served as the guiding principles that guided and informed the development of the master plan. The Stage 1 summary report is available [here](#).

Engagement – Stage 2 (Summer 2021 to Winter 2021/22): Stage 2 of the engagement process was held over the period of mid-August 2021 to the end of February 2022. Building off of the initial phase of engagement, the purpose of Stage 2 was to work with community members and stakeholders to develop the preferred concept plan that forms the basis of the master plan for 1495 Heron Road. Broadly, the objective was to get members of the public and community stakeholders to react to and share their thoughts on four “concepts” developed by the Project Team for how the site can be transformed (see Appendix A for more details on the concepts). The findings from Stage 2 informed the Project Team’s design process as it progressed from four concepts to a preferred concept. A Stage 2 summary report has been posted on the project’s website [here](#).

Engagement – Stage 3 (Early Spring 2022): Stage 3 of the engagement process was held over the period of March 23, 2022, to May 9, 2022. Broadly, participants were asked to comment on a “draft preferred concept” for how 1495 Heron could be redeveloped. The “draft preferred concept” draws inspiration from the four initial concepts presented during Stage 2 and the ensuing community input. A summary report of the Stage 3 process is available on the project’s website [here](#).

Engagement – Stage 4 (Late Spring 2022): A fourth and final stage of engagement was held in early June 2022 to present to stakeholders and the public the preferred concept that will be submitted to the City of Ottawa in the summer of 2022. This stage, which consisted of an open house at 1495 Heron Road, was primarily for information, although the public and stakeholders were invited to see and experience the site in person, speak to project experts, and submit comments to refine the concept.

ACTIVITIES

Several opportunities were organized throughout for stakeholders and members of the public to learn more about the project and to provide input into the master planning process. The findings from all stages of engagement informed the Project Team’s design process in an iterative fashion as planning progressed from the initial vision to the four draft concepts, and finally the preferred concept.

Activities included:

- A **project website**, launched in early 2021 and frequently updated;
- An **online Discussion Forum** and visioning exercise at Stage 1;
- **Stage 2 and 3 technical presentations** uploaded on the project website;

- **Stage 2 and 3 videos** of the technical presentations posted on the site and on YouTube ([video 1](#); [video 2](#));
- A **Public Advisory Committee**, established in the summer of 2021 and made up of representatives from a wide range of interests (see Appendix B for the membership list). The PAC met five times, including during a tour of the site on November 5, 2021;
- A **virtual public workshop** at Stage 2, consisting of a technical presentation followed by facilitated discussions in 15 breakout rooms;
- A **Public Webinar** at Stage 3, which included a technical presentation on the draft preferred concept followed by a moderated question and answer period.
- **Stage 2 and 3 bilingual questionnaires**, available to the public online and in hard copy;
- Participation in a **project-focused community meeting** organized and hosted by the Alta Vista Community Association (AVCA). The meeting included opening statements by the AVCA executive, Ottawa City Councillor for Alta Vista Jean Cloutier, and Mr. Tim Murray, the original architect for 1495 Heron Road;
- A Stage 4 **public open house and site tour**, with programming and activities; and
- **Ongoing communications** and website updates to inform the public and stakeholders of project developments and opportunities to provide input.

In addition, various comments were submitted to Canada Lands by email and mail. These have been reviewed and copies have been shared with the Project Team to assist with the master plan's development.

The table below shows the degree of public and stakeholder participation over the course of the four-stage engagement process, from March 2021 to June 2022:

Engagement	Date	Participation
Stage 1 (Spring 2021)		
Project Launch	March 2021	Development and launch of project website. Various communications activities to raise awareness (see "Promotions" below)
Online Engagement	March 2021	450 participants, with 6,735 visits to the project website and 2,330 unique visitors
Public Advisory Committee (PAC)	August 16, 2021	Establishment of the PAC and inaugural meeting with individuals and organizations that represent the surrounding community
Stage 2 (Summer 2021 to Winter 2021/22)		
Information	January 1 to February 27, 2022	Updates to the project website, including the uploading of a Stage 2 technical presentation and video. Various communications activities to raise awareness (see "Promotions" below)
Public Advisory Committee (PAC)	Site visit: Nov. 5, 2021 Meeting: Dec. 8, 2021	PAC meeting #2 and site visit

Virtual Bilingual Public Workshop	February 10, 2022	150+ participants
Questionnaire (online and hard copy)	February 11-27, 2022	189 online visits; between 65 and 97 individuals completing all or portions of the questionnaire, depending on the question
Stage 2 Video	Posted February 2022	397 views (YouTube)
Stage 3 (Early Spring 2022)		
Information	March 23-April 29, 2022	Updates to the project website, including the uploading of a second technical presentation and video. Various communications activities to raise awareness (see “Promotions” below)
Public Advisory Committee (PAC)	April 4, 2022	PAC meeting #3
In-person Bilingual Virtual Webinar	April 13, 2022	100+ participants
Questionnaire (online and hard copy)	April 14-29, 2022	336 online visits; between 27 and 30 individuals completing all or portions of the questionnaire, depending on the question
Stage 3 Video	Posted April 2022	108 views (YouTube)
Alta Vista Community Association (AVCA) Information Meeting	May 9, 2022	31 community members plus AVCA executive and Councillor Cloutier
Stage 4 (Late Spring 2022)		
Information	June 2022 and ongoing	Updates to the project website, including the uploading of the preferred concept. Various communications activities to raise awareness (see “Promotions” below)
Public Advisory Committee (PAC)	June 1, 2022	PAC Meeting #4
Public Open House/Site Visit	June 4, 2022	80 attendees over a three-hour period
Ongoing		
Project Website	March 2021 to present	More than 10,000 visitors since the spring of 2021
Email submissions	Spring 2021 to present	Various, ongoing

All comments and feedback received has been reviewed, analyzed, and summarized to inform the Project Study Team.

PROMOTION

A series of promotional activities were implemented to raise awareness and drive participation in all the workshops, online exercises, and the Stage 4 site tour, as well as to establish a shared understanding of the project. Specific communications activities included:

Stage 1

1. Email notices to:
 - a. Elected officials with a request to share with their constituents;
 - b. The Alta Vista Community Association with a request to share with their members;
2. Postcards distribution via Canada Post to 9,502 mailboxes in the community surrounding the property;
3. Organic and promoted social media posts.

Stage 2

1. Email notices to:
 - a. The 1495 Heron Road subscriber list;
 - b. PAC members with a request to share with their networks;
 - c. Elected officials with a request to share with their constituents;
 - d. Community organizations (e.g., AVCA; Heron Gate, the Somali Centre for Family Services, nearby schools, community centres);
2. Postcard distribution via Canada Post to 13,000 mailboxes within a 1.5 km radius of the site;
3. Organic and promoted social media posts on Canada Lands' Facebook and Twitter accounts;
4. Advertising in *Le Droit* and the *Ottawa Citizen*.

Stage 3

1. Email notices to:
 - a. The 1495 Heron Road subscriber list;
 - b. PAC members with a request to share with their networks;
 - c. Elected officials with a request to share with their constituents;
 - d. Community organizations (e.g., AVCA, Heron Gate, the Somali Centre for Family Services, nearby schools, community centres);
2. Postcard distribution via Canada Post to 13,000 mailboxes within a 1.5 km radius of the site;
3. Postcard distribution (212) via special delivery service to residences in Guildwood Estates;
4. Hand-delivered postcards (400) to local businesses and community centres in the vicinity;
5. Organic and promoted social media posts on Canada Lands' Facebook and Twitter accounts; and
6. Advertising in *Le Droit* and the *Ottawa Citizen*.

Stage 4

1. Email notices to:
 - a. The 1495 Heron Road subscriber list;
 - b. PAC members with a request to share with their networks;
 - c. Elected officials with a request to share with their constituents;
 - d. Community organizations (e.g., Heron Gate, the Somali Centre for Family Services, nearby schools, community centres);
2. Postcard distribution via Canada Post to 13,000 mailboxes within a 1.5 km radius of the site;
3. Postcard distribution (212) via special delivery service to residences in Guildwood Estates;
4. Organic and promoted social media posts on Canada Lands' Facebook and Twitter accounts; and
5. Advertising in *Le Droit* and the *Ottawa Citizen*.

What We Heard

ANALYSIS - OVERVIEW

As part of its reporting mandate, PACE reviewed all input received during all four stages of the engagement process. The analysis below presents the main themes that were distilled from public and stakeholder input, and captures key insights provided by participants to inform and guide decision-making related to redevelopment of 1495 Heron Road.

For summary purposes, the draft preferred concept is described as follows:

"In this preferred concept, 1495 Heron Road is reimagined as a vibrant mixed-use community with many green and open spaces, framed by a beautiful and natural "blue-green" pathway along the east and north. Nearly all of the historic buildings are rehabilitated and re-used, and new buildings are arranged to maintain various views to the historic chapel – highlighting the site's heritage campus feel. Space for a potential new elementary school has been set aside to the west near Orlando Park, and a mix of low- and mid-rise housing types are built throughout to meet the needs of many different people with varying incomes, such as families, young professionals, and seniors. 1495 Heron Road has become a place that connects history with the future, surrounding neighbourhoods with one another, and greenspace with urban living."

Note: With regards to the analysis below, the use of the expression "most participants" represents a very strong support or an impression of near unanimity for an idea. Similarly the term "many" indicates predominance or support by a large number of respondents while the expression "several" indicates a frequent but not predominant theme. The expression "some" represents a notable but minority view while "a few" represents an even smaller minority. Even

though a comment may have only been made once it is sometimes reported in the analysis if found to be insightful innovative or highly poignant.

Overall, community members and stakeholders expressed general support for the preferred concept as it developed over the course of the engagement process. When it was presented, participants generally indicated it struck a good balance between buildings heights, density, the treatment of heritage, greenspace, and open spaces. There was a lot of support, as well, for the blue/green corridor, which many saw as a better solution for stormwater management than a pond. A sample of participant statements can be found at Appendix C, along with statistics from the online exercises.

Stage 1: Participants at the Stage 1 visioning exercise indicated that they wanted five main themes reflected in the master plan:

1. Sustainability and Open Space – that the Concept integrates new development with nature, and allots a portion of the site as parkland.
2. Commemoration, Heritage and Building Preservation – that the Concept respects the site's history and heritage, notably the chapel and bell tower.
3. Mid-Rise Residential Development – that the site develops into a mid-rise residential community with only a few taller buildings included in the plan.
4. Community Amenities – that the site includes community amenities such as commercial spaces for small local businesses, a recreational facility and open space for physical activities, a community center, a grocery store and medical facilities.
5. Affordability – that the site include affordable housing.

A recommendation was also made by some residents that the site be converted to a seniors' centre.

Stage 2: The five themes from Stage 1 served as the core principles that guided and informed the development of the four draft concepts (see Appendix A) that were presented at Stage 2 of the engagement process. The most frequent comments received related to the need to build-in more greenspace across all of the concepts, and that the existing greenspace in the north and northwest needed to be preserved and properly integrated with Wren's Way.

There were many comments that there should be low-rise buildings along the eastern boundary to protect the privacy and enjoyment of adjacent homes in the Guildwood Estates neighbourhood, and general support for commercial and retail development along Heron.

There were also several comments about the location of stormwater management infrastructure on the site, with some respondents expressing health and safety concerns related to water ponds.

There were varied opinions about the potential school location. For the most part, respondents prefer it closer to Heron Road so that traffic would not become an issue within the site itself. It

was also expressed by some participants that this would result in less nuisance for existing homes in the adjacent Guildwood Estates neighbourhood.

There were relatively few comments at this stage regarding the site's heritage features. These ranged from repurposing the buildings for use by the school, to keeping the buildings within the public domain so they could be enjoyed by all. A few participants suggested the campus-style buildings would be well suited for a seniors' village.

Stage 3: Comments provided at Stage 2 helped inform the development of the draft Preferred Concept that was publicly released at Stage 3. The concept includes several features to address concerns expressed during the earlier stages of engagement, in particular those of some of the Guildwood Estates residents living adjacent to the site. These features include:

- Moving new mid-rise buildings away from the site's eastern boundary and replacing them with low-rise buildings (maximum of four stories);
- Creating a more generous buffer between new development and existing homes, with a 30-metre to 40-metre (98 to 131 feet) transition between building fronts where the current interior side yard setback is 7.5-metres (24.6 feet);
- Opting to build a dry creek (the "blue/green corridor") as a retention corridor for stormwater management, instead of a water pond. The landscaped corridor will double as a linear park;
- Dedicating space for a new school in the site's northwestern corner, away from Guildwood Estates due to perceived nuisance factors; and
- Enhancing the interaction between new development in the north and Wren's Way.

For the most part, participants expressed strong support for the draft Preferred Concept. As the graphic below indicates, participants in the online questionnaire from Stage 3 expressed a very high degree of support for the concept, with the majority or near majority of respondents consistently selecting "agree" — the highest degree of support available out of five options — for each of 13 statements presented to them about various aspects of the concept. In particular, there was significant support (80 per cent and higher) for:

- The treatment of the site's heritage features;
- The placement of open spaces;
- The location of the school; and
- The proposed blue/green corridor which many saw as a better solution for stormwater management than a pond.

Despite the accommodations made in the draft Preferred Concept, some residents of Guildwood Estates remain opposed, citing health, nuisance, and economic concerns related to density, building heights, traffic, heritage conservation, and the potential loss of property values. Analysis of the Stage 3 online questionnaire showed that a baseline of approximately 10 per cent of respondents (one in 10) selected "disagree" — the lowest indicator of support — for all 13 statements. It is important to note that some of the residents who were expressing

concern about heights were under the impression that the buildings to the east would be mid-rise (between five to nine storeys) instead of low-rise.

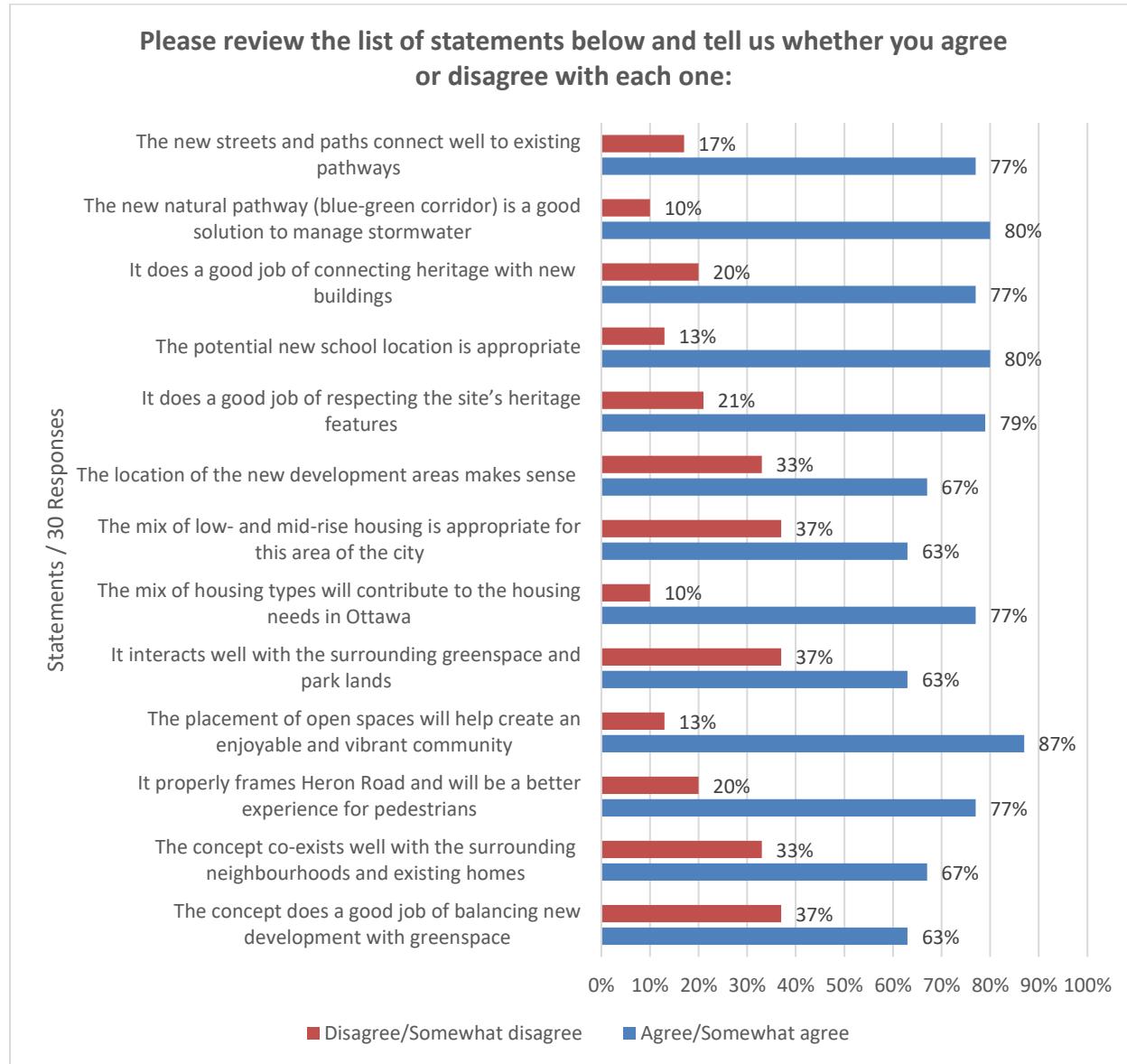


Figure 5: Degree of support for the draft preferred concept (Stage 3 online questionnaire). The graph above does not include responses for "Neutral" or "Don't Know" and as such, may not add up to 100 per cent.

Stage 4: This final stage was primarily for information and intended to present to stakeholders and the public the preferred concept that will be submitted to the City of Ottawa. Attendees at the public open house on June 4, 2022, could review information boards and speak to members of the Project Team. Comment sheets were provided at the event and made available on the Internet. No comments were submitted at the event and one letter of dissent was provided by a group of residents from the Guildwood Estates neighbourhood.

SPECIFIC THEMES

The following list captures the key themes that emerged across all stages of engagement with a focus on Stage 4, in which the Preferred Concept was presented. These themes were distilled from comments obtained throughout all engagement activities, including the public workshops and webinar, the online questionnaires, the PAC meetings, the site visit/open house, and the various submissions received.

Heritage: Heritage conservation was a prominent theme. There was very strong support for the Preferred Concept and its approach to conserving the majority of the site's existing buildings. A number of participants wanted to know how the repurposed buildings would be used, in particular the chapel and theatre. A small minority of participants questioned the potential heritage value of the campus buildings (aside from the chapel and theatre), with some suggesting that additional buildings should be demolished to create more space for development, thereby more equally spreading out density across the site and reducing the need for mid-rise buildings. A few participants noted the environmental sustainability benefits of retaining the buildings. One participant noted that the master planning approach for this project could set a precedent for how to redevelop existing sites of a similar nature.

Greenspace and the Blue/Green Corridor: There were many comments made about the need to protect or build-in more greenspace. Some participants expressed concern for the greenspace located in the northwest corner of the site. Others wanted assurances that the development would not negatively impact Wren's Way. A few expressed a liking for the proposed park and open space in the north and how it interacted with and improved connections to Wren's Way. Connections to existing paths was important. Many participants expressed support for the blue/green corridor along the site's north and east boundaries. A few noted it should be wider.

Mixed-use, Affordable Housing, Density, and Building Heights: There was continued support for a mixed-use community, and the need to plan for affordable housing. Many participants believed that the concept struck a good balance between many varied interests and unique considerations for this site. However, some participants, in particular those living adjacent to the site's eastern boundary, expressed concerns with the proposed density and building heights and questioned whether the concept complied with the City of Ottawa's Official Plan. A few participants were erroneously under the impression that the concept included high-rise buildings (greater than nine storey) while others believed nine-storey buildings were being proposed on the eastern side of the site.

Community Benefits: There were a few questions and suggestions about the types of amenities that might be appropriate for the site. Suggestions included a community centre, childcare services, community space (such as an art gallery), gardening space, and sports infrastructure.

Next Steps

Canada Lands and the Stantec project team are working collaboratively to prepare the plans and studies that will form part of a development application to the City of Ottawa, expected to be submitted in the Summer of 2022. The application will be supported by ongoing site studies.

The development application will follow the City's formal review process, timelines, and requirements for public engagement outlined by the *Planning Act* and Official Plan. The City of Ottawa development application is a public process, and the community will have further opportunity to comment.

Appendix A

FOUR DRAFT CONCEPTS PRESENTED AT STAGE 2 OF THE ENGAGEMENT PROCESS

This appendix provides detailed descriptions of the [four draft concepts](#) that we presented to the public at Stage 2 of the engagement process.

Concept 1: Inspired by historical areas and surroundings

In Concept 1, the main redevelopment area (e.g., housing, amenities, etc.) is to the east ensuring a connection with the neighbouring residential community (Guildwood Estates), while including a green buffer zone (such as trees and shrubs) to separate the two. To the west, the open space from neighbouring Orlando Park and Parkland is extended into the site with a new open space and a stormwater green infrastructure, such as a pond. In the centre, space is provided for a potential French-language public elementary school within the heritage campus (former Campanile also known as the Federal Study Centre). A square-shaped roadway surrounds the centre.

Concept 1 highlights:

- Square street layout surrounding the heritage campus
- Main redevelopment concentrated in the north and east portions of the site
- Room for a potential new school, which would be located in the heritage area of the former Campanile Campus
- Open space and stormwater green infrastructure is concentrated in the northwest area

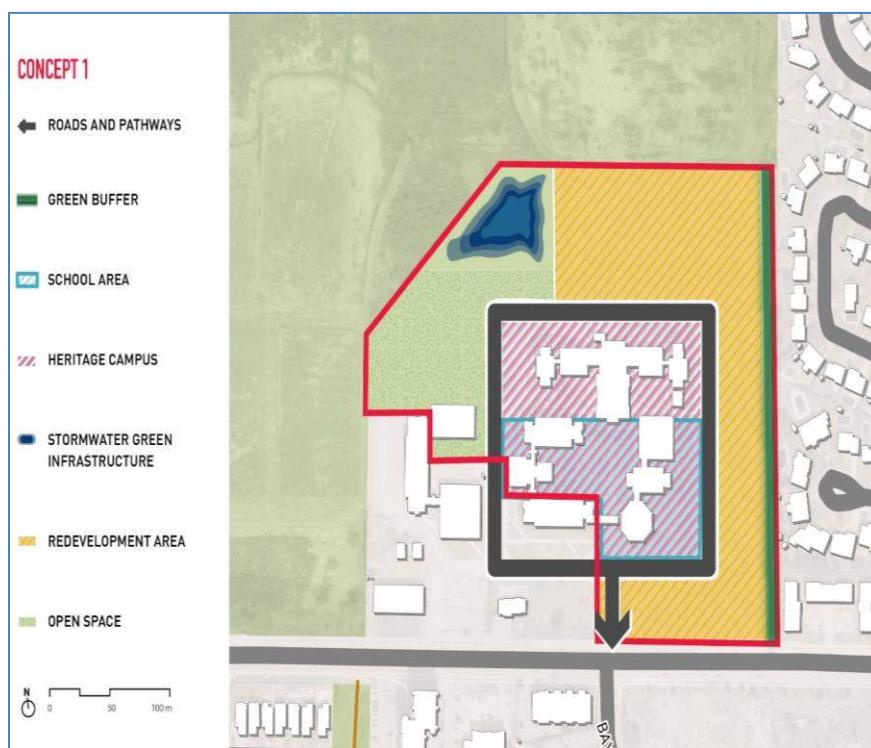


Figure 6: Image of Concept 1

Concept 2: Mixed-use development throughout the site

In Concept 2, redevelopment areas (e.g., housing, amenities, etc.) are proposed at the site's entrance on Heron Road, to the north, and to the west. A square-shaped roadway runs along the eastern boundary. A green buffer (such as trees and shrubs) separates the site from neighbouring residential homes in Guildwood Estates. On this eastern edge, and throughout the redevelopment areas, open spaces add to the public space. Stormwater green infrastructures (such as ponds), which also serve as open spaces, are located in the northwest and southeast corners. Space for a potential French-language public elementary school is located mostly within the portion of the heritage campus (former Campanile also known as the Federal Study Centre) where there are currently few buildings.

Concept 2 highlights:

- Square street layout along the eastern boundary
- Redevelopment areas spread out to the south, north, and east
- Room for a potential new school, which would be located in the eastern portion of the heritage campus
- Open space in the eastern portion of the site and spread out throughout the redevelopment areas
- Stormwater green infrastructure in the northwest and southeast corners

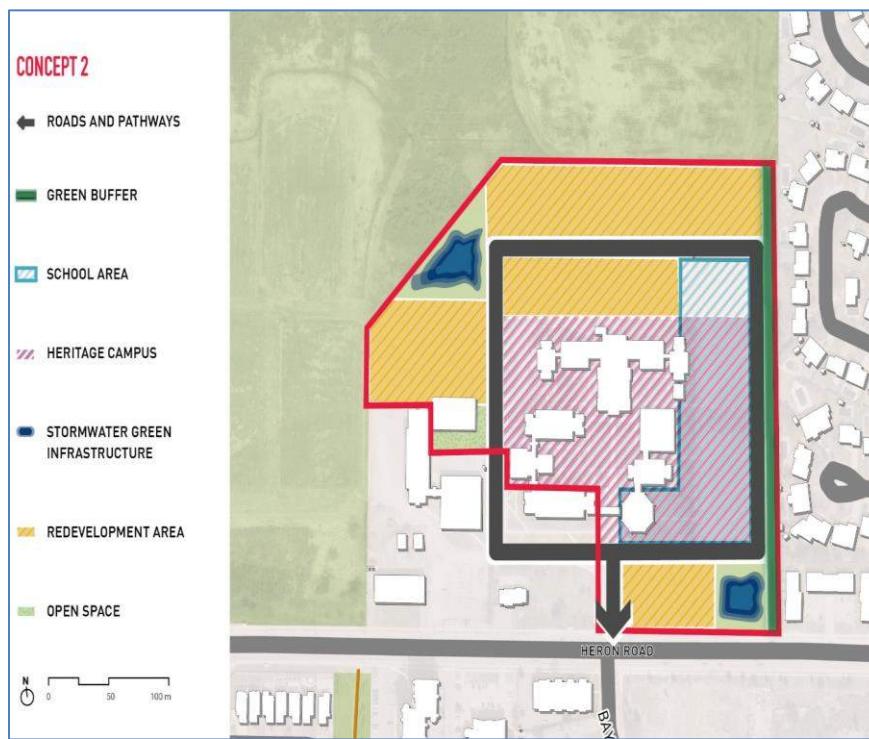


Figure 7: Image of Concept 2

Concept 3: New development surrounds the heritage campus

In Concept 3, the main redevelopment area (e.g., housing, amenities, etc.) surrounds the heritage campus (former Campanile also known as the Federal Study Centre), separated by a

new north-south rectangular-shaped roadway. A green buffer zone (such as trees, shrubs, etc.) separates neighbouring residential homes in Guildwood Estates from the site. On this eastern edge, and throughout the redevelopment areas, open spaces add to the public space.

Stormwater green infrastructures (such as ponds), which also serve as open spaces, are located in the northwest and southeast corners. Space for a potential French-language public elementary school is located in the north and west section of the heritage campus.

Concept 3 highlights:

- Rectangular street pattern oriented in a north-south direction
- Redevelopment area surrounds the heritage campus
- Room for a potential new school, which would be located in the north and west section of the heritage campus
- Open spaces in the eastern area and spread out throughout the redevelopment areas
- Stormwater management infrastructure in the northwest and southeast corners

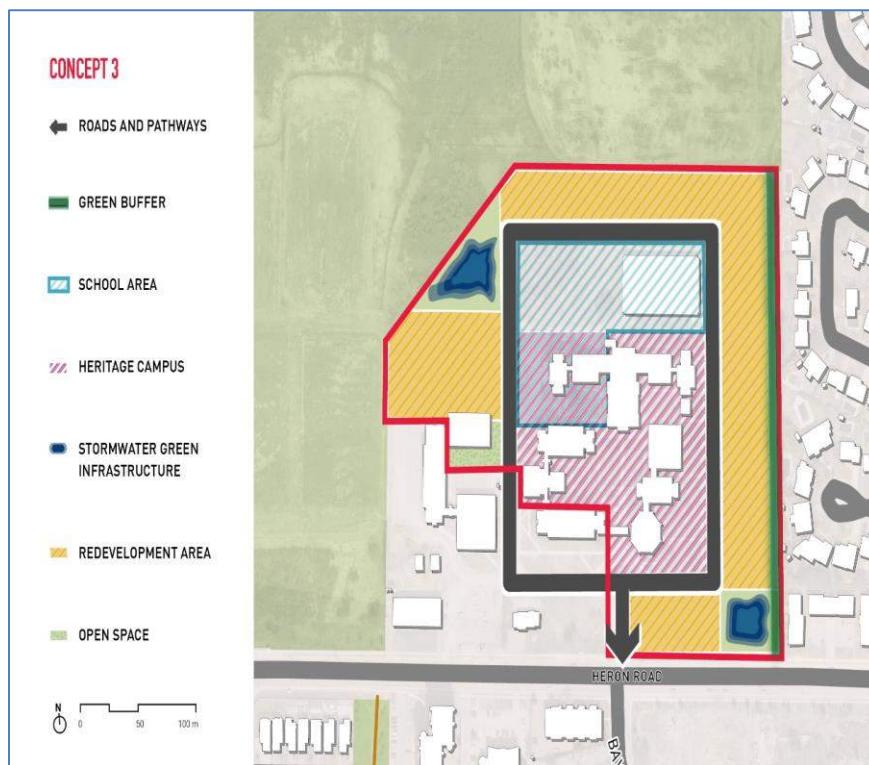


Figure 8: Image of Concept 3

Concept 4: Blending heritage with modern architecture

In Concept 4, two main redevelopment areas (e.g., housing, amenities, etc.) are proposed. One follows the northern boundary and the other is blended into the eastern side of the heritage campus (former Campanile Campus also known as the Federal Study Centre) where there are currently few buildings. A rectangular-shaped roadway in an east-west orientation runs along the eastern boundary. A green buffer zone (such as trees, shrubs, etc.) separates the site from the neighbouring residential homes in Guildwood Estates. Open spaces are integrated

throughout the redevelopment areas adding to the public space. Stormwater green infrastructure (such as a pond), also acting as an open space, is located along Heron Road, next to the main entrance. Space for a potential French-language public elementary school is located in the northwest portion of the site, next to Orlando Park and Parkland.

Concept 4 highlights:

- Rectangular street pattern oriented in an east-west direction
- Integrated redevelopment area next to the heritage campus
- Room for a potential new school, which would be located in the northwest portion of the site, next to the park
- Open spaces spread out throughout the redevelopment areas
- Stormwater green infrastructure along Heron Road

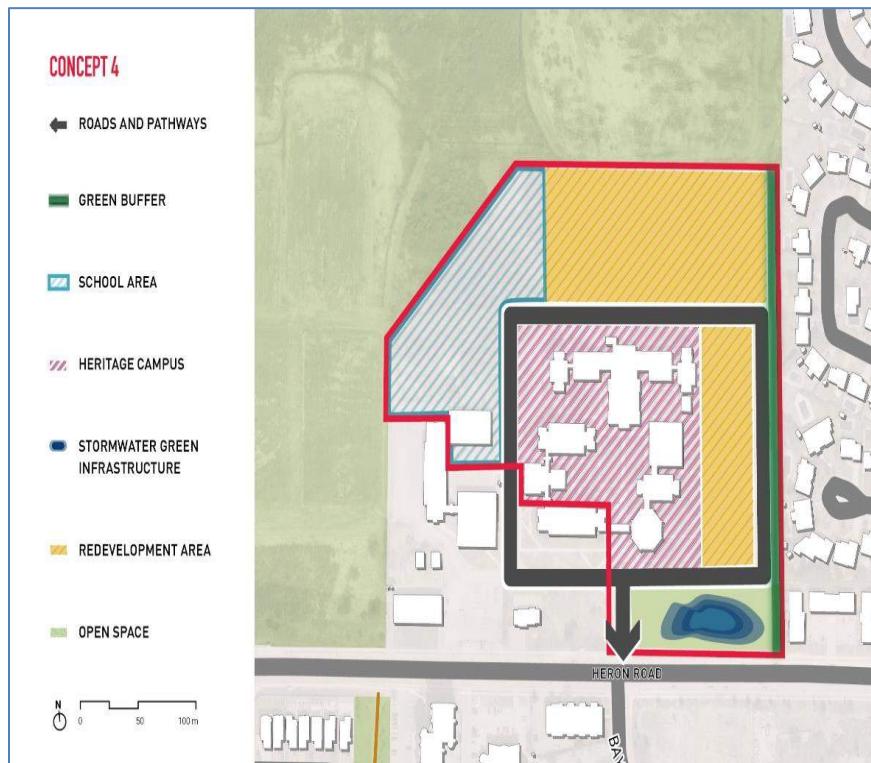


Figure 9: Image of Concept 4

Appendix B

PUBLIC ADVISORY COMMITTEE FOR 1495 HERON ROAD – MEMBERSHIP LIST

- Marty Carr, (at the time) President, Alta Vista Community Association (AVCA)
- Lynne Davidson-Fournier, Guildwood Estates Community
- Andy Fast, Student representative
- Adam Halawa, Community Leader, Ball ‘til I Fall
- Luis Juarez, Heritage Planner, City of Ottawa
- Yanessa Luciano, Student representative
- Emma Morin, Student representative
- John Redins, Resident and Accessibility Advocate
- Mike Reid, Councillor’s Assistant, Councillor Cloutier’s Office

Appendix C

SAMPLE OF PARTICIPANT STATEMENTS AND STATISTICS

Preferred Concept

"Good to see a mix of heights and increased density while respecting the heritage and green space." [Stage 3 Workshop Participant]

"I think this is a very positive plan and will be a great addition to our neighbourhood while respecting the heritage character of the existing structures, the green space, and the surrounding neighbourhoods." [Stage 3 Questionnaire respondent]

"Great to hear that strong heritage value has been identified at this significant site. Also that the sustainability, embodied carbon considerations have been factored in. This site can be a real beacon for a new approach to redevelopment of existing sites like these." [Stage 3 Workshop Participant]

"Introducing approximately 800 housing units in this space is a balanced, prudent, yet substantial contribution to a neighbourhood with currently very low density. The neighbourhood needs to play its part in welcoming new residents and combating urban sprawl." [Written submission]

"Guildwood residents have already done their share in intensification sacrifice with the evolving overlay used profusely in the Herongate project directly across Heron Road." [Written submission]

"...the location of a proposed public road in such close proximity to my property...poses numerous health and safety risks including increased exposure to toxic carbon monoxide gas. Exposure to this toxin, even mild exposure, can cause short-term and long-term health problems, including headaches, dizziness, fatigue, lung and heart disease and neurological disorders." [Written submission]

"I have always loved these buildings and courtyards and will love to see them come to life once again. I am excited for this redevelopment! Thank you for your thoughtful concept." [Stage 3 Questionnaire Respondent]

"I think the draft concept does a good job of balancing multiple needs, including a shortage of housing (especially affordable housing), the importance of green space, the importance of urban density, and community space to help connect area residents to one another and the natural world." [Stage 3 Questionnaire respondent]

"[...] road traffic noise during many hours of the day, seven days a week, will expose adjacent neighbours to physical and mental health problems." [Written submission]

Draft Preferred Concept: The placement of open spaces will help create an enjoyable and vibrant community

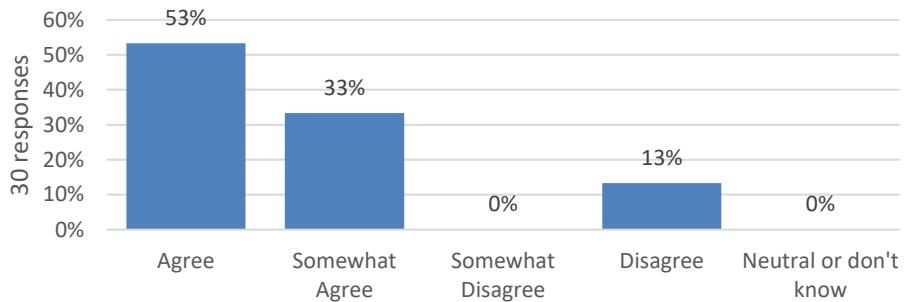


Figure 10: Stage 3 Online Questionnaire - Placement of Open Spaces

Draft Preferred Concept: The location of the new development areas makes sense

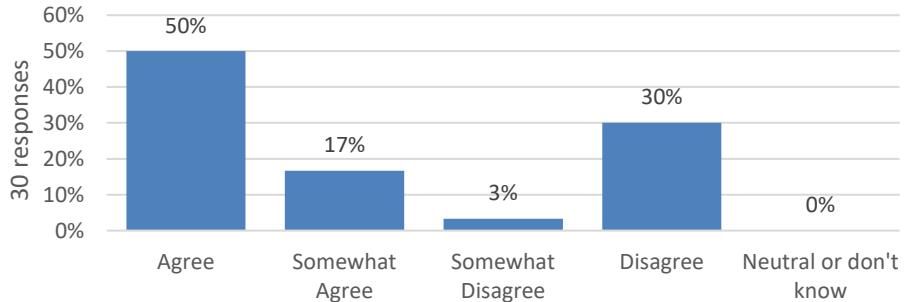


Figure 11: Stage 3 Online Questionnaire - Location of New Development Areas

Draft Preferred Concept: The new streets and paths connect well to existing pathways

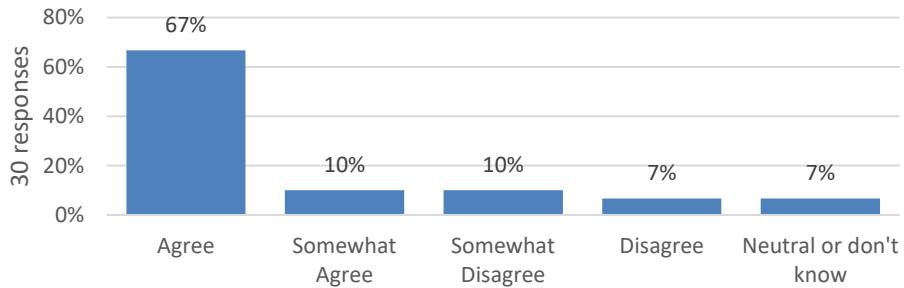


Figure 12: Stage 3 Online Questionnaire - Connection of New Streets and Paths

Greenspace and the Blue/Green Corridor

"It's not clear how the paths in the greenspace to the north will connect with the new development area. It would be nice if there [could be] a green buffer." [Stage 2 Questionnaire Respondent]

“‘Cricket Hill’ on the NW corner of the property is a wooded and natural buffer between residential density and Greenspace. It should be saved and used as an existing, natural buffer to minimize the impact on the Greenspace.” [Stage 3 Workshop Participant]

“The green/blue corridor should be wider. It is much too close to houses on Garand, Ambergale and Featherston.” [Stage 3 Questionnaire Respondent]

“The stormwater draining run along the border with Guildwood Estates is a brilliant way to create further separation with that existing community.” [Written submission]

“Stormwater basins - not a positive feature as they tend to be noisy, smelly, and buggy.” [Stage 2 Workshop Participant]

“Stormwater surge ponds do not service the legitimate park needs of future Canada Lands residents.” [Stage 2 Email Submission]

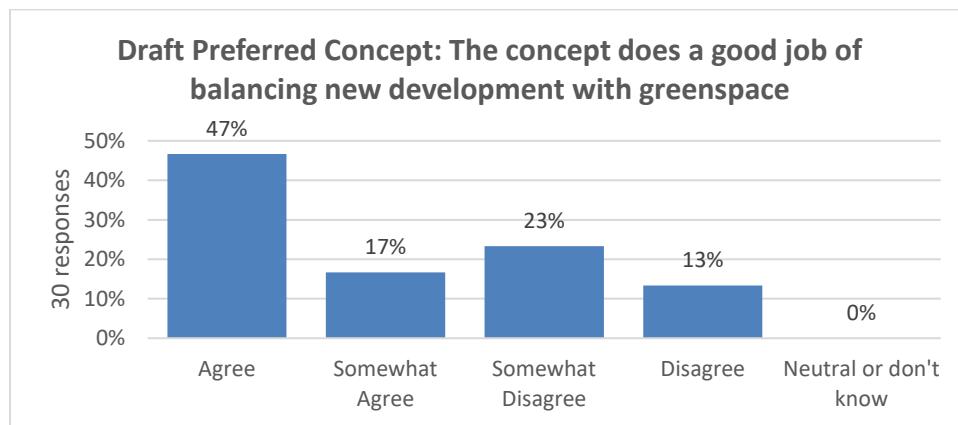


Figure 13: Stage 3 Online Questionnaire - Balance of Development with Greenspace

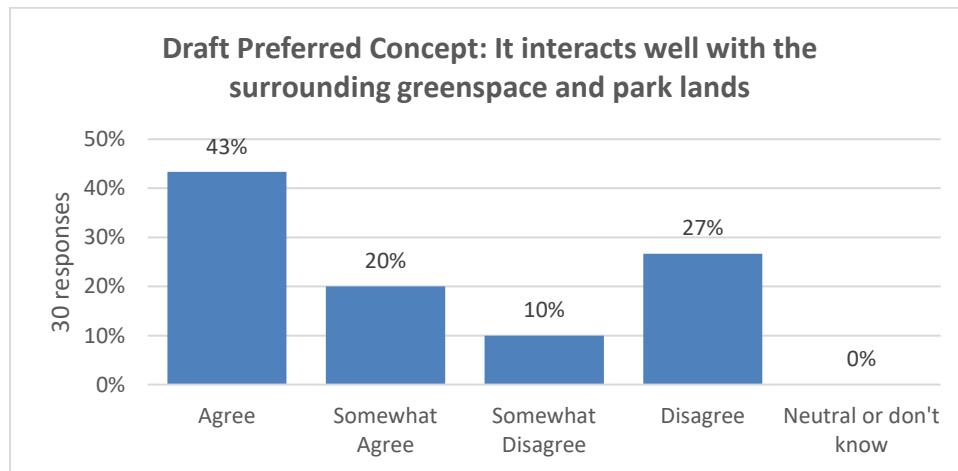


Figure 14: Stage 3 Online Questionnaire – Interaction with Surrounding Greenspace

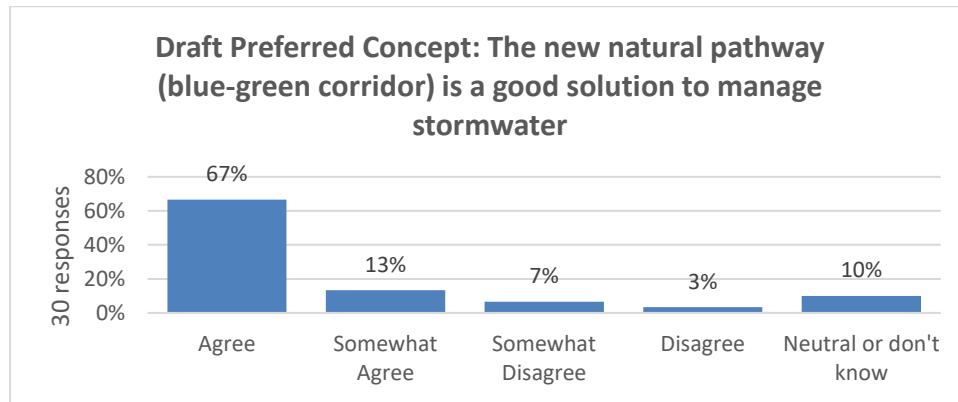


Figure 15: Stage 3 Online Questionnaire – New Natural Pathway (Blue-Green Corridor)

Heritage

"I have always loved these buildings and courtyards and will love to see them come to life once again. I am excited for this redevelopment! Thank you for your thoughtful concept." [Stage 3 Questionnaire respondent]

"Great to hear that strong heritage value has been identified at this significant site. [...] This site can be a real beacon for a new approach to redevelopment of existing sites like these." [Stage 3 Workshop Participant]

"Glad to see CLC's commitment to the preservation of this excellent example of mid-century modern architecture." [Stage 3 Workshop Participant]

"There is no heritage value to the buildings on the west side and they should be demolished to allow for more intensive land use. Density of the site is too weighted to the North and east!" [Stage 3 Questionnaire Respondent]

"Reuse and repurposing of existing buildings is a sustainability issue as well as heritage." [Stage 2 Workshop Participant]

"Perhaps removal of some of the heritage campus would allow for more flexibility." [Stage 2 Workshop Participant]

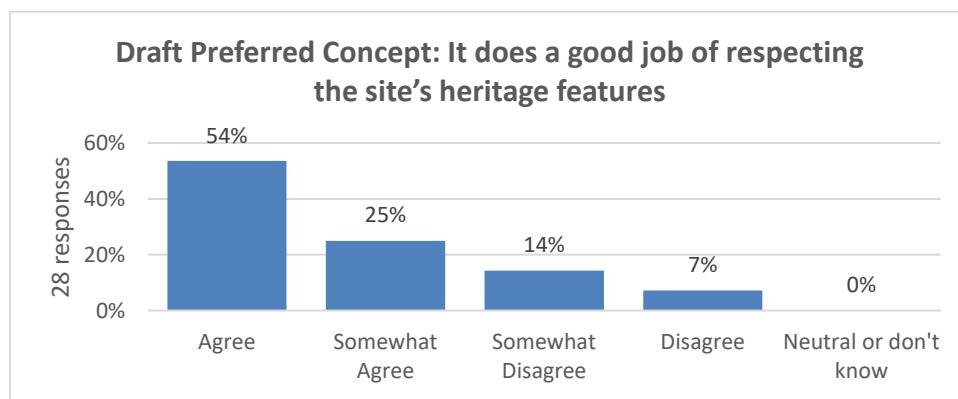


Figure 16: Stage 3 Online Questionnaire - Respect for Site's Heritage Features

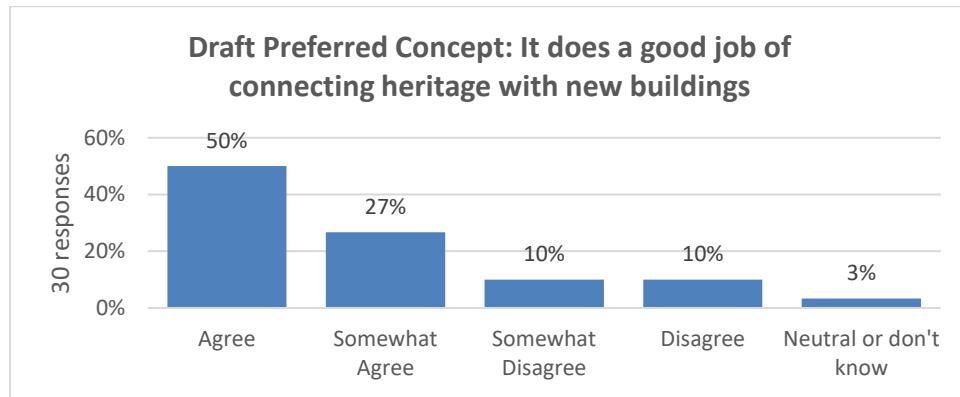


Figure 17: Stage 3 Online Questionnaire - Connection of Heritage with New Buildings

Mixed-use, Density and Building Heights

"Lower height should be adjacent to the existing neighborhoods." [Stage 2 Workshop Participant]

"A stepdown of building height would avoid overshadowing the properties to the east." [Stage 2 Questionnaire Respondent]

"Would the developers agree to build an opaque very tall fence on the Eastern border? My house backs up on the Eastern Edge current parking lot. The city could offer a variance for, say, a 30-foot fence." [Stage 3 Workshop Participant]

"The city is currently in the midst of a housing crisis... given the placement of the proposed Heron BRT..., this site seems well-positioned for an increased level of density. With the expected growth in Ottawa's population over the next few years, wouldn't a few taller buildings also make sense?" [Stage 3 Workshop Participant]

"The bulk of the buildings should be demolished except the chapel. ...Building heights should be limited to four storeys." [Stage 3 Questionnaire Respondent]

"This will bear directly on my property value and the legacy I intend for my children." [Written submission]

"Incredible opportunity to seize the potential of this important piece of land... affordable housing, recreational space, cultural space, gathering space. Let's be visionary." [Twitter]

"The massing of 9-, 6- and 4-storey buildings in the northeast corner of the property is completely discordant with the scale and form of the adjacent buildings of Guildwood Estates and the landscape of WRENS Way." [Written submission]

"The plan is an inspired reimagining of the existing buildings and the spaces available for development. [...] Introduces 800 housing units in a balanced way. Storm water drain creates good separation from neighbours." [Stage 3 Questionnaire Respondent]

Draft Preferred Concept: The concept co-exists well with the surrounding neighbourhoods and existing homes

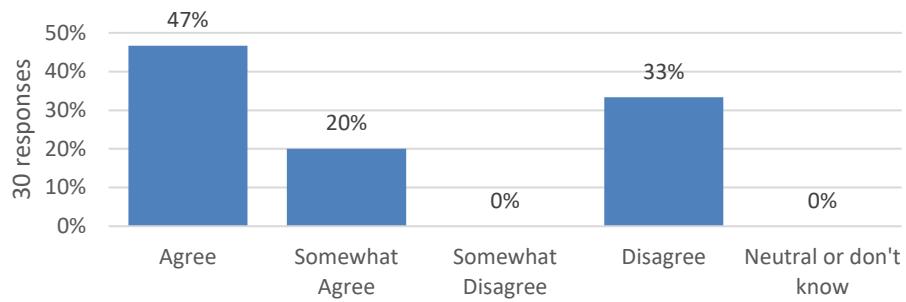


Figure 18: Stage 3 Online Questionnaire - Surrounding Neighbourhoods

Draft Preferred Concept: The mix of low- and mid-rise housing is appropriate for this area of the city

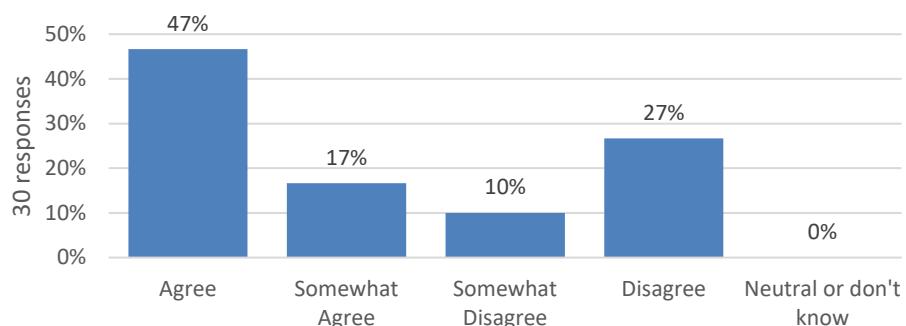


Figure 19: Stage 3 Online Questionnaire - Mix of Low- and Mid-Rise Housing

Draft Preferred Concept: The mix of housing types will contribute to the housing needs in Ottawa

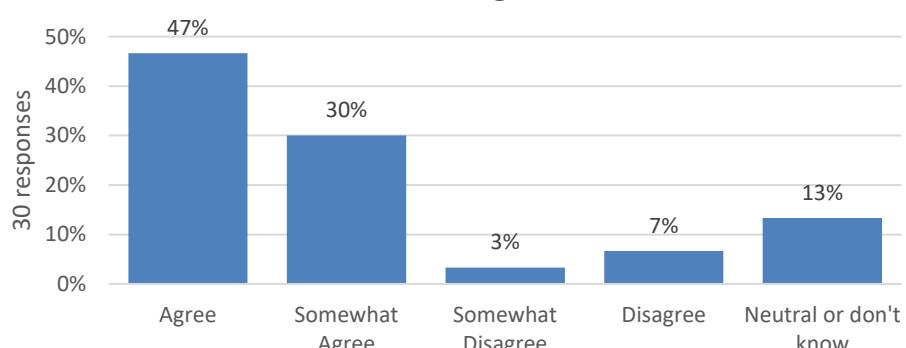


Figure 20: Stage 3 Online Questionnaire - Contribution to Housing Needs in Ottawa

Commercial and Retail Development Along Heron

"Commercial would make the most sense along Heron." [Stage 2 Workshop Participant]

"Along Heron Road, there should be taller buildings with commercial and no stormwater pond." [Stage 2 Questionnaire Respondent]

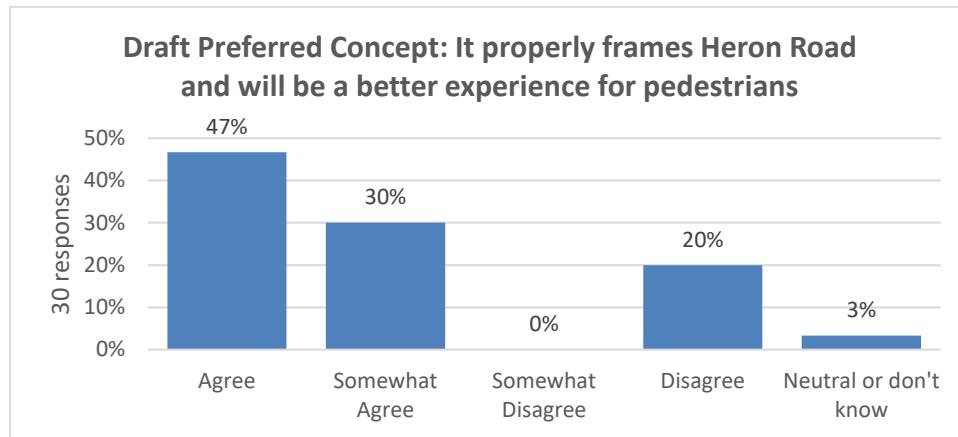


Figure 21: Stage 3 Online Questionnaire - Framing of Heron Road

School

"The school abutting the residential area makes me wonder about lighting - schools often have strong, high lighting that might spill over into the residential area." [Stage 2 Workshop Participant]

"What is good about having the school on the back is that it would open up on the green space." [Stage 2 Workshop Participant]

"Ensure the school drop-off does not require all parents driving through the development." [Stage 2 Questionnaire Respondent]

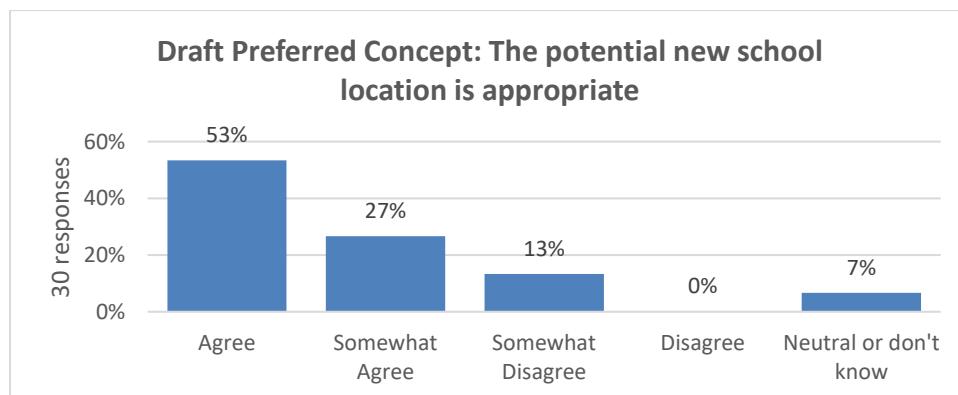


Figure 22: Stage 3 Online Questionnaire - Appropriateness of School Location