

# THE ORLÉANS CORRIDOR SECONDARY PLAN

Community Planning Unit  
City of Ottawa



Ce document est aussi publié en français



## Land Acknowledgement

Ottawa is located on the unceded territory of the Anishinabe Algonquin Nation. The peoples of the Anishinabe Algonquin Nation have lived on this territory for millennia. Today, Ottawa is home to approximately 40,000 First Nations, Inuit and Métis people. Ottawa's indigenous community is diverse, representing many nations, languages and customs. The City honours the land of the First Peoples, as well as all First Nations, Inuit and Métis in Ottawa and their valuable past and present contributions to this land.

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## PART A - PREAMBLE

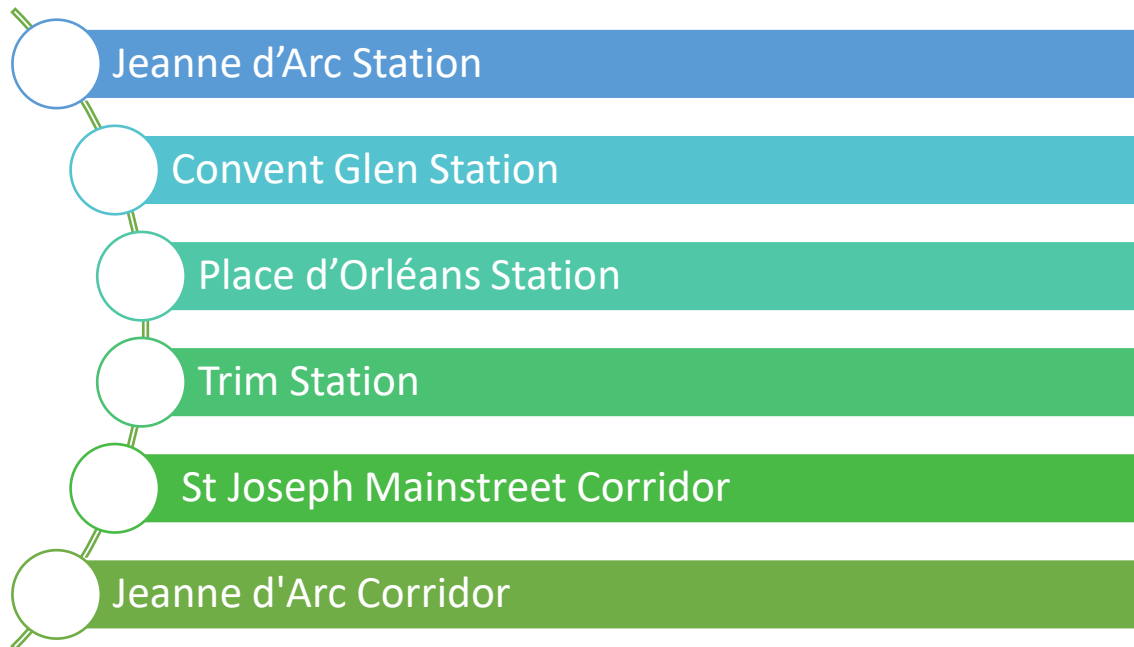
### 1. Introduction

The Orléans Corridor Secondary Plan is one of the first local plans developed after the approval of Ottawa's 2021 Official Plan. The vision of the Official Plan is for Ottawa to be the most liveable mid-sized city in North America. This secondary plan is primarily intended to provide more specific direction and guidance beyond the Official Plan for medium and high-density development directly associated with transit stations and corridors. Existing low-rise in residential areas have generally not been addressed in this plan, however, existing properties within 800 metres of transit stations will be subject to future growth pursuant to Official Plan growth targets. This secondary plan ('the Plan') represents the City's next step in implementing this vision in Orléans.

The impetus for this secondary plan is the construction of the O-Train extension to Orléans. The plan therefore is intended to address the need to coordinate transit-oriented development and guide the creation of 15-minute neighbourhoods in the Orléans Corridor. This plan will move Orléans further away from automobile-centred development and towards a more liveable, sustainable and healthy urban form that is compact, transit-oriented and highly walkable. The Plan also advances many of the Official Plan's goals in a way that is adapted to the local characteristics of Orléans.

### 2. The Orléans Corridor Secondary Plan Area

The Plan applies to six study areas: four O-Train stations and two street corridors.



The study area consists of lands that are generally within an 800 metre distance, or roughly a 10-minute walk from the O-Train stations. These areas are expected to benefit

most directly from increased access to the O-Train, and as a result, will experience the most development pressure. Focusing development at relatively high densities to areas closest to the stations will ensure that new development provides the necessary residential and employment density, services, amenities, and active transportation connections to support the evolution of areas within the study area into 15-minute neighbourhoods.

St. Joseph Blvd and Jeanne d'Arc Blvd comprise the east-west corridors in the study area. The Official Plan designates St. Joseph Blvd as a Mainstreet Corridor, while Jeanne d'Arc Blvd is a Minor Corridor. Both corridor study areas include lands abutting these roads. Lands on the two corridors are also within walking or cycling distance to O-Train Stations. St. Joseph Blvd has a community-wide function as the primary mainstreet in Orléans and has tremendous opportunity for intensification and revitalization. Jeanne d'Arc Blvd is largely composed of low-rise housing which is expected to see slower rates of redevelopment over the course of this plan compared to the station areas.

Detailed policies for each of these study areas are provided under the Designation policies below.

## 2.1 Purpose of the Secondary Plan

A secondary plan is part of the Official Plan that provides detail, based on local context, on how the broader policies of the 'parent' Official Plan can be implemented. A secondary plan is intended to help manage change in land uses and density in consideration of existing built-form, infrastructure, servicing and known constraints. The city prepares secondary plans to manage land use where growth is expected. Secondary plans also address policy gaps and limitations in neighbourhoods to improve diversity of housing forms, affordability, mobility options, healthier lifestyles, increase public safety and make neighbourhoods more liveable overall.



The purpose of this Secondary Plan is to provide guidance based on the Official Plan, for new public and private development within the study area. The secondary plan must be read in conjunction with the applicable policies in the Official Plan, as adopted by Council.

Guidance in this Plan is provided in a hierarchical manner beginning with a Vision of development and redevelopment that the City intends for the plan area. The Vision is supported by a number of strategic Goals for development and redevelopment that articulate, thematically, what the city hopes to achieve in future development and municipal investment. These goals are supported by Objectives. These objectives provide specific strategic direction on what is intended to be achieved. Policies and Schedules provide the final level of direction for new development. The policies and schedules provide greater specificity than those in the Official Plan in accordance with provincial policies such as the Provincial Policy Statement.

### 2.3 The Vision for the Orléans Corridor

The vision of this plan is for the Orléans corridor to evolve from a late 20<sup>th</sup> century auto-centric suburb into vibrant urban neighbourhoods centred around the O-Train stations and the St. Joseph Blvd mainstreet, where residents and visitors can walk, cycle or take transit to daily destinations. New development in the corridor will bring a mix of land uses and amenities, including a variety of housing options, employment, and parks, built around a highly connected transportation network for all modes of travel, anchored by the O-Train. These neighbourhoods, by design, will improve equity and reduce greenhouse gas emissions per capita.

This vision has significant momentum, aided by the arrival of the O-Train, rapid population growth, the availability of large, vacant and underutilized properties, and fortuitous timing with some of the older housing and commercial building stock nearing the end of its lifecycle. However, there are significant challenges to this vision that must be acknowledged. Parts of the existing street network are circuitous, much of the land use context is single-use and highly separated, there remain serious housing affordability concerns, and O-Train station locations along Highway 174 present multiple challenges. Bold and ambitious investments will be required by both the public and private sector to overcome these challenges and realize the forward-looking vision set out in this plan.



## 2.4 Goals and Objectives

The goals and objectives of this Plan seek to provide a wider variety and density of housing and employment options for residents of Orléans in proximity to the new O-Train stations to create 15-minute neighborhoods. This will help to promote healthy, equitable and inclusive development by providing a wider range of housing and active transportation options. It is important that this growing community has housing to welcome all people, in all stages of life and circumstances. New housing should reflect this diversity to meet the needs of residents across the income spectrum, including vulnerable groups and households with the lowest 40 percent of income levels.

Key goals and objectives also relate to the need to provide improvements to the public realm, including streets, parks, greenspaces, and privately-owned public spaces. These will help ensure that new growth and existing neighbourhoods are provided with attractive, safe, and more inclusive environments for residents, workers, and visitors.

The following goals and objectives are informed by consultation with Orléans residents, community and business associations, and property owners in the Plan Area. Together, they create the high-level policy framework for the Orléans Corridor Secondary Plan and guide future development within the Plan Area. Policies to implement these goals and objectives are present throughout the plan.

### Goal 1 - Support the evolution of the Orléans Corridor into a community of 15-minute neighbourhoods that support health and well-being of residents

Accommodate a wide range and mix of uses in Station Areas such as residential, office, commercial, retail, arts and culture, entertainment, service, recreational, and institutional in Station Areas.

Integrate the O-Train Station Areas with neighbourhoods to the north and south by supporting safe pedestrian access to 15-minute neighbourhood services and amenities, including transit.

Improve pedestrian and cycling networks with safe and efficient options to replace automobile trips for day-to-day needs.

Utilize City-owned lands, including by repurposing, disposing of, or co-locating services to achieve a vibrant mix of uses, increase density, provide affordable housing, and provide public spaces for people to gather, meet, and engage in the local economy.

## Goal 2 - Direct the tallest buildings and densities to areas best serviced by rapid transit, walking and cycling, to create highly liveable mixed use neighbourhoods

Accommodate new jobs and residents in a compact and urban built form close to stations to maximize transit ridership.

Allow the tallest building heights at Station Core Areas.

Permit and encourage a variety of building typologies to support a diverse range of housing and unit types, catering to different affordability levels.

Provide a diversity of ground-oriented housing forms in the podium of high-rise buildings.

Apply limited high rise development permissions beyond 400 metres of O-Train stations.

Generally prohibit surface parking within 400 metres of O-Train stations with the exception of accessible and short-term visitor parking.

At the site level, access for active transportation modes will be prioritized over vehicular circulation.

## Goal 3 - Plan for additions and enhancements to the public realm, greenspaces, and promote climate resilience

Increase the amount, types and quality of public spaces in new development for passive or active recreation and improved connectivity.

Identify significant heritage assets that could provide the basis for place-making opportunities.

Design privately-owned public-spaces (POPS), parks, and pedestrian-accessible spaces along streets in a manner that carefully considers the needs of children, older adults, and equity-deserving groups.

Advance the tree canopy goals of the Official Plan by requiring tree planting as part of new development on private property, particularly where surface parking is provided, and on the abutting right-of-way.

#### Goal 4: Prioritize and improve mobility for pedestrians and cyclists to support positive health outcomes and reduce greenhouse gas emissions

Require all development within 400 metres of an O-Train station to preferentially accommodate pedestrian and cycling movements.

Prioritize walking, cycling, and transit for development in the Station Areas, on the streets leading to O-Train stations and on St. Joseph Blvd mainstreet, and in the management of on-site vehicle circulation and parking.

Establish all new public streets as 'complete streets' to ensure broad and consistent support to active transportation modes that are safe for people of all ages and abilities.

Minimize potential conflict points with pedestrians and cyclists, such as curb cuts.

To require outdoor pedestrian connectivity across sites and within sites where high-rise and mid-rise development is permitted

#### Goal 5: Coordinate new built form with improvements to the public realm and mobility

Plan and design new development so that sustainable transportation movements are prioritized on-site, and through new connections to streets and pathways.

Create places of interest, that foster identity, and support neighbourhood recreation and commerce in the Station Core, and Station Periphery designations.

Provide safe and enjoyable cycling and walking environments to connect to O-Train stations.

Require slow speed driving environments on all internal streets within the Station Area – Core and Station Area - Periphery

Require soft landscaping, enhanced street tree planting and integration of buffers to natural heritage features in new development

## PART B – THE AMENDMENT

### 3. Policies

This secondary plan has been prepared to provide land use planning policies that guide new development in this growing area of the city. These policies will:

- 1) Apply the principles and policies of the Official Plan to the community scale;
- 2) Provide context-specific policy direction to guide development decisions;
- 3) Implement Official Plan directions regarding appropriate location, density and mix of residential, employment, mixed industrial and mixed-use development permissions;
- 4) Identify active transportation improvements that will establish a cohesive mobility network focused on walking, cycling, and public transit;
- 5) Identify locations for future parks and amenity areas;
- 6) Identify the natural heritage system that will be protected from development and specific measures to enhance it;
- 7) Implement the directions of Building Better and Smarter Suburbs;
- 8) Identify study requirements for a complete application under the Planning Act.

## 4. Policies that Apply to the Entire Plan Area

The following policies address the vision, goals and objectives and apply to all areas in the Plan. These policies and policy directions are central to the success of the Plan and will be integral to any consideration of future development in the corridor.

### 4.1 General Policies

- 1) As part of a complete application for any amendment to this plan, Zoning By-law Amendment or new Site Plan application, a planning rationale is required that demonstrates how new development will be consistent with the vision, goals and objectives of this Plan as well as the parent Official Plan.
- 2) Affordable housing should be provided on underutilized or surplus public land throughout the plan area, particularly in proximity to the O-Train Stations, OC Transpo Park & Ride lots, community amenities, St. Joseph Boulevard and schools.
- 3) The City may use its own lands to test new models of affordable housing delivery, such as co-location (e.g. affordable housing above a library or OC Transpo Park & Ride lots), subject to continuity of City operations.

### 4.2 Built Form and Public Realm Policies

- 1) Space on certain streets, such as those with direct connections to O-Train stations, and mainstreets, may be reallocated from vehicular use in favour of active transportation or the gathering of people. This will include space in the right-of-way for active transportation facilities, transit priority measures, outdoor commercial patios, temporary or permanent plazas, street trees or new soft and hard landscaping.
- 2) Development and capital projects will enhance the public realm in accordance with the vision, goals and objectives of this Plan.
- 3) Development shall minimize conflict between vehicles, pedestrians and cyclists and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment, and utilities, where possible, into the design of the building.
- 4) Co-location of cultural, institutional, and recreational uses in mid-rise and high-rise buildings is encouraged. This may include locating schools, community centres or museums in the podium of a mixed-use building containing apartments or offices on the upper floors.
- 5) All new local and private streets shall be designed as follows:
  - a. Include sidewalks, soft landscaping and street trees;
  - b. Be designed for operating speeds of 30 kilometers per hour or less;
  - c. May establish pedestrian-only or woonerf streets in high-density mixed-use and residential areas;
  - d. Provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities; and
  - e. Winter maintenance standards shall support the priority of active transportation networks.

- 6) New buildings shall, wherever possible, include active frontages facing the public realm, such as along public or private streets, multi-use pathways, City parks (including linear parks and the Voyageur Creek Greenway) and Privately-Owned Public Spaces (POPS).
- 7) Buildings will locate the main entrance fronting an adjacent street with a direct connection to the nearest sidewalk.
- 8) Residential units at-grade that face a public or private street will each be designed with an individual entrance.
- 9) Mid-rise and high-rise buildings are required to provide a height transition to abutting Neighbourhood designated properties to create a liveable environment with a gradual change in height and massing, through setbacks and stepbacks generally guided by the application of an angular plane in accordance with Council-approved Plans and design guidelines.
- 10) New development shall frame their adjacent streets and parks to animate public spaces and create comfortable pedestrian environments in the public realm and avoid long expanses of blank walls.
- 11) To increase opportunities for larger households, corner units of residential mid-rise buildings or podia of high-rise buildings should be designed as larger units that maximize the number of bedrooms.
- 12) Units in high-rise buildings that can accommodate large households should be ground-oriented where possible or be located on levels that have easy access and sight lines toward amenity areas used by children.
- 13) Wayfinding signage should be installed throughout Station Core and Periphery Areas, concurrent to the installation of paths and/or cycling facilities.
- 14) The City will plan for and support the burial of hydroelectric infrastructure on St Joseph Boulevard.

### 4.3 Density and Evolving Neighbourhoods

A goal of this Plan is to respond to the local demographics and work towards a more balanced, equitable, and inclusive housing market in Orléans that allows people to age in their communities, while welcoming new arrivals at various life stages.

The Plan includes permissions for clusters of mid-rise and high-rise buildings to be developed on key sites within the vicinity of new O-Train stations, as well as at certain locations on St. Joseph Boulevard and along Centrum Boulevard in the Orléans Town Centre where active transportation exists or is planned to service the development.

The minimum density requirements for Protected Major Transit Station Areas are found in the Official Plan and specify minimum area-wide densities expressed as a combined number of people and jobs per gross hectare. For Jeanne d'Arc, that minimum threshold is 160, for Orléans Town Centre it is 120, and for Trim it is 160. Individual development applications may be required to meet these minimum densities on a site-by-site basis in order to ensure high density residential and employment land uses are directed towards land in proximity to O-Train stations.

The designations in this plan are intended to provide direction for the development of lands in the Evolving Neighborhood overlay.

- 1) Where the provisions of the designations imposed in this Secondary Plan are more specific than those imposed by the Evolving Neighbourhood Overlay on the B series of Schedules in Volume 1 of the Official Plan, development applications shall conform with the provisions of the Secondary Plan.
- 2) Amendments to this plan will have regard to the Evolving Neighbourhood overlay policies in Volume 1 in the Official Plan.

#### 4.4 Hubs

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.

In the Orléans Corridor, Hubs are located near the O-Train Stations at Jeanne d'Arc, Place d'Orléans, and Trim Road. Each provide an opportunity to establish a transition from the existing large parcels based on auto-centric land use and design to an urban design that is based on accommodating higher densities of people, buildings, and active transportation networks. The policies within this secondary plan describe how each of these areas will transform into new centres of neighbourhood activity, identity, and pride in the Orléans Corridor and the broader community.

#### 4.5 Corridors

Corridors are bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. Corridors are intended to become walkable environments that prioritize pedestrians and sustainable modes of transportation. Active frontages will be required to enhance the public realm and animate the street. The Orléans Corridor Secondary Plan includes three corridors, St Joseph Boulevard, Jeanne d'Arc Boulevard, and Trim Road. These corridors advance the Corridor objectives identified in the Official Plan along with their own policies that are reflective of their specific contexts.

#### 4.6 High-rise Policies

The following policies apply to any application for development 10- storeys or greater in height. Proposals for high-rise buildings in the Orléans Corridor must also demonstrate general conformity with the intent of the Urban Design Guidelines for High-rise Buildings or a successor document.

- 1) The podium building height of a high-rise building should generally be three- to six-storeys, and determined by considering the existing context, the width of the



adjacent right-of-way, and the impacts on the pedestrian environment within the public realm.

- 2) Tower elements of developments shall be positioned and designed to minimize shadow impacts on the public realm.
- 3) A minimum tower separation of 25 metres is required between the tower elements of high-rise buildings. If site constraints are demonstrated to result in the loss of a tower due to provision of this setback, a minimum tower separation of 23 metres may be permitted.
- 4) Provision of tower separation distances shall be shared equally between owners of all properties where high-rise buildings are permitted, including through the provision of sufficient setbacks to property lines.
- 5) The implications of each proposed high-rise building on the skyline shall be demonstrated to ensure an appropriate diversity of heights within any existing or planned cluster of high-rise buildings, and generally a downward transition of building heights away from the closest O-Train station.
- 6) Where a single podium forms the base for more than one high-rise building, an at-grade pedestrian connection may be required through the podium to the interior of the site.

#### 4.7 Mid-rise Guidelines

The following guidelines apply to development between 5- and 9-storeys in height.

- 1) New mid-rise development should have:
  - a. A base that relates to the sidewalk and pedestrian realm, and depending on location, incorporate commercial uses; and
  - b. A middle portion, with a maximum height of the building that is approximately equivalent to the width of the right-of-way, to form part of the streetwall and relate to adjacent buildings and the street; and
  - c. A middle or top portion that incorporates building form articulations such as stepbacks and/or elevation treatments to break up building mass and allow skyview, sunlight and transition; and
  - d. Where proposed mid-rise buildings are taller than the width of the adjacent ROW, additional setbacks are required to generally maintain a 1:1 ratio. These additional setbacks should be utilized as space for pedestrians, trees or other streetscape enhancements that benefit active transportation users.
- 2) The relationship between the new development and the abutting existing and future residential buildings shall be carefully examined and addressed to ensure liveability for existing and future residents through adequate provisions for privacy, sunlight, and cross ventilation.
- 3) Building layouts that orient residential units front to back are preferred. On deep lots where side facing units may be proposed, additional side yard setbacks will be required to ensure reasonable facing conditions between the proposed building and adjacent or future buildings.

- 4) Mid-rise and modest high-rise buildings (from 10- to 18- storeys) that are designed as “bar buildings” are limited to a maximum of approximately 50m of street frontage or otherwise requires a significant change to its articulation to provide a break in the streetwall or allow for pedestrian connectivity via a through-block connection.

#### 4.8 Active Transportation Policies

This Plan will increase the availability of safe and convenient sustainable transportation options within neighbourhoods, and between neighbourhoods and key destinations like mainstreets and O-Train stations. An equity lens can help highlight the need for improvements, especially when considering the needs of vulnerable populations such as children, women, and racialized groups.

- 1) Plan and design new development to prioritize sustainable transportation.
- 2) Create new active transportation connections to key community destinations.
- 3) Mid-block crossings and traffic calming measures will be considered in proximity to community destinations such as schools and parks.
- 4) Publicly accessible through-block connections should be provided as part of the design and redevelopment of large properties, including shopping centres, commercial plazas and places of worship.
- 5) A winter-maintained cycling network in the Orléans Corridor will be developed that prioritizes travel to community destinations and O-Train stations, and transit stops. This policy would be used in the interim until such time that a City-wide network is established through the update to the Transportation Master Plan.

#### 4.9 Street Network Policies

The design of new and reconstructed streets and intersections in the study area will be guided by the following policies:

- 1) New local streets should have at least two connections to a public street. Cul-de-sacs are not permitted.
- 2) New local streets shall ensure that pedestrians and cyclists are prioritized while sharing the street with automobiles.
- 3) Traffic calming will be used on local streets to ensure slow speeds for vehicular traffic, targeting a maximum operating speed of 30 kilometres per hour.
- 4) Development applications for large properties will demonstrate where new streets and pathways will be provided on the property, how they support the broader street network, and how connections to future developments on abutting properties have been incorporated to ensure continuity in the transportation system.
- 5) New street layout should result in small block sizes to create a highly connected urban street grid.
- 6) All new streets, public or private, shall be accessible to the public at all times.
- 7) The construction of all new streets shall be at the cost of the developer.

- 8) Alternative design standards may be considered for new streets that enhance pedestrian or cycling facilities.
- 9) Through-block pedestrian and cycling connections shall be provided where the length of the block is a distance greater than approximately 200 metres.
- 10) Collector street design shall be in accordance with the City's approved Designing Neighbourhood Collector Streets guidelines, or its successor document, and will include built-in traffic calming measures.

#### 4.10 Parks and Privately-Owned Publicly Accessible Spaces Policies

Recommendations for new parks, expansions to existing parks and opportunities for Privately-Owned Publicly Accessible Spaces (POPS) are identified on Schedule C. Parks and public spaces on Schedule C are not exhaustive and subject to change through the development application process. For instance, a park may be established and located within any area of the Secondary Plan and will include facilities and programming suitable for the demographics of the planning area at the time of development as approved by the City. For interpretation of schedules and policies within this Plan, a park refers to City-owned property, including land acquired through the development review process, and lands expropriated or purchased by the City for park or recreation purposes. Parks are also land that the City has leased long-term and uses to provide recreational facilities.

- 1) The City will prioritize the dedication of land rather than Cash-in-lieu for parkland during the development review process for the purpose of acquiring new parks in the planning area as set out in the Parkland First Policy for parkland dedication.
- 2) In designations where high-rise is permitted, POPS shall be implemented through a Site Plan Control agreement.
- 3) POPS are encouraged where there are demonstrated opportunities to complement and contribute positively to the public realm such as the intersection of two streets.
- 4) POPS are encouraged to support cultural development opportunities by providing space for performance, exhibitions, commemoration, and ceremony.
- 5) POPS should avoid hazard lands and natural heritage features.
- 6) The massing of new buildings shall minimize the duration of shadows on parks and school yards.

#### 4.11 Vehicular Parking Policies

- 1) There shall be no minimum vehicular parking space rate requirements for development within the Secondary Plan Boundary identified on Schedule A – Designation Plan, with the exception of required visitor and accessible parking.
- 2) Maximum parking requirements may be applied to land uses within the Station Core designation through the Zoning By-law.
- 3) Surface parking lots will generally be placed at the rear of properties, or otherwise visually screened from the public realm.

- 4) With the exception of the municipal Park and Ride facilities, private principle-use parking lots and/or parking garages are not permitted within 400 metres of any O-Train station.
- 5) Underground vehicular parking is encouraged for mid-rise and high-rise developments.
- 6) Continuous urban street facades with minimal curb cuts are encouraged.
- 7) Where possible, access to underground parking should be provided from side streets.
- 8) Lay-bys may be considered in the interior of a site or for click and collect facilities but should not be located between the building and the sidewalk.
- 9) On-site storage and logistical functions such as solid waste management and removal, should occur within buildings, underground, or in a well-designed area that is visually screened from the public realm and where noise is mitigated from the general public and nearby residential uses.
- 10) Where possible, adjacent residential buildings should combine access to parking facilities.

#### 4.12 Bicycle Parking Policies

- 1) Development should meet a minimum target of 1.0 bike parking space per residential unit. Minimum bicycle parking requirements will be established in the Zoning By-law.
- 2) Long-term bike parking facilities shall be located in a secure interior parking area with convenient access to the street and pathway network.
- 3) Short term bike parking facilities shall be provided in convenient, well-lit location; where possible, the facilities should be sheltered.

#### 4.13 Interchange Policies

- 1) The City shall reconfigure Highway 174 interchanges to reduce vehicular speeds and provide safe active transportation crossing of bridges. Example interchange designs are provided in Annex A.
- 2) Lands repurposed from interchanges will be designated Station Core to allow for future development and are encouraged to be used for affordable housing and new public spaces.

#### 4.14 Protected Major Transit Station Areas and Affordable Housing

The Official Plan identifies each of the Orléans O-Train station areas, except Convent Glen, as a Protected Major Transit Station Area (PMTSA).

PMTSAs are a policy tool that allows municipalities to designate areas around major transit stations that are subject to minimum density requirements and requirements for affordable housing (also known as Inclusionary Zoning). Through the implementation of the Official Plan, inclusionary zoning will be implemented in this secondary plan area.

- 1) The City will preferentially seek opportunities to provide affordable housing in the sale of lands deemed surplus by the municipality. Where residential land use is not permitted, lands should be used for parks or other community facilities.

#### 4.15 Natural Hazard Policies - Sensitive Marine Clay / Leda Clay

Due to the city's unique geological history, sensitive marine clays are found widely throughout the City of Ottawa. Sensitive marine clay (otherwise known as Leda clay, quick clay, or Champlain Sea clay) is characterized as a highly sensitive deposit of silt and clay, which, under stress may be prone to retrogressive slope failure or subsidence. Once disturbed through mechanisms such as loading, excavation, seismicity, erosion or elevated groundwater levels, sensitive clays exhibit significantly reduced shear strengths compared to their undisturbed state.

To protect life and property, proponents of development in the secondary plan area may be required to address sensitive marine clay and slope stability as part of an application for development.

- 1) As part of a complete application: any development of greater than 8 units or taller than 3 storeys will be required to address geotechnical, slope stability and risk of retrogressive slope failure concerns through a technical study that fulfills the city's requirements for sensitive marine clay study.

#### 4.16 Energy and Climate Change

Ottawa's City Council is committed to mitigating greenhouse gas emissions and adapting to the impacts of climate change through the declaration of a Climate Emergency in 2019. This Plan advances key strategic objectives outlined in the new Official Plan, and the Climate Change Master Plan, representing one of many tools to achieve a 100 percent reduction in community emissions by 2050.

To prioritize a shift to energy efficient transportation modes, the Orléans Corridor is planned to become more compact and connected through additional density on strategic sites where good connections to new O-Train stations are possible. The Plan seeks to evolve existing neighbourhoods into complete, walkable 15-minute neighbourhoods with a wide-range of services and amenities located close to where people live.

The Plan also promotes enhancing tree canopy and increasing permeable landscaping by adding street trees where streets are reconstructed, or as part of public realm contributions through development. Protecting natural areas will build resilience to future flood risks and increased stormwater runoff. Sustainable design practices will be encouraged to support climate resiliency and reduce the urban heat island effect.

#### 4.17 Built Heritage

The Orléans Corridor contains two properties designated under Part IV of the Ontario Heritage Act and a number of properties listed on the City's Heritage Register. This Plan

encourages the retention and conservation of heritage attributes. Properties designated under Part IV of the Ontario Heritage Act and those listed on the Heritage Register within and in close proximity to the study area are identified in the table below.\*\*

*Table 1: Ontario Heritage Act Recognized Properties in Orléans Corridor Area*

Recognition under Ontario Heritage Act	Number	Street	Suffix	Common Name	Date	Ward
Part IV	1811	St. Joseph	Boulevard	Youville Farm	1885	1
Part IV	1820	St. Joseph	Boulevard		c. 1900	2
Listed (non-designated)	100	Vieux-Silo	Street	Vinette Silo	1945	1
Listed (non-designated)	1233	St-Jean	Street	Drouin Farm	c. 1938	1
Listed (non-designated)	6654	Notre-Dame	Street		c. 1920	2
Listed (non-designated)	2591	St. Joseph	Boulevard		1975	1
Listed (non-designated)	2757	St. Joseph	Boulevard	Paroisse St. Joseph d'Orléans	1922	1

- 1) Non designated Properties listed on the City of Ottawa Heritage Register may merit designation under the Ontario Heritage Act. Any development application that involves the demolition of these properties will be subject to the City's heritage planning process.

#### 4.18 Orléans Escarpment Policies

The Orléans escarpment extends from Forest Valley Drive to Trim Road and is a defining feature of the area's natural environment and an important part of the image of Orléans. The escarpment consists of two separate intact linear corridors along the south side of St. Joseph Boulevard, from Forest Valley Drive to Chants-d'Oiseaux Way (just east of Voyageur Creek) and from Duford Drive to Trim Road, which create a unique interface between St. Joseph Blvd and the natural environment. The visibility of the escarpment along much of the mainstreet helps to unify the area's character and create a sense of identity for the community. Much of the escarpment along the south side of St. Joseph Boulevard is protected from development as an urban natural feature (including with informal trail networks).

Development is also prohibited on the escarpment in the following location:

- 1) Forest Valley Drive to Chants-d'Oiseaux Way, with a minimum 10.0m setback for development from the top of the escarpment with additional setbacks as required by site-specific engineering studies through the development application review

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\* This list has been provided for convenience only. A full list is provided on the City's Heritage Register.

process, with the exception of a new street or driveway between St. Joseph Blvd and 1754 St. Joseph Blvd and at 1820 St. Joseph Blvd.

#### 4.19 Sensitive Land Uses

- 1) Development of any sensitive use within 120 metres of lands designated Industrial and Logistics, Local Production and Entertainment or Trim Road Corridor will require a Noise and Vibration assessment consistent with the City's Environmental Noise Control Guidelines and a warning clause on title.
- 2) The City will not identify any lands as a Class 4 noise area if these lands are in proximity to other lands designated Industrial and Logistics, Local Production and Entertainment or Trim Road Corridor.

#### 4.20 Demonstration Plans

Large development blocks in the Plan Area require coordination and preparation of a Demonstration Plan. A Demonstration Plan illustrates the functionality of development proposed for a large parcel or group of parcels, allowing for the coordination of phasing and development in keeping with the policies of this Plan.

- 1) A demonstration plan is intended to outline conceptually how development can be coordinated. However, through the development process, substantial flexibility exists to respond to site considerations, the market for housing types, and the design and height of buildings. Demonstration plans prepared under this plan require, but are not necessarily limited to, submission of the following:
  - conceptual layout of buildings
  - height schedule
  - street network plan
  - a pedestrian and cycling plan demonstrating priority for pedestrian and cycling movements, and connectivity to transit
  - public realm plan including parks, open space, street furniture and public art
  - height schedule with setbacks
  - calculation of unit density for the purposes of compliance with minimum density requirements
  - private agreements for parks and infrastructure (if required)
  - a plan for at-grade pedestrian movement
- 2) Demonstration Plans will be subject to review and comment by the Urban Design Review Panel
- 3) Demonstration plans required for areas as identified on Schedule B will require a detailed Servicing Study that determines the capacity requirements for the entirety of the proposed development, measured against existing capacity constraints, and shall include defined solutions, phasing of works and the financing of works to address any capacity constraints.

#### 4.21 Retail Food Stores

- 1) Retail food stores will be permitted in all designations of the Plan, except in the Local Production and Entertainment and Industrial and Logistics designations.
- 2) Notwithstanding minimum building heights, a retail food store is permitted to be one storey in height.

#### 4.22 Large Units

- 1) Corner units on all floors of mid- and high-rise buildings, that are primarily residential use, should provide larger units that maximize the number of bedrooms to encourage the accommodation of large households within the Station Core and Station Periphery designations.

#### 4.23 Culture

- 1) This Plan recognizes the culture, history and current interests of the Anishinabe Algonquin Host Nation as well as the many urban First Nations, Inuit, and Métis peoples. Measures such as place-making, naming, wayfinding, interpretive features, public art, streetscaping, landscaping, signage, and programming will be evaluated as part of all planning justifications in support of new development.
- 2) Other cultural groups should be represented where possible to reflect the historic and contemporary diversity of Orléans.
- 3) Opportunities to commemorate and interpret cultural links between the history of Orléans and the Ottawa River, including identifying important cultural and natural heritage, landscapes, and stories associated with the Anishinabe Algonquin Host Nation where desired, shall be incorporated into publicly accessible spaces in the developing area north of Trim Station, including as part of repurposing the Tweddle Road right-of-way north of Trim Station.
- 4) Temporary or permanent public realm improvements on Centrum Boulevard that support programming, festivals, and other forms of cultural expression, cultural development, or heritage safeguarding (tangible or intangible) are encouraged.
- 5) This Plan supports collaborative efforts between the City, local Business Improvement Areas, the cultural and creative industry stakeholders, and developers, to increase the visibility and visitor experience associated with the Shenkman Arts Centre Initiatives and can include reallocating space from vehicular use to enlarge public gathering spaces.
- 6) The pursuit of a cultural site focused on the history and lasting vitality of the diverse Canadian Francophone community is supported by this Plan. Collaboration between various City departments, the National Capital Commission, other levels of government and government agencies, and the Société franco-ontarienne du patrimoine et de l'histoire d'Orléans (SFOPHO), with respect to funding, timing, and the location of the space shall proceed as needed, with the City's intention of locating this park in a location with significant impact on the Orléans Corridor's public realm. The City encourages francophone artists and arts, culture, and



heritage organizations to play an active role in the conceptualization and design process of the space

- 7) Public art and traditional craftsmanship may be installed in key public spaces with maximum exposure to pedestrians, included within urban parks, POPS, and in close proximity to O-Train stations. Such art may be associated with new development, in accordance with the City's Public Art Policy or Commemoration Policy.
- 8) Coordinated pedestrian and cycling wayfinding that link important sites such as cultural spaces, transit stations, parks, commercial areas, and schools shall be implemented when possible, including through development and capital projects associated with street modification or reconstruction. Wayfinding efforts should be concentrated within the Orléans Town Centre and Station Area-Core designations, but are encouraged throughout the Orléans Corridor, as opportunities arise. Consultation on identified sites, funding, as well as signage typology and iconography shall include local Business Improvement Areas and the local community. Wherever possible, wayfinding text should be offered in French, English and Algonquin.
- 9) Where City-owned lands are to be master planned prior to development, the City should allocate resources for specific cultural planning from both municipal and community partners.

## 5. Designations

This section introduces the designations in the Orléans Corridor Secondary Plan. These designations are illustrated on Schedule A. The designations can be roughly divided into four categories. Station Areas, the Corridor Areas, Neighbourhoods, and Industrial designations.

The vision and intent for each designation applies wherever the designation appears in the Plan area. In some instances, a designation may appear once or repeatedly throughout the Plan area.

The immediate area around the six O-Train stations provide the best opportunities for development and intensification in the study area and form the group of designations, 'Stations'. Closest to stations, Station Core and Station Periphery designations, help to establish a gradient of heights, mix of uses, and development intensities to form new neighbourhoods that are profoundly walkable and where automobile movements and parking will play a much lesser role in the urban fabric than the existing residential neighbourhoods of Orléans.

The two 'Corridor' designations St Joseph Corridor and O-Train Minor Corridor are intended to help to transition segments of the existing St. Joseph and Jeanne d 'Arc Boulevards from automobile dominant suburban thoroughfares to vibrant, complete urban streets. These corridors will diversify to include permissions for multi-unit low-rise, mid-rise, and some high-rise housing, as well retail, employment and community elements so that the corridors will become destinations.

There are three areas of the secondary plan where residential development is neither permitted nor encouraged. They correspond with the Local Production and Entertainment and Industrial designations as well as lands south of the future 10<sup>th</sup> Line O-train station. Both the designation areas are intended to provide for a diverse array of land uses that are not compatible with noise-sensitive land uses such as residential. The final area – 10<sup>th</sup> line has no designation under this plan but is limited by area specific policy to non-residential land uses because it is not in proximity to the stations being built. Should a station be funded, these lands may be developed for more intense development and residential land use.

Existing Neighbourhoods and Greenspace are the final category in this secondary plan. Development in these areas will be subject to the policies of this plan but the land use form and, if applicable, target density of development will be guided by the Volume 1 of the Official Plan and the Comprehensive Zoning By-law. The City considers there to be infill potential in Existing neighborhoods and this infill can be most appropriately guided by the parent Official Plan and Comprehensive Zoning By-law. Nevertheless, this plan does provide incentive to undertake traffic calming within existing neighbourhoods concurrent with the gradual intensification of neighbourhoods. Lands in the Greenspace designation include parks, natural heritage and hazard lands. Greenspace lands are subject to the designations and provisions in Volume 1 of the Official Plan.

## 5.1 Station Core

The Station Core designation represents the heart of transit supportive, 15-minute neighbourhoods in the Orléans Corridor. Development in this area will fulfill the two-fold goals of achieving the highest densities of mixed-use and the lowest level of automobile dependency. Pedestrian convenience and safety will contribute to a more urban streetscape while maintaining access for slow moving vehicles in the core. Surface parking will be minimized, with the exception of parking for accessibility and emergency services.



The Station Core designation serves as a focal point for services and amenities in the wider catchment area of O-Train stations. Permitted uses include all forms of mid-rise and high-rise residential, mixed-use buildings, and non-residential uses compatible with sensitive land uses, like residential and institutional uses. With the increase in jobs and people in the Station core there will also be new parks, greenspaces and street trees.

### Station Core Policies

- 1) Areas designated as Station Core in Schedule A are Design Priority Areas.
- 2) Minimum building height is two storeys.
- 3) New development will be primarily in the form of mixed-use high-rise and mid-rise buildings, consistent with Schedule B – Maximum Building Heights.
- 4) Areas where the Station Core designation abuts the Neighbourhood designation will be required to transition in scale towards the existing low-rise form of the Neighbourhood designation. The use of public spaces to create this transition, both privately and publicly owned is strongly encouraged.

- 5) Active frontages will be required for all buildings in the Station Core designation to provide animation of the street. Exceptions may be considered on a case by case basis through an application for Site Plan Control if the General Manager determines there are sufficient existing non-residential uses nearby to animate the street.
- 6) Wherever possible and appropriate, the City should seek to acquire lands for parks or work with development proponents to create privately-owned publicly accessible spaces (POPS) in the form of urban plazas.
- 7) The creation of pedestrian and cycling infrastructure will be prioritized throughout the Station Core designation. Design for wherever vehicular access crosses the pedestrian or cycling network, pedestrian and cycling movements will have priority.
- 8) Where development of the Station Core designation occurs on large parcels over 1 hectare, and is anticipated to be a phased development, a grid street network with maximum block lengths of approximately 200 metres will be required.
- 9) Development in the station core will incorporate a high degree of cycling and pedestrian connectivity between the station and existing neighbourhoods.

## 5.2 Station Periphery

The vision for the station periphery is to provide for high density pedestrian-oriented development of neighbourhoods in close proximity to the station in a 15-minute neighbourhood. The Station Periphery designation supports residential development at generally lesser heights than the Station Core designation.



Within the Station Periphery district, residents will benefit from the features of a 15-minute neighbourhood. Consistent with the nearby Station Core designation, pedestrian and cycling movements will be highly prioritized and automobile movements typified by slow speeds allowing for safe mixed traffic on local streets. Housing in the periphery will be predominantly mid-rise with some opportunity for low- and high-rise residential.

In some areas of the secondary plan, the immediate area around stations have been designated Station Periphery, rather than Station Core. This is due to constraints on achieving greater densities and heights of buildings, such as existing lot and street layouts and neighbourhoods. In those areas, such as the Convent Glen Station, the Station Periphery designation only is used to provide transit-supportive densities around the station, while minimizing potential impacts on abutting Neighbourhoods.

### Station Periphery Policies

- 1) New development will be primarily in the form of mid-rise residential-use buildings, with opportunities for high-rise buildings as identified on Schedule B.
- 2) Low-rise residential use buildings of less than two principal residential dwelling units will not be permitted through the zoning by-law.
- 3) Minimum height is two storeys.
- 4) Residential-use buildings will be predominant in the Station Periphery, but non-residential uses, including locally-oriented services, amenities, and institutions, that support the goals of this plan and the principal residential function of this designation, may be permitted.
- 5) New development will contribute to a connected active transportation network.
- 6) Extensive tree canopy coverage in open spaces will be provided.
- 7) Built-form transition to a low-rise form will be required adjacent to Neighbourhood designated areas.
- 8) The creation of pedestrian and cycling infrastructure will be prioritized throughout the Station Periphery designation. Wherever a vehicular access crosses pedestrian or cycling infrastructure, pedestrian and cycling movements will have priority.

### 5.3 St. Joseph Mainstreet

The St. Joseph Mainstreet designation includes properties along St. Joseph Blvd from the east side of Voyageur Creek to the west side of the intersection of St. Joseph Blvd at Duford Dr. The vision for St. Joseph Mainstreet is to see this street return to prominence as the mainstreet of Orléans that started with the founding of the original Village of St-Joseph d'Orléans.



St. Joseph Mainstreet will be revitalized by a combination of public investments in the road and intensification of private properties. Building heights will be primarily low and mid-rise with a diverse mix of commercial activities occupying the street-level, with residences above, supplying more customers, activity, and interest along the street, and supporting a commercial mainstreet for residents in surrounding neighbourhoods.

#### St. Joseph Mainstreet Policies

- 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 to transition to abutting low-rise properties, and where lot size and context are supportive of taller buildings.
- 3) Buildings fronting onto St. Joseph Blvd 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.
- 4) Opportunities to establish patios on private property, or on public property where available space in the public right-of-way allows, will be pursued.

#### 5.4 O-Train Minor Corridor

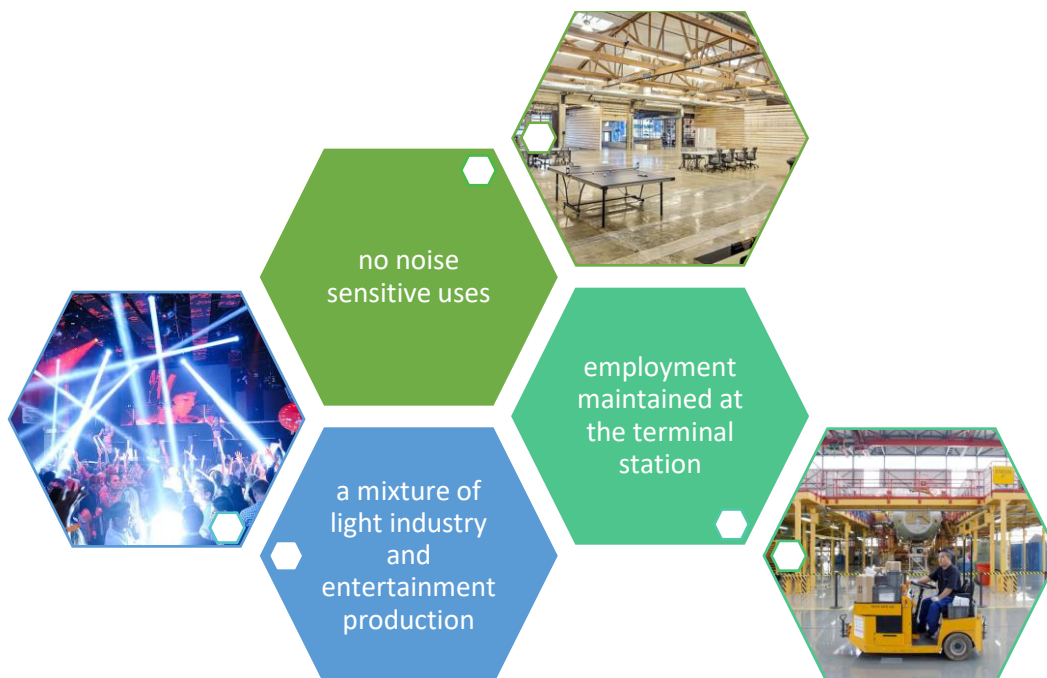
Multiple street segments located across the Study Area provide opportunities for intensification and improvements to pedestrian and cycling infrastructure in proximity to Station Areas.



- 1) The O-Train Minor Corridor designation will be characterized by a low-rise residential built form.
- 2) Development up to 6- storeys in height is permitted within the Local Commercial Anchor Overlay subject to the provisions of commercial or employment use on the ground floor.
- 3) Small-scale commercial activities are permitted on the ground floor of any building fronting onto Jeanne d'Arc Boulevard.
- 4) The city will undertake a feasibility study of additional improvements to cycling and pedestrian infrastructure and necessary traffic calming along Jeanne d'Arc Boulevard, east of Champlain Boulevard.

## 5.5 Local Production and Entertainment

The Local Production and Entertainment Designation allows for a greater mix of uses and services than the Mixed Industrial designation in the Official Plan and is intended to create an environment where noise and vibration generating activities can develop in close proximity to the O-Train station. Such uses include light industrial and manufacturing, office, brewing and distilling, and nightclubs and music production.



The area designated for Local Production and Entertainment in this Plan coincides with a Mixed Industrial designation in the Official Plan. The intention for the Local Production and Entertainment designation is to spur an even greater mix and range of land uses as a draw for residents and visitors. These are uses that may require larger land areas and can be associated with impacts like late night music, light, truck traffic, noise and emissions, that are regarded as inappropriate within a neighbourhood.

The Local Production and Entertainment designation will create a unique designation with a wide range of permitted uses, that seeks to establish a robust day and night economy supporting local businesses such as local brewers, distillers, coffee roasters, indoor recreation facilities, or music venues. Protection of the light industrial and production and entertainment functions from sensitive uses that may limit their function is paramount in this area.

- 1) In the Local Production and Entertainment Designation mixed industrial uses described in the Official Plan, excluding noise and vibration sensitive land uses, will be permitted, in addition to uses associated with nightlife, entertainment production, social interaction and recreation.
- 2) Residential uses are not permitted.
- 3) Low-rise buildings are permitted.
- 4) Missing sidewalk connections shall be provided as sites redevelop, or where redevelopment or additions to existing buildings are proposed. New or improved sidewalks shall be a condition of site plan agreement where possible.
- 5) Mobility within the Local Production and Entertainment Designation will be improved through new MUP connections identified within Schedule C – Public Realm and Mobility Improvements, of this Plan. Opportunities to increase



connectivity within the Local Production and Entertainment designation, and wider Trim Station Area, to the surrounding areas is encouraged, as a condition of new development or through ROW improvements.

## 5.6 Trim Minor Corridor



The Trim Minor Corridor is intended to support the adjacent Local Production and Entertainment designation and the Trim O-train Station.

- 1) In addition to the uses permitted in the Local Production and Entertainment designation, commercial, restaurant and hotel uses may be permitted.
- 2) Residential is not permitted.
- 3) New or enhanced cycling and pedestrian connections will be pursued through tools such as: Site Plan Control, Community Benefits Agreements and traffic calming, in association with proposals for new development.
- 4) Development of sensitive uses such as a hotel is conditional on the submission of a Noise and Vibration study, and an analysis of existing or potential land use conflicts demonstrating compatibility.
- 5) Design strategies shall be implemented which may include locating non-residential sensitive land uses in a manner that shields them from nearby Class I or Class II industrial uses, framing the building to the adjacent street, maximizing setbacks in accordance with Provincial land use compatibility guidelines, and installing walls, fences, or landscaping to mitigate nuisances, where there is a current, or anticipated need.

## 5.7 Industrial and Logistics Designation

Lands within the Industrial and Logistics Designation are intended to provide employment and economic development opportunities.

- 1) Conversion of lands in the Industrial and Logistics designation may only be considered through a comprehensive review of the Official Plan.
- 2) Development of any additional land uses in Industrial and Logistics Designation will, as part of a complete application, require:
  - a. A Demonstration Plan encompassing all lands east of Trim Road and north of Old Montreal Road and will demonstrate compliance with the vision, goals and objectives and policies of this Plan.
  - b. A minimum 15 metre setback from the greenspace designation. This setback may include storm water management facilities and/or a naturalized linear park.
- 3) A pathway connecting the Cardinal Creek neighbourhood to Trim Station is required to be a minimum 4.5-metres wide and will be maintained in winter.
- 4) Daycares, recreation facilities, places of worship and places of assembly are not permitted.
- 5) Snow disposal facilities are not permitted.
- 6) Development of new sensitive land uses adjacent to lands in the Industrial and Logistics designation will include appropriate setbacks to protect the long-term viability of industrial production activities.
- 7) Development within the Industrial and Logistics Designation should prioritize access to the area by active transportation.

## 5.8 Greenspace

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 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

- 1) The City will encourage continued naturalization of lands within the Greenspace Designation.
- 2) The City will not support removal of any lands in the Greenspace designation.
- 3) Additional lands may be added to the Greenspace designation without amendment to this Plan.

## 5.9 Neighbourhoods

- 1) Where lands are identified in this plan as 'Neighbourhood', and no area-specific policies are in place, the policies of Volume 1 of the Official Plan will continue to be applied.
- 2) As part of a complete application, Zoning Applications to permit increases of height, density or change of land use in lands identified as Neighbourhood will be consistent with the goals, objectives and policies of this secondary plan and will require an amendment of the lands to a designation in this secondary plan.
- 3) Traffic calming measures will be implemented on local and collector streets in existing neighbourhoods; particularly where existing residential neighbourhoods are within 600 metres of an O-Train Station.

## 6. Stations and Corridors - Area Specific Policies

### 6.1 St. Joseph Boulevard Corridor

A key goal of this plan is for St. Joseph Blvd to evolve into a vibrant pedestrian-oriented mainstreet. It will attract new investment and redevelopment, which will bring an influx of permanent residents and jobs to the mainstreet, within walking distance of O-Train stations. St. Joseph Blvd will be an attractive urban mainstreet that will be a pleasant place to live, work and shop and will function as a destination and source of pride for the residents of Orléans.

#### St. Joseph Boulevard - General Policies

The following policies apply to properties within the St. Joseph Blvd Mainstreet designation, as indicated in Schedule A.

#### Land Uses and Built Form

- 1) New development on St. Joseph Blvd will include the following characteristics:
  - a. Be located close to the mainstreet with minimal to zero front yard setbacks;
  - b. Primary building façades and commercial entrances front onto the mainstreet;
  - c. Vehicular parking is either located underground or in a surface parking lot at the rear of the lot;
  - d. Signage reflects a pedestrian scale.
- 2) Development fronting onto St. Joseph Blvd mainstreet shall be developed at grade-level as follows:
  - a. In all new developments between Belcourt Blvd and Place D'Orléans Blvd, occupying a minimum of approximately 60 percent of the width of the St. Joseph Blvd frontage on each property;
  - b. Outside the area identified in (a) above, occupying a minimum of approximately 40 percent of the width of the St. Joseph Blvd frontage on each property.
  - c. Notwithstanding (b) above, site-specific exceptions may be considered in a Site Plan Control application by ensuring that non-commercial uses provide active frontages facing the mainstreet.
  - d. The primary access (i.e. main entrance) for commercial land uses will be oriented towards and located in close proximity to St. Joseph Blvd.
  - e. The width of commercial units along the St. Joseph Blvd frontage should generally be inversely proportionate to the walkability of the street, such that narrower storefronts are preferred between Belcourt Blvd and Place D'Orléans Blvd where the right-of-way is narrower and the blocks are shorter, whereas wider storefronts are more appropriate west of Belcourt Blvd.
- 3) Minimum building height is two storeys.

- 4) Maximum building heights are primarily informed by mainstreet character, lot depth, proximity to low-rise residential, and access to rapid transit. Specific maximum building heights are identified in Schedule B and general maximum building height policies are as follows:
- a. St. Joseph Blvd mainstreet building heights are intended to be predominantly mid-rise, with some properties limited to low-rise and some opportunities for modest high-rise buildings.
  - b. Generally, properties less than 40 metres deep and/or some exceptionally narrow properties will have maximum building heights of 4-storeys or low-rise.
  - c. Generally, properties more than 40 metres deep will have maximum building heights of 9-storeys or mid-rise.
  - d. Notwithstanding (c) above, there are site-specific conditional policies that identify properties that are currently too narrow for mid-rise maximum building heights but could gain mid-rise permissions if they are consolidated with an abutting property or properties.
  - e. Relatively narrow mainstreet properties (generally less than 24 metres) with low-rise or mid-rise height permissions will generally be designed with zero or minimal side yard setbacks to create a continuous street wall fronting St. Joseph Blvd.
  - f. Modest high-rise buildings, ranging between 10- and 18-storeys, are permitted in specific locations on the mainstreet, as identified in Schedule B – Maximum Building Heights provided they meet the following:
    - i. Buildings must fit within the planned urban context of a predominantly mid-rise mainstreet and are generally limited to the deepest and largest properties along the mainstreet;
    - ii. May require deeper front setbacks above the podium in order to move the tower further away from the mainstreet to reinforce a low-rise or mid-rise street wall;
    - iii. Precise maximum building heights will be determined through a Zoning By-law Amendment process and will depend on numerous site-specific conditions, such as the ability to achieve building height transitions and proximity to transit.

### Public Realm

- 5) Investments in the St. Joseph Blvd right-of-way shall:
- a. Support a reduction in vehicle travel lanes in favour of more space for active transportation facilities, bus transit facilities and public realm improvements; and
  - b. Accommodate safe and comfortable active transportation facilities, including wide sidewalks and separated cycling facilities; and
  - c. Accommodate transit-priority measures as needed; and

- d. Ensure a consistent row of street trees on each side of the street, with conditions to support the long-term health and growth of the trees to contribute to the urban canopy; and
  - e. Improve the quality of the public realm with distinct and consistent street furniture such as pedestrian-scale lighting, transit shelters, bicycle racks, newspaper boxes, waste and recycling receptacles and benches; and
  - f. Work towards the elimination of bus bays; and
  - g. Support the burial of hydroelectric infrastructure and removal of hydro poles.
- 6) Existing billboards on or abutting the St. Joseph Blvd right-of-way inconsistent with the design aesthetics of a pedestrian-oriented mainstreet. The City may update by-laws to ensure that new billboards are not permitted in the St. Joseph Mainstreet designation and existing billboards will be phased out with development of properties that currently have billboards. New signage will be scaled to fit within the context of a pedestrian-oriented mainstreet.

### Prominence of the Paroisse St. Joseph D'Orléans

The Paroisse St. Joseph D'Orléans is an important cultural and heritage landmark that anchors the mainstreet. The church steeple is the most iconic and visible part of the church. The view of the church steeple has become a part of the mainstreet experience in the core of the mainstreet, roughly between Belcourt Blvd and Place D'Orléans Dr. As intensification occurs along this segment of the mainstreet, careful planning and design must ensure the ongoing visual prominence of the church and views of the church steeple from the mainstreet.

- 7) New development will:
- a. Maintain eastward views of the Paroisse St. Joseph D'Orléans from St. Joseph Blvd by maintaining the deep front yard setback of the church building, the open space along Bilberry Creek, and introducing a future park generally at the south-east corner of 2701 St. Joseph Blvd.
  - b. Maintain westward views of the Paroisse St. Joseph D'Orléans from St. Joseph Blvd by the following massing requirements for new buildings on the north side of St. Joseph Blvd between the church and the western intersection of St. Joseph Blvd and Place D'Orléans Dr:
    - i. The height of the base or podium of new buildings will generally be restricted to two or three storeys; and
    - ii. The middle portion or tower of new buildings will have a deep front setback, which may be angular such that the setback is deeper at the west part of a property to open westward views to the church; and
    - iii. The depth of front setbacks above the base or podium of new buildings will be deepest on properties closest to the church and shallower approaching Place D'Orléans Dr.
    - iv. Various architectural strategies to maintain views of the church steeple may be considered without an amendment to this Plan.

## Streets and Active Transportation Network

### St. Joseph Blvd Concept Plan

- 8) St. Joseph Blvd Concept Plan will guide the transformation of the St. Joseph Blvd right-of-way into a pedestrian-oriented mainstreet as identified in Annex B. Future investments in the road right-of-way, whether interim measures or a road reconstruction, shall generally follow the directions set out in the Concept Plan, including a reduction in the number of vehicular lanes east of Jeanne d'Arc Blvd, separated cycling facilities, wider sidewalks, street trees, streetscape improvements, and opportunities for transit priority measures.

### Parking and Servicing

- 9) Upon redevelopment of individual properties and/or road reconstruction or renewal, curb cuts on St. Joseph Blvd. will be consolidated and minimized as follows:
  - a. Maximum of one curb cut per property, per street frontage. This will typically allow for one curb cut for each property at the interior of a block or two curb cuts for corner properties.
  - b. The width of curb cuts is intended to accommodate two vehicles and should generally not exceed 6.7-metres.
- 10) The following curb cuts and driveways will be removed or modified as follows in association with applications to redevelop the subject lands:
  - a. St. Joseph Blvd just west of Bilberry Creek: two curb cuts for existing turnarounds are redundant and will be closed. This portion of the right-of-way will be re-planted and naturalized, with considerations for opportunities for public realm improvements, such as benches or picnic tables, in collaboration with the Heart of Orléans BIA.

### Missing Sidewalk Links

- 11) The City will pursue the completion of the following missing sidewalk links:
  - a. Notre-Dame St: from St. Joseph Blvd to Henri Lauzon St (approximately 115 metres) will be identified for consideration in the Transportation Master Plan.
  - b. Upon redevelopment of 1250, 1252, and 1258 Marenger St, a sidewalk will be required in the abutting right-of-way, at no cost to the City, in order to complete the sidewalk along the west side of Marenger St.

### Active Transportation Pathway Short-Cuts

- 12) Upon redevelopment of 2003 St. Joseph Blvd, a pedestrian pathway short-cut and public easement will be required between the cul-de-sac at the south end of Sundown Cres and St. Joseph Blvd.
- 13) Upon redevelopment of 1314, 1320 and/or 1326 Cousineau St (with a preference for 1314 Cousineau St), a multi-use pathway or similar connection and public easement will be required between Cousineau St and Orléans Blvd to provide a pathway short-cut between the residential neighbourhood and Convent Glen O-Train Station.

### North-South Cycling Connections

- 14) Boyer Rd and Belcourt Blvd, and their intersections at St. Joseph Blvd, will be prioritized as north-south cycling connections. These allow for direct active transportation connections between residential neighbourhoods south of St. Joseph Blvd and the mainstreet and will connect to future cycling facilities to Convent Glen O-Train station.

### Belcourt Blvd Right-of-Way Protection

- 15) Schedule C16 of the Official Plan, Road Classification and Right-of-Way Protection, shall be revised to add a right-of-way protection of 22m for Belcourt Blvd between St. Joseph Blvd and Toulouse Cres. This will ensure a consistent 22m width to allow for future cycling facilities.

### Traffic Calming

- 16) Following the implementation of investments to the St. Joseph Blvd right-of-way described in Annex B, opportunities will be considered for traffic calming on Notre-Dame St in order to prevent cut-through traffic parallel to St. Joseph Blvd.

### Rocque Park

- 17) The City of Ottawa will plan for a new connection between the western terminus of Rocque Street and Rocque Park, including a new bridge over Bilberry Creek and new multi-use pathways into the park. Any proposed bridge or MUP will address natural hazards as part of the detailed design, which will be coordinated with the Conservation Authority. This connection will:
- a. Improve access and pedestrian safety to Rocque Park for the community east of the park.
  - b. Facilitate east-west access across Rocque Park, particularly for the community west of the park to access commercial amenities on the east side of the park and Place D'Orléans Station.
- 18) To support the future redevelopment and residential intensification of the nearby Place D'Orléans mall site at 110 Place D'Orléans Dr, the City of Ottawa will consider opportunities to expand the size of Rocque Park, as needed.

### Bilberry Creek

- 19) Upon redevelopment of 2701 St. Joseph Blvd, an urban parkette or urban plaza will be secured through parkland dedication. The location will generally be at the south-east corner of the property, subject to slope stability and geotechnical considerations. The purpose of this public park will be to help protect the western banks of Bilberry Creek and allow residents to enjoy views into the creek valley and towards the Paroisse St. Joseph D'Orléans and to create a public gathering space along St. Joseph Blvd.



### Paroisse St. Joseph D'Orléans

20) At 2757 St. Joseph Blvd (Paroisse St. Joseph D'Orléans), the future function of the west parking lot fronting St. Joseph Blvd on the east side of Bilberry Creek is for a public park, such as an urban parkette or urban plaza. The future park details are as follows:

- a. Temporary use improvements will be permitted on the existing parking lot to encourage the use of the parking lot for public events such as a farmer's market.
- b. The ultimate condition is for the City to acquire the land for this park and design a new public park that is intended to celebrate the role of the church building in the founding of the community and mainstreet.
- c. Improve the public realm by animating the St. Joseph Blvd frontage.
- d. Draw residents and visitors to the historical centre of the mainstreet.
- e. Remove the parking lot and de-pave parts of this space to reduce stormwater runoff and related contaminants into Bilberry Creek.

### Arts and Culture

21) Public art is encouraged in public spaces near the intersection of St. Joseph Blvd and Voyageur Creek and Bilberry Creek.

22) New public art is encouraged to consider Indigenous themes or partnerships and the franco-Ontarian heritage of Orléans.

### St. Joseph Boulevard Site-Specific Policies

Maximum building heights are indicated on Schedule B and are also subject to the following site-specific policies.

#### 1875 St. Joseph Blvd

23) The south portion of the site fronting St. Joseph Blvd, up to a depth of approximately 53 metres, falls within the St. Joseph Blvd designation. To the north, the remaining portion of 1875 St. Joseph Blvd falls within the Station Periphery designation. The following policies apply only to the south portion of the site within the St. Joseph Blvd designation.

24) Upon redevelopment:

- a. The south-west portion of the property over the Voyageur Creek Greenway will be used for the southern access to the Greenway, as described in the Jeanne d'Arc Station Area policies;
- b. A 6-metres wide land dedication will be provided for the Voyageur Creek Greenway, at no cost to the City, as illustrated in Schedule C.
- c. A 10-metres wide land dedication will be provided along the eastern property line for the purpose of a new 20 metre wide public street, at no cost to the City.

25) Maximum building height is 18- storeys.

#### 1887 St. Joseph Blvd

26) The south portion of the site fronting St. Joseph Blvd, up to a depth of approximately 53 metres falls within the St. Joseph Blvd designation. To the north,

the remaining portion of 1875 St. Joseph Blvd falls within the Station Periphery designation. The following policies apply only to the south portion of the site within the St. Joseph Blvd designation.

- 27) Upon redevelopment, a 10-metres wide land dedication will be provided along the western property line for the purpose of a new 20 metre wide public street, at no cost to the City;
- a. Maximum building height is 18- storeys, with considerations for appropriate height transitions to abutting low-rise residential to the east.
  - b. If there is more than one modest high-rise building fronting St. Joseph Blvd, the western tower closest to Voyageur Creek should be the tallest and the eastern tower(s) should step down in height towards 1921 St. Joseph Blvd.

### 1951 St. Joseph Blvd

- 28) Low-rise is permitted
- 29) If consolidated with 5925 Jeanne d'Arc Blvd S and is a part of the same development application, modest high-rise is permitted.

### 2003 St. Joseph Blvd

- 30) Upon development, a pathway connection with public easement will be provided in a north-south direction through the property to create a pedestrian short-cut pathway between the cul-de-sac at the south end of Sundown Cres and St. Joseph Blvd.

### 1718 Trappist Ln

- 31) Future development applications will support mixed-use buildings along the south part of the property, generally in the vicinity of Trappist Ln, and will resolve existing grade challenges to allow for commercial units to front onto St. Joseph Blvd.

### 2326 St. Joseph Blvd

- 32) Low-rise is permitted.
- 33) If 2326 St. Joseph Blvd is consolidated with an abutting property on St. Joseph Blvd and is a part of the same development,, mid-rise is permitted.

### 2369 St. Joseph Blvd and 1314, 1320, 1326, 1332, and 1338 Cousineau St

- 34) Low-rise is permitted.
- 35) If more than one of these properties are consolidated together and are part of the same development application, mid-rise is permitted
- 36) Upon redevelopment of 1314, 1320 and/or 1326 Cousineau St, a 6-metres wide land dedication will be provided for the purpose of a multi-use pathway or similar connection with public easement, at no cost to the City, to provide an active transportation connection between Cousineau St and Orléans Blvd.

### 2543 St. Joseph Blvd and 1342 St. Jean St

- 37) Low-rise is permitted.
- 38) If the properties are consolidated and are a part of the same development application, mid-rise is permitted.

### 1309, 1311, 1313 St. Jean St

39) Low-rise is permitted.

40) If all three properties are consolidated with 2555 St. Joseph Blvd and are a part of the same development application (such that the consolidated property becomes a through-lot from St. Joseph Blvd to Cousineau St), modest high-rise is permitted.

### 1253 Cousineau St and 2591 St. Joseph Blvd

41) Upon redevelopment, a north-south pathway and public easement is strongly encouraged, preferably along the east property line, in order to provide an active transportation connection between Cousineau St and St. Joseph Blvd that aligns through both 1253 Cousineau St and 2591 St. Joseph Blvd.

### 1363 St. Jean St

42) Low-rise is permitted.

43) If consolidated with 2564 St. Joseph Blvd and is a part of the same development application, mid-rise is permitted.

### 2651 St. Joseph Blvd

44) Mid-rise is permitted.

45) If consolidated with either 2643 or 2701 St. Joseph Blvd and part of the same development application, modest high-rise is permitted.

### 2701 St. Joseph Blvd

46) Upon redevelopment of 2701 St. Joseph Blvd, parkland dedication will be provided for an urban parkette or urban plaza, generally at the south-east corner of the property, to help animate St. Joseph Blvd, maintain eastward views of the Paroisse St-Joseph D'Orléans from the mainstreet and protect the western banks of Bilberry Creek.

### 2757 St. Joseph Blvd

47) The City will support opportunities to recognize the importance of the Paroisse St-Joseph D'Orléans in the historical development of the community and mainstreet and celebrate its role as a landmark building and cultural anchor of the mainstreet.

48) The City will seek to acquire the west parking lot fronting St. Joseph Blvd on the east side of Bilberry Creek for the purposes of creating a new urban parkette or urban plaza that will celebrate the role of the Paroisse St-Joseph D'Orléans in the founding of the community and mainstreet, provide a public gathering space and seating with views of the landmark building, improve the public realm along the St. Joseph Blvd frontage, and reduce stormwater runoff impacts to Bilberry Creek.

49) Development resulting in residential intensification at the rear of this property, fronting Rocque Street is encouraged.

50) Any future development will be located and scaled in a manner to maintain the prominence of the Paroisse St-Joseph D'Orléans Church façade and steeple and its relationship to the mainstreet.

**2788, 2790 St. Joseph Blvd**

- 51) Low-rise is permitted.
- 52) If consolidated with an abutting property on St. Joseph Blvd and is a part of the same development application, mid-rise is permitted.

**2795, 2803, 2821, 2831, and 2837 St. Joseph Blvd**

- 53) Westward views of the iconic steeple of the Paroisse St-Joseph D'Orléans will be protected as described in the section titled Prominence of the Paroisse St. Joseph D'Orléans.

**2821 St. Joseph Blvd**

- 54) Low-rise is permitted.
- 55) If consolidated with an abutting property on St. Joseph Blvd and is a part of the same development application, mi-rise is permitted.

**2828 St. Joseph Blvd**

- 56) Low-rise is permitted.
- 57) If consolidated with 2832 St. Joseph Blvd and is a part of the same development application, mid-rise is permitted.

**3030 St. Joseph Blvd**

- 58) Maximum building height is 16-storays.

## 6.2 Jeanne D 'Arc Station Area

The Jeanne d'Arc Station Area generally comprises four areas created by the intersection of Highway 174 and Jeanne d'Arc Boulevard, where the O-Train Station is located. The primary area of focus is the called the "Youville District" situated to south-west of the O-Train Station, including properties on either side of Youville Drive, but also properties fronting St. Joseph Boulevard. Properties in this area are generally commercial, large and underutilized and they are within proximity to an LRT station. The other three quadrants to the south-east, north-east, and north-west are generally existing low-rise residential neighbourhoods, with some institutional and commercial uses, and are not candidates for significant growth.

### Vision and Goals

The Jeanne d'Arc Station Area around "Youville District" will transform from an auto-centric suburban area with large, underutilized parcels and limited retail and commercial uses into a dense, mixed-used residential neighbourhood that makes walking, cycling and transit an attractive alternative to cars, and has a high-quality, urban public realm, green spaces, cultural heritage, and is supportive of commercial enterprises and office spaces. Existing mature residential areas in the surrounding areas will generally support modest incremental infill.

### Built Form and Uses

- 1) Increase the diversity of land uses and the quality of spaces throughout the district to include and attract more businesses, residents and visitors.
- 2) Establish a new, mixed-use neighbourhood with a range of residential building typologies to allow for housing diversity and options.
- 3) Concentrate the most dense and tallest buildings on properties immediately south of the O-Train station to support transit use.
- 4) Provide built form transitions between high-rise buildings to the predominant mid-rise built form over the Youville District.
- 5) Design development blocks with a high lot coverage that positively contribute to the public realm.
- 6) Redevelop underutilized lots across the district with buildings that have active frontages and contribute positively to the public realm.
- 7) Build on existing heritage assets and identify new opportunities to revitalize cultural heritage of the community.
- 8) Support and build on the diversity of existing, small-scale activity generators to support a resilient local culture and economy for all members of society.
- 9) Reinforce the low-rise character and function of mature residential areas, generally, through incremental infill permitting generally low-rise buildings.

### Public Realm

- 10) Break-down large parcels to establish a fine-grained network of smaller streets and blocks that enable multiple connectivity options, provide more access to create

more parcels for development, and set favourable conditions for a high-quality urban public realm.

- 11) Establish new public spaces, including public parks and privately-owned public spaces, to provide places for gathering and recreation and create places of community identity or local landmarks.

Reduce the amount of paved area currently allocated to automobiles in the right-of-way in order to increase the amount of land available for landscaped public realm and/or new development opportunities.

### Mobility

- 12) Expand the opportunities for active transportation and a dense pedestrian and cycling network to support healthy, convenient, and sustainable area mobility and city-building.

- 13) Reduce automobile activity and car dependence to minimize conflicts with pedestrians and cyclists, to support the use of transit and active transportation, and to reduce greenhouse gas emissions.

### Jeanne d'Arc Station General Policies

- 14) The existing Voyageur Creek channel infrastructure from Highway 174 to south of St. Joseph Boulevard will maintain its essential stormwater management role, through improvements that support environmental sustainability and resilience, while supporting other public realm objectives of this plan.

- 15) Voyageur Creek shall transform into the Voyageur Creek Greenway, (VCG), an important public realm feature with components on both public and private land. The new, north-south linear greenway will comprise the existing stormwater management facility, a multi-use pathway (MUP) on both the east and west sides, and periodic passive public spaces. Setbacks to the VCG will be determined through the development application process and will be informed by engineering studies confirming floodplain and slope setbacks, as well as site specific considerations for privately-owned public spaces and landscaped buffers between future MUPs and new development.

- 16) Public works of the Voyageur Creek channel shall coordinate with necessary City departments and/or other private stakeholders as needed to meet the public realm policies for this Greenway Corridor, as specified in this secondary plan. Passive public spaces should be established on private land abutting Voyageur Creek Greenway, as a privately-owned public space (POPS), as noted on Schedule C, Public spaces shall be acquired and implemented through:

- a. Site Plan Control agreements as part of a development application, by condition of providing POPS located adjacent to the multi-use pathway for maximum public exposure and access;
- b. Coordination with other features of the Voyageur Creek Greenway (See "Implementation").

- 17) There shall be active frontages facing all public realm, including Youville Drive, public or private streets, multi-use pathways (including the Voyageur Creek Greenway), City parks, and any privately-owned public spaces (POPS).

## Jeanne d'Arc Station Core Designation Policies

### Land Uses and Built Form

- 18) Bob MacQuarrie Recreation Complex (1490 Youville Drive), a major regional draw and defining part of the area's function, shall continue to provide recreational uses and programming for the public and will expand services and facilities as needed.
- 19) Transit-supportive, mixed-use development and densities, including the tallest high-rise buildings in the Station Area, may be permitted at:
- a. Bob MacQuarrie Recreation Complex (1490 Youville Drive)
  - b. 1452 and 1472 Youville Drive.
- 20) Buildings should include active retail frontages and/or other non-residential uses that are accessible to the public at-grade when along a principal pedestrian route within the Station area.
- 21) Prior to any future public works (such as capital repairs) of the City-owned Highway 174 interchange lands, located north of the Bob MacQuarrie Recreation Complex (1490 Youville Drive) and 1452 and 1472 Youville Drive to Highway 174, the City shall undertake a study to assess the land use role and the design of the existing highway interchange. A revisioning of the lands should incorporate the area's future planned function and examine;
- a. The creation of a slower and safer approach to Jeanne d'Arc Boulevard to improve public realm safety conditions and linkages for the public walking to the recreation centre and to future residential neighbourhoods to the south.
  - b. The potential to yield better functionality and uses, including additional high-density buildings within the existing interchange and adjacent lands.
- 22) In the long-term, the OC Transpo Park and Ride located at the Bob MacQuarrie Recreation Complex shall be phased out as the development of high-rise building(s) at this site, given it is expected to result in more people using transit compared to the ridership generated by the park-and-ride lot.
- 23) Any redevelopment on the west side of Jeanne d'Arc Boulevard from Youville Drive to St. Joseph Boulevard, shall be developed with active frontages, including retail uses at-grade and a streetscape design and condition that prioritizes pedestrian and cycling safety.
- 24) Any redevelopment on the north-west corner of Youville Drive and Jeanne d'Arc Boulevard shall demonstrate urban design and architectural features that address its corner location at the gateway to the Youville District.

### Public Realm

- 25) Jeanne d'Arc Boulevard shall become a complete street and transition to a mixed-use spine from the Bob MacQuarrie Recreation Complex (1490 Youville Drive) to St. Joseph Boulevard. Prior to future public works on this street segment, such as a surface or subsurface infrastructure project, the City shall undertake a study to evaluate existing expansive road right-of-way in the context of the future planned

function for the area. Considerations will include adjusting right-of-way dimensions and improving active transportation facilities, public realm features, and the potential disposal of excessive land to abutting private sites for improved redevelopment potential.

- 26) Youville Drive shall be designated and developed as a Neighbourhood Collector Road, with a complete street cross-section, including separated cycle-tracks to and from the O-Train Station. A new right-of-way protection for Youville Drive will be introduced in Schedule C16 in the Official Plan, between St. Joseph Boulevard and Jeanne d'Arc Boulevard, to require a 24 metres width to provide sufficient space for a complete street cross-section.
- 27) A new north-south public street shall be constructed, connecting Youville Drive to St. Joseph Boulevard, and generally aligned as shown on Schedule C – Public Realm and Mobility Improvements. A 10-metre wide land dedication will be conveyed to the City for the purpose of a new 20 metre wide public street, at no cost to the City, at the following properties:  
 Along the western property line of 1887 St. Joseph Blvd and 1479 Youville Drive,  
 Along the eastern property line of 1875 St. Joseph Blvd and 1475 Youville Drive,  
 Where the north-south linear park parallel with the street is to be provided, the dedicated width may be modified as appropriate.
- 28) The public street should include cycling facilities consistent with those on Youville Drive and allocate space for medium size street trees, and integrate facilities with the linear park, as appropriate.
- 29) A north-south pedestrian bridge or tunnel should be considered in the long-term to link Vineyard Drive, north of Highway 174, to the Youville District (at the Voyageur Creek Greenway). Design and development of such a pedestrian bridge should consider a direct link to the O-Train station (within the median of Highway 174). As the area develops over time, and populations increase, this facility would provide a safer, more direct, and more useful link between neighbourhoods and respective amenities.

## Jeanne d' Arc Station Periphery Designation Policies

### Land Uses and Built Form

- 30) Modest high-rise, mixed-use development to a maximum building height of 18-storeys, is permitted as shown on Schedule B; otherwise the maximum building height is 9-storeys.
- 31) Any redevelopment on the south-west corner of Youville Drive and Jeanne d'Arc Boulevard shall demonstrate urban design and architectural features that address its corner location at the gateway to the Youville District.
- 32) Any new buildings at 1887 St. Joseph Boulevard abutting the existing buildings on the west side of Marenger Street, shall be designed with a transition respecting that established low-rise, and residential context.
- 33) 1811 St. Joseph Boulevard (the historic Youville Farm Stone Residence) and 1820 St. Joseph Boulevard (the historic Youville Farm Mill) are designated under Part IV of the *Ontario Heritage Act*. Future redevelopment around these properties shall



incorporate design elements, including but not limited to, building setbacks, stepbacks, massing, and public spaces that showcase the cultural heritage of that building and site as regulated under Part IV designation.

- 34) An automobile dealership (new vehicle sales and service) is a permitted use in the Jeanne d'Arc Station Periphery and in order to contribute to the creation of an urban neighbourhood, shall conform with the built form and public realm policies and guidelines of this Plan.

## Public Realm

- 35) A new municipal neighbourhood park shall be provided central to the Youville District, and generally, be located to the east of Voyageur Creek in proximity to the east and west fork of the creek. See "Implementation".
- 36) A new, north-south linear park shall be provided from Youville Drive to the new municipal park, as shown on Schedule C – Public Realm of this Station Area, and generally located at 1475 and 1875 Youville Drive. The primary purpose of the linear park is to provide linkages to entire park network and provide a safe and direct active transportation link to the heart of the district, including the neighbourhood park, from Youville Drive and the Bob MacQuarrie Recreation Complex. The linear park requirements include:
- a. A minimum 15 metres width and a total minimum area of 0.2 hectares.
  - b. Within the total width, developers are required to convey 6-metres minimum width for a multi-use pathway.
- 37) A pedestrian and cycling crossing, such as a pedestrian cross-over (PXO), will be established from the north to the south side of the St. Joseph Boulevard at the Voyageur Creek Greenway to provide a continuous active transportation route between the future residential neighbourhood 1754 St. Joseph (Sisters of Charity site) and the future amenities and improved access to Jeanne d'Arc Station in the Youville District. Implementation of this crossing, should be initiated by the City when 1754 St. Joseph is redeveloped, and may be financed by the Area-Specific Development Charge By-law or Community Benefits, as part of development applications at 1754 St. Joseph Blvd.
- 38) The new north-south public street from Youville Drive to the new neighbourhood park, as shown on Schedule C, between 1475 and 1479 Youville Drive, should provide a wider right-of-way width to prioritize the comfort and safety for the most direct route to the heart of the district, including the neighbourhood park. This street should include cycling facilities consistent with those on Youville Drive, as well as, the width needed for medium size street trees, or; shall provide a right-of-way width of not less than 18 metres, and an abutting linear park of not less than 5-metres width to accommodate trees and a multi-use pathway.
- 39) Future landscape works at 1444 Youville Drive (current Hydro One Systems) are encouraged to include additional tree planting to contribute the City's tree canopy coverage and improve biodiversity versus maintaining open space lawn areas.
- 40) A new east-west pedestrian bridge shall be provided at the Voyageur Creek Greenway, as shown on Schedule C - Public Realm to provide a direct active transportation link between the east and west sides of Voyageur Creek, including access to the future municipal park. This bridge may be financed through

Community Benefits Charges By-law funds, as part of the development application process.

### Jeanne d'Arc Neighbourhood Designation Policies

- 41) Marenger Street shall transition to a denser function over time. Existing properties are currently permitted low-rise, residential uses, however, the direction of the surrounding planned context is for higher densities and building heights, including on the Mainstreet Corridor to the east and south, and the Station Area – Periphery to the north and west.
- 42) Any redevelopment shall be a minimum of two-storeys.

### Jeanne d'Arc Site-Specific Policies

- 43) At 1754 St. Joseph (Sisters of Charity site):
- a. Mid-rise buildings, from 5- to 9- storeys, may be permitted at the north end of the site, if deemed appropriate through the development application process, given the potential geotechnical and environmental hazards and limitations of the area.
  - b. A 5-metre landscape buffer is required along the south edge of the property, abutting residential properties on Forest Valley Drive. This requires the retention of mature trees in that buffer.
- 44) Redevelopment at 1754 St. Joseph (Sisters of Charity site) shall ensure the retention and protection of mature trees over the site in all design concepts, including built form, parks and public realm.
- 45) 1754 St. Joseph (Sisters of Charity site) should be considered and evaluated for the potential cultural heritage value of its landscape at the time the property is being considered for redevelopment.
- 46) At 1754 St. Joseph Boulevard (the current Sisters of Charity property), any new development shall include a minimum of two public streets, providing multi-modal transportation facilities to the site:
- a. At St. Joseph Boulevard to provide a point of northern access to the site, as shown on Schedule C – Public Realm and Mobility Improvements. The access point shall be further east from the intersection at Forest Valley Drive, where the existing access is located, to ensure improved vehicular safety;
  - b. At Forest Valley Drive to provide a point of southern access to the site, as shown on Schedule C. The street should be a minimum distance of 8-metres from an abutting residential property to provide a minimum buffer, including the retention of existing mature trees;
  - c. Prioritize tree retention in any studies, site planning and design, including parks. Where tree removal is unavoidable, replanting is required for reforestation.
- 47) A new municipal neighbourhood park shall be provided on the 1754 St. Joseph Boulevard site.

### Jeanne d'Arc Policies for Multi-Use Pathways

48) MUPs shall be provided in the following locations, as shown on Schedule C – Public Realm and Mobility Improvements. Where indicated, other cycling facilities may be deemed appropriate alternatives.

- a. From the east to the west side of Jeanne d'Arc Boulevard at the south edge of Highway 174 to the Bob MacQuarrie Recreation Complex site, via a raised crossing at east-bound off-ramp of Highway 174, to provide an essential link from the O-Train Station to this major, regional public facility. Pedestrian facilities shall be provided from the west side of Jeanne d'Arc Boulevard (from the O-Train) to the Bob MacQuarrie Recreation Complex site.
- b. From the north end of the Bob MacQuarrie Recreation Complex site to Youville Drive, or alternate cycling facility as appropriate. The Youville Drive terminus of this cycling facility should be designed to align closely with the MUP within future linear park to provide the optimal access and continuity.
- c. From Youville Drive to the future neighbourhood park to provide the most direct active transportation route into the centre of the Youville District. This MUP will be incorporated within the future linear park, as detailed in Schedule C – Public Realm.
- d. From Jeanne d'Arc Boulevard to Voyageur Creek, just south of Highway 174 to provide an east-west route for future developments in the north end of the Area.
- e. From Highway 174 to St. Joseph Boulevard, to provide a continuous, north-south active transportation route spanning the Youville District and connecting to future redevelopment of 1754 St. Joseph Boulevard (the current Sisters of Charity property):
  - i. MUP along the east side of Voyageur Creek from Highway 174 to St. Joseph Boulevard.
  - ii. MUP along the west side of Voyageur Creek from Youville Drive to the intersection of St. Joseph Boulevard.
- f. From St. Joseph Boulevard at the Voyageur Creek Greenway to the future re-aligned street at 1754 St. Joseph Boulevard (Sisters of Charity property) and through to the southern boundary of the site to provide a continuous active transportation route from the Youville District to the existing neighbourhoods along Forest Valley Drive. This connection is a candidate for an alternate cycling facility, if deemed appropriate.
- g. From the west end of Grey Nuns Park to Glen Park to provide a continuous east-west route through the existing residential neighbourhood from Jeanne d'Arc Boulevard to Lumberman Way.

### Jeanne d'Arc Station Area – Implementation

#### Private Agreements for Establishing Streets and Parks

48) Landowners within the “Youville District”, as shown on Schedule C, subject to Land Owners’ Agreement in accordance with Section 11.6 (11) of Volume 1 in the Official Plan, shall enter into private agreement(s) to:

- a. Share the costs of the major infrastructure projects, such as new public or private streets, and associated studies and plans required for the

development of the defined Youville District which are not otherwise covered by Area-Specific Development Charges;

- b. Establish a Land Owners' Agreement to create a mechanism which allows for compensation of parkland dedication and associated development costs that may be inequitably distributed across the Youville District area;
  - c. Share the dedication and costs of development of parkland.
  - d. Such agreement(s) are to be initiated by the landowners within the defined Youville District and provide for the fair sharing of costs among the benefiting parties, to complement or, if deemed redundant, replace the provisions of an Area-Specific Development Charges By-law;
  - e. Private agreements shall contain a financial schedule describing the estimated costs of the major infrastructure projects or parkland requirements and associated studies and plans, as well as the proportionate share of the costs for each landowner.
- 49)The City will require the execution of private agreement(s) by each landowner prior to the approval of any application by the landowner for draft plan of subdivision or condominium, conditional approval of a severance, or approval under site plan control. The City shall include as a condition of approval for all plans of subdivision and condominium, site plan and severance applications in the Youville District a requirement for notification from the Youville District Landowners Group that the owners are party to the agreement(s) and have paid their share of any costs pursuant to the agreement(s).
- a. The landowners are required to provide a copy of the executed agreements to the City.
- 50)Other properties not subject to parkland agreements shows on Schedule C in the Youville District will provide contribution to fulfill the Parkland Dedication By-law requirements as determined through the development application review process.

### Establishing the Voyageur Creek Greenway

- 51) The City shall undertake studies to identify hazard lands along the Voyageur Creek Greenway (VCG) to inform a future Master Servicing Study and other studies needed for the planning and design of future development, including impacts on the Voyageur Creek stormwater channel. These studies shall include the identification of flood risk and hazardous lands determined by slope stability and landslide hazard assessment as appropriate for site conditions.
- 52)In conjunction with recommended engineering to address hazard lands, the City shall undertake a study to enhance the natural features within and surrounding Voyageur Creek, and to support the development of a sustainable and attractive Greenway. Where feasible, recommendations from the 2013 Voyageur Creek Report regarding restoration and monitoring shall be implemented.

### New Development in the Jeanne d'Arc Station Area

The following considerations are required as part of the evaluation of engineering and infrastructure associated with new development proposals adjacent to the Voyageur Creek Greenway and at 1754 St. Joseph Boulevard (Sisters of Charity site):

- 53) The design should meet the Official Plan Policies and criteria set forth by the Rideau Valley Conservation Authority (RVCA) within the Hazard Limits (currently no Hazard Maps for Voyageur or the Unnamed Creek).
- 54) Hazards should be avoided when remedial works are not required. If site conditions are such that there are no other alternatives and the hazard requires remediation, any proposed works will not encroach within easements or on City property. If the works encroach within the limit of hazard land, such encroachment shall be fully supported by appropriately scoped engineering and environmental impact assessments to demonstrate no adverse impact on the management of the natural hazard, nor environmental features both on or off site.
- 55) Due to the sensitive clay soils, a specialized assessment shall be completed by a consultant team in coordination with the City for most up to date studies, remedial projects and information available for the site.
  - a. This study shall include:
    - i. A site-specific geotechnical investigation (and applicable geotechnical investigation both upstream and downstream).
    - ii. Slope Stability and Landslide Risk Analysis (both static and seismic loading conditions considered) - identify slope stability and landslide risks onsite as well as along the watercourse/ravine and table lands both upstream and downstream of the site. Landslide risks analyzed shall include analysis for localized earth slides as well as earth flows or earth spreads. The slope stability analysis shall include two scenarios: the construction stage and long term proposed design.
    - iii. Erosion Assessment – identify erosive impacts to both the upstream and downstream watercourse/ravine system. This will require hydrologic (subwatershed and proposed, site specific) and hydraulic modelling of the watercourse. Existing erosion velocity thresholds shall not be exceeded.
- 56) The Owner of the development/property will have ownership of any proposed slope stability structures or infrastructure. The proponent/owner shall provide a long-term Maintenance and Repair Plan for the proposed slope stability structure to ensure it continues to perform as per the engineered design.
- 57) The City, in consultation with the Rideau Valley Conservation Authority (RVCA), may hire experts for a Third Party Review (of the study requested above) conducted by engineers and professionals specialized in studying slope stability and landslide risks given the sensitive marine clays. The third-party review shall include the following for all alternative options proposed:
  - Review of the geotechnical investigation
  - Review of the slope stability analysis (during construction and long term)

- Review of Landslide Risk – earth flow or earth spread (during construction and long term): both at the site, downstream and upstream
- Review of Erosion Assessment
- Review of the long-term maintenance plan for the proposed slope stability structure
- A memo to communicate:
  - Summary of the review listed above;
  - Risk analysis: what additional risks does the proposed design have on private property, along the ravine itself, upstream and downstream infrastructure both during construction and in the long term; and
  - Any City liabilities identified at the subject site and along the ravine (both upstream and watercourse downstream) during construction and long term.

## 6.3 Convent Glen Station Area

### Convent Glen Station Periphery Designation Policies

- 1) All buildings will primarily contain residential uses, however, non-residential uses are permitted provided they serve the day-to-day needs of the surrounding residential area and have an active frontage.
- 2) New buildings in the Station Periphery designation shall have a minimum height of 3 storeys and a maximum height of 6-storeys.
- 3) Where residential buildings contain multiple ground-oriented units, each unit shall be designed with an individual entrance.
- 4) The following improvements have been identified as desired active transportation projects that may be funded through Area-Specific Development Charges:
  - a. Pedestrian connection to Orléans Boulevard (southeast) from the existing east-west pedestrian path south of Highway 174; and
  - b. Improvements to the existing east-west pedestrian path south of Highway 174 as a multi-use pathway.

## 6.4 Place d'Orléans Town Centre Station Area

The Place d'Orléans Town Centre serves a unique function within the larger context of the entire Orléans community as the key transit and commercial hub. Both the Place d'Orléans Shopping Centre and Centrum Boulevard will evolve as high-density walkable commercial areas with an exceptional public realm that attract people from across the city to shop, recreate and gather.

The Town Centre will evolve into a dense, walkable, and transit-supportive mixed-use Hub that will be an important residential, social and cultural destination in Orléans and the city. Growth within the Town Centre will:

- 1) House a critical mass of residents in proximity to transit and/or amenities in order to create an urban community that is not reliant on automobiles;
- 2) Permit a variety of uses to allow residents to live in proximity to necessary amenities and services;
- 3) Manage vehicle surface parking in support of an improved public realm;
- 4) Provide for a high level of connectivity to the O-Train stations for pedestrians, cyclists and local transit;
- 5) Encourage attractive and desirable architecture and design elements to create a vibrant urban character; and
- 6) Include public art, trees and soft landscaping to ensure that the Town Centre is liveable, attractive and supportive of the community's wellbeing.

Though St. Joseph Mainstreet terminates at Place d'Orléans Drive, Place d'Orléans Shopping Centre continues the commercial function established further east from the shopping centre and will function to serve as a high-density commercial area with Centrum Blvd to become a vibrant and walkable street.

### Place d'Orléans Town Centre Station Area - General Policies

- 7) The Place d'Orléans Town Centre will serve as a major employment hub with a target to establish a major 10,000 job concentration of employment.

### New Streets and Active Transportation Network

- 8) The City shall seek opportunities re-design Place d'Orléans Drive to improve the public realm and prioritize public transit and active transportation.
- 9) On Centrum Blvd, the City shall seek opportunities to remove and reconfigure existing, angled on-street parking, prioritize cycling and pedestrian mobility and be designed for a maximum speed of 30 kilometres per hour or less.
  - a. As a condition of development approval, the City may request that proponents remove angled on-street parking and repurpose the right-of-way that abuts their property to provide improvements that support cycling or walking and other public realm improvements.
- 10) All development on parcels in the Place d'Orléans Town Centre Station Area that propose a private street network shall design all new streets as follows:
  - a. Sidewalks will be provided on both sides of any new private street;



- b. Provide, at regular intervals, street furniture elements for rest and/or shelter;
  - c. Should be designed for low operating speeds, no faster than 30 kilometers per hour.
  - d. Provide soft landscaping and street trees; and
  - e. Must connect directly to the existing or planned network of public sidewalks, pathways and cycling facilities.
- 11) The following has been identified as a desired active transportation project that may be funded through Area-Specific Development Charges:
- a. Physically separated cycling facility or active transportation connection that provides a safe path for cyclists along the western side of Champlain Street from Jeanne d'Arc Boulevard until the Place d'Orleans signalized intersection. This may be built within the existing Champlain Street right of way. Where possible, this path will connect to the existing cycling network.

#### Place d'Orléans Town Centre Station Core Designation Policies

- 12) All buildings are encouraged to contain a mix of uses.
- 13) Non-residential uses at-grade are encouraged in all buildings.
- 14) Mid-rise and high-rise buildings are permitted in the Station Core designation within the Place d'Orléans Town Centre. The proposed buildings shall contribute to the Place d'Orléans Town Centre Station skyline, during the day and night, through a diversity of building heights and architectural expressions.
- 15) Co-location of cultural, institutional and recreational uses in mid and high-rise residential buildings is encouraged.

#### Place d'Orléans Station Periphery Designation

- 16) Where low-rise buildings are permitted, they shall contain multiple residential units;
- 17) Built-form transition will be required adjacent to existing low-rise areas;
- 18) All buildings will locate the main pedestrian entrance fronting the street with a direct connection to the nearest sidewalk;
- 19) On-street parking should be parallel to the street.

#### Place d'Orléans Site-Specific Policies

- 20) Upon redevelopment at 1190 Place d'Orléans Drive, a publicly accessible active transportation connection between Place d'Orléans Drive and Rocque Street must be provided.
- 21) Upon development at 530 Brisebois Crescent:
  - a. The required conveyed parkland shall be located adjacent to the existing Royal 22e Regiment Park to enable expansion of the recreational amenities.
  - b. An active transportation connection to the future Orléans Town Centre O-Train Station may be required and is independent from the required parkland conveyance.
- 22) Upon development at 240 Centrum Boulevard, the required conveyed parkland shall be provided centrally to connect Centrum Boulevard to St. Joseph Boulevard

and contribute to Centrum Boulevard as an urban and pedestrian-oriented environment.

### Extension of Centrum Boulevard

22) Upon redevelopment of 3211 and 3217 St. Joseph Blvd, the rear portion of the property, to a depth of approximately 26 metres from the rear property line, will be dedicated to the City for the future eastern extension of Centrum Blvd to Vieux Silo St. If the farmhouse at 3211 St. Joseph Blvd cannot be demolished for heritage reasons, a multi-use pathway shall be constructed instead of a street extension between the eastern terminus of Centrum Blvd to Vieux Silo St.

### Trailhead at Saumure Family Trail

23) At 3050 St. Joseph Blvd, at the south-east corner of Duford Dr, the existing parking lot will transition to a naturalized public space and be considered as a future site for a gazebo or similar shelter and seating area to provide a trailhead for access to the Saumure Family Trail. The curb cut for vehicles will be removed but access for active transportation will be maintained and enhanced where possible.

### 1220 and 1226 Place d'Orléans Drive

24) As part of a complete application, a Demonstration Plan is required for the redevelopment of 1220 and 1226 Place d'Orléans Drive.

### 500, 505, 520, 550, 580 Famille-Côté Avenue, and 850 and 950 Champlain Street

25) Development on the parcels at 500, 505, 520, 550, 580 Famille-Côté Avenue, and 850 and 950 Champlain Street will require:

- a. Minimal interruptions for pedestrians and cyclists;
- b. Placemaking initiatives that include POPS and public art;
- c. Safe connections from the station to Jeanne d'Arc Boulevard;
- d. Phasing of development prioritizing the sites framing Famille-Côté Avenue in the first phases; and
- e. Clear transitions to a lower built form where fronting Jeanne d'Arc Boulevard, Bilberry Drive and Du Bois Avenue.

26) Non-residential uses with an active frontage are encouraged on 580 Famille-Côté and 950 Champlain, abutting Famille-Côté Avenue, and should be coordinated with potential future redevelopment of the OC Transpo Park & Ride lots. Ground oriented residential should be provided where non-residential lower floor uses along public realm areas are not practical.

27) High-rise buildings are encouraged to provide more than 5% of total units as 3-bedroom units.

28) Any proposed residential building higher than 30-storeys is encouraged to follow a competitive design process with the intent of achieving a high-impact city building project.

- 29) High-rise buildings greater than 30- storeys are encouraged to demonstrate exceptional design with uses at the lower floors that contribute to creating a dynamic public realm environment and place-making.
- 30) For the lands generally known as 850 Champlain, despite existing and future property lines for development blocks, tower separations on each lot can vary relative to setbacks from block/lot lines as long as the minimum tower separation required by policy 4.6(3) is provided or demonstrated to be feasible.

#### Parkland Dedication for Centrum Boulevard

- 31) To support the transformation of Centrum Boulevard into a vibrant and walkable urban commercial street with a well-connected public realm, properties located between Place d'Orléans Drive and the eastern access to Brisebois Crescent may be required to locate their required conveyed parkland along Centrum Boulevard's frontage to establish a contiguous urban plaza that includes elements such as public art, trees and landscaping and street furniture.
- a. In addition to the conveyed parkland described above, properties fronting onto Centrum Boulevard from the north may be required to create connections from Centrum Boulevard to Brisebois Crescent through POPS or mid-block connections.

## 6.5 Trim Station Area

The Trim Station area includes the proposed Trim O-Train Station, and areas north of Highway 174 toward the Ottawa River shoreline, extending west to Taylor Creek, as well as areas south of the station to St. Joseph Boulevard. This corridor area also encompasses the industrial areas and undeveloped lands east of Trim Road, to the Cardinal Creek ravine, and lands between the escarpment and Highway 174 west to Tenth Line Road.

The Trim Station area policies are intended to promote intensification around the O-Train stations, 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 can be divided into the following sub-areas, with a unique vision statement for each area:

### Taylor Creek Business Park

The Taylor Creek Business Park will continue to be an area where land is preserved for business park operations, as well as a broad range of dynamic non-residential uses that will establish the area as regional destination for entertainment and entertainment production, recreation, crafted beverages, and food experiences.

### Trim Industrial and Logistics Area

The lands to the southeast of Trim O-Train Station will continue to serve as a cluster of economic activity in Orléans relating to manufacturing, logistics, storage and other related uses. The introduction of the Trim O-Train station, associated road realignments and investments in active transportation infrastructure will improve sustainable transportation options for employees and visitors to this area. Development of new industrial or logistics facilities will incorporate active transportation users with buildings demonstrating sustainable technologies and design.

### Trim Station South

The area south of the Trim O-Train Station area, between the Taylor Creek Business Park, and the industrial and logistics lands, is dominated by OC Transpo parking lots, but also includes large swaths of vacant land, and a car dealership. Redevelopment of the parking lots, and nearby privately owned sites may occur over time, as intensification within the Orleans Corridor accelerates, and mobility patterns change. The large vacant parcel of almost 9 hectares located south and east of Trim Road, and north of Old Montreal Road will be developed based on a demonstration plan that achieves a balance of housing types, built from typologies, and retail that is suitable within a suburban context with easy accessibility to the O-Train.

### Trim Station North

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 the redundant segment of Tweddle Road to provide a safe, vibrant

connection between the station towards Petrie Island, securing public views of the Ottawa River and a sophisticated network of publicly accessible spaces, and master planning large parcels of land that are currently vacant, or underutilized. A critical piece of achieving the vision of a dense urban community will involve relocating and developing the City lands currently occupied by the Public Works Yard. Although much of the significant natural lands are located beyond the Plan's boundaries, the rich biodiversity found on Petrie Island and the Ottawa River shoreline represent the most significant character defining element of this area. All development must carefully ecological and environmental impacts with respect to integrating appropriately into a larger, sensitive environmental context. Visitor management of the Petrie Island may also be a growth concern with an increase in nearby residents. For this reason staff recommend an update to the Petrie Island Park Management Plan be undertaken in parallel to development of Trim Station North.

## Trim Station Area – Site-Specific Policies

### Transportation

- 1) An active transportation (AT) bridge connecting Trim O-Train Station to the north side of Highway 174 is a priority infrastructure project that will facilitate safe access from the station to the emerging transit-oriented community north of the highway. The bridge will connect cyclists and pedestrians from the south side of the highway to the Tweddle Road ROW.
- 2) A MUP shall be provided through 881 Taylor Creek Drive connecting the sidewalk along the west side of Trim Road to a future sidewalk along the northeast side of Taylor Creek Drive. Both the MUP and the sidewalk shall be constructed at the cost of the developer, as a condition of development approval at 881 Taylor Creek Drive and shall be integrated into the design of the site.
- 3) A MUP linking Trim Road to 3535 and 3545 St. Joseph Boulevard with a further connection to Taylor Creek Drive, will be identified in the City's Transportation Master Plan as a future City project. This will reduce pedestrian and cycling distances and encourage redevelopment of properties along St. Joseph Boulevard, between Tenth Line and Taylor Creek, while increasing pedestrian and cycling traffic through the Taylor Creek Business Park. The timing of the construction of the MUP should be coordinated so that it is completed prior to the occupancy of large-scale residential development on lands designated Neighbourhood, north of St. Joseph Boulevard, between Taylor Creek and Tenth Line Road.
- 4) The intersection of Jeanne d'Arc Boulevard and Tweddle Road will be improved with signalization and a pedestrian crossover (PXO). Intersection improvements shall be implemented at the cost of the developer of 1015 Tweddle Road as a condition of development approval. These intersection improvements will be designed to facilitate a woonerf or linear park on the segment of Tweddle Road south of the intersection.
- 5) As part of a complete application a Demonstration plan is required for redevelopment of the Public Works Yard. This plan will include design concepts for a repurposed Tweddle Road ROW north of Highway 174, up to Jeanne d'Arc Blvd shall be included as part of the. Design concepts shall also include space for performance and outdoor vendors, and will define the area as a gateway to the rich

biodiversity of Petrie Island, and its associated recreational, leisure and nature activities. The repurposed ROW shall exemplify sustainable and resilient design practices and may be retained as a woonerf or a City linear park.

- 6) Responsibility for the costs of street redesign and reconstruction at Tweddle Road north of Highway 174 to Jeanne d'Arc will be determined through the process for disposal of the City's Public Works Yard lands.
- 7) Opportunities for a linear park connected to the active transportation bridge will be explored on the segment of ROW on Tweddle Road, between Highway 174 and Jeanne d'Arc Boulevard. The size of the park may be expanded to include part of the Public Works Yard, and design concepts shall be included as part of the demonstration plan required with redevelopment of the Public Works Yard. Park construction costs shall be the responsibility of the development consortium who acquire the adjacent surplus City lands. The park may complement or replace the woonerf described above, depending on the needs of the community, and the City's priorities at the time, and will exemplify sustainable and resilient design practices.
- 8) Innovative design and management improvements to the Tweddle Road 'causeway' segment north of Jeanne d'Arc, linking Orléans to Petrie Island, should be explored by City staff in consultation with the private sector, the Rideau Valley Conservation Authority (RVCA), Friends of Petrie Island, and local colleges and universities. The objectives will be to improve the pedestrian and cycling experience, address flood resiliency, and enhance biodiversity.
- 9) A pedestrian crossover (PXO) will be installed along Jeanne d'Arc between Tweddle Road and Trim Road, to provide a continuous pedestrian pathway network extending from the development at 1015 Tweddle Road, through to the Public Works Yard. The PXO shall be installed at the cost of the developer of the Public Works Yard at the time of redevelopment.
- 10) Physically separated cycling facilities shall be provided along the following street segments within the boundaries of the Trim Station area:
  - a. St. Joseph Boulevard from Tenth Line to Trim Road.
  - b. Taylor Creek Drive from St. Joseph Boulevard to Trim Road.
  - c. Jeanne d'Arc Boulevard from Taylor Creek ravine to Tweddle Road.
- 11) Pedestrian and cycling routes must be provided through the development of 1301 Trim Road and 975 Old Montreal Road, and illustrated on the required Demonstration Plan to provide safe and direct access to Trim Station from areas south and east, while also providing a 'east-west' midblock connection to Trim Road.

### Parks and Public Spaces

- 12) A public park that includes the woodlot located in the northeast corner of the City owned parcel at 1125 Tweddle is encouraged to be constructed at such time the City's Public Works Yard is redeveloped, at the expense of the developer who may acquire the lands.
- 13) A community park shall be constructed through Parkland dedication at the cost of the developer, within the development at 8600 Jeanne d'Arc Boulevard.
- 14) A community park shall be constructed at the developer's cost within the development at 1301 Trim Road and 975 Old Montreal Road. Parkland dedication

must be coordinated for the two sites through the required Demonstration Plan to the satisfaction of the City.

#### 1015 Tweddle Road

- 15) 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.
- 16) The tallest buildings on the site with the most direct pedestrian and cycling connections to Trim Station shall be located closest to Tweddle Road.
- 17) Development will incorporate privately-owned public space (POPS), including an area at the intersection of Tweddle and Jeanne d'Arc Boulevard oriented toward, and extended along, 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. These spaces will be completed and become publicly accessible through pedestrian easements, in a phased manner that follows the sequence of the tower buildout.
- 18) 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.

#### 1125 Tweddle Road (including City's Public Works Yard)

- 19) As part of a complete application redevelopment of 1125 Tweddle Road will require a demonstration plan.
- 20) The required Demonstration Plan shall include a mix of high-rise and mid-rise buildings, and a variety of land uses including residential, office, and commercial or retail with active frontages.
- 21) Parkland dedication will be required in accordance with the Parkland Dedication Bylaw and will be located centrally to act as a gathering space.
- 22) The Demonstration Plan will illustrate connection to local publicly accessible spaces including the planned POPS at 1015 Tweddle Road, and the future repurposed ROW lands on Tweddle.
- 23) The redeveloped Public Works Yard will include a cluster of cultural spaces, both indoor and outdoor, such as those for visual artists, performers, music, film, crafts, and digital design production, or other artistic performance or expression.
- 24) Development on this site will adhere to the Corporate Green Building Policy and will align with Tier 2 requirements of the High-Performance Development Standards.
- 25) Pedestrian and cycling routes must be provided through the City's Public Works Yard when redevelopment occurs, to reduce distances to Trim Station for residents from the east and offering additional routes.

#### 8600 Jeanne d'Arc Boulevard

- 26) As part of a complete application, development of this parcel will require submission of a Demonstration Plan.

- 27) Highest buildings should be located on the east side of the site with the most direct pedestrian and cycling access to Trim Station.
- 28) A multi-use pathway (MUP) will be constructed to link Tweddle Road, connecting the future active transportation bridge to the future street network in the master planned development site at 8600 Jeanne d'Arc Boulevard. The pathway will cross the watercourse west of Tweddle Road, utilize the Highway 174 right-of-way, and may traverse the Collège La Cité campus, linking the station with both the campus, and the future street network of the master planned development. The MUP will be designed, funded and constructed by the proponent of the master planned development at 8600 Jeanne d'Arc Boulevard, as a condition of development approval and completed prior to occupancy of the first phase.
- 29) A future public park will be located adjacent to the Taylor Creek ravine. The design will optimize the natural setting while considering constraints related to natural heritage and natural hazards.
- 30) A street functioning as a community activity centre and designed as a woonerf, will run north-south, connecting Jeanne d'Arc Boulevard to the MUP that leads to the Tweddle Road ROW. This street will act as the focal point of the neighbourhood, with a concentration of uses and activity. Non-residential active frontages are required along this street.
- 31) A series of POPS and courtyards will be designed to connect the community activity centre to the interior of the site, with a well-defined public realm that allows for comfortable pedestrian circulation between Jeanne d'Arc Boulevard, the park, and blocks with mixed-use and high-density residential buildings.

### 1301 Trim Road and 975 Old Montreal Road

- 32) As part of a complete application, development of this parcel shall be guided by a Demonstration Plan.
- 33) The Demonstration Plan shall include a mix of low, mid, and high-rise buildings, with the highest buildings located on the north side in closest proximity to the O-Train station.
- 34) The Demonstration Plan shall have regard for, and effectively mitigate potential land use conflicts between sensitive land uses and the adjacent current and future industrial operations located on the Industrial and Logistics designation to the east. This may include siting residential buildings to maximize setbacks from industrially designated lands, and establish mitigation measures such as treed fence line buffers, or walls.
- 35) Single storey commercial development may be permitted on sites abutting Old Montreal Road, with the following requirements:
- a. The parcel size containing the development must be under 1.5 hectares in total area; and
  - b. The building must be designed to include a main corner entrance oriented in part to Old Montreal Road, with a publicly accessible plaza and/or patio adjacent to this entrance designed to integrate with and enhance the public sidewalk.



**3449, 3353, 3373, 3393, 3397, 3403, 3413, 3443 and 3453 St. Joseph Boulevard**

The properties subject to these area specific policies includes a part of, or all of the above listed addresses, constituting the contiguous lands between the existing east bound off-ramp from Highway 174 at Old Tenth Line Road, and the road functioning as an eastbound on-ramp to Highway 174 located approximately 250 metres to the east. These lands are bounded by St. Joseph Boulevard to the south, and Highway 174 to the north. These lands are not within 600 metres of an O-train station and so additional residential land uses will not be permitted until a station at Tenth line is approved and funded by the Council.

- 1) In the absence of a funded Tenth Line O-Train station, land uses will be limited to non-residential land uses including but not necessarily limited to, industrial and logistics, warehousing, commercial, office, hotel and recreation.
- 2) If an O-Train station funding agreement is in place to the satisfaction of the City, these lands may, based on an approved Demonstration plan, be used for residential, office and other commercial uses with higher densities, and a taller built form, consistent with the policies for Station Core and Station Periphery designations.
- 3) If Council determines that the future Tenth line O-train station will not be constructed and deletes the station from the Official Plan and other master plans; the lands may be developed consistent with the O-Train Minor Corridor designation conditional on the provision of a Demonstration Plan for the entire block and establishment of transit and active transportation connections to Place d'Orléans or Trim stations.

## 7. Implementation

The following policies guide the interpretation and implementation of this Plan.

- 1) This Plan is to be read and interpreted in its entirety.
- 2) If a policy or schedule conflicts with other policies in the Official Plan, this Secondary Plan will be deemed to supersede.
- 3) Numbering of goals, objectives, policies and bulleted lists, unless otherwise stated, are not in order of priority or importance.
- 4) Illustration of any lands on any schedule of this Plan does not imply that the lands are available or open to the public.
- 5) The City will determine when to purchase lands for public benefit. The inclusion or changes to land use permissions for any privately-owned lands within any designation does not, in any way, obligate the City, Rideau Valley Conservation Authority (RVCA) or Province to acquire, compensate or purchase these lands.
- 6) Nothing in this secondary plan shall prevent the construction of any structure required to provide public utility services. Such public utility shall be located, designed, and maintained in a manner in keeping with the surrounding area, and where possible limit the impact on the natural and built environment.
- 7) Land designations will be in accordance with Schedule A, Designation Plan.
- 8) Maximum permitted building heights will be in accordance with Schedule B, Maximum Building Heights.
- 9) Possible transportation infrastructure, including pathways, bridges and cycle tracks are as illustrated on Schedule C – Public Realm and Mobility Improvements.
- 10) Community Benefits Charge revenue may be used for projects that are not funded through Area Specific Development Charges.
- 11) An Area specific Development Charge will apply to all lands in the study area to provide for necessary improvements to pedestrian and cycling infrastructure.
- 12) Land conveyance for minimum public park size, shape, quality and location will be based on parkland dedication in accordance with the provisions of the *Planning Act*, the City's Parkland Dedication By-law, the Park Development Manual and the Parks and Recreation Facilities Master Plan, through the development approvals process, to the satisfaction of the City.
- 13) Within the planned area of the Orleans Corridor Secondary Plan, for funds that are collected through cash-in-lieu of parkland, the Ward portion identified for that area will be required to be used within the planned area. The City may seek to apply the urban park development rate for urban parkette and urban plaza (such as exists inside the greenbelt) within this planned area for funding the design and construction of new urban parkettes and urban plazas.

## 7.1 Future Study

Through preparation of this Plan the City has identified a number of initiatives necessary for the full implementation to occur. The following table provides information on a number of studies considered necessary for implementation of the plan.

STUDY	NOTES
Petrie Island Park Management Plan	The introduction of a significant number of new homes and the O-Train will put significant additional visitor pressure on Petrie Island. The current management plan is considered to be date by a number of park stakeholders, and it is recommended therefore that an entirely new comprehensive park management plan be prepared. This plan should address necessary active transportation improvements to Tweddle Road, measures for visitor management, ecological study, education, monitoring, vehicular access, seasonal uses, land tenure, servicing and; the formation of a Petrie Island Park Umbrella Group bringing together various stakeholders to discuss and maintain the park in the long term.
Marine Clay Characterization Study and Recommended Standard Conditions	Much of the Plan area is underlain by marine clay soils. These soils pose a long-term hazard to life, ecology and property. A characterization study is recommended for Orléans. This study will provide a detailed documentation of subsurface conditions, hydrology and hydrogeology and to provide standard conditions for safe sustainable development on marine clays. This study would improve times to review geotechnical safety of new developments and reduce or alleviate the risks associated with marine/leda clay.
Area Specific Development Charges By-Law	This plan is recommended to be prepared immediately in order to establish funding for active transportation improvements to support more intense development and new residential land uses.
Traffic Calming Local Streets	<p>In proximity to each of the O-Train stations there will be increasing pressure for infill and intensification as well on-street parking. Because of the generous existing right of way widths on local streets there is propensity towards higher vehicle speeds, cut through traffic and erosion of pedestrian and cycling safety.</p> <p>It is recommended the city investigate opportunities for traffic calming measures on Local streets in the study area. Measures may include trimming lane widths to provide a walking/cycling lane, installing planter boxes and bulb-outs to slow vehicle speeds with a goal of 30 km/h or less and to give priority to pedestrians and cyclists. The city has an example of a pedestrianized street in Cambridge Street North (Centretown) which can be used as a basis for traffic calming in the secondary plan area.</p>
Redesign / Relocation of the Trim Road Works Yard	The Trim Road works yard (1125 Trim Road), adjacent city owned lands and former Trim Road Right of Way abut the new station. A conceptual design study for redevelopment/relocation of the works yard is necessary prior to disposition of the city owned lands. The conceptual design study should evaluate development of a high-density transit-oriented development.

## PART C – SCHEDULES

## PART D – ANNEXES

### Annex A: Interchange Designs

The interchange designs provided in Annex A serve as a guide for interchange reconfigurations throughout the Study Area. The designs provide opportunities for land efficiency and improved access to the stations including reducing vehicular speeds and providing safe active transportation crossing of bridges.

### Annex B: St. Joseph Boulevard Concept Plan

#### St. Joseph Blvd Concept Plan

The St. Joseph Blvd Concept Plan provided in Annex B will guide the transformation of the road right-of-way into a pedestrian-oriented mainstreet as follows:

- Includes interim measures for shorter-term and relatively low-cost improvements. These interim measures assume that existing curbs will remain in place and focus on mobility improvements to the existing roadway. Along the majority of the corridor, this includes a reduction in vehicle travel lanes from four to three in order to accommodate cycling facilities and bus transit improvements.
- Ultimate scenarios to guide a future functional design plan for the longer-term re-design and re-construction of the street. These ultimate scenarios assume property line modifications consistent with right-of-way protection policies in Schedule C16 of the Official Plan and include a reduction in vehicle travel lanes, cycle tracks, wider sidewalks, improved bus transit facilities including the potential for transit priority measures, street trees, street furniture and the burial of hydroelectric infrastructure. Opportunities for on-street parking on St. Joseph Blvd will be considered where feasible but will not take priority over the provision of active transportation facilities.
- The Concept Plan is an Annex to this Secondary Plan, which is non-statutory and non-binding but serves as a guide for future design work and City investments. The general vision and policy direction for a pedestrian-oriented mainstreet, however, is embedded in this Secondary Plan. The specific right-of-way details to achieve this policy direction will be determined at the time of future design studies and may be influenced by subsequent policies, guidelines, and available funding.