

Subject: Zoning By-law Amendment - 1015 Tweddle Road

File Number: ACS2022-PIE-PS-0092

Report to Planning Committee on 27 October 2022

and Council 9 November 2022

**Submitted on October 12, 2022 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

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Ward: Orléans (1)

Objet : Modification du *Règlement de zonage* – 1015, chemin Tweddle

Dossier : ACS2022-PIE-PS-0092

Rapport au Comité de l'urbanisme

le 27 octobre 2022

et au Conseil le 9 novembre 2022

**Soumis le 12 octobre 2022 par Derrick Moodie, Directeur, Services de la
planification, Direction générale de la planification, des biens immobiliers et du
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Quartier : Orléans (1)

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for parts of 1015 Tweddle Road, as shown in Document 1, to rezone the lands from 'Development Reserve' to 'Residential Fifth Density, Subzone A, Exception XXXX - Holding', 'Parks**

and Open Space Zone, Subzone R', and 'Environmental Protection'; as detailed in Document 2.

2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the Planning Act 'Explanation Requirements' at the City Council Meeting of November 9, 2022," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil municipal d'approuver une modification à apporter au *Règlement de zonage* n° 2008-250 pour des parties du 1015, chemin Tweddle, représentées dans la pièce 1, afin de rezoner les terrains qui appartiennent à la zone « Aménagement futur » pour qu'ils relèvent de la zone « zone résidentielle de densité 5, sous-zone A, exception XXXX – Aménagement différé », de la zone « parc et espace vert, sous-zone R » et de la zone « protection de l'environnement », selon les modalités précisées dans la pièce 2.
2. Que le Comité de l'urbanisme approuve l'intégration de la section Détails de la consultation du rapport dans la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffier municipal et à soumettre au Conseil municipal dans le rapport intitulé « Résumé des mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux "explications obligatoires" de la *Loi sur l'aménagement du territoire* à la réunion tenue par le Conseil municipal le 9 novembre 2022 », sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-law amendment for 1015 Tweddle Road, to permit a development of up to four mixed-use high-rise buildings. The

development is strategically located adjacent to the future Trim O-Train station. Key features of the high-rise development include underground parking, privately-owned public spaces (POPS) and public pathways with river views, as well as defining environmental features, including preservation and protection of a Provincially Significant Wetland.

Summary of requested Zoning By-law amendment Proposal:

The purpose of the Zoning By-law amendment is to permit a development with varying heights for mixed-use high-rises, ranging from 24 storeys to 32 storeys (Document 5 – Concept Plan Rendering). Buildings will consist of residential, office and retail uses.

Currently, the subject site has several zones: Development Reserve, Open Space, Open Space Subzone L, and Environmental Protection; all with a Floodplain Overlay. Only the portion of the site zoned Development Reserve, will be rezoned to Residential Fifth Density Zone with exceptions, and a holding provision to permit the - development. A portion of the Development Reserve zone will be rezoned Parks and Open Space, Subzone R, to allow for publicly accessible walkways and an Environmental Protection zone to protect the Provincially Significant Wetland on the property. The proposed mixed-use development aligns with policies of the City's new Official Plan, which was approved by Council in Fall 2021 and is currently with the Ministry of Municipal Affairs and Housing (MMAH) for review and approval.

Official Plan and Zoning By-law amendments were submitted to the City in September 2020 with the notion that the applicant would participate in the Orléans Corridor Secondary Plan process. The applicant had anticipated bringing forward these amendments to Planning Committee and Council prior to the enactment of the new Official Plan and Orléans Corridor Secondary Plan, which did not occur due to the complexity of the file and overarching policy framework.

The City anticipates the new Official Plan will be approved by the new year, followed by the adoption of the Orléans Corridor Secondary Plan. However, the Orléans Corridor Secondary Plan will be subject to appeals that could impact the timing of the subject development. On account of delays owing to the Province's review of the new Official Plan and potential appeals to the Orléans Corridor Secondary Plan, staff have agreed to bring forward the Zoning By-law amendment in advance of the approval of the new Official Plan and adoption of the Secondary Plan.

To facilitate consideration of the Zoning By-law amendment prior to the enactment of the new Official Plan, the applicant has agreed to a Holding Zone, to ensures the new

Official Plan will be and site-specific policies of the Orléans Corridor Secondary Plan will be met as a condition of receiving Site Plan Control approval. This approach will allow the applicant to advance its site plan control review once zoning appeals are addressed. The City supports this approach as it maintains city interests while allowing the development to move forward. This development is character-setting as it will be the first in the area to provide a compact, complete, healthy, mixed-use developments within proximity to the future Trim O-Train Station. It will serve as a model for 15-minute, transit-supportive neighbourhoods, all the while protecting the site's natural features, which will remain passive and undeveloped.

Applicable Policy

Under the Official Plan, approximately half of the site (southern portion) is designated Urban Employment Area, whereas the northern parts are designated Urban Natural Features, Major Open Space and Significant Wetlands. The proposed Zoning By-law amendment conforms with the following Official Plan designations and the following policies:

- Policy 8 of Section 2.2.3 – City-Wide Employment Areas, which requires a comprehensive review prior to the conversion of the employment lands to other purposes;
- Policy 5 of Urban Natural Features, which will not allow development and site alteration within 30 metres of an Urban Natural Feature boundary.
- Policy 5 of Significant Wetlands, which states that development and site alteration will not be permitted within 120 metres of a Significant Wetland unless an Environmental Impact Statement (EIS) demonstrates there will be no negative impacts on the wetland or its ecological function. In this case, the applicant did submit an EIS and it states development and site alteration can occur within 30 metres of a Significant Wetland.

The Zoning By-law amendment also conforms to the Open Space policies of the Official Plan as this proposal will maintain and add to the greenspace network to contribute to the quality of life in the overall community as well as the overall integrity of the natural environment.

Other applicable policies and guidelines

The City's new Official Plan, which was approved by Council in Fall 2021, is currently being reviewed by the Ministry of Municipal Affairs and Housing (MMAH) for approval.

Under the new Official Plan, the site is designated “Neighbourhood” and “Greenspace” and includes an Evolving Overlay. Neighbourhoods are urban areas that constitute the heart of communities and are intended to permit a mix of building forms and densities. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development. The Evolving Overlay is applied near Hubs and Corridors to signal a desire to see change in character to support intensification, including guidance for a change in character from suburban to urban by allowing new built forms and more diverse functions of land. In this area, change is expected to be more rapid on account of the site’s proximity to light rail transit (Trim O-Train). Although designated as ‘Neighbourhood’, the site falls within a Protected Major Transit Station Area (i.e. Trim O-Train Station), and therefore comes with minimum density requirements for people and jobs in order to increase density around transit and its stations.

The Greenspace designation identifies a network of public parks, other spaces within the public realm and natural lands that collectively provide essential ecosystem services to Ottawa’s residents, support biodiversity, climate resilience, recreation, and healthy living. Access to public Greenspaces will be preserved and enhanced where possible, especially in the urban area. In some cases, however, access to certain types of greenspaces may be restricted due to concerns for public safety or environmental sensitivity. Policy 4 under Section 7.1 states public access and connections to Greenspaces shall be facilitated and enhanced wherever possible.

The Official Plan Amendment for the Orléans Corridor Secondary Plan was approved by Council on September 21, 2022. This Secondary Plan will be adopted however as an amendment to the new Official Plan, Volume 2, upon the coming into force of the new Official Plan. The Orléans Corridor Secondary Plan, Volume 2, Schedule A designates the subject site as Station Core and Greenspace. Maximum building height indicated in the Orléans Corridor Secondary Plan – Volume 2, Schedule B for Station Core portion at the subject site is 40 storeys. Orléans Corridor Secondary Plan – Volume 2, Schedule C – Public Realm and Mobility Improvements identifies a potential privately-owned Public Space (POPS) at the subject site. Any areas designated as Station Core in Schedule A are Design Priority Areas and subject to the Urban Design Review Panel process. New development will be primarily in the form of mixed-use high-rise and mid-rise building. Wherever possible and appropriate, the City should seek to acquire lands for parks or work with development proponents to create privately-owned public accessible spaces (POPS) in the form of urban plazas.

The subject land is within the Trim Station Area and subject to Section 6.5 of the Orléans Corridor Secondary Plan. The area north of Trim O-Train Station and

Highway 174 will become a master planned community prioritizing pedestrian and cycling movement. Further policies aim to secure public views of the Ottawa River via a sophisticated network of publicly accessible spaces and master planning large parcels of land that are currently vacant or underutilized. Trim Station Area – Site-Specific Policies include that 1015 Tweddle Road development shall include a maximum of four-point towers with variations in height between 20- and 40-storeys, each on podiums between four and six storeys. The tallest buildings on the site with the most direct pedestrian and cycling connections to Trim Station shall be located closest to Tweddle Road. This development will incorporate privately-owned public space (POPS), including an area at the intersection of Tweddle Road and Jeanne d’Arc Boulevard oriented toward and extending along the river shoreline, with lookout points. Public views to the river will be maintained, and a connection to the multi-use pathway along Jeanne d’Arc Boulevard will be provided. These spaces will be completed and become publicly accessible through pedestrian easements, in a phased manner that follows the sequence of the tower buildout.

Lands designated as Greenspace provide significant benefits to the environment as well as the health and well-being of all Ottawa residents. This Plan maintains the policies of Volume 1 of the new Official Plan with respect to lands in the Greenspace designation. The following additional policies are intended to further the vision and goals of the secondary plan in relation to these important lands. For interpretation of schedules and policies within this Plan, greenspaces are lands that provide recreation and leisure opportunities for the use and benefit of the public and/or that preserves the natural environment and environmental systems. Greenspaces include a variety of different spaces such as parks, open space, and natural areas. The City will encourage continued naturalization of lands within the Greenspace designation. The City will not support removal of any lands in the Greenspace designation.

The portion of the land that is currently identified as Urban Employment Lands under the Official Plan and Development Reserve under the Zoning By-law will be permitted for the mixed-use, high-rise development of four-point towers on four to six storey podiums. The tallest of these buildings (i.e. the proposed 32 storey building) will be set as close as possible to the Jeanne d’Arc Boulevard North’s sidewalk. To fulfill the Secondary Plan’s vision of enhancing the public realm and setting the building as close as possible to the street, the applicant is in discussions with the City about acquiring a portion of the City’s right-of-way (Jeanne d’Arc Boulevard North), as illustrated via the yellow shading in Document 4. If successful, the applicant will be required to apply to close the newly acquired portion of the right of way.

The portions on the subject site currently designated as Urban Natural Feature, Major Open Space and Significant Wetlands in the Official Plan or zoned “Open Space 1 (O1)” and “Environmental Protection Zone (EP)”, will remain untouched by development. The requested Zoning By-law amendment will align with the Urban Employment Land policy objectives with the inclusion of the Holding symbol and its provisions. Once the new Official Plan has been approved by MMAH and the other provisions of the holding are implemented, this Zoning By-law amendment will include the high-level and detailed policy objectives for the subject site, including site-specific policies of the Orléans Corridor Secondary Plan. PRED is satisfied this Zoning By-law amendment may be approved prior to MMAH’s approval of the new Official Plan, pending the conditions set out in the Holding zone (as detailed in Document 2).

Staff are confident that the recommendations contained within this report for the Zoning By-law amendment will result in good planning. Detailed urban design review will continue through the subsequent Site Plan Control process. Site design and treatment of the public realm will be further reviewed as part of the Site Plan Control application.

SYNTHÈSE ADMINISTRATIVE

Recommandation du personnel

Le personnel des Services de planification recommande d’approuver la modification du *Règlement de zonage* pour le 1015, chemin Tweddle, afin d’autoriser l’aménagement d’au plus quatre immeubles polyvalents de grande hauteur. Ce complexe d’aménagement est stratégiquement situé, non loin de la station Trim projetée de l’O-Train. Le parc de stationnement souterrain, les espaces publics appartenant à des intérêts privés (EPAIP) et les sentiers publics offrant des panoramas sur la rivière, de même que les caractéristiques environnementales définitives, dont la préservation et la protection d’un milieu humide d’importance provinciale, font partie des principales caractéristiques de ce complexe immobilier de grande hauteur.

Synthèse de la proposition pour la modification qu’on demande d’apporter au *Règlement de zonage*

L’objectif de cette modification du *Règlement de zonage* consiste à autoriser l’aménagement, selon différentes hauteurs, d’immeubles polyvalents de grande hauteur, compris entre 24 et 32 étages (Pièce 5 – Plan d’avant-projet : rendu). Ces immeubles seront constitués de logements, de bureaux et de commerces de détail.

À l'heure actuelle, le site visé appartient à plusieurs zones : Aménagement futur, Espace vert, Espace vert de la sous-zone L et Protection de l'environnement. Toutes ces zones relèvent de la surzone de la plaine inondable. Seule la partie du site appartenant à la zone d'aménagement futur sera rezonée et relèvera désormais de la zone résidentielle de densité 5, sans exception, en plus de prévoir une disposition d'aménagement différé pour autoriser la construction de ce complexe immobilier. Une partie de la zone d'aménagement futur sera aussi rezonée et relèvera désormais de la zone de parc et d'espace vert, sous-zone R, afin de permettre d'aménager des allées piétonnières accessibles au public et une zone de protection de l'environnement, afin de protéger des milieux humides d'importance provinciale de la propriété. Le projet d'aménagement polyvalent proposé cadre avec les politiques du nouveau Plan officiel de la Ville, qui a été approuvé par le Conseil municipal à l'automne 2021 et que le ministère des Affaires municipales et du Logement (MAML) est en train de revoir et d'approuver.

En septembre 2020, on a soumis à la Ville les modifications que l'on propose d'apporter au Plan officiel et au *Règlement de zonage* en sachant que le requérant participerait au processus de consultation sur le Plan secondaire du couloir d'Orléans. Le requérant avait prévu de soumettre ces modifications au Comité de l'urbanisme et au Conseil municipal avant qu'on adopte le nouveau Plan officiel et le Plan secondaire du couloir d'Orléans, ce qui n'a pas été fait en raison de la complexité du dossier et de la politique-cadre prépondérante.

La Ville prévoit que le nouveau Plan officiel sera adopté d'ici le début de la nouvelle année, en enchaînant avec le Plan secondaire du couloir d'Orléans. Or, le Plan secondaire du couloir d'Orléans fera l'objet d'appels, qui pourraient avoir une incidence sur le calendrier du projet d'aménagement visé. En raison des retards attribuables à l'examen du nouveau Plan officiel par le gouvernement provincial et parce qu'on pourrait faire appel du Plan secondaire du couloir d'Orléans, le personnel s'est engagé à déposer la demande de modification du *Règlement de zonage* avant l'adoption du nouveau Plan officiel et du Plan secondaire.

Pour permettre de se pencher sur la modification du *Règlement de zonage* avant l'adoption du nouveau Plan officiel, le requérant a donné son accord pour instituer une zone d'aménagement différé afin de s'assurer de réaliser son projet et de respecter les politiques propres au site du Plan secondaire du couloir d'Orléans, puisqu'il s'agit d'une condition pour se faire délivrer l'approbation de la réglementation du plan d'implantation. Cette approche permettra au requérant de faire avancer l'examen de sa demande de réglementation du plan d'implantation lorsqu'on se sera penché sur les

appels du zonage. La Ville est favorable à cette approche, puisqu'elle préserve ses intérêts tout en permettant de réaliser ce projet d'aménagement. Ce complexe immobilier est définitoire du caractère du quartier, puisqu'il s'agit du premier projet à réaliser dans cette zone et à prévoir des immeubles polyvalents compacts, complets et sains non loin de la station Trim projetée de l'O-Train. Ce projet servira de modèle pour les quartiers du quart d'heure aménagés afin de promouvoir les transports en commun tout en protégeant les caractéristiques naturelles du site, qui resteront passives et sous-aménagées.

Politique applicable

En vertu du Plan officiel, environ la moitié du site (soit la partie sud) appartient à la désignation de la Zone d'emploi urbain, dans laquelle les parties nord portent les désignations de caractéristiques naturelles urbaines, d'espaces verts d'importance et de milieux humides d'importance. La modification que l'on propose d'apporter au *Règlement de zonage* est conforme aux désignations suivantes du Plan officiel et aux politiques ci-après :

- Politique 8 de la section 2.2.3 – Secteurs d'emploi sur tout le territoire de la ville : cette politique oblige à mener un examen exhaustif avant de convertir à d'autres vocations les biens-fonds destinés à l'emploi;
- Politique 5 des Caractéristiques naturelles urbaines : cette politique n'autorise pas les travaux d'aménagement et de transformation des sites dans le rayon de 30 mètres du périmètre d'une caractéristique naturelle urbaine;
- Politique 5 des Milieux humides d'importance : cette politique précise que les travaux d'aménagement et de transformation des sites ne sont pas autorisés dans le rayon de 120 mètres d'un milieu humide d'importance, sauf si une étude de l'impact sur l'environnement (EIE) démontre qu'il n'y a pas de répercussions négatives sur ce milieu humide ni sur sa fonction écologique. Dans ce cas, le requérant a effectivement déposé une EIE, qui précise que les travaux d'aménagement et de transformation du site peuvent se dérouler dans le rayon de 30 mètres d'un milieu humide d'importance.

Cette modification du *Règlement de zonage* est également conforme aux politiques sur les espaces verts du Plan officiel, puisque cette proposition viendra préserver et augmenter le réseau des espaces verts, ce qui favorisera la qualité de vie dans l'ensemble de la collectivité, ainsi que l'intégrité globale de l'environnement naturel.

AUTRES POLITIQUES ET LIGNES DE CONDUITE APPLICABLES

À l'heure actuelle, le ministère des Affaires municipales et du Logement (MAML) revoit, pour approbation, le nouveau Plan officiel, qui a été approuvé par le Conseil municipal à l'automne 2021. Dans le cadre du nouveau Plan officiel, le site porte la désignation de « Quartier » et d'« Espace vert » et comprend une surzone évolutive. Les quartiers sont des secteurs urbains qui constituent le cœur des collectivités et visent à permettre d'aménager différentes formes et densités de bâtiment. Les quartiers sont planifiés pour les travaux d'aménagement continus graduels, intégrés, viables et adaptés au contexte. La surzone évolutive est appliquée non loin des carrefours et des couloirs pour télégraphier une volonté d'apporter des changements au caractère des quartiers afin d'en justifier la densification, notamment en orientant un changement de caractère pour passer de la banlieue à la zone urbaine en autorisant de nouvelles formes bâties et des fonctions plus diverses du domaine foncier. Dans ce secteur, le changement devrait se dérouler plus rapidement en raison de la proximité du site par rapport au réseau de transport en commun par train léger (la station Trim de l'O-Train). Même s'il porte la désignation de « Quartier », ce site fait partie d'une zone de grande station de transport en commun protégée (soit la station Trim de l'O-Train) et fait donc l'objet d'une densité minimum obligatoire pour les résidents et l'emploi, ce qui permet d'accroître la densité dans les alentours du réseau de transport en commun et de ses stations.

La désignation d'Espace vert définit un réseau de parcs publics, d'autres espaces dans le domaine public et de terrains naturels qui constituent collectivement des services écosystémiques essentiels pour les résidents d'Ottawa et qui favorisent la biodiversité, la résilience climatique, les loisirs et un mode de vie sain. L'accès aux espaces verts publics sera préservé et valorisé dans la mesure du possible, surtout dans le secteur urbain. Toutefois, dans certains cas, l'accès à certains types d'espaces verts pourra être restreint en raison des inquiétudes pour la sécurité publique ou pour la sensibilité environnementale. La politique 4 de la section 7.1 précise qu'il faut promouvoir et rehausser, dans toute la mesure du possible, l'accès public aux espaces verts et les liaisons avec ces espaces.

La modification du Plan officiel pour le Plan secondaire du couloir d'Orléans a été approuvée par le Conseil municipal le 21 septembre 2022. Toutefois, ce plan secondaire sera adopté à titre de modification du volume 2 du nouveau Plan officiel, dès qu'il entrera en vigueur. L'annexe A du volume 2 du Plan secondaire du couloir d'Orléans attribue au site visé la désignation de Zone centrale de la station et la désignation d'Espace vert. La hauteur maximum des bâtiments indiquée dans l'annexe B du volume 2 du Plan secondaire du couloir d'Orléans pour la partie du

secteur portant la désignation de Zone centrale de la station sur le site visé est fixée à 40 étages. L'annexe C (Domaine public et améliorations du réseau de mobilité) du volume 2 du Plan secondaire du couloir d'Orléans fait état, sur le site visé, d'un espace public appartenant à des intérêts privés (EPAIP) potentiels. Toutes les zones portant la désignation de Zone centrale de la station dans l'annexe A sont des secteurs prioritaires de conception et sont soumises à l'étude du Comité d'examen du design urbain. Les nouveaux projets d'aménagement se présenteront essentiellement sous la forme d'immeubles polyvalents de grande hauteur et de bâtiments de moyenne hauteur. Dans la mesure du possible et le cas échéant, la Ville devrait tâcher de faire l'acquisition de terrains pour aménager des parcs ou collaborer avec les promoteurs du projet d'aménagement afin de créer des espaces publics appartenant à des intérêts privés (EPAIP) sous la forme d'esplanades urbaines.

Le terrain visé se trouve dans le secteur de la station Trim et fait l'objet de la section 6.5 du Plan secondaire du couloir d'Orléans. Le secteur situé au nord de la station Trim et de l'autoroute 174 est appelé à devenir une collectivité planifiée principale priorisant les déplacements à pied et à vélo. D'autres politiques visent à sécuriser des panoramas publics de la rivière des Outaouais et un réseau perfectionné de zones publiquement accessibles, ainsi qu'à de vastes parcelles de terrain inoccupées ou sous-utilisées à l'heure actuelle. Les politiques propres au site du secteur de la station Trim prévoient que l'aménagement du 1015, chemin Tweddle doit comprendre un maximum de quatre tours étroites dont la hauteur est comprise entre 20 et 40 étages et qui sont toutes aménagées sur des socles dont le nombre d'étages est compris entre quatre et six. Les plus grands immeubles du site dotés des liaisons piétonnières et cyclables les plus directes menant à la station Trim doivent être les plus proches du chemin Tweddle. Ce projet d'aménagement comprendra des espaces publics appartenant à des intérêts privés (EPAIP), dont une zone située à l'intersection du chemin Tweddle et du boulevard Jeanne-d'Arc et orientée dans le sens de la zone riveraine, avec des points panoramiques. Les panoramas publics donnant sur la rivière seront préservés, et une liaison menant au sentier polyvalent le long de l'avenue Jeanne-d'Arc sera aménagée. Ces espaces seront achevés et deviendront publiquement accessibles grâce à des servitudes piétonnières, dans le cadre de travaux échelonnés qui suivront la séquence de l'aménagement des tours.

Les terrains portant la désignation d'Espace vert font rejallir des bienfaits considérables sur l'environnement, de même que sur la santé et le bien-être des résidents d'Ottawa. Le Plan maintient les politiques du volume 1 du nouveau Plan officiel en ce qui a trait aux terrains de la désignation des espaces verts. Les politiques supplémentaires

suivantes visent à promouvoir la vision et les objectifs du plan secondaire par rapport à ces terrains importants. Pour les besoins de l'interprétation des annexes et des politiques du Plan, les espaces verts sont des terrains qui permettent de mener des activités récréatives et de loisirs destinées au public ou préservant l'environnement naturel et les systèmes environnementaux. Les espaces verts comprennent toutes sortes d'espaces différents, dont des parcs, des espaces ouverts et des zones naturelles. La Ville encourage la naturalisation continue des terrains dans les espaces verts désignés. Elle n'est pas favorable à l'idée de retrancher des terrains portant la désignation d'Espace vert.

La partie du terrain qui porte actuellement la désignation de Bien-fonds destiné à l'emploi urbain dans le Plan officiel et la désignation d'Aménagement futur dans le *Règlement de zonage* permettra d'aménager quatre tours étroites polyvalentes et de grande hauteur sur des podiums dont le nombre est compris entre quatre et six. La tour la plus élevée (soit l'immeuble de 32 étages opposé) sera aménagée le plus près possible du trottoir du boulevard Jeanne-d'Arc Nord. Pour réaliser la vision du Plan secondaire, soit l'amélioration du domaine public et l'aménagement de l'immeuble pour qu'il soit le plus proche possible de la rue, le requérant est en train de discuter avec la Ville de l'acquisition d'une partie de l'emprise municipale (sur le boulevard Jeanne-d'Arc Nord), représentée par la zone jaunie de la pièce 4. S'il réussit à faire l'acquisition d'une partie de l'emprise, le requérant devra déposer une demande pour fermer le tronçon nouvellement acquis de l'emprise.

Les tranches du site visé qui portent actuellement la désignation de Caractéristique naturelle urbaine, d'Espace vert d'importance et de Milieu humide d'importance dans le Plan officiel ou qui appartiennent aux zones « Espace vert 1 (O1) » et « zone de protection de l'environnement (EP) » resteront intactes et ne seront pas aménagées. La modification que l'on demande d'apporter au *Règlement de zonage* cadrera avec les objectifs de la politique sur les biens-fonds destinés à l'emploi urbain, en tenant compte du symbole de l'aménagement différé et de ses dispositions. Lorsque le MAML aura approuvé le nouveau Plan officiel et que les autres dispositions de l'aménagement différé auront été mises en œuvre, cette modification du *Règlement de zonage* regroupera les objectifs des politiques globales et détaillées pour le site visé, dont les politiques propres au site du Plan secondaire du couloir d'Orléans. La DGPIDE est convaincue que cette modification du *Règlement de zonage* pourrait être approuvée avant que le MAML approuve le nouveau Plan officiel, sous réserve des conditions dont fait état la zone de l'aménagement différé (selon les modalités précisées dans la pièce 2).

Le personnel a l'assurance que les recommandations exprimées dans ce rapport pour la modification du *Règlement de zonage* donneront lieu à une saine planification. L'examen détaillé de l'esthétique urbaine se poursuivra dans le cadre du processus ultérieur de réglementation du plan d'implantation. La conception du site et le traitement du domaine public seront revus plus en détail dans le cadre de la demande de réglementation du plan d'implantation.

BACKGROUND

Site location

1015 Tweddle Road

Owner

93780633 Québec Inc.

Applicant

John H Smit Consulting

Description of site and surroundings

The subject site is located at the northeast corner of Tweddle Road and Jeanne d'Arc Boulevard North within the community of Orléans (Ward 1). The site is within 600 metres walking distance of the future Trim O-Train station. The subject property is irregularly shaped and has an area of 33,567 square metres, with frontage of approximately 160 metres along Jeanne d'Arc Boulevard North and 265 metres along Tweddle Road. The subject property is currently vacant and consists of vegetation, including brush, trees, slopes with water or wetland areas.

To the north of the subject property is an inlet of the Ottawa River, beyond which is Oziles' Marina and Tackle Shop. Further north is the Ottawa River and Petrie Island; a provincially significant wetland and municipal park that consists of several islands and a public beach. To the south side of the site is a City of Ottawa public works facility. Trim Road; which has been realigned as a result of Trim O-Train works, intersects with Jeanne d'Arc Boulevard North, at the southeast corner of the subject site. Further south is Ottawa Highway 174. The subject property immediately abuts a heavily wooded property to the east. Further east is Brigil's Petrie's Landing, a mixed-use community that is currently under development.

To the west of Tweddle Road is vacant land, with an east-west multi-use pathway running along the northern edge of Jeanne d'Arc Boulevard North. The Alphonse-Desjardins campus of the Collège La Cité is located on the south side of Jeanne d'Arc Boulevard North. Vacant lands, Taylor Creek and low-rise residential uses are located further west.

Summary of requested Zoning By-law amendment

The purpose of the Zoning By-law amendment is to permit a mixed-use development with varying heights for four mixed-use high-rises, ranging from 24 storeys to 32 storeys. The proposed development will include approximately 950 residential units, 3,500 square metres of commercial space, 1,845 square metres of office space and underground parking. The proposed mixed-use development aligns with policies of the City's new Official Plan, which was approved by Council in Fall 2021 and is currently being considered by the Ministry of Municipal Affairs and Housing (MMAH). An Official Plan amendment and Zoning By-law amendment were submitted to the City in September 2020 with the notion that the applicant would participate in the Orléans Corridor Secondary Plan process. The applicant had anticipated bringing forward the Official Plan amendment and Zoning By-law amendment to Planning Committee and Council prior to the enactment of the and New Official Plan and Orléans Corridor Secondary Plan. The City anticipates the new Official Plan will be approved by the new year, followed by the Orléans Corridor Secondary Plan. However, the Orléans Corridor Secondary Plan will be subject to appeals that could impact the timing of the subject development. On account of delays owing to the Province's review of the new Official Plan and potential appeals to the Orléans Corridor Secondary Plan, staff have agreed to bring forward the Zoning By-law amendment in advance of the approval of the new Official Plan and adoption of the Secondary Plan.

To facilitate consideration of the Zoning By-law amendment prior to the enactment of the new Official Plan, the applicant has agreed to a Holding symbol that ensures the new Official Plan will be enacted and site-specific policies of the Orléans Corridor Secondary Plan will be adhered to prior to receiving Site Plan Control approval. This approach will allow the applicant to advance site plan control review. A Holding symbol will be added to the requested development zone of Residential Fifth Density, Subzone A with exceptions (R5A[XXXX] -h).

The subject property is currently zoned "Development Reserve (DR)", "Parks and Open Space Zone (O1)", "Parks and Open Space Zone, Subzone L, Exception 1661 (O1L[1661])" and "Environmental Protection Zone (EP)". The Zoning by-law amendment

seeks to rezone the lands in Document 1 that are currently zoned DR to Residential Fifth Density Zone, Subzone A, Exception XXXX – holding (R5A[XXXX]-h)”, Parks and Open Space Zone, Subzone R (O1R)” and “Environmental Protection Zone (EP)”.

DISCUSSION

Public Consultation

Public consultation was carried out in accordance with the City’s Public Notification and Consultation Policy for Official Plan amendment and Zoning By-law amendment applications. A notice was provided to registered community associations and property owners within 120 metres, and a notification sign was posted. Approximately 120 public comments were received via email during the circulation and review period. The overarching concern is the proximity of large buildings so close to environmentally sensitive features. A summary of public comments is contained in Document 3.

Official Plan designation(s) and policies

Current Official Plan

The subject site is designated Urban Employment Area, with Urban Natural Features, Major Open Space and Significant Wetlands on Schedule B – Urban Policy Plan of the Official Plan. The Urban Natural Features, Major Open Space and Significant Wetlands designations apply along the northern parts of the subject property.

Section 3.6.5 - Urban Employment Area

The intent of the Official Plan is to ensure that over the long-term, sufficient areas of land are reserved primarily for places of business and economic activity. Uses that support this function consist predominately of office, manufacturing, warehousing, distribution, research and development facilities and utilities. Maintaining a sufficient supply of land for this range of activities is key to the long-term economic health of the community including investment attraction. Typically, Urban Employment Areas provide large parcel sizes, reflective of user needs for storage, parking and building floor plate size. Such lands are typically close to major roads.

Section 2.2.3 – City-Wide Employment Area Policies

Policies in this section support the protection of business and economic activity clusters at strategic locations, close to facilities and corridors. In Policy 8, a comprehensive review is required to assess requests to convert employment lands to other purposes. The comprehensive review for the removal or conversion of employment lands via the

Industrial and Logistics Land Strategy (adopted by Joint Committees on Jan 25, 2021 and Council on February 10, 2021) was introduced to Council prior to the Ministerial approval of the new Official Plan. As a result of the Industrial and Logistics Land Strategy report, 1015 Tweddle was not included as “Industrial and Logistics” or “Mixed Industrial” in the New Official Plan and was effectively removed from the City’s ‘employment lands’.

Section 3.2.3 - Urban Natural Features

Urban Natural Features provide a valuable contribution to biodiversity and wildlife habitat in the urban area and are enjoyed by residents. Urban Natural Features are natural landscapes and may include woodlands, wetlands, watercourses and ravines. These features may occur on City, federal, provincial, and privately-owned lands.

The boundaries of land designated Urban Natural Features are based on a variety of mapping sources. When more up-to-date information becomes available through such means as detailed environmental studies, an adjustment to the definition of features and functions and an adjustment to the interpretation of the boundary may be warranted. The City’s zoning by-law will reflect the most up-to-date and accurate information and therefore any changes, whether minor or major, will require an amendment to the Zoning By-law. However, minor changes to the boundaries will not require an amendment to the Official Plan.

Policy 5 states that development and site alteration will not be permitted within 30 metres of the boundary of a designated Urban Natural Feature unless an Environmental Impact Statement demonstrates there will be no negative impacts on the natural features within the area of their ecological functions.

Section 3.2.1 – Significant Wetlands

Wetlands are essential components of ecosystems that contribute to the high quality of the environment in Ottawa. Wetlands control and store surface water to assist in flood control, act as sediment traps to improve water quality, and provide habitat for a wide variety of plant and animal species and may serve as recharge areas for groundwater resources. The Ministry of Natural Resources has developed a system that evaluates the biological, social, hydrological and special features of wetlands to determine their relative significance in Ontario and has identified certain areas as Significant Wetlands.

Development and site alterations will not be permitted within 120 metres of the boundary of a Significant Wetland unless an Environmental Impact Statement

demonstrates that there will be no negative impacts on the wetland or its ecological function.

Section 3.3 – Open Space

Major Open Spaces are large parks such as Millennium Park, open space corridors along the Ottawa and Rideau Rivers and the Rideau Canal, parkway corridors and corridors reserved for rapid-transit and major roads. Most Major Open Spaces are already in public ownership. Major Open Spaces are a key component of the Greenspace Network, which contributes to the quality of life in neighbouring communities as well as the overall integrity of the natural environment.

Schedule C – Primary Urban Cycling Network identifies both Jeanne d’Arc Boulevard North and Tweddle Road as prime locations for multi-use pathways.

Schedule D – Rapid Transit Network identifies Trim O-Train Station within 600 metres of the subject site.

Schedule E – Urban Road Network designates Jeanne d’Arc Boulevard North to the west of Tweddle Road as a Major Collector and Tweddle Road, to the south of Jeanne d’Arc Boulevard North, as a Major Collector.

New Official Plan

The site is identified within the Suburban Transect Policy Area on Schedule A of the City’s new Official Plan. These neighbourhoods are within the urban boundary but outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model and are characterized by the separation of land uses, stand-alone building, generous setbacks, and low-rise building forms. The focus of growth in neighbourhoods will be to support a gradual evolution to becoming 15-minute neighbourhoods.

The site is designated “Neighbourhood” and “Greenspace” in the new Official Plan and includes an Evolving Overlay. Neighbourhoods are urban areas that constitute the heart of communities and are intended to permit a mix of building forms and densities. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development. The Evolving Overlay is applied near Hubs and Corridors to signal a desire to see change in character to support intensification, including guidance for a change in character from suburban to urban by allowing new built forms and more diverse functions of land.

In this area, change is expected to be more rapid on account of the site's proximity to light rail transit. Trim O-Train Station is recognized as a Protected Major Transit Station Area (PMTSA). The minimum area-wide density requirement for people and jobs per gross hectare is 150. The minimum residential density requirement for intensification, applied on a site-by-site basis to ensure each proposal meets this threshold, is 250 dwelling units per net hectare.

Section 7 - The Greenspace designation identifies a network of public parks, other spaces within the public realm and natural lands that collectively provide essential ecosystem services to Ottawa's residents, support biodiversity, climate resilience, recreation, and healthy living. City planning documents refer to these areas collectively as "greenspace." Access to public Greenspaces will be preserved and enhanced where possible, especially in the urban area. In some cases, however, access to certain types of greenspaces may be restricted due to concerns for public safety or environmental sensitivity. Policy 4 under Section 7.1 states public access and connections to Greenspaces shall be facilitated and enhanced wherever possible.

Under Section 11.6 of the new Official Plan, there is direction around processes needed to implement this Plan and include that the City may acquire, hold or secure land for the purpose of implementing any policy of this Plan, including acquiring land through the development review process for mobility and or infrastructure needs, including road corridor widening, mid-block pedestrian circulation, and multi-use pathways.

Other applicable policies and guidelines

The Official Plan Amendment for the Orléans Corridor Secondary Plan was recently approved by Council on September 21, 2022. This Secondary Plan will be adopted as an amendment to the new Official Plan, Volume 2, upon the coming into force of the new Official Plan.

The Orléans Corridor Secondary Plan, Volume 2, Schedule A designates the subject site as Station Core and Greenspace. Maximum building height indicated in Orléans Corridor Secondary Plan – Volume 2, Schedule B for Station Core portion at the subject site is 40 storeys. Orléans Corridor Secondary Plan – Volume 2, Schedule C – Public Realm and Mobility Improvements identifies a potential privately-owned Public Space (POPS) at the subject site. Any areas designated as Station Core in Schedule A are Design Priority Areas and subject to the Urban Design Review Panel process. Minimum building heights will be two storeys. New development will be primarily in the form of mixed-use high-rise and mid-rise buildings, consistent with Schedule B – Maximum Building Heights. Active frontages will be required for all building in the Station Core

designation to provide animation of the street. Wherever possible and appropriate, the City should seek to acquire lands for parks or work with development proponents to create privately-owned public accessible spaces (POPS) in the form of urban plazas. The creation of pedestrian and cycling will be prioritized through the Station Core designation. Design for wherever vehicular access crosses the pedestrian or cycling network, pedestrian and cycling movements will have priority. Development in the station core will incorporate a high degree of cycling and pedestrian connectivity between the station and existing neighbourhoods.

The subject land is within the Trim Station Area and subject to Section 6.5 of the Orléans Corridor Secondary Plan. The Trim Station area includes the proposed Trim Station, and areas north of Highway 174 toward the Ottawa River, extending west to Taylor Creek, as well as areas south of the station to St. Joseph Boulevard.

The Trim Station area policies are intended to promote intensification around the O-Train station, particularly on key sites designated as Station Area-Core and Station Area-Periphery, where high-density mixed-use development can be built on vacant or underutilized properties within proximity to the station. The area is further subdivided into the Trim Station North, where the subject site is located and has a unique vision statement for the area. The area north of Trim O-Train Station and Highway 174 will become a master planned community prioritizing pedestrian and cycling movement. Key active transportation infrastructure opportunities relate to connecting the station to the areas north of Highway 174, repurposing redundant segments of Tweddle Road to provide a safe, vibrant connection between the station towards Petrie Island. Further policies aim to secure public views of the Ottawa River via a sophisticated network of publicly accessible spaces and master planning large parcels of land that are currently vacant or underutilized. Trim Station Area – Site-Specific Policies include the 1015 Tweddle Road development shall include a maximum of four-point towers with variations in height between 20- and 40-storeys, each on podiums between four and six storeys. The tallest buildings on the site with the most direct pedestrian and cycling connections to Trim Station shall be located closest to Tweddle Road. This development will incorporate privately-owned public space (POPS), including an area at the intersection of Tweddle and Jeanne d'Arc Boulevard oriented toward and extending along the river shoreline, with look out points. Public views to the river will be maintained, and a connection to the multi-use pathway along Jeanne d'Arc Boulevard will be provided. These spaces will be completed and become publicly accessible through pedestrian easements, in a phased manner that follows the sequence of the tower buildout.

Podiums of the towers will frame the adjacent public streets and POPS, with non-residential uses at grade, fully providing active frontages where possible. Further to conceptual development, the secondary plan speaks to the intersection of Jeanne d'Arc Boulevard and Tweddle Road and how it is to be improved with signalization and a pedestrian crossover (PXO), as a condition of development approval. These intersection improvements will be designed to facilitate the potential conversion to a linear park or a woonerf on the segment of Tweddle Road south of the intersection.

Lands designated as Greenspace provide significant benefits to the environment as well as the health and well-being of all Ottawa residents. This Plan maintains the policies of Volume 1 of the new Official Plan with respect to lands in the Greenspace designation. The following additional policies are intended to further the vision and goals of the secondary plan in relation to these important lands. For interpretation of schedules and policies within this Plan, greenspaces are lands that provide recreation and leisure opportunities for the use and benefit of the public and/or that preserves the natural environment and environmental systems. Greenspaces include a variety of different spaces such as parks, open space and natural areas. The City will encourage continued naturalization of lands within the Greenspace designation. The City will not support removal of any lands in the Greenspace designation.

Planning rationale

The southern part of the subject site is currently designated Urban Employment Area and will be re-designated to 'Neighbourhoods' with an Evolving Neighbourhoods Overlay upon MMAHs approval of the new OP. Note, the re-designation to 'Neighbourhoods' with an Evolving Neighbourhoods Overlay upon MMAHs approval of the new OP will only be for a part of the subject site. The northern part of the subject site is currently designated Urban Natural Features, Significant Wetlands and Major Open Space and will be re-designated to Greenspace under the new Official Plan and will not be subject to any development. In recognition of the Council-approved Secondary Plan policies, the proponent has decided not to remove any of the lands within the Greenspace designation and has even started restoring and naturalizing some of the disturbed lands within the site. Wetland restoration and tree preservation has also been undertaken with the support of City forestry staff.

Approval of the new OP will also complete the comprehensive review required under the Provincial Policy Statement, for the removal or conversion of employment lands. Following the comprehensive review, the Urban Employment Land designation was removed from the subject site in the new Council-approved Official Plan. During a

transition from the old to the new OP policies, a zoning amendment can proceed when a proposal is consistent with the new Official Plan. The requested Zoning By-law amendment aligns with these policy objectives with the inclusion of the Holding provision. Once the new Official Plan has been approved by MMAH and the other provisions of the holding are implemented, this Zoning By-law amendment and new Official Plan will include the high-level and detailed policy and objectives for the subject site. This will allow this Zoning By-law amendment approval to proceed and have the removal of the holding conditional upon Site Plan Control approval and approval of the new Official Plan.

The adoption of the Orléans Corridor Secondary Plan will re-designate the subject site's 'Neighbourhood' area to 'Station Core Area', in the future, in line with the objectives shown in the concept plan and the recommended Zoning By-law amendment. However, PRED is satisfied this Zoning By-law amendment may be approved prior to MMAH's approval of the new Official Plan, pending the conditions set out in the Holding zone (as detailed in Document 2). This Zoning By-law amendment contains a Holding that will ensure the site-specific policies of the Secondary Plan are embedded. This move has been made to recognize the in-stream nature of this development review application and the need to permit the applicant to develop in a timely manner.

Staff are confident that the recommendations contained within this report for the Zoning By-law amendment will result in good planning. Detailed urban design review will continue through the subsequent Site Plan Control process. Site design and treatment of the public realm will be further reviewed as part of the Site Plan Control application.

Future Development Applications

A Site Plan Control application will be submitted on behalf of the applicant to the City to establish matters related to site design, including but not limited to, the final locations and heights of the towers, POPS, landscaping, vehicular access/circulation/parking, public pathways, and circulation. It will also support the completion of a detailed urban design review, including consideration by the Urban Design Review Panel. As noted, Site Plan Control approval will not be granted until the applicant is able to lift the holding provision tied to the site, as per the conditions spelled out in the zoning details of this report.

For information purposes, this development may be subject to Community Benefits Charge, which would be assessed and implemented through Site Plan Control.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this application.

CONSULTATION

Public consultation was carried out in accordance with the City's Public Notification and Consultation Policy for Official Plan amendment and Zoning By-law amendment applications. A notice was provided to registered community associations and property owners within 120 metres, and a notification sign was posted. Approximately 120 public comments were received via email during the circulation and review period. The overarching concern is the proximity of large buildings so close to environmentally sensitive features. A summary of public comments is contained in Document 3.

COMMENTS BY THE WARD COUNCILLOR

The Ward Councillor is aware of the application related to this report and has provided the following comments:

"I am aware of the application related to this report and have no concerns at this time.

I'm pleased to see the inclusion of publicly accessible space within the development and believe that this is a good use of the property. I am supportive of introducing commercial amenities like a spa or a restaurant on this site, which will be frequented not only by the residents of these towers, but by users of the Ski Heritage East trail and visitors to Petrie Island.

While this property was originally earmarked for employment lands, I support its re-designation, and the re-zoning of this land for residential uses, especially given that it is within 600m of a transit station.

The proposed development will advance key policy directions of the Orléans Corridor Secondary Plan and the new Official Plan by building a dense, mixed-use development within close proximity to the new transit station at Trim Road.

I would encourage the developer to continue working with local community groups and the conservation authority to assure that any outstanding concerns are addressed."

LEGAL IMPLICATIONS

There are no legal impediments to the adoption of the recommendations in this report. By virtue of the *Planning Act*, Section 24, the Zoning By-law will only come into force upon approval of the new City of Ottawa Official Plan by the Minister of Municipal Affairs and Housing. In coming into force, the provisions of the Zoning By-law will nonetheless be subject to the identified holding provisions.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

There is sufficient capacity in the existing local infrastructure to accommodate the proposed development. The on-site infrastructure will remain under private ownership and therefore will not add to the City's inventory of assets to be managed.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with these applications. The proposed buildings and final layout will be required to meet the accessibility criteria contained within the Ontario Building Code

ENVIRONMENTAL IMPLICATIONS

The report recommendations will not negatively affect the existing lands deemed to be environmentally sensitive and important. The portion of the land that is currently identified as Urban Employment Lands under the Official Plan and Development Reserve under the Zoning By-law will be permitted for the mixed-use, high rise, planned unit development. The subject property falls within the Protected Major Transit Station Area (PMTSA) and is designated Neighbourhood with an Evolving Overlay in the City Council's approved new Official Plan. An Environmental Impact Statement (EIS) was completed to fulfill requirements of the Provincial Policy Statement, the City's Official Plan policies and associated provincial regulations. The Study verified the provincially significant wetland boundaries and established development limits as 30 metres from significant wetlands. These reports have been reviewed and accepted by City of Ottawa and the Rideau Valley Conservation Authority. The buffer lands adjacent to the

significant wetlands will be subject to ecological enhancements and restoration. The portions on the subject site currently designated as Urban Natural Feature, Major Open Space and Significant Wetlands in the Official Plan or zoned “Open Space 1 (O1)” and “Environmental Protection Zone (EP)”, will remain untouched by development. Rather, a small part of the previously disturbed environmentally sensitive lands on the subject land will be subject to wetland restoration.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

The Official Plan Amendment application (Development Application Number: D01-01-20-0016) was not processed by the "On Time Decision Date" established for the processing of Official Plan amendment applications due to the complexity of issues associated with this file. The Zoning By-law amendment application (Development Application Number: D02-02-20-0087) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of issues associated with the file.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Concept Plan

Document 5 Concept Plan – Rendering

CONCLUSION

Staff supports the proposed Zoning By-law Amendment application. It is consistent with the objectives of the new OP, Orléans Corridor Secondary Plan and represents good planning.

DISPOSITION

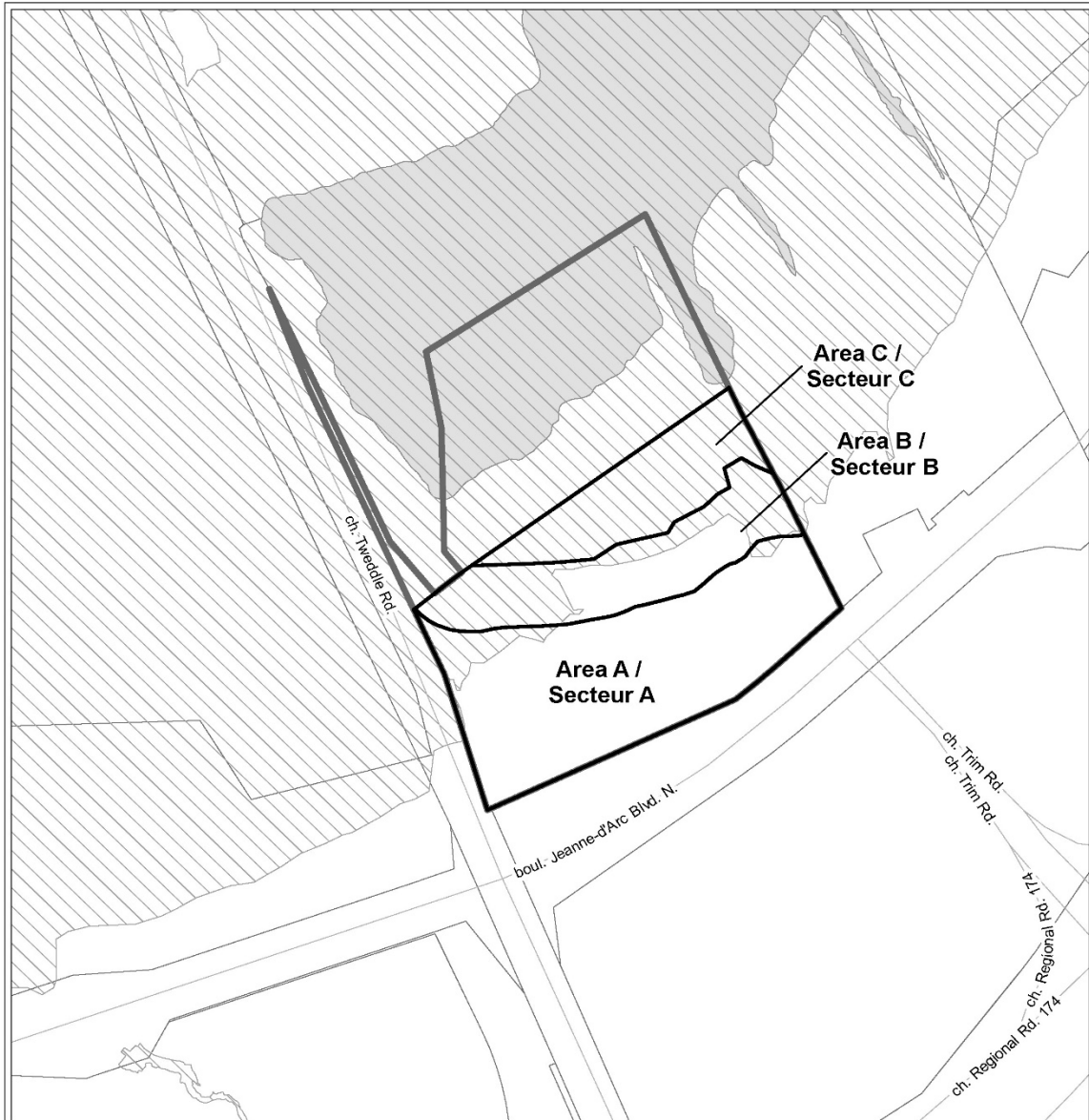
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.






Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-20-0087	22-0930-L	 1015 ch. Tweddle Rd.	Area A to be rezoned from DR to R5A[XXXX]-h Le zonage du secteur A sera modifié de DR à R5A[XXXX]-h
I:\CO\2022\ZKP\Tweddle_1015			Area B to be rezoned from DR to O1R Le zonage du secteur B sera modifié de DR à O1R
©Parcel data is owned by Terranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY		 Existing Flood Plain (Section 58) / Plaine inondable (Article 58)	Area C to be rezoned from DR to EP Le zonage du secteur C sera modifié de DR à EP
REVISION / RÉVISION - 2022 / 09 / 22			

Document 2 – Details of Recommended Zoning

The proposed changes to Zoning By-law 2008-250 for a part of 1015 Tweddle Road are as follows:

1. Rezone the lands as shown in Document 1.
2. Add a new exception [XXXX] to Section 239, Urban Exceptions, to add provisions similar in effect to the following:
 - a. In Column II, Applicable Zoning, add the text, “R5A[XXXX]-h”
 - b. In Column III, Additional land uses permitted, add the following text: bank, bank machine, bar, convenience store, day care, hotel, office, parking garage, personal service business, recreation and athletic facility, restaurant, retail, food store, retail store, cinema, theatre, place of assembly, medical facility, training centre and storefront industry are permitted.
 - c. In column V, include provisions similar in effect to the following:

In column V, include provisions similar in effect to the following:

 - i. Up to four (4) high rise buildings are permitted
 - ii. Maximum building height: 35 storeys
 - iii. The lot line abutting Jeanne-d’Arc Boulevard North is considered the front lot line for zoning purposes.
 - iv. The front yard setback is a minimum of 2.3 metres
 - v. The interior (east) side yard setback is a minimum of 5.3 metres
 - vi. The rear (north) yard setback is a minimum of 4.1 metres from the northern edge of any parking structure/garage that the high-rise buildings are on
 - vii. Despite Table 65, a parking garage may extend up to 0 metres from a lot line on the south, east and west sides, be outside the lands identified as being within the flood plain and on the north side be outside the 30 metres buffer from the PSW.
 - viii. Minimum building setback from an abutting O1 or EP zone is 0 metres

- ix. Hard and soft landscaping on the roof of the parking garage shall count towards the minimum 30% landscaped area requirement
- x. Minimum vehicle parking requirements for residential uses, non-residential uses, and visitors, are as per Area Z on Schedule 1A of the Zoning By-law
- xi. Section 163(12) does not apply.
- xii. Section 164B Endnote 1 does not apply.
- xiii. Additional permitted uses are only permitted within the first 6 storeys of a high-rise building.
- xiv. The holding symbol shall not be removed until:

1. MMAH's approval of the new Official Plan
2. The location of the Provincially Significant Wetland (PSW) Boundary as modified to increase the area of the PSW has been confirmed by the Ministry of Natural Resources

3. The area of the Jeanne d'Arc Blvd. N. Right-of-Way (ROW) that is to be acquired by the landowner of 1015 Tweddle Road must be closed as a public road allowance and consolidated with 1015 Tweddle Road to implement the concept plan. OR should the Road Closure not be approved, the development as shown on the concept plan be modified through the formal Site Plan Control process, whereby the development does not extend onto the Jeanne d'Arc Blvd. N. ROW

3. Site Plan approval, tied to submission and approval to the satisfaction of the General Manager, PRED of a site plan identifying building siting, transportation elements on and off-site, public and privately owned public spaces, public easements and right of ways etc. including the following:
 - A maximum of four point towers with variations in height between 20- and 35-storeys, each on podiums between four- and six-storeys.
 - The tallest buildings on the site with the most direct pedestrian and cycling connections to Trim Station shall be located closest to Tweddle Road.
 - In accordance with the Orléans Corridor Secondary Plan, the grade difference between the public right of way (Jeanne D'Arc) and the ground

floors of the proposed development should be minimized (generally level), to support and enhance the public realm and ensure that buildings appropriately frame the street and provide active frontages.

- Development will incorporate privately-owned public space (POPS), including an area at the intersection of Tweddle and Jeanne d'Arc Boulevard oriented towards the river shoreline. Public views to the river will be maintained, and a connection to the multi-use pathway along Jeanne d'Arc Avenue will be provided.
- The granting of surface easements over the areas to be developed as POPs in the R5A[XXXX] zone in a phased manner that follows the sequence of tower build out to provide for 24 Hour access by the public of the areas developed as POPs.
- Podiums of the towers will frame the adjacent public streets and POPS, with non-residential uses at grade, providing active frontages on all sides to the fullest extent possible.
- Publicly accessible space providing views of the Ottawa River through the development, and opportunities to link this public space to Tweddle Road with the intent of creating a gateway for pedestrians and cyclists circulating to and from Petrie Island Park.
- This site is subject to UDRP review.
- Continuous urban street facades with minimal curb cuts are encouraged.
- Where possible, access to underground parking should be provided from side streets.
- Long-term bike parking facilities shall be located in a secure interior parking area with convenient access to the street and pathway network. Short term bike parking facilities shall be provided in convenient, well-lit location; where possible, the facilities should be sheltered.

Document 3 – Consultation Details

Notification and Consultation Process

Public consultation was carried out in accordance with the City's Public Notification and Consultation Policy for Official Plan amendment and Zoning By-law amendment applications. A notice was provided to registered community associations and property owners within 120 metres, and a notification sign was posted. Approximately 120 public comments were received via email during the circulation and review period. A summary of the comments for this proposal are found below.

Public Comments and Responses

Comment: Concern about bird strike therefore ask this proposal follow CSA bird-friendly design standards or the Toronto Green standards for prevention of bird collisions.

Response: Bird-friendly design standards will be reviewed and implemented under the Site Plan Control approval process.

Comment: Petrie Island and its general location should be left passive and without further urban development.

Response: The portion of the land that is currently identified as Urban Employment Lands under the Official Plan and Development Reserve under the Zoning By-law will be permitted for the mixed-use, high rise, planned unit development. The portions on the subject site currently designated as Urban Natural Feature, Major Open Space and Significant Wetlands in the Official Plan or zoned "Open Space 1 (O1)" and "Environmental Protection Zone (EP)", will remain untouched by development.

Comment: The Planning Rationale submitted with the Application fails to adequately show how the proposed development supports or is aligned with the City's planning priorities and policies with respect to encouraging compact, complete, healthy, mixed used developments around LRT transit stations (Transit Oriented Development or TOD), transit corridors and within 15-Minute Neighbourhoods. These policies are found in the New Official Plan's "Five Big Moves" and "Preliminary Policy Directions".

Response: The applicants have since participated in the Orléans Corridor Secondary Plan's planning process and now the proposal is in keeping with the City's planning priorities and policies with respect to compact, complete, healthy, mixed-use

developments around O-Train transit stations that are also helping to create 15-minute neighbourhoods.

Comment: Mostly concerned with three aspects of this development proposal: building height, parkland and green space, environmental preservation,

Response: Building Heights will be in accordance with the Orléans Corridor Secondary Plan and all urban development will remain out of the lands deemed environmentally significant, including the woodlands and wetlands.

Comment: What will happen to the existing time-limited on-street parking on the segment of Jeanne d'Arc Boulevard North, east of Trim Road, if high density development is approved? Will it be reduced to no parking, or have no parking available for trail users due to pressure from tenants and their visitors? If developed, will land be set aside or off-road parking facilities be allowed to accommodate parking for Pathway users who are not residents of this development?

Response: The existing time-limited parking will most probably be affected by the O-Train Stage 2 works that are being undertaken around Trim Station and the on-ramp and off-ramp realignments (Trim Road realignment). The current proposal under review today will provide paid underground parking available for the public.

Comment: Development should not be allowed close to wetlands, there should be a significant buffer to protect wildlife and approval of this proposal would be irresponsible, to say the least.

Response: The subject property falls within the Protected Major Transit Station Area (PMTSA) and Evolving Neighbourhood in the City Council's approved new Official Plan. An Environmental Impact Statement (EIS) was completed to fulfill requirements of the Provincial Policy Statement and the City's Official Plan policies. The studies verified the provincially significant wetland boundaries and established development limits as 30 metres from significant wetlands. These reports have been reviewed and accepted by City of Ottawa and the Rideau Valley Conservation Authority.

Comment: What plans are there for affordable housing for ANY of the "high-density" waterfront properties / towers? Has affordable housing been integrated into this waterfront community?

Response: Thus far, the landowners have indicated this is an at-market value rental property. Staff will continue to discuss opportunities to support affordable housing as part of the Site Plan Control Approval Process.

Comment: Does the proposed development enter the 100-year floodplain?

Projections are for an increase of extremes in weather events which may expand the 100-year floodplain even further.

Response: The proposed development's lower parking level is within the 1:100 year flood level. A flood proofing system is recommended to be designed for the proposed buildings to lessen water infiltration volumes and manage discharge. Additionally, a perimeter foundation drainage system will be included as a secondary system. Further details will be confirmed at detailed design under the site plan control process.

Community Organization Comments and Responses

Three community groups have written to express concerns: Friends of Petrie Island, Safe Wings and Ottawa River Keepers.

Friends of Petrie Island

The Friends of Petrie Island is a volunteer group working with the City of Ottawa since 1998 to operate the Grandmaître Ecological Reserve and Al Tweddle Picnic Area at Petrie Island. One of its objectives is to help protect the Petrie Island environment for future generations, and in that capacity, the group has been called on to recommend desirable courses of action, including environmental aspects, to the City government. Over the past twenty years, we have seen significant increases in visitors to the Island and noted issues with parking, vehicle and bicycle traffic, litter, dogs and noise. Summer 2020 continued a trend to higher attendance, setting a record almost 50% over 2016. The proposal for rezoning of the eastern sector of Jeanne d'Arc Boulevard to allow for further development, potentially involving high-occupancy and high-rise buildings (over 15 meters) is of extreme concern to us. We are aware that Ottawa's Master Plan includes urban development in that sector and understand that proximity to a major highway and transit station make the area desirable for expansion. Our concern is with the scale of the planned development. The future transit station, along with the highway, already mean potential negative impacts on Petrie Island. We expect that any large increase in population and traffic in this area will put additional visitor pressure on Petrie Island and its only access, Trim Road; which cannot safely accommodate even the current pedestrian, vehicle and bicycle mix. Development of a public beach at Petrie Island has already destroyed habitat and negatively impacted the island environment.

Response: As recognized, the subject property falls within the Protected Major Transit Station Area (PMTSA) and Evolving Neighbourhood in the City Council's approved new

Official Plan (see Schedule C1 and B8, respectively). An Environmental Impacts Statement (EIS) was completed to fulfill requirements of the Provincial Policy Statement, the City's Official Plan policies and associated provincial regulations. The buffer lands adjacent to the significant wetlands will be subject to ecological enhancements and restoration.

Your concern is acknowledged.

Safe Wings

I am writing on behalf of Safe Wings, an organization working to reduce bird deaths from collisions with glass. More than 250,000 birds collide with glass each year in Ottawa, and more than a billion in North America. Collisions with glass were identified as a major danger to birds in the Ottawa Bird Strategy (available at <https://safewings.ca/ottawa-bird-strategy/>).

Phase 1 of the proposed development is to be constructed within 120 metres of a provincially significant wetland and close to the Ottawa River. As the environmental impact assessments attested, the wetland and shoreline are breeding grounds for at least 20 species of birds, and many others use the area as a migration corridor or wintering area. Most of these species are protected under the *Migratory Birds Convention Act*. Multiple Species at Risk, including Barn Swallows, Eastern Wood-Peepees, and Rusty Blackbirds, are found in the area around the proposed development, and would be at risk of collisions if bird-friendly design standards are not followed. There is legal precedent in Ontario that property owners are responsible for collisions at their buildings, so it is in the developer's best interest to make the buildings bird-friendly.

Certain design features significantly increase the likelihood of bird collisions with glass. These include see-through glass building corners, non-patterned glass balcony panels, and large expanses of glass facing areas of vegetation. To ensure that the development is not hazardous to birds, it would optimally follow CSA bird-friendly design standards, the Toronto Green Standard or Ottawa's developing standard.

Although the plans on the City of Ottawa's development application website provide only rough designs for the intended development, it appears that the buildings will be mainly glass on the external surfaces. Decreasing the ratio of glass to other materials in the building envelope and using patterned glass are two ways to ensure that the proposed buildings are more bird-friendly and are likely to align with other sustainability goals like energy usage reduction. Incorporating bird-friendly design guidelines is most

efficient at the design stage, and can even be cost neutral, whereas retrofitting existing buildings to comply with conservation laws can be costly. Following bird-friendly standards is mandatory in many cities, including Toronto and New York, so there is no reason why developers cannot do so in Ottawa.

Safe Wings would be happy to provide more information to the developer and architect about easy and low-cost solutions that would help make these buildings sustainable and protect our local wildlife

Response: The City of Ottawa has implemented bird-friendly design standards. This review occurs when the detailed design review commences, in this case, it will be reviewed and approved under the Site Plan Control process, after this Official Plan Amendment and Zoning By-law Amendment have been approved.

Ottawa River Keepers

Ottawa Riverkeeper has recently learned that 93780633 Quebec Inc. has submitted an Official Plan Amendment and a Major Zoning By-law Amendment applications (File Nos. D01-01-20-0016 and D02-02-20-0087) to re-designate a portion of 1009 Trim Road to permit a 28 and 32-storey tower with ground floor commercial space. It should be noted that a significant portion of this property is within the floodplain raising a number of concerns regarding how a development on this property would both be impacted during flooding events as well as impact the area's resilience during high water periods. In addition, this property is in close proximity to Petrie Island, which has been evaluated as including a Provincially Significant Wetland. Petrie Island is home to numerous turtles including the Blanding's Turtle. This species is listed as threatened both on the Species at Risk in Ontario List and under the federal Species at Risk Act. Ottawa Riverkeeper is concerned by how changing the zoning of this property will impact the river and its ecology.

In both 2017 and 2019, the Ottawa River experienced unprecedented high water events which resulted in damage and loss of many properties. Petrie Island and the surrounding areas were significantly impacted by the flooding that occurred. Any development in this area has to be viewed with these events taken into consideration and look to recommendations that have been put forward from experts including the provincially appointed, Special Advisor on Flooding, Douglas McNeil who completed An Independent Review of the 2019 Flood Events in Ontario . Ottawa Riverkeeper strongly encourages the City of Ottawa to consider the following information.

As noted in this application's summary document, the property is located adjacent to an inlet of the Ottawa River and includes brush, trees, and an unevaluated wetland area and that part of the property had already been filled with rock fill. The practice of adding fill to build up a property to flood proof a new home or development only protects that specific building and can disadvantage surrounding properties. When fill is added to one property, it reduces the area where flood water can go and displaces more water onto adjacent properties and downstream. In addition, transitioning natural cover to impermeable surface (roofs, roads, parking areas) increases the volume of overland flow, reduces the infiltration of stormwater into the ground, and increases the transportation of sediment and pollutants to waterways, resulting in the degradation of water quality. As this property also includes wetland areas it should be noted that wetlands are often considered nature's sponges and able to store more water than other land types. During flooding events, wetlands can reduce the magnitude of flooding in areas where they are found. Allowing wetlands to be developed, or potentially impacted by development, particularly in flood prone areas, will only increase the impact of future flooding events in this area. Municipalities need to allow for economic development without adversely affecting important natural resources such as the Ottawa River.

The application put forward includes a request to rezone the northern area of the property adjacent to the Ottawa River that has "Urban Natural Features" designation to allow the lands that are deemed developable to be re-designate. It should be noted that in McNeil's An Independent Review of the 2019 Flood Events in Ontario, he includes Recommendation #17: "That the Province supports municipalities and conservation authorities to ensure the conservation, restoration and creation of natural green infrastructure (i.e. wetlands, forest cover, pervious surfaces) during land use planning to reduce runoff and mitigate the impacts of flooding." He also includes that: "Losses associated with flooding and other natural hazards continue to increase because of increasing property values and income levels, urbanization, ongoing loss

of wetlands and other green infrastructure, and the increasing frequency and intensity of extreme rainfall events. As these losses rise, so does the value of Ontario's floodplain and broader hazard management policies." (p.63) Similarly, Ontario's Flooding Strategy states that "[t]he most cost-effective and sustainable way of reducing risks is to keep people and property out of highrisk areas". (p.7)

Extra consideration should be applied to this application given the property's proximity to Petrie Island, a Provincially Significant Wetlands, and the various species that rely on

this area for habitat. This includes the threatened Blanding's Turtle. The main threats to this species of turtle, according to Ontario's Blanding's Turtle recovery strategy, include road and railway networks, residential and commercial development, and changes to natural systems due to water management and dredging. Should properties in this area be rezoned, Ottawa Riverkeeper strongly encourages that steps are taken to ensure necessary protections are put in place to mitigate the environmental impacts on water quality and quantity and the river's ecology.

Please keep us informed of any decision regarding the Amendment applications or future applications for 1009 Trim Road.

Elizabeth Logue

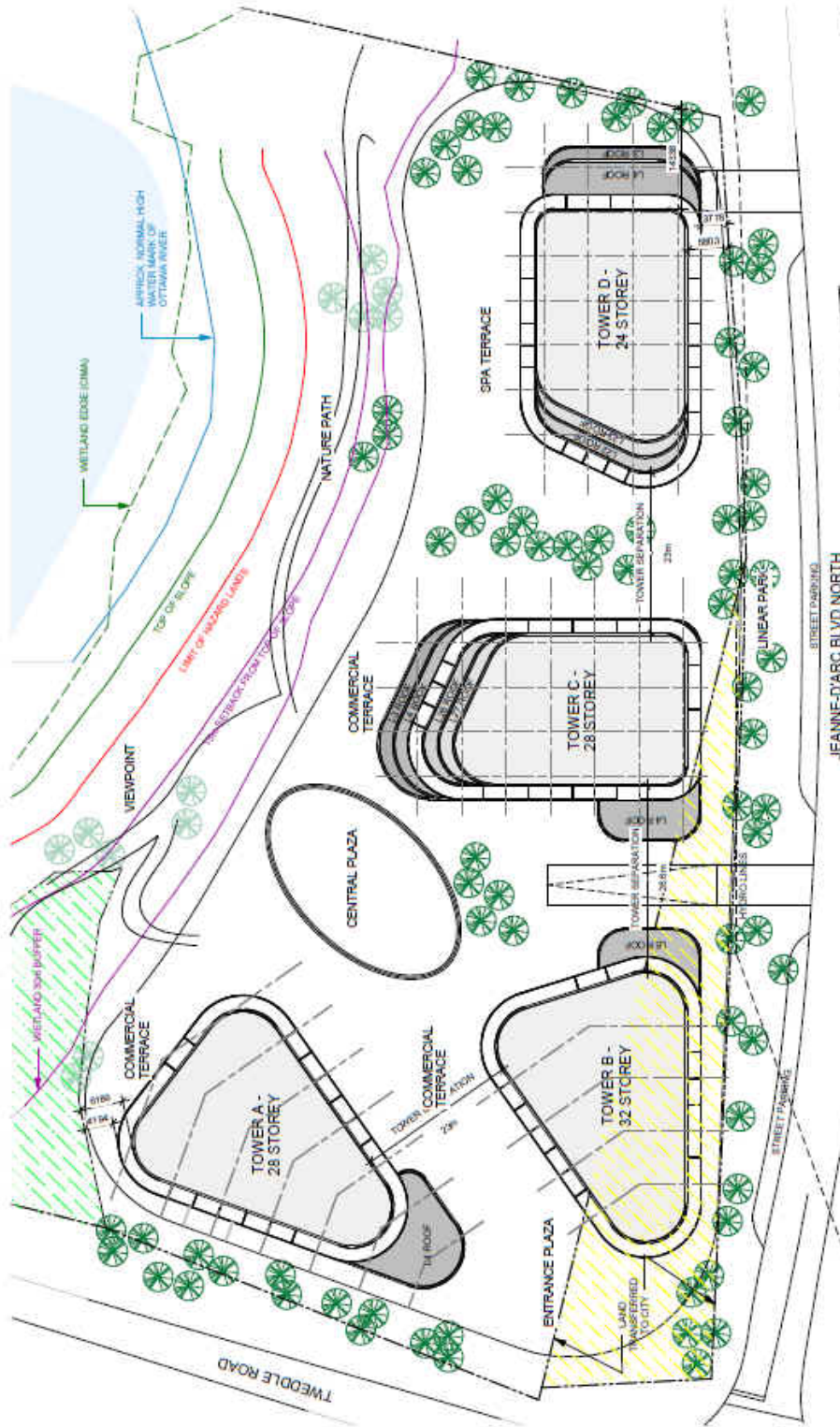
Ottawa Riverkeeper

Ottawa Riverkeeper is a not-for-profit organization dedicated to protecting the health and future of the Ottawa River and its tributaries. We work with individuals, community groups and all levels of government to promote river stewardship and collective action on issues that affect our ability to safely swim, drink and fish from our local waterways. Ottawa Riverkeeper fulfills its mission by raising awareness, educating, empowering and inspiring action, disseminating science-based information, and encouraging

Response: Your concerns are acknowledged. The subject property falls within the Protected Major Transit Station Area (PMTSA) and Evolving Neighbourhood in the City Council's approved new Official Plan (see Schedule C1 and B8, respectively). An Environmental Impacts Statement (EIS) was completed to fulfill requirements of the Provincial Policy Statement, the City's Official Plan policies and associated provincial regulations. The on-site fill was granted an RVCA permit. The EIS verified the provincially significant wetland boundaries and established development limits as 30 metres from significant wetlands, which was reviewed and accepted by City of Ottawa and the Rideau Valley Conservation Authority. The buffer lands between the proposed development and the significant wetlands will be ecologically restored and enhanced. The proposal development will be required to satisfy the City's stormwater standards in detailed design.

Document 4 – Concept Plan

Concept Plan for 1015 Tweddle Road



Document 5- Concept Plan – Rendering

