

Subject: Orleans Corridor Secondary Plan

File Number: ACS2022-PIE-EDP-0024

Report to Planning Committee on 8 September 2022

and Council 21 September 2022

**Submitted on August 29, 2022 by David Wise, Acting Director Economic
Development and Long-Range Planning**

Planning, Real Estate and Economic Development Department

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Ward: Orléans (1), Innes (2)

Objet : Plan secondaire du couloir d'Orléans

Dossier : ACS2022-PIE-EDP-0024

Rapport au Comité de l'urbanisme

le 8 septembre 2022

et au Conseil le 21 septembre 2022

**Soumis le 29 août 2022 par David Wise, Directeur par intérim, Développement
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Quartiers : Orléans (1), Innes (2)

REPORT RECOMMENDATIONS

That Planning Committee recommend that Council:

- 1. Authorize the adoption of an amendment to the new Official Plan, as detailed in Document 1, into Volume 2A – Urban Secondary Plans, upon the coming into force of the new Official Plan.**
- 2. Authorize the adoption of an amendment to the new Official Plan to incorporate changes to Schedule C16 of Volume 1 of the new Official Plan for Road Right-of-Way Protection Requirements for Youville Drive and Belcourt Boulevard between St. Joseph Boulevard and Toulouse Crescent as detailed in Document 1, upon the coming into force of the new Official Plan.**
- 3. Authorize the adoption of an amendment to the new Official Plan to repeal Area-Specific Policy no. 27 from Volume 2C of the new Official Plan for the property at 8600 Jeanne d’Arc Boulevard North, upon the coming into force of the new Official Plan.**
- 4. Repeal the St. Joseph Boulevard Corridor Study Community Design Plan effective upon the Official Plan Amendment set forth in Document 1 coming into force.**
- 5. Approve the concept plan for St Joseph Boulevard as a complete street as shown in Document 6;**

And that:

- 6. The Planning Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to the Planning Act ‘Explanation Requirements’ at the City Council Meeting of September 21, 2022,” subject to submissions received between the publication of this report and the time of Council’s decision.**

RECOMMANDATIONS DU RAPPORT

Que le Comité de l’urbanisme recommande au Conseil municipal :

1. d'autoriser l'adoption d'une modification à apporter au nouveau Plan officiel selon les modalités précisées dans la pièce 1, dans le volume 2A (Plans secondaires des secteurs urbains), dès qu'entrera en vigueur le nouveau Plan officiel;
2. d'autoriser l'adoption d'une modification à apporter au nouveau Plan officiel afin d'intégrer des changements dans l'annexe C16 du volume 1 du nouveau Plan officiel pour les exigences de la protection de l'emprise routière pour la promenade Youville et le boulevard Belcourt, entre le boulevard St. Joseph et le croissant Toulouse, selon les modalités précisées dans la pièce 1, dès qu'entrera en vigueur le nouveau Plan officiel;
3. d'autoriser l'adoption d'une modification à apporter au nouveau Plan officiel afin d'abroger la Politique propre au secteur n° 27 du volume 2C du nouveau Plan officiel pour la propriété du 8600, boulevard Jeanne-d'Arc Nord, dès qu'entrera en vigueur le nouveau Plan officiel;
4. d'abroger le Plan d'aménagement communautaire de l'Étude sur le couloir du boulevard St. Joseph dès qu'entrera en vigueur la modification du Plan officiel reproduite dans la pièce 1;
5. d'approuver le plan d'avant-projet du boulevard St. Joseph comme rue complète représentée dans la pièce 6;

et:

6. Que le Comité de l'urbanisme approuve l'intégration de la section Détails de la consultation du rapport dans la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffier municipal et à soumettre au Conseil municipal dans le rapport intitulé « Résumé des mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux "explications obligatoires" de la *Loi sur l'aménagement du territoire* à la réunion tenue par le Conseil municipal le 21 septembre 2022 », sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.

EXECUTIVE SUMMARY

The Orléans Corridor secondary plan is a transformative planning document meant to direct land use planning around new transit stations and guide the development of livable 15-minute neighborhoods. As part of Stage 2 of the O-Train construction, four new O-Train stations will be built in Orléans, which include the terminus of Lines 1 and 3 at Trim Station. The Orléans Corridor Secondary Plan (“the Plan”) is a City-initiated planning study that introduces new policy to guide the growth and revitalization that is anticipated on the lands surrounding the four O-Train stations and on the St. Joseph Boulevard mainstreet. In anticipation of a growing population, this Plan provides local details that build on and refine the Official Plan policies in the Orléans Corridor area. These policies will ensure that new growth contributes to vibrant 15-minute neighbourhoods by allowing for more residents and jobs near transit and the mainstreet. It will require that development contributes to the public realm and enhances the active transportation network with improvements such as new parks, sidewalks and cycling facilities.

The City anticipates that dense urban communities will grow around the new O-Train stations, transforming underutilized properties along the rail corridor. This Plan envisions parking lots and low-rise commercial centres to be replaced with mid-rise and high-rise mixed-use buildings. This will attract missing jobs and amenities, and transform the area into a healthier, more walkable urban environment.

As urban development is introduced along the Orléans Corridor, it is important for this Plan to provide policy guidance that expands housing options to respond to the needs of the diverse population of Orléans and Ottawa more broadly. This includes ensuring that there are options for residents to downsize and remain in their communities as they advance to later stages of life. A range of housing unit sizes and typologies are required to support this. Higher density housing typologies are not common within the Orléans Corridor but are needed based on the demographic data and household characteristics which have helped inform this Plan’s policy approach. Within the Orléans Corridor, the existing housing stock is comprised of almost 80% of three or four or more bedroom units, while the median household size is 2.5 persons per unit. This indicates that existing residents may be over housed, and that the area lacks housing availability for those requiring smaller units at a lower price point.

The Plan provides a detailed vision for the public investments needed to transition St. Joseph Boulevard into a pedestrian-oriented mainstreet. It seeks to create a vibrant Town Centre with a mix of uses and a focus on employment around the Place d’Orléans

Station. It also seeks to leverage underutilized lots surrounding the O-Train station with high-rise development.

The Plan includes six distinct study areas:

- Jeanne d'Arc Station Area
- Convent Glen Station Area
- Place d'Orléans Town Centre Station Area
- Trim Station Area
- St. Joseph Boulevard Corridor
- Jeanne d'Arc Boulevard Corridor

The Plan is structured in a way that starts with the overall study area and lays out the vision, goals, and objectives before introducing general policies that apply to the entire study area. These include policies for different height categories, street networks, new streets, active transportation, parking, and environmental and heritage assets. Notable policies include those that provide a strong emphasis on improving active transportation facilities and connections to the O-Train stations, the removal of minimum parking requirements, and the protection of the Orléans escarpment. Each specific study area also contains policies unique to that area such as site-specific policies and new park locations.

Overall, the policies of this Plan are intended to clarify development permissions and improve the predictability of development outcomes as the Orléans Corridor welcomes growth.

Staff Recommendation

Planning staff recommend approving the Official Plan Amendment for the Orléans Corridor Secondary Plan and enacting it through a future Omnibus Amendment to the new Official Plan once the new Official Plan is approved by the Ministry of Municipal Affairs and Housing.

This secondary plan represents good planning as it advances every Strategic Direction of the new Official Plan, which is described in greater detail under this report's new Official Plan section. To name a few examples, this Plan focuses on creating complete 15-minute neighbourhoods by situating many essential needs such as housing, employment, and parks in proximity to rapid transit. Additionally, this Plan will also improve options for sustainable transportation, which takes steps to ensure climate and

health resiliency by planning for land use patterns that increase modal share of transit and active mobility choices.

Concurrently, along with amending Volume 2A of the new Official Plan to add this new Secondary Plan, Staff also recommend the approval of additional amendments to implement the new secondary plan:

1. Authorize the adoption of an amendment to the new Official Plan to incorporate changes to Schedule C16 of Volume 1 of the new Official Plan for Road Right-of-Way Protection Requirements for Youville Drive and Belcourt Boulevard between St. Joseph Boulevard and Toulouse Crescent as detailed in Document 1, upon the coming into force of the new Official Plan;
2. Authorize the adoption of an amendment to the new Official Plan to repeal Area-Specific Policy no. 27 from Volume 2C of the new Official Plan for the property at 8600 Jeanne d'Arc Boulevard North, upon the coming into force of the new Official Plan;
3. Repeal the St. Joseph Boulevard Corridor Study Community Design Plan effective upon the Official Plan Amendment set forth in Document 1 coming into force;
4. Approve the concept plan for St Joseph Boulevard as a complete street as shown in Document 6.

Applicable Policy

Approval of this Plan supports Council's objective to urbanize the Suburban Transect, as identified in Subsection 5.4 in Volume 1 of the new Official Plan (2021). Specifically, the Plan advances the direction for Hubs, Corridors, Neighbourhoods, Industrial and Logistics, and Greenspace designations and promotes economic activity for the new employment opportunities around the Place d'Orléans Town Centre. As identified in Section 3 of Volume 1 of the new Official Plan, Council also encourages that the majority of new growth and housing be in the form of intensification, requiring an increase in density permissions in all areas of the city, particularly areas with access to the O-Train and existing transit network.

The cross-cutting issues outlined in Section 2 in Volume 1 of the new Official Plan are critical to achieving the City's big policy moves and constitute applicable policy. These issues are intensification, economic development, growth management, healthy and inclusive communities, gender and racial equity, and culture, and are discussed in the 'New Official Plan' subsection under 'Discussion'.

There are three main sources of funding for infrastructure improvements identified in this plan. Many improvements to existing infrastructure, or new infrastructure, will be provided as a condition of site plan control approval, at the cost of developers. This may include new sidewalks, MUPs, or publicly accessible privately owned spaces.

Development charges are another source of funding for identified projects, particularly those associated with active mobility like MUPs and cycling facilities. These projects funded through development charges may be specifically identified in the Transportation Master Plan (TMP) or supported by policies within the TMP. Staff will prepare a report for new area-specific development charges within the study area for improvements to pedestrian and cycling infrastructure. The report for area-specific development charges is anticipated in the fall or winter of 2022. Federal funding has also been requested for the proposed active transportation bridge at Trim Station. Many connectivity improvements that impact the study area have also been planned, funded, and in some cases built and funded through the construction of Stage 2 of the O-Train.

RÉSUMÉ

Le Plan secondaire du couloir d'Orléans est un document d'aménagement transformationnel visant à gérer l'aménagement du territoire autour des nouvelles stations du transport en commun et à encadrer l'aménagement des quartiers du quart d'heure afin qu'ils soient des lieux où il fait bon vivre. Dans le cadre de l'Étape 2 du projet de l'O-Train, quatre nouvelles stations seront construites à Orléans, dont la station terminale du chemin Trim qui accueillera les lignes 1 et 3. Le Plan secondaire du couloir d'Orléans (« le Plan ») est une étude d'urbanisme mise de l'avant par la Ville qui présente une nouvelle politique pour guider la croissance et la revitalisation prévues sur les terrains entourant les quatre stations de l'O-Train et sur la rue principale qu'est le boulevard St-Joseph. Dans la perspective d'un accroissement de la population, ce plan fournit des détails à caractère local qui s'appuient sur les politiques du Plan officiel et les affinent dans le secteur du couloir d'Orléans. Ces politiques feront en sorte que la croissance contribue à la création de quartiers du quart d'heure dynamiques en permettant la présence d'un plus grand nombre de résidents et d'emplois près du réseau de transport en commun et de la rue principale. Elles exigeront que les projets d'aménagement améliorent le domaine public et le réseau de transport actif par l'aménagement de nouveaux parcs, de trottoirs et d'installations cyclables.

La Ville prévoit que des communautés urbaines denses se développeront autour des nouvelles stations de l'O-Train, transformant les propriétés sous-utilisées le long du couloir ferroviaire. Selon le Plan, les terrains de stationnement et les centres

commerciaux de faible hauteur seront remplacés par des immeubles de moyenne et de grande hauteur à utilisation polyvalente. Ces aménagements attireront les emplois et les commerces manquants et transformeront le secteur en un environnement urbain plus sain et plus convivial pour les piétons.

Il est important que le présent plan fournisse des orientations stratégiques qui élargissent les options en matière de logement afin de répondre aux besoins de la population diversifiée d'Orléans et d'Ottawa en général, au fur et à mesure que le couloir d'Orléans sera réaménagé. Il faudra notamment veiller à ce que les résidents aient la possibilité de réduire la taille de leurs habitations et de rester dans leur communauté à mesure qu'ils vieillissent. Une gamme de tailles et de typologies d'unités d'habitation est nécessaire pour soutenir cette vision. Les typologies d'habitation à haute densité ne sont pas courantes dans le couloir d'Orléans, mais elles sont nécessaires d'après les données démographiques et les caractéristiques des ménages qui ont contribué à l'élaboration de l'approche stratégique de ce plan. Dans le couloir d'Orléans, le parc immobilier actuel est composé à près de 80 % d'unités à trois ou à quatre chambres à coucher ou plus, alors que la taille médiane des ménages est de 2,5 personnes par unité. Ces chiffres indiquent que les résidents actuels occupent peut-être des logements trop grands et que le secteur manque de logements pour ceux qui ont besoin d'unités plus petites à un prix plus bas.

Le Plan présente une vision détaillée des investissements publics nécessaires pour transformer le boulevard St-Joseph en une rue principale favorable à la marche. Il vise à créer un centre-ville dynamique proposant un éventail d'utilisations et mettant l'accent sur l'emploi autour de la station Place d'Orléans. Il vise également à tirer parti des terrains sous-utilisés entourant la station de l'O-Train pour construire des tours d'habitation.

Le Plan comprend six zones d'étude distinctes :

- secteur de la station Jeanne-d'Arc;
- secteur de la station Convent Glen;
- secteur de la station Place d'Orléans (centre-ville);
- secteur de la station Trim;
- couloir du boulevard St-Joseph;
- couloir du boulevard Jeanne-d'Arc.

La structure du Plan commence par traiter de l'ensemble de la zone d'étude et énonce la vision, les buts et les objectifs avant de présenter les politiques générales qui

s'appliquent à l'ensemble de la zone d'étude. Ces politiques comprennent des politiques relatives aux différentes catégories de hauteur, aux réseaux de rues, aux nouvelles rues, au transport actif, au stationnement et aux biens de nature environnementale et patrimoniale. Les principales politiques sont celles qui mettent l'accent sur l'amélioration des installations de transport actif et des liens avec les stations de l'O-Train, l'élimination des exigences minimales en matière de stationnement et la protection de l'escarpement d'Orléans. Chaque zone à l'étude possède également des politiques qui lui sont propres, comme des politiques propres à un site et l'emplacement de nouveaux parcs.

Dans l'ensemble, les politiques du Plan ont pour but de clarifier les autorisations d'aménagement et d'améliorer la prévisibilité des résultats des projets au fur et à mesure que le couloir d'Orléans connaît de la croissance.

Recommandation du personnel

Le personnel de l'urbanisme recommande que la modification du Plan officiel relative au Plan secondaire du couloir d'Orléans soit approuvée et mise en œuvre dans le cadre d'une modification générale à venir du nouveau Plan officiel, une fois que ce dernier aura été approuvé par le ministère des Affaires municipales et du Logement.

Ce plan secondaire respecte les bonnes pratiques en matière d'urbanisme, car il fait progresser chaque orientation stratégique du nouveau Plan officiel décrite plus en détail dans la section du présent rapport consacrée au nouveau Plan officiel. Pour ne citer que quelques exemples, le Plan met l'accent sur la création de quartiers du quart d'heure complets en positionnant de nombreux éléments essentiels tels que les logements, les emplois et les parcs à proximité du réseau du transport en commun rapide. Le Plan améliorera également les options de transport durable, ce qui permettra d'agir en ce qui concerne la résilience climatique et en matière de santé en prévoyant des modèles d'utilisation du sol qui augmentent la part modale du transport en commun et les choix de mobilité active.

Par ailleurs, en plus de modifier le volume 2A du nouveau Plan officiel pour y ajouter ce nouveau Plan secondaire, le personnel recommande également l'approbation des modifications suivantes.

1. Autoriser l'adoption d'une modification du nouveau Plan officiel afin d'intégrer des changements à l'annexe C16 du volume 1 de ce dernier en vue d'établir de nouvelles exigences en matière de protection de l'emprise routière de la promenade Youville et du boulevard Belcourt entre le boulevard St-Joseph et le

croissant Toulouse, comme l'explique en détail le document 1, dès l'entrée en vigueur du nouveau Plan officiel.

2. Autoriser l'adoption d'une modification du nouveau Plan officiel afin d'abroger la politique propre au secteur 27 du volume 2C du nouveau Plan officiel en ce qui concerne la propriété située au 8600, boulevard Jeanne-d'Arc Nord, dès l'entrée en vigueur du nouveau Plan officiel.
3. Retirer le Plan de conception communautaire lié à l'Étude du couloir du boulevard St-Joseph dès l'entrée en vigueur de la modification du Plan officiel décrite dans le document 1.
4. Approuver le plan de conception pour le boulevard St-Joseph en tant que rue complète, comme le montre le document 6.

Politiques applicables

L'approbation du présent Plan soutient l'objectif du Conseil qui consiste à urbaniser le transect suburbain, tel que précisé dans la sous-section 5.4 du volume 1 du nouveau Plan officiel (2021). Plus précisément, le Plan va plus loin dans les orientations relatives aux désignations de carrefours, de couloirs, de quartiers, de secteurs industriels et logistiques et d'espaces verts et favorise l'activité économique pour les nouveaux secteurs d'emploi autour de la zone de centre-ville de Place d'Orléans. Comme l'indique la section 3 du volume 1 du nouveau Plan officiel, le Conseil souhaite également que la majorité de la nouvelle croissance et des nouveaux logements soit réalisée selon les principes de la densification, ce qui exige une augmentation des autorisations de densité dans tous les secteurs de la ville, en particulier dans les secteurs ayant accès à l'O-Train et au réseau de transport en commun actuel.

Les enjeux transversaux décrits à la section 2 du volume 1 du nouveau Plan officiel sont déterminants pour la réalisation des grandes orientations de la Ville et constituent les principes directeurs applicables. Ces enjeux sont la densification, le développement économique, la gestion de la croissance, les communautés saines et inclusives, l'équité des genres et des races et la culture et sont traités dans la sous-section « Nouveau Plan officiel » sous la rubrique « Discussion ».

Ce plan relève trois principales sources de financement pour les améliorations de l'infrastructure. L'approbation de la réglementation du plan d'implantation sera conditionnelle à la réalisation de nombreuses améliorations à l'infrastructure actuelle, ou à la nouvelle infrastructure, aux frais des promoteurs. Ces améliorations peuvent

comprendre de nouveaux trottoirs, des sentiers polyvalents et des espaces privés accessibles au public. Les redevances d'aménagement sont une autre source de financement pour les projets retenus, tout particulièrement pour les projets liés à la mobilité active comme les sentiers polyvalents et les infrastructures cyclables. Les projets financés grâce aux redevances d'aménagement peuvent être expressément définis dans le Plan directeur des transports (PDT) ou soutenus par différentes politiques établies dans le PDT. Le personnel rédigera un rapport sur les nouvelles redevances d'aménagement propres au secteur pour la zone à l'étude afin d'apporter des améliorations à l'infrastructure piétonnière et cyclable. Le rapport sur les redevances d'aménagement propres au secteur devrait être présenté à l'automne ou à l'hiver 2022. On a également demandé au gouvernement fédéral de verser un financement pour le projet d'aménagement d'une passerelle pour le transport actif à la station Trim. De nombreuses améliorations de la connectivité qui devraient avoir des retombées sur le secteur à l'étude ont également été prévues, financées et, dans certains cas, aménagées et financées pendant les travaux de construction de l'Étape 2 de l'O-Train.

BACKGROUND

The Orléans Corridor Secondary Plan is a City-initiated planning study. Council directed staff to undertake this study through approval of the Planning, Real Estate and Economic Development Department Term of Council workplan.

Volume 2b – Site-Specific Policies – of the existing Official Plan contains outdated policy directions in the secondary plans for the “Former City of Cumberland and “Former City of Gloucester”.

The Site-Specific Policies and two secondary plans will be repealed once the City's new Official Plan (2021) is approved by the Minister of Municipal Affairs and Housing. However, when considering the arrival of the O-Train in Orléans, as well as the completed Streetscape Strategic Plan prepared by the Heart of Orléans Business Improvement Association (BIA) and IBI Group in 2009 to propose public realm improvements along St Joseph Boulevard, Staff and Council have determined that this vision should expand its scope to include the entire Orléans Corridor. This new direction is in line with the objectives of Council's new Official Plan to urbanize key areas within the Suburban Transect as the O-Train is extended further east.

Description of site and surroundings

The study area includes the lands surrounding the O-Train Stations in Orléans. It generally includes lands bounded by the Greenbelt to the west, Cardinal Creek to the east, the NCC multi-use pathway and trail to the north and the Orléans escarpment to the south. See Figure 1 below.

Summary

The vision of this Plan is for the Orléans Corridor to evolve from a late 20th century auto-centric suburb into vibrant urban neighbourhoods centred around the O-Train stations, and for St. Joseph Boulevard mainstreet to become a place 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 report recommends amending Volume 2A of the new Official Plan to add this new Secondary Plan for lands in the Orleans Corridor. Further details that are specific to each of the six distinct study areas are provided below.

St. Joseph Boulevard Corridor

St. Joseph Boulevard is a strategically important street, not only in Orléans but in the entire City of Ottawa, because it is an extension of other notable streets including Montreal Road, Rideau Street, Wellington Street, Wellington Street West, and Richmond Road.

The role of St. Joseph Boulevard has transitioned over time and has been heavily influenced by its function as a transportation corridor. It was the original route linking Ottawa to Montreal, and a short section evolved into a village mainstreet. St. Joseph Boulevard became a suburban arterial road with a primary emphasis on automobile movement. Abutting properties generally reflect this function, with a combination of auto-oriented strip malls, older mainstreet buildings and places of worship, and some newer commercial buildings and retirement homes. There is an abundance of surface parking, a proliferation of curb cuts, a lack of cycling facilities, and an absence of consistent street enclosure because of deep building setbacks, surface parking near the street and low building heights. The streetscape has disorganized street furniture and signage, a lack of street trees and transit shelters.

Policy efforts to revitalize St. Joseph Boulevard, including the 2003 Community Design Plan (CDP) and the Heart of Orléans' 2009 Streetscape Strategic Plan, have moved in the right direction but have fallen short of their goals. Besides the O-Train extension and minor streetscape improvements by the BIA, there has been no significant public investment in St. Joseph Boulevard. There has been some private investment on the mainstreet with a few new buildings that have improved the street by locating close to the street edge, but they are single-purpose buildings of modest scale, and not the mixed-use mid-rise intensification that was called for in the 2003 CDP.

Nearly 20 years after the CDP and following the O-Train investment and new Official Plan, an updated plan is needed to support and guide anticipated development along the corridor. This Orléans Corridor Secondary Plan, and specifically the St. Joseph Mainstreet Designation and policies, provide an opportunity to build on these previous studies and introduce new policy that provides three key updates:

1. Present a Concept Plan to guide future City efforts to transform the street into a pedestrian-oriented mainstreet;
2. Identify connectivity, active transportation, parks and public realm improvements that will be required upon future development; and
3. Introduce new planning policy that establishes revised and streamlined development permissions, as well as site-specific conditions to support and guide the redevelopment of private properties in the corridor.

The St. Joseph Boulevard Concept Plan is an important package of documents that forms Annex B of the Secondary Plan. It provides detailed guidance for future public investments in the St. Joseph Boulevard right-of-way to lead its transformation into a pedestrian-oriented mainstreet. This report and Secondary Plan recommend that future investments in the road right-of-way, whether interim measures or a road reconstruction, should follow the directions set out in the Concept Plan, including a reduction in the number of vehicular lanes east of Jeanne d'Arc Boulevard, separated cycling facilities, wider sidewalks, street trees, streetscape improvements, transit shelters, and opportunities for transit priority measures. As a result, the Concept Plan is intended to directly inform future detailed design work, such as functional design studies, as funding is available.

The St. Joseph Boulevard Concept Plan was led by planning and engineering professionals at Parsons and were vetted internally by a multi-Departmental Technical Advisory Committee.

The transportation improvements identified in the St. Joseph Boulevard Concept Plan are critical to the land use planning and urban design vision of the mainstreet, and a key component of this Secondary Plan. It is simply not possible to maintain existing lane configurations, design speeds, and priority for automobile movement, while creating the pleasant mainstreet environment needed to attract intensification, which is necessary for the revitalization of St. Joseph Boulevard. The reduction in vehicle lanes, generally from four to three lanes east of Jeanne D'Arc Boulevard, is also required to provide safe cycling facilities and to connect with planned improvements for cycling facilities on Orléans Boulevard that will connect to Convent Glen Station. This is particularly important because St. Joseph Boulevard is identified as a cycling Spine Route in the approved Transportation Master Plan (TMP).

The recommendations in the St. Joseph Boulevard Concept Plan are also important for implementing policy directions in the new Official Plan, including prioritizing sustainable transportation, promoting economic development, and working towards an improved urban tree canopy, climate resiliency and advancements for equity. With the arrival of the O-Train within walking distance of the mainstreet, and the new Official Plan, now is the time for the City to commit to the vision set out in the St. Joseph Boulevard Concept Plan.

The approval of recommendations 1 and 5 are an endorsement of the overall vision for St. Joseph Boulevard to transition to a complete street, as described in Document 1 and as demonstrated in the Concept Plan in Annex B. The Concept Plan is intentionally included as an Annex (rather than a Schedule) to the Secondary Plan because of the uncertainties associated with funding. If funding is not available to proceed to functional design plans for several years, the status as an Annex provides flexibility to accommodate adjustments, such as evolving best practices for cycling facilities or transit priority measures.

Road Right-of-Way Protection

This Secondary Plan includes recommendations to add two new road right-of-way (ROW) protections to Schedule C16 of Volume 1 of the Official Plan. In some cases, this will require the dedication to the City of up to two metres in depth along the front of private properties upon future planning applications or road re-construction. In both cases, the ROW protections are required to ensure sufficient road width for future cycling facilities. The new ROW protections include:

- Belcourt Boulevard from St. Joseph Boulevard to Toulouse Cres: 22m

- Youville Dr from Jeanne D’Arc Boulevard to St. Joseph Boulevard: 24m

Jeanne d’Arc Station Area

The Jeanne d’Arc Station Area around the “Youville District” will transform from an auto-centric suburban area with large, underutilized parcels with limited commercial uses into a dense, mixed-used residential neighbourhood that makes walking, cycling and transit an attractive alternative to cars. The Plan directs Jeanne D’Arc to transform into a high-quality, urban public realm, with greenspaces, cultural heritage, and supportive of commercial enterprises and office spaces. Existing mature residential neighbourhoods in the surrounding areas will support incremental infill per the density targets as established in Volume 1 of the new Official Plan, with a target of 40 to 60 units per hectare.

A key initiative that will support the transformation of the Youville District is the enhancement and repurposing of the Voyageur Creek channel infrastructure from Highway 174 to south of St. Joseph Boulevard. This channel will maintain its essential stormwater management role, through improvements that support environmental sustainability and resilience, while supporting other public realm objectives of this plan.

The “Voyageur Creek Greenway” is envisioned as an important public realm feature with components on both public and private land. The new, north-south linear greenway will incorporate the existing stormwater management facility, a multi-use pathway (MUP) on both the east and west sides, and passive public spaces.

Transitioning Jeanne d’Arc Boulevard between the Bob MacQuarrie Recreation Complex to St. Joseph Boulevard to a complete street lined with mixed-use buildings represents another important element of the transformation of this area into an urban environment that better responds to its context adjacent to a new O-Train Station.

Convent Glen Station Area

Convent Glen is a large residential neighbourhood, characterized primarily by both detached and semi-detached dwellings, situated in subdivisions that mostly connect to Orléans Boulevard or Jeanne d’Arc Boulevard. When compared to other neighbourhoods in the city, the existing housing stock is relatively new and will likely undergo a very slow rate of redevelopment but will still be subject to the density targets as established in the new Official Plan. Orléans Boulevard serves as the main mobility spine for the community. After receiving financial funding for future improvements by other municipal means outside of this Plan, Orléans Boulevard will provide direct

pedestrian, cycling and bus access to the future Convent Glen Station. In addition to gaining a new O-Train station, the Convent Glen community currently has multiple schools, greenspaces, and a retail strip mall that includes a grocery store, a pharmacy, and other daily amenities, making it a well serviced neighbourhood where existing and future residents can access most of their daily needs within a relatively short walking distance. For this reason, certain large properties that front onto Orléans Boulevard, where new buildings could orient to the street, have been identified and designated for mid-rise development.

The remaining parcels in the Convent Glen study area are designated as Neighbourhood. This Plan does not direct development for these sites, but rather development guidance for Neighbourhood-designated lots is determined by the growth management and density target policies in Volume 1 of the new Official Plan, and changes to development permissions will be further implemented through the creation of the new Zoning By-law, consistent with new Official Plan policy directions.

The goal of this Plan is to reduce the number of automobile trips needed on a daily or weekly basis and make sustainable modes of transportation more convenient and accessible within an established low-rise suburban context.

Place d'Orléans Town Centre Station Area

Council's new Official Plan designates most of the Place d'Orléans Town Centre Station Area as a Hub and is identified with the Town Centre notation. The policies in subsection 5.4 of Volume 1 of the new Official Plan states that Town Centres within the Suburban Transect should plan for approximately 10,000 jobs. Hubs, as per Subsection 6.1 of Volume 1 in the new Official Plan, will concentrate a diversity of functions, higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity. Hubs are also intended to be major employment centres and will permit the densities needed to create the critical mass of residents necessary to make transit viable. This Plan seeks to utilize the Place d'Orléans Town Centre's role as a Hub to the fullest potential by supporting large-scale redevelopments that seek to build high-density residential buildings and a broad mix of uses that would reinforce the role of Orléans' urban core as Town Centre.

The Place d'Orléans Town Centre Station Area includes several key sites that advance many of the City's objectives to create 15-minute walkable and transit-oriented neighbourhoods. These include sites along Centrum Boulevard, north of the Highway 174, along Place d'Orléans Drive, and the Place d'Orléans Shopping Centre.

The existing Place d'Orléans Shopping Centre is currently a major commercial destination situated in the east-end of the city and attracts shoppers from adjacent municipalities. The large parcel size, and the proximity to the Place d'Orléans O-Train station and both St Joseph and Centrum Boulevard, makes the shopping centre one of the most strategic sites in the secondary plan. Although there is currently no interest from the owners of the shopping centre to re-develop anytime soon, the policies support transforming this automobile dependent site into an urban destination. The Plan supports a major mall redevelopment project similar to other transit-oriented mall redevelopment projects seen in other suburban hubs in Ottawa and across Canada, that include residential towers, food and entertainment attractions, offices, and vibrant public spaces. New parks are proposed upon redevelopment and improvements to the active transportation network are to be funded through the collection of Area-Specific Development Charges.

In Volume 2b of the existing Official Plan, Centrum Boulevard is identified to become a commercial street with high-density development. This vision will be carried forward in this Plan. Centrum Boulevard is currently characterized by wide sidewalks and other good public realm elements. However, it currently lacks the critical mass of residents and the uses necessary to support the desired vibrancy and activity. This Plan will increase density permissions to encourage high-rise development with non-residential uses at-grade and encourage that parkland contributions be used to provide for a continuous urban plaza along the length of the street.

The Place d'Orléans Town Centre Station Area includes residential communities designated as Neighbourhood. These will be subject to the neighbourhood, transect, growth management and density target policies of the Official Plan. The existing residential area west of the Shopping Centre and north of St Joseph Boulevard will be planned for low-to-mid-rise development for a height maximum range between four and six storeys. The existing housing stock is primarily two storeys, yet the current zoning permits for a maximum of 11 storeys. The Plan's direction would result in a reduction of the maximum building heights compared to existing zoning permissions. The reason for this is because the existing stormwater servicing for these specific streets will not be able to support high-rise forms without a proper renewal of the sewage system. Further, this Plan provides for development opportunities in other areas that go beyond existing height permissions. It is an objective of this Plan that the Town Centre be characterized by a variety of housing types at different scales. This neighbourhood is well-suited to provide for low-to-mid-rise housing, in contrast to the surrounding high-rise permissions, offering existing and future residents a choice in the types of housing available.

Trim Station Area

The Secondary Plan policies for the Trim Station area apply to a large area within the study area, from Tenth Line in the west, east to Cardinal Creek, and the area from the proposed Trim Station north to the shoreline of the Ottawa River, and south to Old Montreal Road.

The policies were drafted in response to several planning challenges and opportunities that became evident through analysis of this eastern segment of the Orléans Corridor. The notable challenges to achieving urban built form and meeting Official Plan density targets include barriers for pedestrian and cycling connectivity to Trim Station such as Highway 174 and natural features like the Taylor Creek ravine. Other challenges include the extensive land dedicated to park and ride lots, the expansive public works yard, areas dedicated to industrial uses, and the lack of a unique character to the area based on a dispersed land use pattern and an abundance of underutilized lands. Conversely, there are several opportunities on which the proposed policies build upon, such as redeveloping and repurposing City owned lands including Right-of-Ways, an abundance of natural features including the protected natural features along the shoreline of the Ottawa River, a network of popular recreational pathways, regional accessibility by way of the new O-Train expansion and existing highways, large land parcels to be master planned, and proven market feasibility with recently occupied high-rise residential buildings, and more planned or under construction.

The arrival of the O-Train East expansion, in combination with the opportunities mentioned above has created the conditions for a master planned urban community that can define the eastern terminus of Ottawa's O-Train. The Plan identifies Station Core lands north of Highway 174, to be connected to the new station by an active transportation bridge. Policies direct for a vibrant, mixed-use community to be developed, including on the lands of the Public Works Yard, which can be coordinated in the future through a land disposal process which will clearly outline expectations for built form, public realm, community amenities, and sustainable design.

A coordinated demonstration plan for both the City owned lands, and the large undeveloped lands west of Collège La Cité with required multi-use pathway connections, will ensure a coordinated, connected and vibrant urban community, with an appropriate mix of housing typologies, parks and other publicly accessible spaces, as well as the necessary services and amenities to create a complete, walkable, healthy 15-minute neighbourhood, surrounded by forests, creeks and Ottawa River shoreline.

On the lands south of the highway, master planning opportunities exist on the large swath of land generally on the northeast corner of Old Montreal Road and Trim Road. The areas to the east will remain reserved for uses compatible with the Industrial and Logistics designation of the new Official Plan. The Taylor Creek Business Park will continue to fulfill its economic role as a place where mixed industrial uses, as well as uses linked to local production and entertainment. Limited opportunity for additional development along Trim Road and St. Joseph Boulevard are also outlined in this Plan, with policies for mixed-use and residential developments west of Taylor Creek.

Jeanne d’Arc Boulevard Corridor

The residential properties along the Jeanne d’Arc Boulevard Corridor between Highway 174 in the east, and Taylor Creek in the west have been largely designated ‘Neighbourhood’. These existing mature residential neighbourhoods will support incremental infill per the density targets as established in Volume 1 of the New Official Plan, with a target of 40 to 60 units per hectare. The exceptions are where there are properties with existing commercial buildings or shopping plazas, as well as a medium density housing complex on the south side of Jeanne d’Arc Boulevard between the two locations where Bilberry Drive and Jeanne d’Arc Boulevard intersect. In these locations the designation is O-Train Minor Corridor, with a “Local Commercial Overlay” applied to commercial properties. These areas offer the potential for limited urban redevelopment given the lot size, configuration and the orientation toward Jeanne d’Arc Boulevard. The Convent Glen Shopping Centre site is uniquely designated as Station Periphery, which permits additional density and a wider range of built form typologies. This designation relates to the size of the site, and its proximity to the Convent Glen O-Train Station.

Preparation of the Secondary Plan

In 2003, the City approved a Community Design Plan (CDP) called the St. Joseph Boulevard Corridor Study, which provided a detailed planning framework to revitalize St. Joseph Boulevard. It acknowledged that the public sector should lead with a transformation of St. Joseph Boulevard to a slower-speed, more urban street with a more comfortable pedestrian environment and improved public transit. It established new policy direction for St. Joseph Boulevard to transition from a suburban arterial road with auto-oriented commercial land uses to a walkable mixed-use mainstreet. The 2003 CDP resulted in new planning policy and updated zoning and contributed to the creation of the Heart of Orléans Business Improvement Association (BIA).

In 2021, the City approved a Community Improvement Plan (CIP) called the Integrated Orléans CIP, which replaces and amalgamates two former CIPs in order to address job

creation and urban design goals. The Integrated Orléans CIP encourages the rehabilitation of lands and buildings and stimulates new development on sites in areas near transit. The new CIP incentivizes property owners to create pedestrian friendly streets by providing active uses on the ground floors of redevelopment projects. The CIP includes the Orléans Corridor area and is expanded to include other commercial parts of the larger suburb of Orléans. This CIP will work very well with this secondary plan, especially as it will encourage new businesses to locate along St Joseph Boulevard and support the anticipated mainstreet.

Although not a City document, there was another planning study in 2009 called the Streetscape Strategic Plan by Heart of Orléans Business Improvement Association (BIA) and IBI Group. It builds on public realm elements identified in the 2003 CDP and recommends design strategies for precincts, nodes and segments that are intended to foster a sense of local identity and enhance the retail environment along St. Joseph Boulevard.

DISCUSSION

Public Consultation

In addition to an in-person project-launch public meeting in March 2020 held at the Peter D. Clark Place in Orléans, the City facilitated two additional public meetings, which were held virtually via Zoom. The first virtual open house was held on January 25, 2022 and was attended by 150 participants. The second open house was held on June 8, 2022 and was attended by 90 participants. At both virtual public meetings, Staff presented the vision, policy direction and proposed public realm improvements for the four station areas and two corridors. PollEverywhere (PollEV), a virtual consultation tool that provides participants the opportunity to share live feedback with the organizers and other participants was used to collect ideas and feedback on the ideas proposed by City Staff. Participants were generally supportive of the direction proposed by Staff and helped refine policy direction by sharing their local knowledge and perspectives.

Official Plan designation(s) and policies

Current Official Plan

The Orléans Corridor Secondary Plan study area is dominated by lands designated in the 2003 Official Plan as General Urban, and also includes Mixed-Use Centre designations in the Orléans “Town Centre”, and Urban Employment lands north of Highway 174 near the future Trim O-Train Station. This secondary plan takes direction

from the Council approved new Official Plan (2021), which applies a transect model and redesignates lands to reflect updated urban designations, which are described below. An area specific policy for 8600 Jeanne d'Arc Boulevard N from the previous OP applies to the Urban Employment lands north of Trim Station and provides direction on how residential development may proceed simultaneously with new office development. This policy has carried over to the new Official Plan but is recommended to be repealed and replaced with the site-specific policies contained within this secondary plan.

New Official Plan

The study area falls within the Suburban Transect, as indicated on Schedule A in Volume 1 of the new Official Plan. The transect policy framework of the Plan recognizes the suburban built form that dominates the landscape in places such as Orléans, which is currently characterized by separated land uses, stand-alone predominantly low-rise buildings, and extensive setbacks, while establishing objectives to gradually evolve these areas to reflect the healthy community principles reflected by the 15-minute neighbourhood concept.

This Secondary Plan implements these objectives for the Suburban Transect by increasing access to transit and active transportation options for existing and future residents within the study area, by allowing additional density near new O-Train stations and along transit serviced Mainstreet and Minor Corridors such as St. Joseph Boulevard and Jeanne d'Arc Boulevard. The Secondary Plan solidifies the role of the Town Centre around Place d'Orléans Station as a vibrant downtown hub with a pedestrian focused public realm, a mix of uses with a target for 10,000 jobs, a built environment that reflects urban built form principles, and a place where higher density housing options become available for a wide spectrum of people at various life stages and with various economic means.

Another way the Plan addresses the Transect approach of the New Official Plan is by recognizing the existing suburban context along the Orleans Corridor and requiring tower separation of 25 metres between the tower components of new high-rise buildings. High-rise buildings are a built form that is rare, or currently non-existent near the new O-Train stations and along the St. Joseph Mainstreet Corridor. The increased tower separation requirement, compared to the 23 metres referenced in Volume 1 of the New Official Plan, is to ensure high-rise development is designed in a contextually sensitive manner and integrates within an area that is dominated by lower building typologies. In areas where high-rise buildings are permitted, notably within the Station Core designation, the scale and configuration of the existing lot fabric will generally

accommodate the additional tower separation requirement. In cases where it is demonstrated that 25 metre tower separation distance results in the loss of a tower on the site, policy within the Plan reduces the tower separation requirement to the citywide target of 23 metres.

Urban designations found on Schedule B in Volume 1 of the new Official Plan have formed the basis for the Orleans Corridor specific designations which respond more specifically to the context of this study area. For example, the St. Joseph Mainstreet Corridor designation takes direction from the new Official Plan's Mainstreet Corridor policies, however the objectives and policies within this Secondary Plan are modified with the intention of evolving this street into the mainstreet of Orleans and targeting intensification to key sites based on an evaluation of the lot fabric. The Secondary Plan designation is also informed by the historic role of the street, particularly in proximity to the Paroisse Saint-Joseph, which is the core of the original village. The Plan includes Station Core and Station Periphery designations primarily applied to sites in proximity to the Jeanne d'Arc, Place d'Orléans, and Trim stations in order to achieve new Official Plan Hubs, and Town Centre goals related to density targets, mixed-uses, urban built form, connectivity and a pedestrian focused public realm.

Similarly, the O-Train and Trim Minor Corridor designations reflect the parent OP's direction for Minor Corridors, with appropriate adjustments in terms of the envisioned function and built form based on various contexts within the study area. The Local Production and Entertainment designation in the Secondary Plan, reflects the Mixed Industrial designation in the new OP, however, includes policies that respond to the unique and emerging role of the Taylor Creek Business Park as a centre for recreational activities and other experiences. The Secondary Plan relies on the direction of the new Official Plan with respect to Industrial and Logistics, Neighbourhood and Greenspace. The Orleans Corridor Secondary Plan represents policy that supports the new Official Plan's Strategic Directions, and helps the City advance the Big Five Policy Moves outlined in Section 2 of the Plan. The new Official Plan identifies the following six key cross-cutting issues that advance the City's strategic directions, which have helped to inform this Secondary Plan's policy development:

- Intensification
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender and Racial Equity
- Culture

Intensification

The Orleans Corridor Secondary Plan helps address intensification and growth management by permitting mid and high-density development on key sites with direct and convenient pedestrian access to the future O-Train stations along the corridor. Land designated as Station Core and Station Periphery represent opportunities to meet density targets that are set out in Volume 1 of the New Official Plan, and the development of these lands with high-rise and mid-rise built form will contribute to achieving the 60% intensification target by 2046. The Plan provides direction for major redevelopment along Youville Drive, the Place d'Orléans shopping centre and other sites near Place d'Orléans Station, the City's Public Works Yard along Trim Road, and other nearby sites close to Trim Station. Development on these strategic sites will provide new destinations and ridership for the O-Train system, particularly at Jeanne d'Arc, Place d'Orléans and Trim Stations. The Plan also targets context appropriate intensification along the St. Joseph Mainstreet Corridor, and underutilized pockets along the Jeanne d'Arc Boulevard, which are areas served by transit, other City infrastructure, as well as a wide range of existing services and amenities.

The Neighbourhood designation in this Plan identifies parcels that will be subject to the Growth Management and density target policies in Volume 1 of the Council-adopted New Official Plan. Changes to development permissions for these low-rise and low-density sites will be further implemented through the new Zoning By-law, which will be consistent with the policies of the New Official Plan. Nothing in this Secondary Plan removes the requirement for future zoning changes to existing neighbourhoods within this study area. Future Zoning will be consistent with the new Official Plan's direction for growth and density to existing neighbourhoods. These neighbourhoods will evolve in a low-rise context, consistent with the Transect and Neighbourhood policies.

Economic Development

The Secondary Plan supports the City's economic development objectives outlined in the new OP by envisioning a new context where mixed-use buildings, including offices can be developed in a vibrant urban context within Station Core designations, and particularly within the Town Centre near Place d'Orléans Station. The Plan also safeguards key areas for a wide range of economic activity through the Local Production and Entertainment applied to the Taylor Creek Business Park, and the Industrial and Logistics designations east of Trim Station. The Plan also integrates economic activities with residential uses and provides the necessary space for small-business growth.

Energy and Climate Change

Energy and climate change resilience is supported by this Secondary Plan as the community design principles underpinning the policy framework seek to transition much of the study area into a compact and connected community, with convenient and rapid transit connections to the rest of the city by O-Train, in addition to the frequent bus transit along St. Joseph Boulevard. The Plan also prioritizes a shift toward active transportation and transit use, which are energy efficient modes. Protected natural features, new parks, and the prioritization of trees will also build resilience to future flood risks and help lower the urban heat island effect.

Healthy and Inclusive Communities and Gender and Racial Equity

The Secondary Plan advances the OP's healthy and inclusive communities' and gender and racial equity objectives by laying the policy groundwork for the transition of existing areas into healthy, walkable 15-minute neighbourhoods. Station Core, Station Periphery, and the St. Joseph Mainstreet Corridor policies require that development provides a wide range of housing options and includes services and amenities that people rely on for their daily living. The proposed policies within this Secondary Plan, collectively considers the needs of people of all ages including children and older adults. The mobility policies, and the protection of greenspaces promote health through sustainability. Housing, commercial retail, health services, public service facilities, education, parks and greenspaces, and sustainable mobility have been carefully considered to ensure a complete community that is exemplary of best planning practices. Housing options in various building typologies, a safe environment for people to move around or gather in public spaces, and accessibility to a wide range of amenities advances gender and racial equity by guiding development to be inclusive, and responsive to the needs of a diverse range of people.

Culture

The Secondary Plan policies establishes policy that will allow for spaces to be created for culture to live, grow and innovate. The direction to establish vibrant mixed-use areas around O-Train stations, and to reaffirm the role of St. Joseph Boulevard as Orléans' mainstreet, will contribute to developing a sense of place that promotes a unique local identity. The Plan establishes a role for the Town Centre to grow around Place d'Orléans Station, with the intention of establishing a suburban downtown with a public square, and major destinations for employment, education, and cultural attractions. The transformation of the Youville Industrial Park, and the areas north of Trim Station will result in new greenways and pedestrian focused urban amenities, including new urban

parks, woonerfs, and publicly accessible privately owned spaces for people to enjoy. Policies within the Station Core designation are intended to promote urban vibrancy, and to encourage the development of the cultural industries, while the Local Production and Entertainment designations ensures space for a variety of uses which may include music production, performance or other cultural industries that may benefit from both proximity to the O-Train, and isolation from sensitive land uses.

Provincial Policy Statement

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

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Public notification was undertaken in accordance with the Council-approved Public Notification and Public Consultation Policy for Official Plan amendments.

Numerous comments were received from the public and key stakeholders. Any issues or concerns have been discussed with staff, and where feasible have been resolved through discussion with stakeholders and alterations to the policy text or mapping schedules.

The Friends of Petrie Island submitted comments requesting that staff provide more supportive language acknowledging the ecological biodiversity that is present on and around Petrie Island. Concerns were also raised related to the causeway leading to Petrie Island, which is subject to flooding and an important turtle crossing location. Petrie Island is beyond the study area, but Staff agree that the proximity of the study area and the subsequent effects of development on the island warrant additional language for consideration in the policy, particularly with respect to environmentally sensitive design that considers the sensitive biodiversity within the context. Additionally, policy language has explicitly referenced the Friends of Petrie Island as a key stakeholder in the future redesign of the causeway and looks forward to collaborative discussion when conceptual designs are considered for the City owned Public Works Yard, and its adjacent lands. Staff have also altered the secondary plan to provide a recommendation that the Petrie Island Park Management Plan be updated.

The Rideau Valley Conservation Authority (RVCA) also provided comments. Staff worked closely with RVCA staff to address several concerns with policy language, particularly with respect to the hazard lands and setbacks to watercourses. Through a collaborative effort to revise policy language in the Plan, the concerns of the RVCA have been addressed.

Several property owners, and their planning representatives provided feedback on policies concerning the potential development of their lands. These concerns related to tower separation, height restrictions, the design and provision of car parking, and future parks contemplated through parkland dedication. These issues have been listened to carefully by staff, and reasonable policy compromises have been proposed through revisions to policy language. Outstanding concerns relate to policy within the vicinity of the ghost station referenced on maps through the Stage 2 O-Train East extension (staff determined this issue was one for the Transportation and Transit master plans), as well as concerns with respect to perceived 'downzoning' relating to lands where the New Official Plan has identified Natural Heritage Features (staff determined that the secondary plan supported the new Official Plan designation).

COMMENTS BY THE WARD COUNCILLORS

Councillors are aware of the application and have not expressed any concerns.

LEGAL IMPLICATIONS

If the recommendations of the report are adopted, the coming into force of the new Official Plan staff will place a by-law implementing the amendments to the new Official Plan on the agenda for Council.

Any appeals must be filed within 20 days after notice of passing of the by-law is served (which would happen after the by-law is enacted, after the approval of the new Official Plan).

Based on comments received so far, Legal Services expects that appeals, if any, would be focused on the impact of the redesignation of specific properties within the Secondary Plan. Such appeals could be handled within existing staff resources and would be expected to be scheduled for a hearing date before the Ontario Land Tribunal of no more than one week, depending on the complexity of the issues raised in the appeal.

RISK MANAGEMENT IMPLICATIONS

There are no risks associated with these applications.

ASSET MANAGEMENT IMPLICATIONS

It has yet to be confirmed that there is sufficient capacity in the existing water, wastewater and stormwater infrastructure systems to accommodate the proposed development contemplated by the Orleans Corridor Secondary Plan. Further study work will be needed to determine what water-related infrastructure upgrades are needed to support the plan, and how they will be funded. Trunk level projects may be identified as being required to support the cumulative impacts of intensification and urban expansion in the east end of the City, through the current update to the Infrastructure Master Plan (IMP).

New programs are also being recommended as part of the IMP that would allow timely identification of local system upgrades needed to support City-wide intensification. The study work needed for the Orleans Corridor Secondary Plan area would be carried out under that program, if approved by Council. Any new assets acquired through redevelopment of these lands would add to City's inventory for operations and maintenance, as well as lifecycle renewal and replacement in the long term.

FINANCIAL IMPLICATIONS

The recommendations of this report through the Orleans Corridor Secondary Plan propose street extensions, new streets, an active transportation bridge connecting the area north of Highway 174 to Trim Station, additional cycling facilities, new sidewalks, multi-use pathways (MUPS), greenways, as well as new urban and community parks. Any new infrastructure mentioned in this plan will either be developer built or dependent on development charges, some of which may be area specific development charges. The secondary plan does not specifically introduce new service standards, or operations and maintenance changes, with respect to City owned assets. Federal funding has also been tapped for the proposed active transportation bridge at Trim Station. Many connectivity improvements that impact the study area have also been planned, funded, and in some cases constructed through LRT Stage 2. The report for the Area Specific Development Charges will follow later this fall or winter. It will cover cycling and pedestrian improvements.

ACCESSIBILITY IMPACTS

This Plan seeks to find funding opportunities to improve existing pedestrian and cycling connections in order to be accessible for the needs of all potential users. An objective of this Plan is to improve the quality of the public realm across the entire Orléans Corridor and ensure that all have the ability and choice to access their daily needs in a comfortable and accessible way without being required to take an automobile. The Plan illustrates the construction of 2m wide sidewalks where the design has triggered the need to reconstruct sidewalks. Opportunities should be pursued to renew sidewalks through the full project limits to a minimum of 2m, and constructed with contemporary accessibility features, which meet the requirements of the Accessibility for Ontarians with Disabilities Act (2005), the City's Accessibility Design Standards, and other current guidance.

ECONOMIC IMPLICATIONS

The policies in subsection 5.4 of the New Official Plan states that Town Centres within the Suburban Transect should plan for approximately 10,000 jobs. The Place d'Orléans Town Centre Station Area policies add supportive language to encourage a mix of uses in proximity to transit to make the Town Centre an attractive place for people to live and/or work. Office and other non-industrial uses that create jobs are permitted throughout the Town Centre and are encouraged to occur within a mixed-use building but may also be in a standalone building.

CLIMATE IMPLICATIONS

The Orléans Corridor Secondary Plan represents a significant policy decision to implement strategic direction from the New Official Plan with respect to energy and climate change.

The Plan supports intensification along the new O-Train East expansion, resulting in higher densities near transit stations. This integrated approach to land use and transportation is expected to decrease greenhouse gas emissions compared to lower density neighbourhoods with less transit integration. Energy and climate change resilience is supported by the Plan's community design principles which seek to transition much of the study area into a compact, connected and transit supportive urban area. The Plan also prioritizes a shift toward energy efficient active transportation modes.

Other measures in the Plan to build resiliency to climate change include reducing future flood risks and lowering the urban heat island effect. These measures will be achieved through protecting natural features from future development, adding new parks, and prioritization trees.

ENVIRONMENTAL IMPLICATIONS

A section in this Secondary Plan defines an escarpment area identified on the south side of St Joseph Boulevard from Forest Valley Drive to Trim Road. The area defined in the Escarpment shall be protected from development to preserve the area's character and the Natural Heritage present. Most of defined escarpment area from Duford Drive to Trim Road is currently zoned as Open Space 1 (OS1) or Environmental Protection (EP).

The section of the Escarpment from Forest Valley Drive to Chants-d'Oiseaux Way is defined through 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 process, with the exception of a new street or driveway between St. Joseph Boulevard and 1754 St. Joseph Boulevard and at 1820 St. Joseph Boulevard.

TERM OF COUNCIL PRIORITIES

The recommendations in this report support the following 2019-2022 Term of Council Priorities:

- Economic Growth and Diversification;
- Integrated Transportation;
- Thriving Communities;
- Environmental Stewardship;
- Sustainable Infrastructure

APPLICATION PROCESS TIMELINE STATUS

This application D01-01-22-0008 was processed by the "On Time Decision Date" established for the processing of Official Plan amendment applications.

SUPPORTING DOCUMENTATION

Document 1: Orléans Corridor Secondary Plan

Document 2: Schedule A – Designation Plan

Document 3: Schedule B – Maximum Building Heights

Document 4: Schedule C – Public Realm and Mobility Improvements

Document 5: Annex A – Interchange Designs

Document 6: Annex B – St. Joseph Boulevard Concept Plan

Document 7: Changes to the Plan from Technical Circulation

DISPOSITION

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

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

Upon the coming into force of the new Official Plan, Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

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

Figure 1 – Study Area Map

