



## **1531 St. Laurent Boulevard**

Planning Rationale  
Zoning By-law Amendment + Site Plan Control  
June 14, 2023



Prepared for Katasa Groupe + Développement

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<b>1.0</b>	<b>Introduction</b>	<b>1</b>
1.1	Required Applications	1
1.2	Public Consultation Strategy	1
2.1	Subject Property	3
2.2	Surrounding Context	3
2.3	Road Network	5
2.4	Transit and Active Transportation Network	6
2.4.1	Transit Network	6
2.4.2	Cycling	6
2.5	Neighbourhood Amenities	7
<b>2.0</b>	<b>Proposed Development and Design Brief</b>	<b>8</b>
3.1	Project Overview	8
3.2	Massing and Scale	10
3.3	Building Design	12
3.4	Relationship to the Public Realm	13
3.5	Sustainability	14
<b>3.0</b>	<b>Policy &amp; Regulatory Review</b>	<b>15</b>
5.1	Provincial Policy Statement (2020)	15
5.2	City of Ottawa Official Plan (2022)	16
5.2.1	Strategic Directions	16
5.2.2	Outer Urban Transect	17
5.2.3	Mainstreet Corridor Designation	18
5.2.4	Evolving Overlay	20
5.3	Urban Design Guidelines for Development Along Arterial Mainstreets	22
5.4	Urban Design Guidelines for High-Rise Buildings	22
5.5	City of Ottawa Zoning By-law (2008-250)	24
5.5.1	Proposed Zoning By-law Amendment	26
<b>4.0</b>	<b>Supporting Studies</b>	<b>28</b>
6.1	Servicing and Stormwater Management Report	28
6.2	Tree Conservation Report	28
6.3	Transportation Noise Assessment	28
6.4	Transportation Impact Assessment	29
6.5	Pedestrian Level Wind Study	29
<b>5.0</b>	<b>Conclusion</b>	<b>31</b>

# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Katasa Groupe + Développement (“Katasa”) to prepare this Planning Rationale and Design Brief in support of concurrent Zoning By-law Amendment and Site Plan Control applications to facilitate the proposed development on the site municipally known as 1531 St. Laurent Boulevard in the City of Ottawa.

This proposal contemplates the construction of two (2) high-rise towers of 25 storeys (Building A) and 20-storeys (Building B) respectively. The towers will be connected by a shared underground parking garage. Building A will be sited on a 6-storey podium whereas Building B will be sited on a 4-storey podium. An area of approximately 500m<sup>2</sup> is proposed to be dedicated to the City of Ottawa as municipal parkland. Commercial uses are proposed on the ground floor of Building A, fronting directly onto St. Laurent Boulevard.

## 1.1 Required Applications

To facilitate the proposed development, concurrent Zoning By-law Amendment and Site Plan Control applications are being submitted. The proposed Zoning By-law Amendment (ZBLA) application would amend the existing zoning applicable to the subject property to permit two (2) high-rise apartment buildings with commercial at-grade, and accommodate site-specific development details. In particular, the Zoning By-law Amendment will denote the site as AM[XXXX] SYYY with the following site specific provisions established through a site-specific zoning exception:

- / A minimum parking rate of 0.75 spaces per unit for residential uses;
- / No more than 30 visitor parking spaces are permitted;
- / Minimum required yard setbacks and building setbacks and maximum permitted building heights are as per Schedule YYY;
- / Maximum floor space index does not apply; and
- / Any other minor compliance issues identified through the development review process.

It is noted that the amendments listed above may change based on the evolution of the building design throughout the development review process, and additional revisions or different values may be reflected in the final report to Planning and Housing Committee.

The Site Plan Control process will address the detailed design of the subject property and building, including such aspects as site servicing, landscaping and building design.

## 1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
  - A Pre-Application Consultation Meeting was held with City Staff and the applicant team on October 26, 2022. The applicant team has maintained subsequent correspondence with City Staff leading up to application submission.
- / Notification of the Eastway Gardens Residents Association
  - A ‘heads up’ notification to local registered community association(s) will be completed by the City of Ottawa during the application circulation process.
- / Notification of Ward Councillor, Councillor Marty Carr

- The Ward Councillor will be notified of the submission once completed.
- / Community Information Session
  - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
  - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
  - It is anticipated that the community information session may be held via an online format such as a Zoom webinar or another similar platform.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
  - The statutory public meeting will take place at the City of Ottawa Planning Committee.

## Subject Property & Surrounding Context

### 2.1 Subject Property

The subject property is known municipally as 1531 St. Laurent Boulevard in the City of Ottawa. The subject property is generally flat with an area of approximately 4,965.81 square metres (roughly 0.5 hectares). It has 48.8 metres of frontage along St. Laurent Boulevard to the west, and 94.8 metres of frontage along Belfast Road to the north, and 52 metres of frontage along Lagan Way. Light standards, overhead power lines and wooden hydro poles are located along both west and north sides of the property.

Situated on the northwest corner of the subject property is a one storey commercial building historically used as a restaurant. Prior uses of the land appear to be industrial in nature. The remainder of the property is occupied by the associated surface parking lot, accessible from and in proximity to Belfast Road. The perimeter of the site is landscaped with trees lining the lot line. There are light fixtures that are located within the parking lot and fencing that runs along the northeastern edge of the property.



Figure 1: Subject Property and Surrounding Context

The surrounding land uses are described as follows:

#### North

Immediately north of the site, across Belfast Road, is a parcel of land consisting of a gas station, auto body repair shop, and car dealership. Along St. Laurent Boulevard and abutting the gas station is a restaurant and surface parking lot. An access road known as “Shore Street” connects St. Laurent Boulevard to Lagan Way. Further north of the subject property,

along Lagan Way, are several industrial and service centres. Highway 417 is located approximately 1.5 kilometres north of the subject property, which is near the St. Laurent Shopping Centre and St. Laurent Light Rapid Transit (LRT) Station.

### East

East of the subject property, along Lagan Way, is an industrial park with access via Belfast Road, Michael Street and Newmarket Street. Northeast of the property across a railway is a brownfield site and industrial land, including freight storage site and distribution centres. Further east is the low-rise neighbourhood of Pineview, accessed from Innes Road and Cyrville Road.

### South

Directly south of the subject property are land holdings consisting of automobile service uses and other commercial uses with access from both St. Laurent Boulevard and Lagan Way. Further south, at the intersection of Innes Road and St. Laurent Boulevard is vacant land with east-west hydro lines running across the property. The neighbourhoods of Hawthorne Meadows and Sheffield Glen are located further southeast of the site, with access via Walkley Road and St. Laurent Boulevard.

### West

Directly west of the property, across St. Laurent Boulevard, and with access from Belfast Road is a retail plaza. Continuing west, are the OC Transpo garage and offices, and the Trainyards shopping district and office development, accessed via Industrial Avenue and Belfast Road. Further west is Alta Vista, a residential neighbourhood developed between the 1950s and 1970s, and characterized by mostly low-rise, single detached homes.

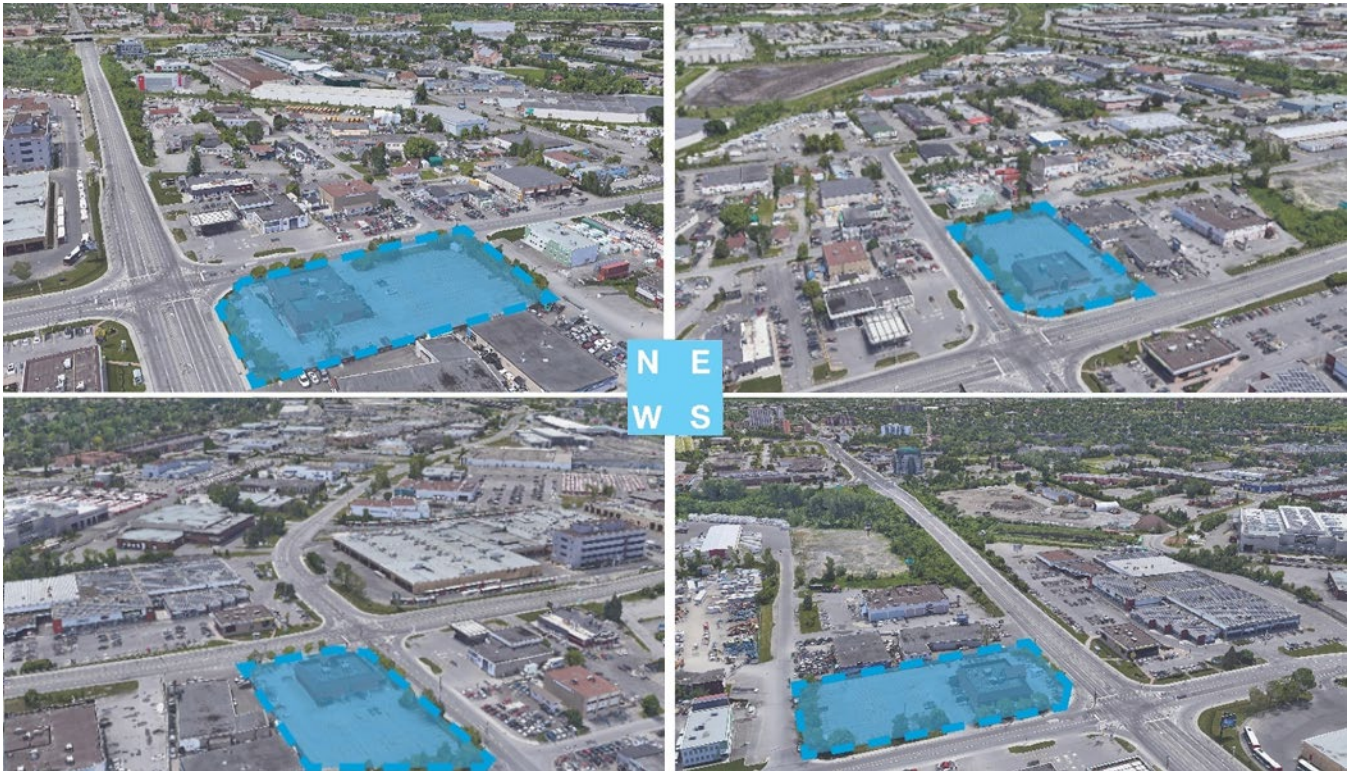


Figure 2: Aerial Perspectives of the Subject Property and Surrounding Area, Google Earth

## 2.3 Road Network

Per Schedule C4 – Urban Road Network of the City of Ottawa’s Official Plan (Figure 3), the subject property is in an area of Ottawa that is well supported by multiple major road networks. The subject property has frontage on St. Laurent Boulevard, an Arterial Road, and Belfast Road, designated as a Collector Road on the western side of St. Laurent Boulevard in Schedule C4. The subject property is also in proximity to several planned and existing arterial and major collector roads.

Arterial roads are roads that serve through travel between points not directly served by the road itself and limited direct access is provided to only major parcels of adjacent lands. Arterial roads in proximity to the subject property include St. Laurent Boulevard, Industrial Avenue, Innes Road to the south, and Cyrville Road to the northeast of the property.

Major Collector roads are roads that serve neighbourhood travel between Collector and Arterial roads and may provide direct access to adjacent lands. Major Collector roads in proximity to the subject property include Tremblay Road to the north and Alta Vista Drive to the west.

The subject property is also in close proximity to the Queensway, also known as Highway 417, a provincially-owned, limited access 400-series highway, located north of the property. St. Laurent Boulevard feeds directly into an east/west interchange of the highway.

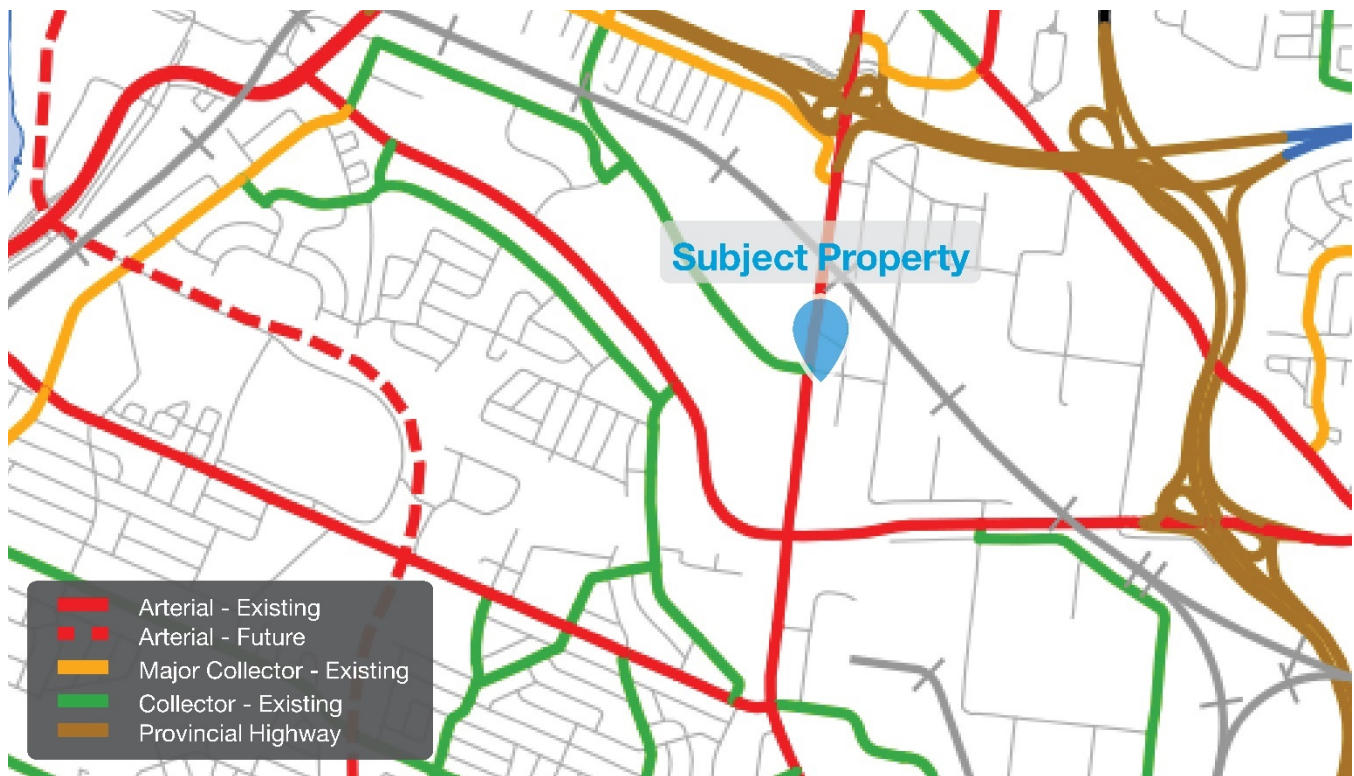


Figure 3: City of Ottawa Official Plan Schedule C4, Urban Road Network, Subject property indicated



## 2.4 Transit and Active Transportation Network

### 2.4.1 Transit Network

Per Schedule C2 – Transit Network of the City of Ottawa Official Plan (Figure 4), the subject property is located along a Transit Priority Corridor. Transit Priority Corridors incorporate increased service frequency and design measures to improve the flow of bus traffic. A bus stop is located directly in front of the subject property on St. Laurent Boulevard that is serviced by a Frequent Service Route, Route 40. The north-south Transit Priority Corridor provides bus transit connectivity between St. Laurent Station in the north and South Keys Station the south. The subject property is located approximately 2 kilometres from the St. Laurent O-Train station, providing access to the east-west LRT Confederation Line.

Schedule C2 of the Official Plan also identifies a future BRT station located approximately 275 metres south of the subject property, along St. Laurent Boulevard. This station is part of a planned Bus Rapid Transit (BRT) project which is intended to connect the rapid transit network as part of the grade-separated Baseline/Walkley BRT to the west (which is to be constructed by 2031 to connect Heron Station to Bayshore Shopping Centre in the west), providing a major east-west rapid transit service south of the core.

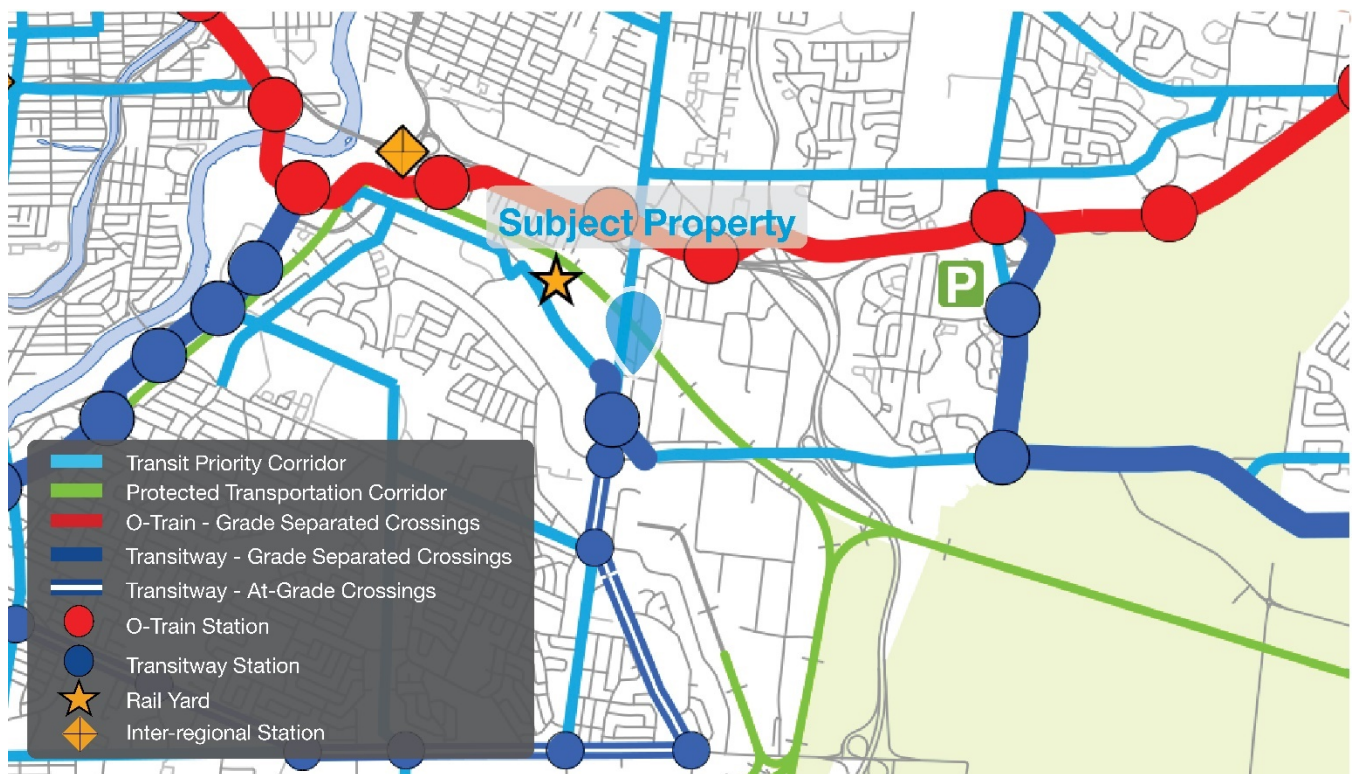


Figure 4: City of Ottawa Official Plan Schedule C2, Transit Network, Subject property indicated

### 2.4.2 Cycling

The subject property is in a predominantly industrial area, with numerous arterial roads, rail lines and Highway 417 surrounding the property. The property is serviced by an east-west major pathway that runs along Innes Road, and a north-south pathway along a section of Belfast Road to the west of the property (Figure 5).

Cycling infrastructure in the area surrounding the subject lands has not been implemented to its full and planned extent; however, as more development is completed, and the infrastructure and roads are added and improved the connections are expected to continue to develop.

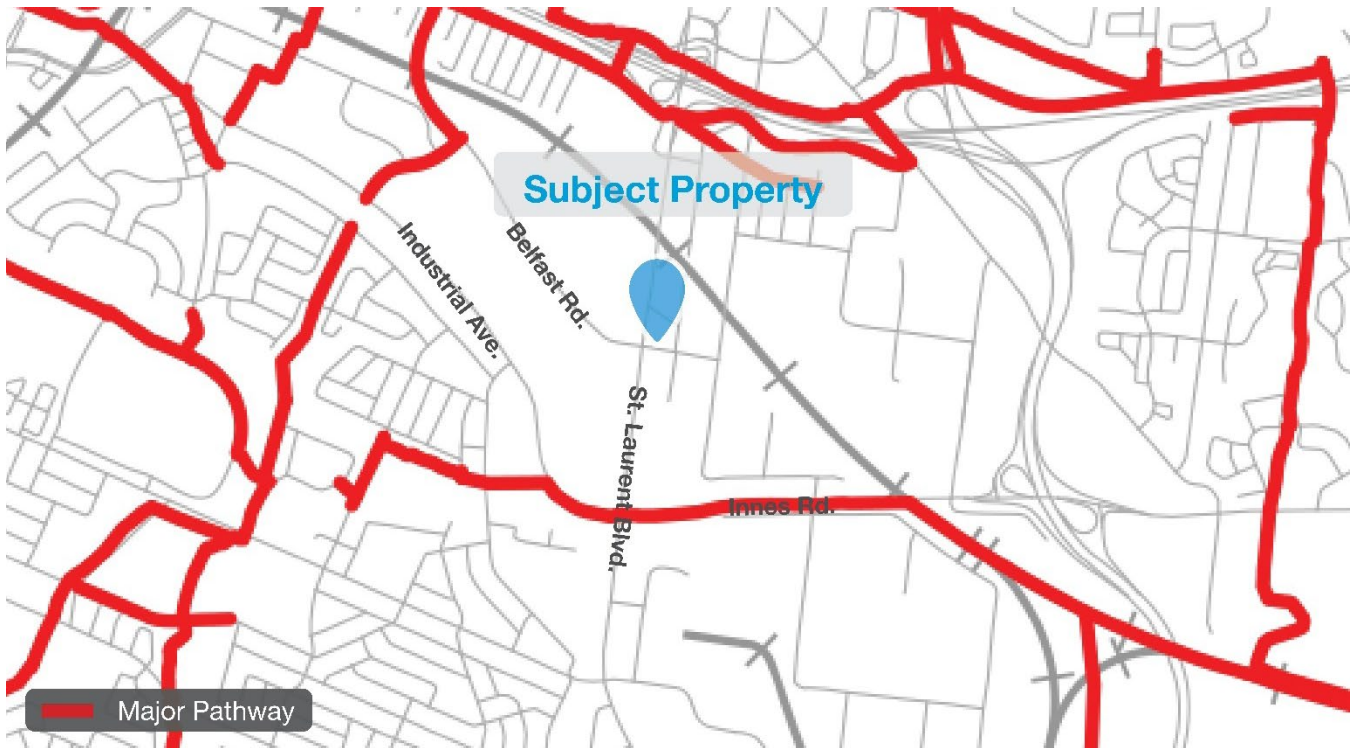


Figure 5: City of Ottawa Official Plan, Schedule C3 – Active Transportation, Subject property indicated

## 2.5 Neighbourhood Amenities

The subject property is in proximity to many nearby amenities including a variety of commercial uses such as restaurants, retail shops, community services and greenspace.

A non-exhaustive list of nearby amenities illustrates the wide range of uses, including but not limited to:

- / Parks including Marchand Park, Hutton Park, Lynda Lane Park, and Alda Burt Park;
- / Restaurants and retail business in all directions, including the Ottawa Trainyards Shopping Centre, St. Laurent Shopping Centre, and Elmvale Shopping Centre;
- / Recreational facilities including private gyms, community fitness spaces, and community services such as the Dempsey Community Centre, and;
- / Libraries and public schools such as the Ottawa Public Library (Elmvale Acres Branch), Vincent Massey Public School.

## 3.0 Proposed Development and Design Brief

### 3.1 Project Overview

The subject property is proposed to be redeveloped with two high-rise towers and a municipal park. Tower A is proposed to be a 25-storey mixed-use residential tower sited on a 6-storey podium fronting onto St. Laurent Boulevard, with a total of 235 units and 507 square metres of commercial space at-grade. Tower B is proposed to be a 20-storey residential tower on a 4-storey podium with a total of 189 units, for a net total 424 units. Walkout units are proposed for Building B, visually animating the ground-level internal to the site and framing the proposed park. The proposed unit mix is summarized in the following table:

Unit Type	Unit Count			Percentage
	Building A	Building B	Total	
Studio	11	20	31	7.3%
1 bedroom	118	93	211	49.8%
2 bedroom	88	66	154	36.3%
3 bedroom	18	10	28	6.6%
Total	235	189	424	

Both buildings will share an underground parking garage with four (4) levels. A total of 362 vehicle parking spaces are provided, with 321 residential parking spaces, 30 visitor parking spaces underground and 11 retail parking spaces located at the surface level. There are 355 bicycle parking spaces provided within the underground parking garage, and 39 exterior bicycle spaces provided via bicycle racks throughout the site.

Site access will be provided through a driveway aisle connecting Belfast Road and Lagan Way. This driveway provides access to surface parking stalls and the refuse collection area for the development in the southwest corner of the subject property. Directly north of the refuse collection area is the underground parking access/egress ramp.

A total of 3,217 square metres of amenity space is proposed to be provided via communal indoor amenity rooms and outdoor terrace, as well as through private balconies to serve the tenants. A public park of 499.5 m<sup>2</sup> is proposed for dedication to the north of the site, fronting onto Belfast Road. The parkland comprises 10% of the overall site area and will serve the community as St. Laurent Boulevard transitions to an increasingly urbanized corridor.

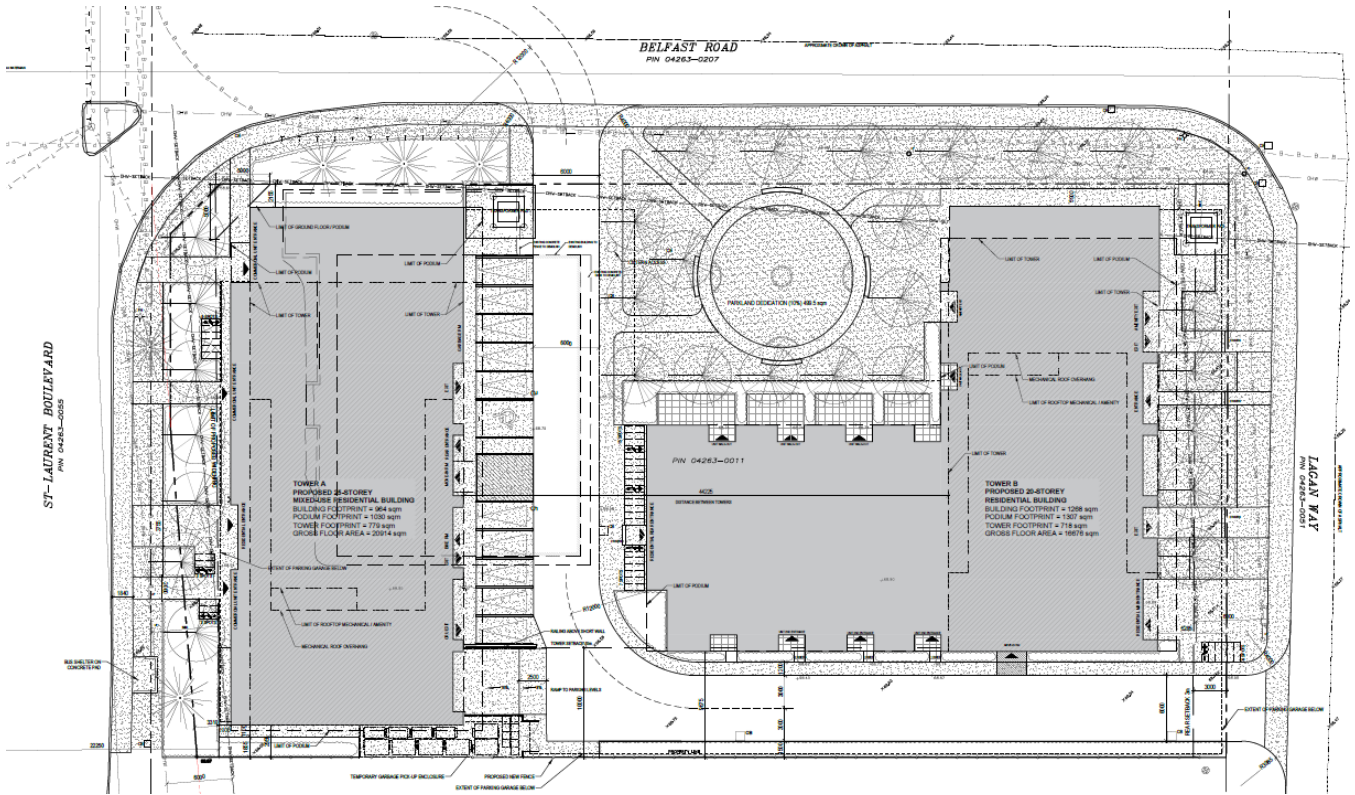


Figure 6: Site plan of proposed development

### 3.2 Massing and Scale



Figure 7: Tower A and B Section, from Belfast Road looking south

Tower A is situated closest to St. Laurent Boulevard at a height of 25 storeys, with Tower B transitioning downward to Lagan Way at a height of 20 storeys. The towers are separated from one another internal to the site by a distance of 44.3 metres. The tower podiums also scale downward from 6 storeys along St. Laurent Boulevard (Building A) to 4 storeys for Building B. The ground floor of Building A makes use of higher floor-to-ceiling heights with consideration to the provision of commercial uses.



Figure 8: Proposed massing of development from Belfast Road looking west



Figure 9: Proposed massing of development from St. Laurent Boulevard, looking south



Figure 10: Proposed massing of development from Lagan Way

### 3.3 Building Design

The proposed development is designed to set the benchmark for the transition of this component of St. Laurent Boulevard into a walkable, transit-supportive corridor. The proposed building makes use of an array of coloured panels as well as traditional, resilient construction materials to ensure a classic design that contributes to a sense of place along St. Laurent Boulevard.



Figure 11: Bird's Eye View of Proposal

### 3.4 Relationship to the Public Realm

The proposed development emphasizes an active, walkable public realm with a focus on defining the street edges with deciduous tree planting. Consideration has been assigned to ensuring the proposed trees are resilient to the local climate and that the soil volume can accommodate the anticipated root zones.



Figure 12: Perspective Looking Southeast from Belfast Road at St. Laurent Boulevard

The St. Laurent Boulevard frontage is intended to emphasize the “Mainstreet” identity of the street, with generous glazing along the ground level of the building with inset balconies to provide “eyes on the street” above. The



Belfast Road frontage transitions to a more softened and green realm, opening into the proposed municipal park which is framed by the offsetting podiums to generate a comfortable sense of enclosure.

### 3.5 Sustainability

The proposed development is located in an area that is well-served by public transit, and along a transit priority corridor with a bus stop in front of the subject property on St. Laurent Boulevard. Moreover, an increased number of bicycle parking spaces are provided than the minimum required by the Zoning By-law (394 spaces provided which exceeds the required 212 spaces).

Residential vehicle parking is proposed to be located underground, with 11 vehicle spaces provided at-grade for the commercial use on the ground floor of Tower A. By reducing a significant amount of surface parking, a greater amount of soft landscaping is ensured which reduces the surface run-off created by this development. The proposed development includes tree planting throughout the site, with enough soil volume to ensure healthy tree growth. A public park of 499.5 square metres is proposed as part of the parkland dedication for the development.



Figure 13: View of proposed park from Belfast Road

## 5.0 Policy & Regulatory Review

### 5.1 Provincial Policy Statement (2020)

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies that support the development and intensification of the subject property include:

- / **Section 1.1.1:** Healthy, liveable and safe communities are sustained by:
  - o Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term **(1.1.1.a)**;
  - o Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing **(1.1.1.b)**;
  - o Avoiding development and land use patterns which may cause environmental or public health and safety concerns **(1.1.1.c)**;
  - o 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 **(1.1.1.e)**;
- / **Section 1.1.3:** Identifies settlement areas as the focus of growth and development **(1.1.3.1)**, where land use patterns shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3 **(1.1.3.2)**. This includes appropriate locations and opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. **(1.1.3.3)**.
- / **Section 1.4.3:** Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs or current and future residents of the regional market area by:
  - o Permitting and facilitating:
    - All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities **(1.4.3.b.1)**; and
    - All types of residential intensification, including additional residential units, and redevelopment **(1.4.3.b.2)**;
  - o 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 **(1.4.3.d)**;
- / Policies in **Section 1.6** of the PPS provides direction related to infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.

- / **Section 1.7.1:** Long-term economic prosperity should be supported by:
  - o Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce **(1.7.1.b)**.
- / **Section 1.8.1:** 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:
  - o Promote compact form and a structure of nodes and corridors **(1.8.1.a)**;
  - o Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas **(1.8.1.b)**; and
  - o Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion **(1.8.1.e)**.

**The proposed development is consistent with the Provincial Policy Statement (2020). The proposed development responds to policies that direct development to areas the municipality has identified for intensification and redevelopment. Further to this, it implements a coherent development and land use pattern while contributing to an appropriate range and mix of residential types to meet long-term needs of the municipality. The redevelopment offers an efficient, cost-effective pattern of growth, capitalizing on the proximity to significant transit infrastructure, important amenities, and employment hubs to promote ease of walking, cycling, and transit use as an alternative to personal vehicle use.**

## 5.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved by the Ministry of Municipal Affairs and Housing (MMAH) on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs the manner that the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

The Official Plan provides guidance for development across the Ottawa region, highlighting specific desired features, such as 15-minute neighbourhoods, and other intensification targets aimed at improving the walkability and sustainability of existing built-up areas. The Official Plan encourages infill and intensification through the development of various housing types, such as missing middle housing, within existing neighbourhoods in the City's urban areas.

### 5.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

- 1. Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**  
Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions.
- 2. By 2046, the majority of trips in the city will be made by sustainable transportation.**  
The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.
- 3. Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city.

**4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

**5. Embed economic development into the framework of our planning policies.**

In the Official Plan, an economic development lens is taken to policies throughout. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

**5.2.2 Outer Urban Transect**

The subject property is located within the "Outer Urban Transect" in the Official Plan. The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. Relevant policies for the Outer Urban Transect include:

- / The Outer Urban Transect is generally characterized by low- to mid-density development. **Policy 2 of Section 5.3.1** of the Official Plan states that development shall be:
  - a) Low-rise within Neighbourhoods and along Minor Corridors; and
  - 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.



Figure 14: City of Ottawa Official Plan Schedule B3 – Outer Urban Transect, Subject property indicated

- / **Policy 3 of Section 5.3.1** notes 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; and
  - b) Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern.
  
- / **Policy 4** states that the Zoning By-law shall provide for a range of dwelling unit sizes in:
  - a) Multi-unit dwellings in Hubs and on Corridors; and
  - 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 proposed mixed-use residential high-rise development provides a dense, urban built form through intensification of an area within the Outer Urban Transect on a Mainstreet Corridor as directed by the above-noted policies. The proposed development will provide an increase of residential units in an area slated for intensification, with a mix of uses along a Mainstreet Corridor.**

### 5.2.3 Mainstreet Corridor Designation

The subject property is designated “Corridor – Mainstreet” on Schedule B3 of the Official Plan. The Corridor 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, but lower density than nearby Hubs.

Section 5.3.3 of the Official Plan provides direction for Corridors that are located within the Outer Urban Transect. Policy 5.3.3.3 states:

- / Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks and angular planes:
  - a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise; and
  - b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres as identified in Schedule C16 for the planned street context, generally, up to 9 storeys except where a secondary plan or area-specific policy specifies different heights.

**Given that St. Laurent Boulevard is wider than 30 metres, policy (a) applies and therefore high-rise development is permitted subject to the applicable compatibility requirements, which are discussed in greater detail below.**

Subject 6.2.1 provides broader policy direction relating to Corridors.

- / **Policy 1 of Section 6.2.1** states that the Corridor designation applies to any lot abutting the Corridor, subject to:
  - c) Generally, a maximum depth of:
    - i. In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;
  - d) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the corridor designation along the rest of the Corridor block.
- / **Policy 2**, notes that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:
  - a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
  - b) May be provided to provide public mid-block pedestrian connections to nearby streets or abutting designations;
  - d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.
- / **Policy 3** notes Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.
- / **Policy 4** identifies that unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:
  - a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors and Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
  - b) Vehicular access shall generally be provided from the parallel street or side street.

**The proposed development has been designed to interface with the corridor and employ appropriate land uses including residential and commercial. Vehicular access is subordinate to the corridor and located on Belfast Road and Lagan Way.**

#### 5.2.4 Evolving Overlay

In addition to its designation, the subject property also has an Evolving Overlay applied. The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- / Guidance for a gradual change in character based on proximity to Hubs and Corridors;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- / Direction to govern the evaluation of development.

**The subject property is located on St. Laurent Boulevard, designated a Mainstreet Corridor in the Official Plan. The proposed development has been designed to enhance the public realm along Belfast Road and St. Laurent Boulevard by introducing parkland in an area that is currently underserved. This, along with minimizing automobile-oriented uses through limited below-grade parking spaces prioritizes transit users, cyclists and pedestrians.**

**Further, new residential densities are introduced on an underutilized site which support the Official Plan's direction towards 15-minute neighbourhoods and intensification in proximity to transit. The proposed development provides a built form and site design which conforms to the building height and active frontage policies of the Official Plan.**

#### 4.2.4 Urban Design

Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

**Section 4.6** of the Official Plan outlines the City's urban design objectives. The proposed development meets the following Urban Design policies among others:

- 4.6.5.1** Development throughout the City shall demonstrate that the intent of applicable Council approved plans and design guidelines are met.

**The proposed development is compatible with the intent of the Official Plan's Outer Urban Transect and Corridor designation policies.**

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

**The proposed development meets all relevant policies with regard to the Corridor designation. The proposed development is massed in a manner that frames St. Laurent Boulevard with visible entrances and attractive, glazed frontages. The proposed park has been framed by the podiums internal to the subject property with walk-out units directly interfacing the greenspace.**

- 4.6.5.3** Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared

service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

**The proposed development maintains a pedestrian frontage along St. Laurent Boulevard and locates vehicle access to subordinate local roads. This has improved the viability for tree planting and landscaping along the primary frontage. Mechanical equipment is located internal to the building both within the underground parking levels and mechanical penthouse as applicable, therefore screening these attributes from the public realm.**

- 4.6.6.1** 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:
    - ii. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

**The proposed development incorporates transition measures to accommodate changes in height both considering the internal relationship between the towers and the externalities of the surrounding context. The greatest height and density is located along the Corridor where it can contribute to the framing of the public realm and benefit from the wide right-of-way which facilitates a transition. The site scales downward moving east to soften the transition to what is an established industrial area.**

- 4.6.6.4** Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential.
- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
  - b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

**Amenity space is provided in a manner that supports year-round utility by incorporating both internal and external elements. Amenity space exceed the requirements set out in the by-law and is in addition to the parkland proposed for dedication to the municipality located on the subject property.**

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

**The proposed towers are located on a Mainstreet Corridor, which is identified in the Outer Urban Transect policy as an appropriate location for high-rise development. The proposed floorplates of 779 m<sup>2</sup> and 718 m<sup>2</sup> are within the general range of 750m<sup>2</sup> and subject to appropriate separation distances. Landscaping and trees are provided at-grade along the perimeter of the subject property and throughout the proposed municipal park.**

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



A separation of 44.3 metres is provided between the proposed towers internal to the site. It is identified that the existing property to the south at 1555 St. Laurent Boulevard is too narrow to accommodate a tower with a front property line width of 32.4 metres. Where the lot at 1555 St. Laurent Boulevard widens eastward, a greater separation of 9.67 metres is proposed for Tower B. If the adjacent lot were consolidated with 1560 St. Laurent Boulevard, a larger property would be available to accommodate a transition, but in its current state the adjacent property has insufficient lot area and width to accommodate a high-rise building.

The proposed development satisfies the applicable compatibility and transition requirements as outlined in the Official Plan.

### 5.3 Urban Design Guidelines for Development Along Arterial Mainstreets

In May 2006, Ottawa City Council approved the Urban Design Guidelines for Development along Arterial Mainstreets. These guidelines serve to “provide urban design guidance...to assess, promote and achieve appropriate development along Arterial Mainstreets”. Relevant guidelines for consideration include:

- / Buildings A and B incorporate podiums along the public street edge, and, along with landscaping and the provision of a public park, serve to create a continuous streetscape (**Guideline 1**);
- / Streetscape elements such as trees, decorative paving, benches and bicycle parking have been included in site plan design between the building and the curb (**Guideline 5**);
- / Tower A, located at the corner of St. Laurent Boulevard and Belfast Road has a setback of 5 metres from the front and corner side property line which helps define the street edge and provide space for pedestrian activities, visual sightlines, and landscaping (**Guideline 6**);
- / As the site is located on a corner, the podium is situated to frame the lot lines with the entrances to Tower A located at the corner of St. Laurent Boulevard and Belfast Road (**Guideline 13**);
- / The front façade of both buildings face public streets, with the front doors of Tower A accessible via St. Laurent Boulevard, and Tower B from Lagan Way (**Guideline 17**);
- / Clear windows and doors have been included in the design to ensure the pedestrian level façade of walls, facing the street are highly transparent (**Guideline 18**);
- / Surface parking spaces are located interior to the site adjacent to Tower A, screened from the public realm (**Guideline 27**); and,
- / A consistent width of landscape and pedestrian areas have been included across the front of the site (**Guideline 30**).

The proposed development achieves the objectives of the applicable Urban Design Guidelines for Development Along Arterial Mainstreets.

### 5.4 Urban Design Guidelines for High-Rise Buildings

The Guidelines for High-Rise Buildings were approved by City Council in 2018. They are general guidelines to be used during the preparation and review of development proposals including high-rise buildings. As stated on page 2 of the Guidelines, “they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site”. As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges. The proposed development responds to the guidelines in the following ways:

- / The base of the buildings relate directly to the height and typology of the planned street wall context along St. Laurent Boulevard (**Guideline 1.12**);

- / The site is of a sufficient size to accommodate a high-rise building, and provides sufficient separation to potential future high-rises in the area (**Guideline 1.16**);
- / The lot is sufficiently sized to accommodate a high-rise building with appropriate transition to the low-rise industrial area to the east through setbacks and stepbacks (**Guideline 1.17**);
- / The proposed development enhances the overall pedestrian experience in the immediate surrounding public realm through a well-designed podium with high-quality materiality and glazing and the design of the lower portion which animates the existing street edges (**Guideline 2.1**);
- / The proposed buildings enhance and create the image of a community and a city through the design of the upper portion of the buildings that creates views and enhances the skyline (**Guideline 2.2**);
- / The proposal places the base of the building to form a continuous building edge along the street which will appropriately frame the public realm on St. Laurent Boulevard and along the proposed public park fronting Belfast Road (**Guideline 2.13**).
- / The podium height provides enclosure along the street at an appropriate scale (**Guideline 2.15**);
- / The proposed height provides step backs and architectural articulation on a wide street with a through lot (**Guideline 2.16**);
- / The base of Building A has a height of six storeys (**Guideline 2.17**);
- / The podium and tower represent a beneficial contribution to the public realm along St. Laurent Boulevard that improves the existing edge. The podium materiality, significant glazing, and active entrances help to promote an improved scale and rhythm to public realm (**Guideline 2.20**);
- / The proposed design uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade (**Guideline 2.21**);
- / The ground floor of the base has been designed to be animated and transparent with pedestrian access to both the residential and commercial portions of the proposed development (**Guideline 2.23**);
- / The proposed towers provide proper separation distance to adjacent property lines to minimize shadow and wind impacts, loss of sky views, and to allow for natural light into interior spaces (**Guideline 2.25**);
- / The location of towers and floorplates have been oriented and shaped to minimize shadow and wind impacts on the public and private spaces. The tower design and ample setbacks from abutting properties ensures any shadows move quickly across impacted areas (**Guideline 2.31**);
- / The main pedestrian entrances are linked with a seamless connection to the sidewalk along the street edge and glazing is provided at the pedestrian level to better frame and animate the public realm (**Guidelines 3.10, 3.11 and 3.12**);
- / Parking is predominantly located underground and accessed away from the primary pedestrian realm. Loading, servicing, and utilities are screened from view and underground. (**Guidelines 3.14, 3.15, 3.16, 3.18, 3.19, 3.20, and 3.21**);
- / This portion of St. Laurent Boulevard is underdeveloped and consists of variable built form, vacant lots, and surface parking. The proposed development will improve on the existing condition and provide a building podium that improves the pedestrian experience through framing the ROW and provide glazing and landscaping for visual amenity (**Guideline 3.23**);
- / In order to understand the impact and required mitigation for wind effects on both the proposed development and the surrounding streetscape, a pedestrian level wind study was undertaken. The study concluded that conditions around the site at grade level, including access points, and sidewalks are acceptable for their intended uses through the year (**Guideline 3.26**); and,
- / In order to understand the impact of the proposed development in terms of shadowing, a Shadow Study was undertaken. The Shadow Study shows that shadows move quickly through the site as is expected within an urban context (**Guideline 3.27**).

**The proposed development achieves the objectives of the applicable Urban Design Guidelines for High-Rise Buildings.**

## 5.5 City of Ottawa Zoning By-law (2008-250)

The subject property is currently zoned “Arterial Mainstreet (AM)” and “Arterial Mainstreet, Special Exception 263 (AM[263])” in the City of Ottawa Comprehensive Zoning By-law (2008-250). The purpose of the AM zone is to accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan and impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.



Figure 15: Zoning Map of the Subject Property and Surrounding Area

Special Exception 263 applies only to the eastern half of the lands and permits an “adult entertainment parlour” as a use on the lands.

Permitted uses in the AM zone include a full range of residential uses including townhouses and stacked townhouses, low and mid-rise apartments. Notably, high-rise apartments (i.e. over 9 storeys) are not permitted. Dwelling units as part of a mixed-use building are permitted. A range of non-residential uses are also permitted, including auto dealerships, banks, day cares, drive-through facilities, hotels, offices, restaurants, retail stores, retail food stores, and many more.

Table 1 below describes the AM zoning provisions applicable to the subject property and indicates the compliance of the proposed development to these provisions:

Table 1: Zoning provisions and proposed development compliance

Provision Table 185	Required		Provided	Compliance
<b>Minimum Lot Area</b>	No minimum		4,984.1 m <sup>2</sup>	Yes
<b>Minimum Lot Width</b>	No minimum		-	Yes
<b>Minimum Front Yard Setback</b>	No minimum		3.25 m	Yes
<b>Minimum Interior Side Yard Setback</b>	No minimum		2.9 m	Yes
<b>Minimum Corner Side Yard Setback</b>	No minimum		1.9 m	Yes
<b>Minimum Rear Yard Setback</b>	3 m		4.6 m	Yes
<b>Maximum Building Height</b>	30 metres, but in no case greater than 9 storeys		81 m	No
<b>Maximum Floor Space Index</b>	If 80% or more of the required parking is provided below grade	3.5	7.54	No
<b>Amenity Area</b>	6 m <sup>2</sup> per unit (minimum 50% must be communal) 424 units x 6 m <sup>2</sup> = 2,544 m <sup>2</sup> Minimum 1,272 m <sup>2</sup> communal		Communal: 1,670 m <sup>2</sup> Private balconies: 1,547 m <sup>2</sup> Total: 3,217 m <sup>2</sup>	Yes

Table 2 below outlines vehicle and bicycle parking zoning requirements applicable to the subject property and indicates compliance of the proposed development to these provisions.

Table 2: Vehicle and Bicycle Parking Zoning Provisions

Provision	Required	Provided	Compliance
<b>Vehicle Parking</b> (Area C, Schedule 1A)	<p>Dwelling unit in a Mixed-Use Building: 1 space/unit, less first 12 units 424 units = 424 spaces</p> <p>Residential Visitor: 0.2 spaces/dwelling 0.2 spaces x 424 units = 85 spaces</p> <p>Retail: 3.4 spaces/100m<sup>2</sup> of GFA 507 m<sup>2</sup> = 17 spaces</p> <p><b>Total: 526 spaces required</b></p>	<p>Residential Spaces: 321 spaces</p> <p>Residential Visitor: 30 spaces</p> <p>Retail: 11 spaces</p> <p><b>Total: 362 spaces provided</b></p>	No

Provision	Required	Provided	Compliance
<b>Parking Space Dimensions</b>	Minimum: 2.6m wide x 5.2m long Up to 40% may be reduced to 2.4m wide and 4.6m long	Complies	Yes
<b>Aisle and Driveway Provisions</b>	Driveway Minimum width: 6m Aisle Minimum width: 6m	Complies	Yes
<b>Bicycle Parking Requirements</b>	<b>Residential</b> 0.5 space / unit 424 units x 0.5 = <b>212 spaces required</b>  <b>Commercial</b> 1 per 1,500 m <sup>2</sup> = <b>0 spaces required</b>	355 interior bicycle spaces 39 exterior bicycle spaces = <b>394 total bicycle spaces</b>	Yes
<b>Bicycle Parking Space Dimensions</b>	Horizontal: 0.6m wide x 1.8m long Vertical: 0.6m wide x 1.5m long Minimum 50% horizontal at-grade Minimum 25% interior spaces	Complies	Yes
<b>Bicycle Parking Aisle Dimension</b>	Minimum Aisle Width: 1.5m	Complies	Yes

### 5.5.1 Proposed Zoning By-law Amendment

To facilitate the proposed development, relief from the Zoning By-law is requested as follows:

/ **A minimum residential parking rate of 0.75 spaces per unit.**

The applicable parking rate of 1 space per unit (less 12 units) fails to satisfy the Official Plan's direction to achieve 50% trips using sustainable transportation by 2046. It further undermines the intent of Mainstreet Corridors to be walkable thoroughfares with comfortable public realms. A planned Rapid Transit Station is located 275 metres from the site. The proposed parking rate serves to encourage transit use while still accommodating vehicles on-site for essential vehicle trips (i.e. childcare, eldercare, pet ownership, accessibility needs, etc.). It is further noted that 394 bicycle spaces are located on-site to address the parking reduction and provide alternative transportation options in an accessible manner.

/ **No more than 30 visitor parking spaces are permitted.**

It is proposed that the visitor parking requirement for this development mirror what S.102(3) of the Zoning By-law permits for Areas X, Y, and Z of Schedule 1A. An upper cap on visitor parking is identified in these areas in order to do incentivize sustainable transportation methods and recognize realistic thresholds for visitors at a given time. The required parking supply of 85 visitor spaces would eliminate the consideration of sustainable transportation methods, possibly never be at full capacity, and result in a wasteful approach to the use of the available underground parking supply.

/ **Minimum building setbacks and maximum building heights are as per Schedule YYY.**

The applicant will work with the City of Ottawa to draft a Zoning Schedule for the site which confirms the proposed building setbacks, tower locations, and maximum building heights. The proposed setbacks build on the intention of the underlying AM zone to frame the street edges with active frontages and a positive contribution to the public realm, which is maintained by this proposal. The proposed building heights align with what is anticipated in the Official Plan for development along Mainstreet Corridors in the Outer Urban Transect. The tower floorplates

and separation are appropriate for the given context and will not cause undue shadowing, wind, or privacy impacts.

/ **Removal of Maximum Floor Space Index.**

Floor Space Index (FSI) is a density measurement tool that has historically been used to avoid overdevelopment of sites. The City and the industry has gradually shifted to more progressive approaches to managing density. In lieu of an FSI requirement, the proposed zoning schedule will ensure that the site is developed in an orderly manner.

## 6.0 Supporting Studies

The following reports and studies have been prepared in support of the Zoning By-law Amendment and Site Plan Control applications. These summaries are provided for reference purposes only and the discussion provided in the original copies of these reports supersedes any overview provided below.

### 6.1 Servicing and Stormwater Management Report

A Servicing and Stormwater Management Report has been prepared by McIntosh Perry Consulting Engineers Ltd., dated May 31<sup>st</sup>, 2023, and confirms that the proposed development can be adequately serviced using the existing municipal infrastructure (water, sanitary, and storm) surrounding the site. The recommendations of this report can be summarized as follows:

- / Two 150mm diameter water services are proposed to be connected to the existing 305mm diameter within Belfast Road.
- / A new 200 mm diameter sanitary service is proposed, complete with a monitoring maintenance hole at the property line, to service the development via the 250mm diameter sanitary sewer within Belfast Road tributary to the Innes Road Collector.
- / A new 300mm storm service for rooftop, surface, and foundation drainage is proposed to service the development. The storm service will connect to the 1200mm diameter storm sewer within Belfast Road, tributary to the South Cyrville Drain approximately 0.70 Km downstream.
- / Storage for the 5- through 100-year storm events will be provided through internal cistern attenuation.
- / Quality control will be provided for the development via an OGS unit.

### 6.2 Tree Conservation Report

A Tree Conservation Report (TCR) was prepared by IFS Associates Inc., dated May 31<sup>st</sup>, 2023. The TCR describes all 14 trees identified on site, recording their species, size, and current health condition, including trees on adjacent property whose roots extend onto the subject property. The TCR further evaluates the impact of the trees by the proposed development and what the recommended action is (retain or protect) and provides recommendations on how to mitigate damage to retained trees during construction.

The proposed construction will result in the removal of all existing trees due to conflicts with the extensive excavation required for below grade parking, site servicing, and construction access at a busy intersection. Many trees are to be planted as part of the proposed new landscape. As no trees are to be retained, preservation and protection measures are not necessary in this instance.

### 6.3 Transportation Noise Assessment

A Transportation Noise Assessment was prepared by Gradient Wind, dated June 13, 2023. The purpose of this report is to investigate the potential impact of environmental noise and vibration on the proposed development, including a review of existing and future noise and vibration sources as they relate to provincial guidelines and municipal standards.

The results of the analysis indicate that noise levels will range between 52 and 73 dBA during the daytime period (07:00-23:00) and between 53 and 66 dBA during the nighttime period (23:00-07:00). The highest noise level (73 dBA) occurs at the west facade of Building A which is nearest and most exposed to St. Laurent Boulevard.

Building components with a higher Sound Transmission Class (STC) rating will be required for Buildings A and B where exterior noise levels exceed 60 dBA, as outlined in Section 5.2. The results of the analysis also indicate that Buildings A and B will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. Warning Clauses will also be required to be placed on all Lease, Purchase and Sale Agreements.

## 6.4 Transportation Impact Assessment

A Transportation Impact Assessment (TIA) was prepared by CGH Transportation Inc., dated June 2023. This TIA was prepared with respect to the City's Transportation Impact Assessment Guidelines, with the following key findings:

- / A total of 65 AM and 83 PM new peak hour two-way vehicle trips are projected as a result of the proposed development;
- / The proposed development is anticipated to generate an additional 76 AM and 52 PM peak hour two-way transit trips;
- / Unmodified recommended district mode shares have been applied to the development traffic including a 38% AM and 45% PM peak period auto mode share for the residential dwellings;
- / Of the forecasted trips, 15% are anticipated to travel north, 35% travel south, 5% travel east, and 45% travel west;
- / The background developments were explicitly included in the background conditions, along with a total background growth applied to Tremblay Road, Industrial Avenue, and St-Laurent Boulevard along the mainline volumes and major turning movements;
- / During both the AM and PM peak hours, the study area intersections at the future background conditions operate similarly to the existing conditions;
- / No capacity issues were noted at the study area intersections that could not be mitigated through minor readjustments to signal timing phase splits;
- / The St-Laurent Transit Priority improvements may increase transit adoption in the future, reducing the network auto dependency; and
- / No impacts to the existing function or classifications of the roads is forecast by the addition of site traffic, and no traffic management would be considered appropriate for the area context.

The report therefore recommends that, from a transportation perspective, the applications proceed.

## 6.5 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was prepared by Gradient Wind, dated June 12, 2023. The purpose of this report is to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The study involves simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Ottawa wind comfort and safety criteria.

All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, transit stops, laneway, walkways, surface parking, existing parking lots, and in the vicinity of building access points, are considered acceptable.



Wind comfort conditions over the parkland dedication are predicted to be suitable for sitting within the majority of the area with regions predicted to be suitable for standing to the north and west. It is recommended that landscaping features such as wind screens or dense arrangements of coniferous plantings be installed to protect sensitive areas. The extent of mitigation measures is dependent on the programming of the area and will be developed in collaboration with the project team as the design of the proposed development progresses.

Wind comfort conditions are expected to be suitable for sitting throughout the majority of the area of the amenity terraces. Wind screens are recommended to extend sitting conditions in the amenity area.

## 7.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications for the redevelopment of the subject property with the proposed high-rise mixed-use buildings constitute good planning and are in the public interest. As outlined in the preceding sections:

- / The proposed development is **consistent with the Provincial Policy Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and contributes to the range of housing options available in the community.
- / The proposed development **conforms to the policies within the City of Ottawa Official Plan** by providing an urban mixed-use built form within the **Outer Urban Transect** and **Mainstreet Corridor** designation. The proposed development is supported by its proximity to multi-modal transit options and the planned intent to expand the role of St. Laurent Boulevard as mainstreet typology. The proposed development provides a built form consistent with the planned context of the site and provides a variety of necessary housing options for the surrounding area.
- / The **proposed Zoning By-law Amendment is appropriate** in accommodating the development and does not result in undue negative impacts to the subject property or surrounding properties. The amended provisions nonetheless maintain the overall intent of the Arterial Mainstreet zoning in establishing a mixed-use, dense site redevelopment that improves the public realm and contributes to the available uses and residential typologies in the immediate area. The proposed amendments respond to the expectation to promote orderly development that is massed towards corridors and transitions downward to lower-rise forms.
- / The proposed development and amendments are **supported by technical studies and plans** submitted as part of this application.

Sincerely,



Jillian Simpson, M.Pl  
Planner



Scott Alain, MCIP RPP  
Senior Planner