

**Subject: Official Plan Amendment and Zoning By-law Amendment – 3030 St.  
Joseph Boulevard**

**File Number: ACS2024-PDB-PS-0084**

**Report to Planning and Housing Committee on 3 July 2024  
and Council 10 July 2024**

**Submitted on June 21, 2024 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

**Contact Person: Steve Belan, Planner II, Development Review, East**

**613-580-2424 ext.27591, Steve.Belan@ottawa.ca**

**Ward: Orléans East-Cumberland (1)**

**Objet : Modification du Plan officiel et modification du Règlement de zonage  
– 3030, boulevard St-Joseph**

**Dossier : ACS2024-PDB-PS-0084**

**Rapport au Comité de la planification et du logement**

**le 3 juillet 2024**

**et au Conseil le 10 juillet 2024**

**Soumis le 21 juin 2024 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale des services de la planification, de l'aménagement et du  
bâtiment**

**Personne ressource : Steve Belan, Urbanist II, Examen des demandes  
d'aménagement est**

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**Quartier : Orléans-Est-Cumberland (1)**

## REPORT RECOMMENDATIONS

1. That the Planning and Housing Committee recommend Council approve:
  - a. An amendment to the Official Plan, Volume 2A, Orléans Corridor Secondary Plan, for 3030 St. Joseph Boulevard, as shown in Document 1, to remove Section 6.1 (58) “3030 St. Joseph Boulevard - maximum building height is 16-storeys”, as detailed in Document 2, to permit a high-rise building.
  - b. An amendment to the Zoning By-law 2008-250 for 3030 St. Joseph Boulevard for the lands shown in Document 1 to amend the exception and schedule AM3[2705]S438 to permit an 18-storey mixed-use building, as detailed in Documents 3 and 4.
2. That Planning and Housing 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 July 10 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 la planification et du logement recommande au Conseil municipal approuve :
  - a. la modification à apporter au volume 2A (Plan secondaire du couloir d’Orléans) du Plan officiel pour le 3030, boulevard St-Joseph, représenté dans la pièce 1, afin de retrancher la sous-section 6.1 (58) « 3030, boulevard St-Joseph — hauteur maximum des bâtiments : 16 étages », selon les modalités précisées dans la pièce 2, afin d’autoriser l’aménagement d’un immeuble de grande hauteur;
  - b. la modification à apporter au *Règlement de zonage* (n° 2008-250) pour le 3030, boulevard St-Joseph, pour les terrains représentés dans la pièce 1 afin de modifier l’exception et l’annexe AM3[2705]S438 pour autoriser l’aménagement d’un immeuble polyvalent de 18 étages selon les modalités précisées dans les pièces 3 et 4.

- 2. Que le Comité de la planification et du logement 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 greffe 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 10 juillet 2024 », 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 an amendment to the Orléans Corridor Secondary Plan and Zoning By-law 2008-250 for 3030 St. Joseph to permit the construction of an 18-storey mixed-use building containing 202 residential units and ground floor commercial space.

The applicant has requested to increase the maximum permitted height by two additional storeys over what is currently permitted. An amendment to the Official Plan's Orléans Corridor Secondary Plan will remove the site-specific policy for 3030 St. Joseph from the Secondary Plan and rely on Figure 14 - Schedule 2 of the Secondary Plan, which already indicates that 18-storeys is permitted on this site. The applicant has also requested a rezoning to amend the existing exception to permit the additional height and replace the zoning schedule with a revised schedule that would enable this development.

There are many Official Plan, and Orléans Corridor Secondary Plan policies applicable to the proposed development. Both plans provide policies that refer to transition, appropriate design elements, and objectives that new development should achieve. It is Planning Staff's opinion that the proposed development is consistent with said policy.

### **Slope Stability**

The site has been identified as having the potential for slope stability hazards. The potential for a slope failure was studied by a professional engineer. The findings of the report prepared by the owner's consultant was reviewed and accepted by the Rideau Valley Conservation Authority.

## **Public Consultation/Input**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments were received from approximately 20 residents.

Concerns were raised with respect to the following: built form, parking, traffic, housing affordability, intensification and slope stability. Comments and staff responses are summarized in Document 5.

## **RÉSUMÉ**

### **Recommandations du personnel**

Le personnel des Services de planification recommande d'approuver la modification à apporter au Plan secondaire du couloir d'Orléans et au *Règlement de zonage* (n° 2008-250) pour le 3030, boulevard St-Joseph afin d'autoriser la construction d'un immeuble polyvalent de 18 étages réunissant 202 logements et des espaces commerciaux au rez-de-chaussée.

Le requérant a demandé d'ajouter deux étages à la hauteur maximum autorisée par rapport au nombre d'étages autorisé à l'heure actuelle. La modification à apporter au Plan secondaire du couloir d'Orléans aura pour effet de retrancher la politique propre au site du 3030, boulevard St-Joseph dans le Plan secondaire et de s'en remettre à la figure 14 de l'annexe 2 du Plan secondaire, qui indique déjà que la hauteur de 18 étages est autorisée sur ce site. Le requérant a aussi demandé un rezonage afin de modifier l'exception existante pour autoriser la hauteur supplémentaire et remplacer l'annexe du zonage par une annexe révisée qui permettrait de réaliser ces travaux d'aménagement.

Les politiques du Plan officiel et du Plan secondaire du couloir d'Orléans qui s'appliquent au projet d'aménagement proposé sont nombreuses. Ces deux plans prévoient des politiques se rapportant à la transition, aux éléments appropriés de la conception et aux objectifs que les nouveaux projets d'aménagement devraient permettre de réaliser. Selon l'avis du personnel des Services de planification, le projet d'aménagement proposé cadre avec ces politiques.

### **Stabilité des pentes**

On a constaté que le site pourrait comporter des dangers relatifs à la stabilité des pentes. Un ingénieur professionnel a étudié le potentiel de défaillance des pentes. L'Office de protection de la nature de la vallée Rideau a pris connaissance des constatations du rapport établi par l'expert-conseil du propriétaire et les a acceptées.

## **Consultation et commentaires du public**

La notification et la consultation publique se sont déroulées conformément à la Politique de notification du public et de consultation publique approuvée par le Conseil municipal pour les modifications du *Règlement de zonage*. Une vingtaine de résidents ont déposé des commentaires.

On a exprimé des inquiétudes sur la forme bâtie, le stationnement, l'achalandage, l'abordabilité des logements, la densification et la stabilité des pentes. Le lecteur trouvera dans la pièce 5 la synthèse des commentaires et des réponses du personnel.

## **BACKGROUND**

### **Site location**

3030 St. Joseph Boulevard

### **Owner**

Joey Theberge, Theberge Developments Ltd.

### **Applicant**

Scott Alain, Senior Planner, Fotenn

### **Description of site and surroundings**

The site is located on the south side of St. Joseph Boulevard at the southwest corner of Duford Drive. The 2,644 square metre site is a wedge-shaped property at the intersection of Duford Drive and St. Joseph Boulevard, as Duford Drive turns west and climbs the escarpment to the Queenswood Heights Neighbourhood to the south (as shown in Document 1).

The subject property is vacant with a steep slope extending from the south frontage along Duford Drive down to St. Joseph Boulevard to the north. There are approximately 61 metres of frontage along St. Joseph Boulevard and 77 metres of frontage along Duford Drive. The site is on the southern edge of the Place d'Orléans Protected Major Transit Station Area and within the Hub designation.

To the west of the subject site is the St. Joseph Boulevard commercial corridor consisting of many commercial buildings of various sizes. To the north is the Place d'Orléans Shopping Centre and the former Cumberland town centre to its east. Further, to the north is future light-rail transit (LRT) Transit Station. East of the site is the continuation of the escarpment on the south side of St. Joseph which is well treed. To

the south is the Queenswood Heights Neighbourhood consisting of single detached homes located at the top of the hill.

### **Summary of proposed development**

The applicant is proposing an 18-storey building with a mix of residential and commercial uses. 260 square metres of commercial space is proposed on the ground floor along St. Joseph. The upper floors will have a total of 202 apartments, consisting of 85 one-bedroom, 110 two-bedroom, three three-bedroom and four studio units. The proposal has three levels of underground parking with a total of 163 spaces, 144 of the spaces are intended for residential tenants and 19 spaces are allocated for visitors. 202 bicycle parking spaces are proposed below grade and another 8 spaces are proposed at-grade. Refuse storage is integrated into building with access to St. Joseph near the parking garage entrance. Communal amenity spaces are proposed on the roof and the west side of the building and include both interior spaces that walk out terraces.

The applicant has made three applications: an Official Plan amendment (file D01-01-23-0010); a Zoning By-law amendment (file D02-02-23-0057) and a Site Plan Control Application (file D07-12-23-0090). An application to rezone this property was first made in 2017 to permit a 16-storey mixed-use building. The earlier amendment created a schedule that illustrated the required setbacks and permitted heights of the structure. It also set out the details for a Section 37 contribution agreement.

The application proved to be controversial, with neighbouring residential raising concerns about traffic/street parking, safety of vehicles driving on Duford Drive in poor weather conditions, privacy, loss of views from the existing homes and impacts on house values. Stability of the slope was raised as there was a failure when Duford Drive was being constructed. The report recommending approval was passed by the Planning Committee on September 10, 2020. The zoning by-law was approved by Council on May 26, 2021 after the Section 37 agreement was signed.

### **Summary of requested Official Plan Zoning By-law Amendment**

To accommodate the proposed development, both an Official Plan Amendment and Zoning By-law Amendment are required.

The applicant is seeking to clarify the development potential of the site as illustrated in the Orléans Corridor Secondary Plan. The plan references the maximum building height for this site on two occasions. Figure 14, Schedule B – Maximum Building Heights identifies the site as appropriate for building heights of up to 18-storeys. While Section 6.1 St. Joseph Boulevard Corridor – Area Specific Policies, policy 6.1(58) states that 3030 St. Joseph Boulevard – Maximum Building height is 16 storeys. The Official Plan

Amendment provided in Document 2, proposes to amend the Orléans Corridor Secondary Plan by removing policy 6.1(58).

The Zoning By-law Amendment proposes to amend the previously approved site-specific exception and schedule. Changes to the exception will remove the maximum floor space index and the subzone provisions illustrated Table 186A - Section 186(3)(b) as the revised schedule will replace these listed provisions with a visual plan. Further, the proposed zoning will acknowledge that an indoor rooftop amenity space is not considered a storey for the purposes of zoning for this property.

The Schedule will be amended to reflect the revised proposal. This building will have a similar character as was approved in 2021, with a four-storey podium and slender tower that will now raise to 18-storeys instead of 16 previously approved. Details of the recommended zoning are provided in Documents 3 and 4.

## **DISCUSSION**

### **Public Consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

The application was circulated for comments in August 2023. Many of the same comments that were originally raised were raised again.

For this proposal's consultation details, see Document 5 of this report.

### **Urban Design Review Panel**

The property is within a Design Priority Area and had a meeting with the Urban Design Review Panel on December 1, 2023. The [recommendations of the panel](#) reflected the proposal to construct an 18-storey building, which raised concerns about the proposed interaction of the building with the public realm, refining and simplifying the podium expression and material choices

The panel appreciated the progress made to the design since its last presentation to the Panel in 2019. They recommended further integration of the building with the public realm on St. Joseph and Duford. The Panel suggested that there is an opportunity to further develop public realm space and enable greater animation of the corner as a community amenity space and gateway feature. The panel also made recommendations on the choices of material and architectural expression of the podium.

The applicant is now working with staff through the site plan process to further address the Panel's concerns.

## **Official Plan designation(s) and policies**

The Official Plan for the City of Ottawa is the key planning document for the City and guides how it will grow over time. The subject lands are designated Hub and Mainstreet Corridor and are identified as a Protected Major Transit Station Area.

Section 2, Strategic Directions, establishes the high-level goals of the Official Plan and describes how the City will aim to achieve more growth by intensification, promote 15-minute neighbourhoods, and provide more options for housing and transportation.

Section 3, Growth Management Framework provides policy for how future growth should be accommodated. This section divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it. The subject lands are within the Suburban Transect which, is generally characterized by Low- to Mid-density development. However, development in Hubs shall be High-rise in the central area of a Town Centre, generally within 400 metres of a rapid transit station and Mid-rise in the periphery of a Town Centre, generally within 800 metres of a rapid transit station. In this case, the Secondary Plan contemplates a high-rise building on this site as described below.

Section 4 provides City-wide policies of which subsection 4.6 Urban Design provides direction for the sensitive integration of new development to minimize the impacts of new development on neighbouring properties and on the public realm. The proposal addresses these policies by internalizing the parking and refuse collection. Access to these is located on the west side of the site and are setback from the street to minimize their impact on the street and adjacent property. The tower is also setback from the western property line to lessen impact on the existing low-rise building and provide tower separation for any future towers.

## **Orléans Corridor Secondary Plan**

The Orléans Corridor Secondary Plan is primarily intended to provide specific policy direction and guidance for medium- and high-density development directly associated with transit stations and corridors within Secondary Plan Area. The impetus for this plan is the construction of the light-rail transit (LRT) extension to Orléans, and the intended purpose of this plan is to address the need to coordinate transit-oriented development and guide the creation of 15-minute neighbourhoods in the Orléans Corridor.

The vision of the Secondary Plan is for the Orléans Corridor to evolve from a late 20th century auto-centric suburb into vibrant urban neighbourhoods centered around light-rail



transit (LRT) stations and St. Joseph Boulevard Mainstreet. This vision will be achieved by the following goals:

1. Support the evolution of the Orléans Corridor into a community of 15-minute neighbourhoods that support health and well-being of residents.
2. Direct the tallest buildings and densities best serviced by rapid transit, walking and cycling, to create highly liveable mixed-use neighbourhoods.
3. Plan for additions and enhancements to the public realm, greenspaces, and promote climate resilience.
4. Prioritize and improve mobility for pedestrians and cyclists to support positive health outcomes and reduce greenhouse gas emissions.
5. Coordinate new built form with improvements to the public realm and mobility.

The subject site is at the eastern terminus of the St. Joseph Mainstreet designation and is a prominent site as it is the gateway into the mainstreet corridor. The vision is for St. Joseph Boulevard to evolve into a vibrant pedestrian oriented mainstreet. The following policies should be considered for future redevelopment of the site:

1. New building heights will be primarily low-rise and mid-rise.
2. Where appropriate, high-rise development will be permitted where the lot provides adequate space.
3. To transition to abutting low-rise properties, and where lot size and context are supportive of taller buildings.
4. Buildings fronting onto St. Joseph Boulevard in the St. Joseph Mainstreet designation will be predominantly mixed-use and commercial buildings, with an emphasis on active frontages, and street-oriented uses, that direct uses towards the front of buildings facing the public right-of-way.
5. Opportunities to establish patios on private property, or on public property where available space in the public right-of-way allows, will be pursued.

### **Other applicable policies and guidelines**

The application has been reviewed and is consistent with the Urban Design Guidelines for High-rise Buildings.

## **Planning rationale**

### **Official Plan**

Planning staff are of the opinion that the proposed development is generally consistent with the growth management goals of the Official Plan. The Town Centre polices would generally locate high-rise buildings within 400 metres of the Transit Station with mid-rise buildings located on the periphery up to 800 metres from the Station. The proposed development would establish a mixed-use building with commercial and residential uses within proximity of transit and located along appropriate infrastructure. The proposal also applied other policies and principles to establish an outcome that satisfies the requirements for Hubs.

The proposal incorporates many of the design approaches in the Plan and this will result in an attractive, well-lit public realm complemented by landscaping in the form of trees and greenery.

### **Orléans Corridor Secondary Plan**

The Orléans Corridor Secondary Plan provides more detailed direction for development along St. Joseph Boulevard. It provides guidance on where it is appropriate for modest high-rise building to be permitted and has identified lots that meet the criteria within the Corridor on Figure 14 – Schedule B – Maximum Building Heights. The subject site is identified as a site that has sufficient separation from low-rise development and a lot depth that can accommodate up to 18 storeys.

The applicant is requesting an Official Plan Amendment to provide clarification that the City will permit 18 storeys at this location. Despite Figure 14, the Area Specific Policy 6.1(58) states that 3030 St. Joseph Boulevard has a Maximum Building height of 16 storeys. Staff recognized that the 16-storey limit only reflected the zoning height at the time the Secondary Plan was approved and that 18-storeys on this site will be more consistent with other locations in the corridor and with the taller planning context for the properties located directly north of the site.

The proposal is in keeping with the other goals of the Secondary Plan by providing transition to abutting low-rise development and introducing a mixed-use building, with an active frontage, and street-oriented uses, fronting on the public right-of-way.

### **Previous Zoning Amendment**

This property was the subject of a rezoning that was initiated in October 2017. The amendment originally requested increasing the permitted height on the site from eight to 12-storeys. The application was controversial. Residents of Queenswood Heights were

very concerned with the introduction of a high-rise building at the base of the escarpment. The community was concerned that the height and the mass of the building would block views of homes at the top of the hill. The applicant responded with a revised tower design that was more slender but taller. The revised building was also more oriented towards St. Joseph Boulevard.

Another concern was the stability of the slope. There is history of a slope failure at Duford Drive. Residents raised concerns that construction of the building would undermine the escarpment. Safety concerns are paramount when considering development. The applicant was tasked with obtaining a slope stability study that investigated the slope beyond the boundaries of the site. The resulting report indicated that the site could be safely developed.

A report recommending approval of the 16-storey building was brought to Planning Committee on September 10, 2020. The report created a new site-specific exception that detailed that the associated Schedule would set out the permitted setbacks and heights for the site. The exception also required the Owner to enter into a Section 37 agreement to provide cash to fund local street amenity projects. The by-law was approved by Council on May 26, 2021, after the Section 37 agreement was signed.

### **Slope Stability and Landslide Risk**

Since 2020 the focus on slope stability has been refined. The City is more aware of the potential of retrogressive landslides and the Conservation Authorities are more prepared to evaluate the risks associated with these conditions. Prior to preparing this report, the Conservation Authority provided the applicant with criteria to study the potential risks at this site. A new report was prepared and the Conservation Authority agreed with the conclusions that this site's risk of a retrogressive landslide is below the RVCA's maximum recommended per annum probability.

### **Provincial Policy Statement**

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

### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

### **CONSULTATION**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments were received from approximately 20 residents.

Concerns were raised with respect to the following: built form, parking, traffic, housing affordability, and impacts neighbouring properties.

For this proposal's consultation details, see Document 5 of this report.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

Councillor Matthew Luloff provided the following comments:

This development would be an exciting addition to the housing mix in Orléans. This type of housing is currently non-existent in Orléans and diversity in our housing stock is sorely missed. With its proximity to transit as well as commercial and recreational amenities, this development would provide an opportune housing choice for many and set an important precedent in my community when it comes to revitalizing our main street.

Given that this site is already zoned for 16 storeys, the addition of two storeys is negligible in terms of height and other impacts, but will play a positive role in addressing the housing crisis by providing much needed affordable units near transit and amenities.

I am pleased that the applicants are providing a community benefit by having two storeys of dedicated affordable units, during a time when affordable housing options are needed more than ever.

I acknowledge that some residents in the immediate vicinity are opposed to this project and I have worked hard with the developer to ensure as many of their concerns were addressed as possible. Change in an established neighbourhood is difficult, there's no doubt about that. However, we need to ensure we are providing real housing options city-wide, especially in proximity to transit.

### **ADVISORY COMMITTEE(S) COMMENTS**

No comments were received from Advisory Committees relating to the report.

### **LEGAL IMPLICATIONS**

There are no legal impediments to implementing the report recommendations.

A section 37 agreement was signed prior to Council enacting the earlier zoning by-law amendment, in 2021. While the legislation has since been amended and a Community Benefits Charge By-law has been enacted, the section 37 agreement remains enforceable under the transition provisions of the *Planning Act*, s. 37.1 (notwithstanding the current alteration to the original design, to increase the building height by two

storeys). The development will, however, be exempt from paying a Community Benefits Charge pursuant to the same section of the Act.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with this report.

### **ASSET MANAGEMENT IMPLICATIONS**

There is an existing 250 millimetres diameter watermain and a 450 millimetres diameter sanitary sewer which cross 3030 St. Joseph Boulevard which will require relocation before the proposed development contemplated by the Zoning Bylaw Amendment can proceed. Details concerning the relocation of this municipal servicing are being addressed through the Site Plan application process.

### **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

### **ACCESSIBILITY IMPACTS**

The new building will be required to meet accessibility criteria contained in the Ontario Building Code. A future Site Plan Control process will also review the proposal for compliance with the applicable requirements made by the Accessibility of Ontarians with Disabilities Act.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications in so far as the lands are not subject to any environmental planning criteria or requirements. An Environmental Impact Assessment was not required.

### **TERM OF COUNCIL PRIORITIES**

This proposal has received CMHC funding and there will be a commitment to provide affordable units. The application therefore addresses the following 2023-2026 Term of Council Priority

- A city that has affordable housing and is more liveable for all.

### **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D01-01-23-0010 and D02-02-23-0057) was processed by the "On Time Decision Date" established for the processing of Official Plan amendment applications.

## **SUPPORTING DOCUMENTATION**

Document 1 Zoning Key Map

Document 2 Details of Recommended Official Plan Amendment

Document 3 Details of Recommended Zoning

Document 4 Zoning Schedule 'YYY'

Document 5 Consultation Details

Document 6 Concept Plan, Elevations and Renderings

## **DISPOSITION**

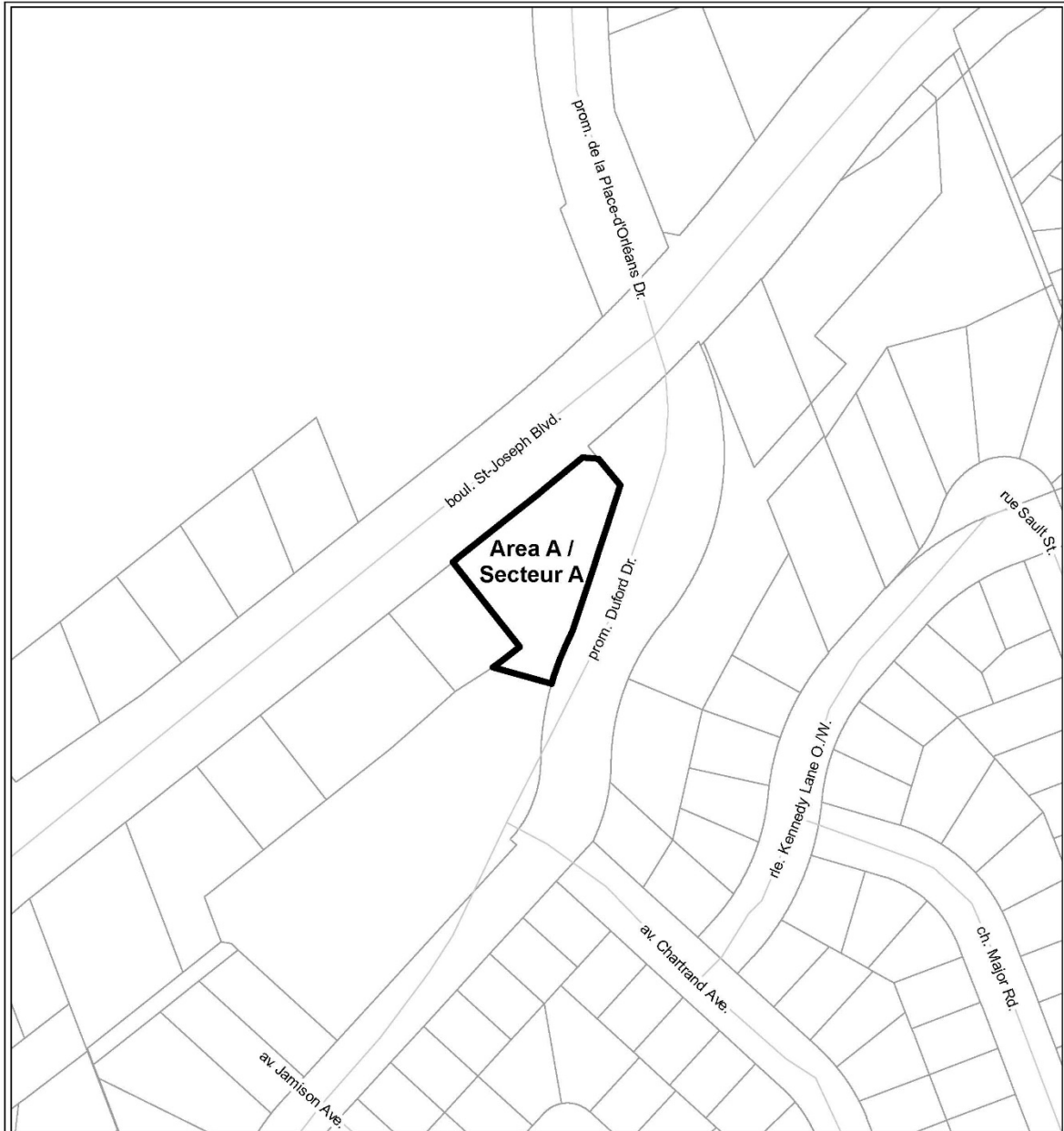
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.


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, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.


Document 1 – Zoning Key Map



	
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D01-01-23-0010	
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REVISION / RÉVISION - 2024 / 05 / 30	

LOCATION MAP / PLAN DE LOCALISATION  
 ZONING KEY PLAN / SCHÉMA DE ZONAGE  
 OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL

**3030 boulevard St. Joseph Boulevard**

 Area A to remain AM3[2705] S438  
 Le zonage du secteur A à rester AM3[2705] S438



**Document 2 – Details of Recommended Official Plan Amendment**

**Official Plan Amendment XX to the  
Official Plan for the  
City of Ottawa**



**INDEX**

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**THE STATEMENT OF COMPONENTS**

**PART A – THE PREAMBLE** introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

**PART B – THE AMENDMENT** constitutes Amendment XX to the Official Plan for the City of Ottawa.

**PART A – THE PREAMBLE**

PURPOSE

LOCATION

BASIS

**PART B – THE AMENDMENT**

INTRODUCTION

DETAILS OF THE AMENDMENT

IMPLEMENTATION AND INTERPRETATION

## **PART A – THE PREAMBLE**

### 1. Purpose

The purpose of this amendment to the Official Plan, Volume 2A Orléans Corridor Secondary Plan is to revise Section 6 - Stations and Corridors - Area Specific Policies to remove the specific policy 6.1 (58) 3030 St. Joseph Boulevard, which limits the height of the property to a maximum building height of 16 storeys.

### 2. Location

The subject property is located at 3030 St. Joseph Boulevard, on the south side of St. Joseph Boulevard, the west side of Duford Drive in Orléans and directly across the street from Place d'Orléans Shopping Centre.

### 3. Basis

The amendment to the Official Plan has been requested by the applicant to develop and construct a new 18-storey, 202-unit mixed use building.

The proposed Official Plan Amendment to the Orléans Corridor Secondary Plan to permit a modest increase in height is consistent with the Provincial Policy Statement and the intent of the City of Ottawa Official Plan. In particular, the proposed development of an 18-storey tall building will be the same as shown on Figure 14 of Schedule B – Maximum Building Height of the Orléans Corridor Secondary Plan. The proposed building is consistent with built form objectives of the Official Plan and Secondary Plan. The amendment is considered good land use planning.

## **PART B – THE AMENDMENT**

### 1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

### 2. Details

The following changes are hereby made to the Official Plan for the City of Ottawa:

- 2.1 Volume 2a, Orléans Corridor Secondary Plan is hereby amended by removing Section 6.1 (58) “3030 St. Joseph Boulevard - maximum building height is 16-storeys”.

### 3. Implementation and Interpretation

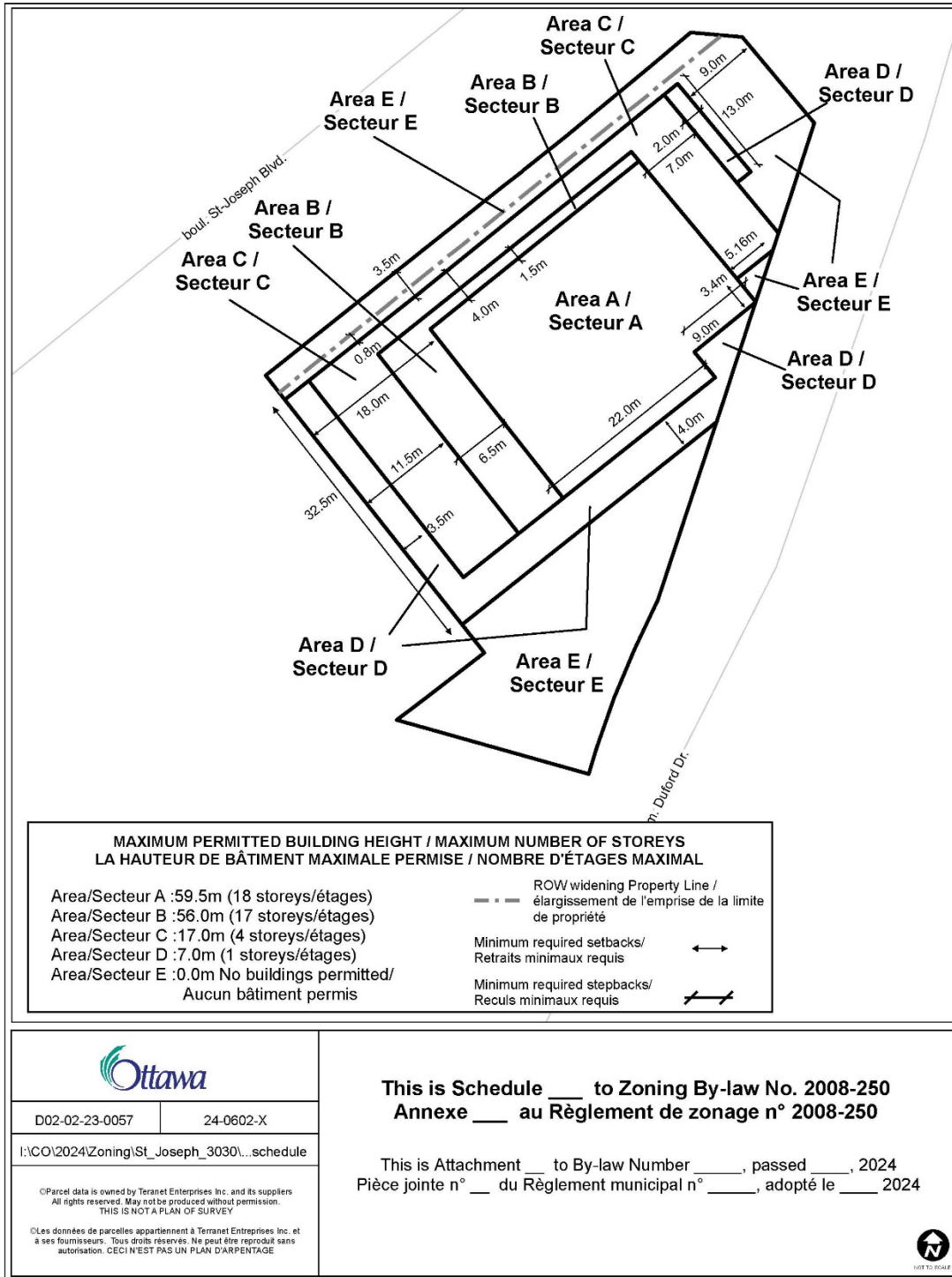
Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

### **Document 3 – Details of Recommended Zoning**

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 3030 St. Joseph Boulevard.

1. Rezone lands as shown in Document 1.
2. Amend Part 17, Schedules, by replacing Schedule 438 with the new Schedule as shown in Document 4.
3. Amend Section 239 – Urban Exception, by amending Exception 2705, with provisions similar in effect to the following:
  - a. In Column V, delete the text, “maximum floor space index:4.25” and “Section 186(3)(b)(ii) does not apply”
  - b. In Column V, add provisions similar in effect to the following:
    - i. An indoor rooftop amenity space, limited to a maximum of 150 square metres and not higher than 4.0 metres, is considered a permitted projection above the height limit.
    - ii. The maximum gross floor area of each storey at and above the fifth storey is 750 square metres GFA
    - iii. Section 186(3)(b) does not apply.

Document 4 – Schedule SYYY



D02-02-23-0057      24-0602-X

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This is Schedule \_\_\_ to Zoning By-law No. 2008-250  
 Annexe \_\_\_ au Règlement de zonage n° 2008-250

This is Attachment \_\_\_ to By-law Number \_\_\_\_, passed \_\_\_\_, 2024  
 Pièce jointe n° \_\_ du Règlement municipal n° \_\_\_\_, adopté le \_\_\_\_, 2024



## **Document 5 – Consultation Details**

### Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan amendments. No public meetings were held in the community.

### Public Comments and Responses

#### Comment:

There is a pressing need for more affordable housing in Orleans.

#### Response

The Owner has obtained Canada Mortgage and Housing Corporation (CMHC) financing and will be providing a percentage of the units as affordable, as per the financing agreement with Canada Mortgage and Housing Corporation.

#### Comment:

This property was just rezoned to allow for a high-rise building. Why is it being rezoned for a taller building?

#### Response:

The owner is requesting the increase in height due to changing economics. With obtaining affordable housing financing, the owner is going with more smaller units which created a need for another level of parking. Further, the City has adopted a new Official Plan and the Orléans Corridor Secondary Plan was also approved changing the planning policy and allowing for two additional floors.

#### Comment:

The size of the building is imposing and significantly larger than any other buildings on St. Joseph Boulevard. This will result in losses of views and privacy.

#### Response:

The building is taller than other buildings in the area. However, over time other projects will be approved and constructed in accordance with the Official Plan and Secondary Plan, which will see more intensification in and around the transit stations along the light-rail transit (LRT) line. The design of the building is in keeping with the design

approved in 2021. The tower is slender and is oriented towards St. Joseph Boulevard. The proposal also respects the transition guidelines for high-rise buildings when near low-rise development.

Comment:

More development happens in Orléans without addressing the overburdened infrastructure. More cars are using the same streets, more residents are using the same community centres and pools.

Response:

The City is investing in transit. The Place d'Orléans station is within 600 metres of this site. Intensification will contribute to the evolution of a 15-minute neighbourhood in and around these stations. The area is already well serviced by commercial activities and other services will develop as more people live and working in these areas.

Comment:

The site is at the bottom of an escarpment consisting of sensitive marine clays. There is a history of slope failures along this escarpment. How are they going to construct this building given the soil conditions?

Response:

A professional engineer prepared a report using the criteria provided by the Conservation Authority. The report was reviewed and the conclusion was accepted that the retrogressive landslide risk is less than the RVCA's recommended per annum probability. Construction will need to be conducted using the recommendations contained in the reports supporting the application.

# Document 6 – Concept Plan, Elevations and Renderings

## Concept Plan





# Elevations



Renderings



VIEW LOOKING SOUTH WEST FROM ACROSS ST. JOSEPH



VIEW LOOKING SOUTH EAST FROM ACROSS ST. JOSEPH



VIEW LOOKING WEST ACROSS DUFORD DRIVE



VIEW LOOKING NORTH EAST FROM DUFORD DRIVE