



## **1452-1470 Hunt Club Road and 1525-1545 Sieveright Avenue**

Planning Rationale  
Official Plan Amendment + Zoning By-law Amendment  
October 13, 2021



Prepared for Larga Baffin Ltd

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# 1.0 Introduction

Fotenn Planning + Design has been retained by Larga Baffin Ltd, to prepare this Planning Rationale in support of an Official Plan Amendment and major Zoning By-law Amendment to facilitate the proposed development on the lands municipally known as 1452-1470 Hunt Club Road and 1525-1545 Sieveright Avenue ("subject site"), in the City of Ottawa.

Larga Baffin Ltd, intends to redevelop the lands with a six (6) storey, mid-rise residential care facility on the northern portion of the site fronting Hunt Club Road. The remainder of the site is to be redeveloped at a later date, as shown on the submitted conceptual site plan showing the ultimate use of the land.

The proposed residential care facility is to be owned and operated by Larga Baffin Ltd., an organization that provides temporary accommodations for residents of Baffin Island seeking medical care in the City of Ottawa. The facility includes 220 temporary dwelling/rooming units containing a total of 350 beds, various communal areas and medical support services for clients requiring specialized medical care. The accommodations include private, standard, double, and family-style rooms. The preliminary Site Plan includes soft landscaping at the front and rear of the property, a secure bike parking room for 70 bikes, 80 underground parking stalls, 13 at-grade parking stalls and 2,382 square metres of common amenity/service areas including communal activity rooms, dining areas and gathering spaces. The proposed development also includes a children's outdoor play area located in between the northern wings of the building, fronting Hunt Club Road.

## 1.1 Development Applications

To facilitate the proposed development, this Planning Rationale is submitted in support of two (2) applications: an Official Plan Amendment and a major Zoning By-law Amendment. The first required application is needed to amend the South Keys to Blossom Park, Bank Street Secondary Plan in order to proceed with a Future Land Use Study for the south portion of the subject lands. The second required application is needed to permit the rezoning of the full lands to General Mixed Use (GM). The Zoning By-law would also include site-specific exceptions to develop the site as per the Site Plan.

A Site Plan Control Application for the proposed development will be submitted at a later date, should the submitted applications receive approvals.

## Site Context and Surrounding Area

The subject site, municipally known as 1452-1470 Hunt Club Road and 1525-1545 Sieveright Avenue, is located in the Blossom Park (Ward 10- Gloucester-Southgate) neighbourhood in the City of Ottawa. The site has a total combined area of 19,970 square metres (4.9 acres), with 82 metres of frontage along Hunt Club Road and 128.9 metres fronting Sieveright Avenue. The subject site is an irregular shape and has a depth of approximately 200 metres.

The properties 1452-1470 Hunt Club Road located in the northern portion of the subject site contain a re-purposed residential dwelling, which has been converted into a commercial office, and an auto service garage, a storage warehouse, along with an auto sales lot. The properties 1525-1545 Sieveright Avenue, located in the southern portion of the subject site, contain a multi-tenant commercial building, another auto service garage, and a self-storage facility.



Figure 1: Aerial View of the Subject Site at 1470 Hunt Club Road, Outlined in Blue and Surrounding Area



Figure 2: View Looking South (from Hunt Club Road), Towards the Subject Property



Figure 3: View Looking North (from Hunt Club Road), Across from Subject Property



Figure 4: View Looking North (from Sieveright Avenue) towards Subject Property

## 2.1 Surrounding Area

The subject site is located within the Blossom Park neighbourhood in the City's south end. The neighbourhood boundaries can broadly be defined as Hunt Club Road to the north, the Greenbelt to the south, Airport Parkways to the west and Conroy Road to the east. The immediate area is characterised by a mix of light industrial uses, car dealerships, commercial uses along Hunt Club Road, and residential uses to the north, east and south of the subject site.

The adjacent land uses can be described as follows:

**North:** Immediately north of Hunt Club Road are the residential neighbourhoods of South Keys and Greenboro East which feature a variety of townhomes, semi-detached and detached dwellings as well as an extensive public pathway connecting to Greenboro and Bruff Park and baseball diamonds. This area also features the Greenboro Children's Centre, Pushman Park and the Walkley Trainyard.

**South:** Immediately south of Sieveright Avenue is a residential area with detached dwellings in close proximity to Sieveright Park on the south-east. Further south is a small commercial plaza, the Jewish Memorial Gardens, the Alta Vista Animal Hospital, Russell Boyd Park and the Sawmill Creek Pool and Community Centre.

**East:** Immediately east of the site is a residential neighbourhood featuring detached dwellings, the Sri Sathya Sai Baba Centre of Ottawa and a large open space featuring Athans Park and Conroy Pit. Further east are agricultural lands and a small farming operation located within the Greenbelt, and Highway 417.

**West:** Immediately west of the site are various auto dealerships, mechanic shops and large parking lots catering to the businesses in the area. There is also the Southgate Shopping Centre featuring many retail and restaurant businesses that

serve the local community. Heading further west beyond Hunt Club Road, is the Waterfront Retirement Community, quick-service restaurants, and the South Keys Shopping Centre and transit station, the Windsor Park Village, Hunt Club Riverside Park Community Centre, Hunt Club Ottawa Airport, and the Ottawa MacDonald-Cartier International Airport.

## 2.2 Transportation Network

### 2.2.1 Road Network

The subject site is well-served by the existing road network. As shown on Figure 5, the subject site fronts Hunt Club Road, which is identified as an Arterial Road in Schedule E – Urban Road Network of the City of Ottawa’s Official Plan. These roads are designed to carry large volumes of traffic over long distances. In addition, the subject site is within 141 metres of Cahill Drive, a Collector Road that connects local neighbourhoods and distributes traffic between the arterial system.

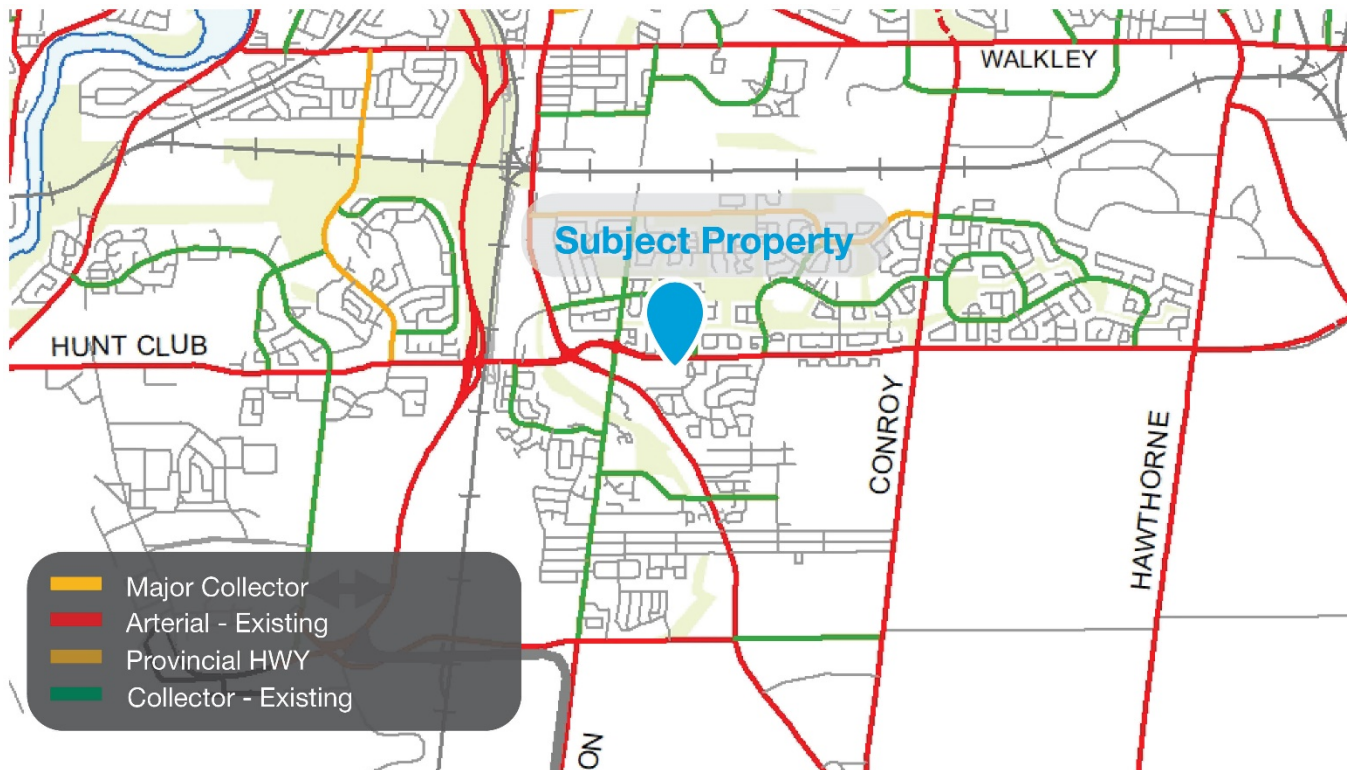


Figure 5: Excerpt of Schedule E - Urban Network of the City of Ottawa Official Plan

Hunt Club Road is also designated a Scenic Entry Route on Schedule 1 – Scenic Entry Route (Urban) of the City of Ottawa’s Official Plan. The scenic-entry route designation connects major tourism, environmental, and heritage destinations that preserve important vistas and view corridors heading into downtown and works to create a positive impression of the City of Ottawa. Since the subject site is within close proximity to the airport, it holds a prominent and visible spot along Hunt Club Road and any redevelopment opportunities could positively upgrade the current site condition which is an existing parking lot and car dealership.

### 2.2.2 Existing Transit Network

The subject site, as shown on Figure 6, is located on a Transit Priority Route (isolated measures) in Schedule D – Rapid Transit and Transit Priority Network of the City of Ottawa’s Official Plan. The Transit Priority Route (isolated measures)



runs along Hunt Club Road. The area features frequent transit on the #644 and the #98, which provide access to local destinations.

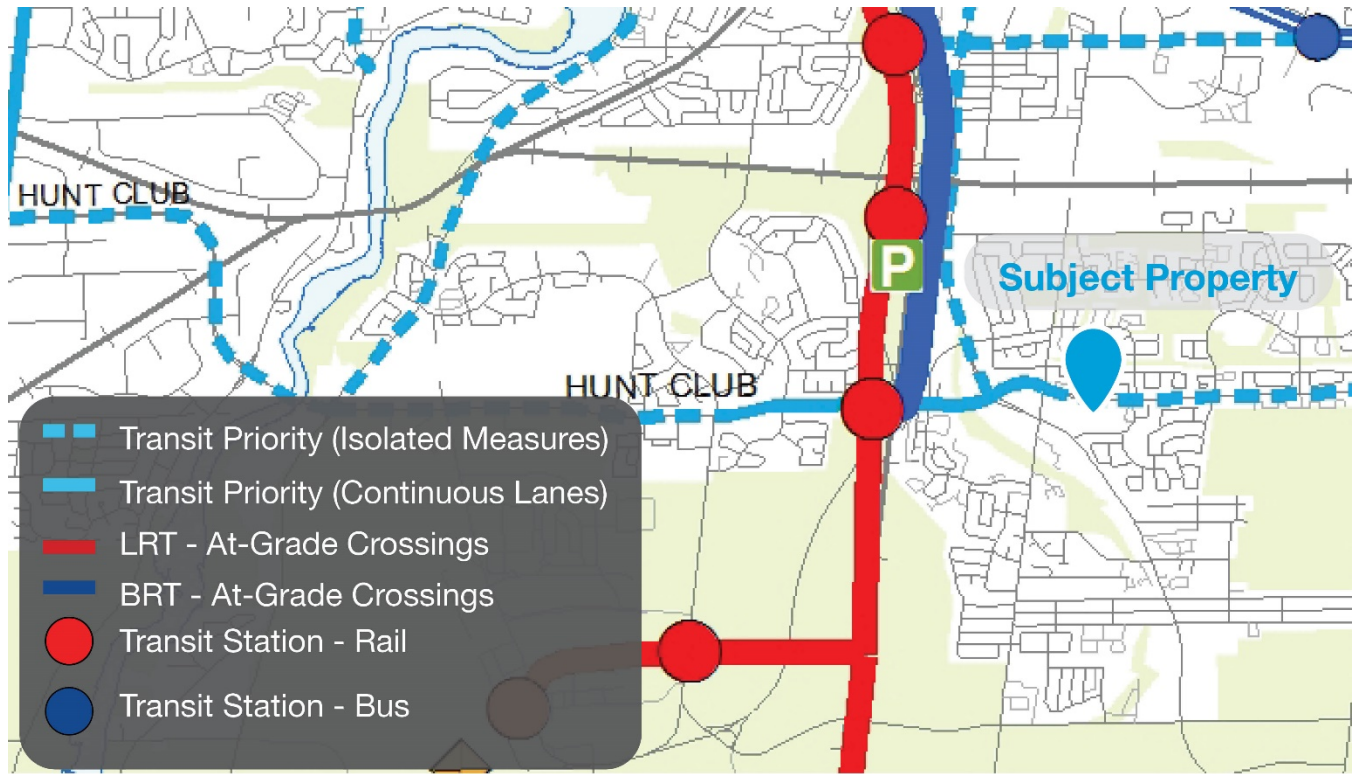


Figure 6: Excerpt from Schedule D - Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan

The subject site will also be approximately 1,360 metres from the future South Keys Light Rail Transit (LRT) station, which is an existing Transitway station located adjacent to the South Keys Shopping Centre. The South Keys Station LRT will serve as a transfer station between the Airport Link and Trillium Line

**2.2.3 Cycling Network**

The subject site, as shown on Figure 7, fronts Hunt Club Road which is located on a Spine Route in Schedule C – Primary Urban Cycling Network. The route connects to Bank Street Spine Route as well as the Hunt Club Multi-Use Pathway west of the subject site.



Figure 7: Excerpt from Schedule C - Primary Urban Cycling Network of the City of Ottawa Official Plan

## Proposed Development and Design Brief

Larga Baffin Ltd is proposing to redevelop the subject site with a six (6) storey building with associated access lanes, at grade and underground parking and landscaped areas. At this time, only the northern portion of the subject site will be pursued with a six (6) storey, mid-rise building generally forming an "X" shape. The proposed development, is a residential care facility to be owned and operated by Larga Baffin Ltd, who specialize in providing full-service community care for clients seeking medical treatments outside of their local areas.

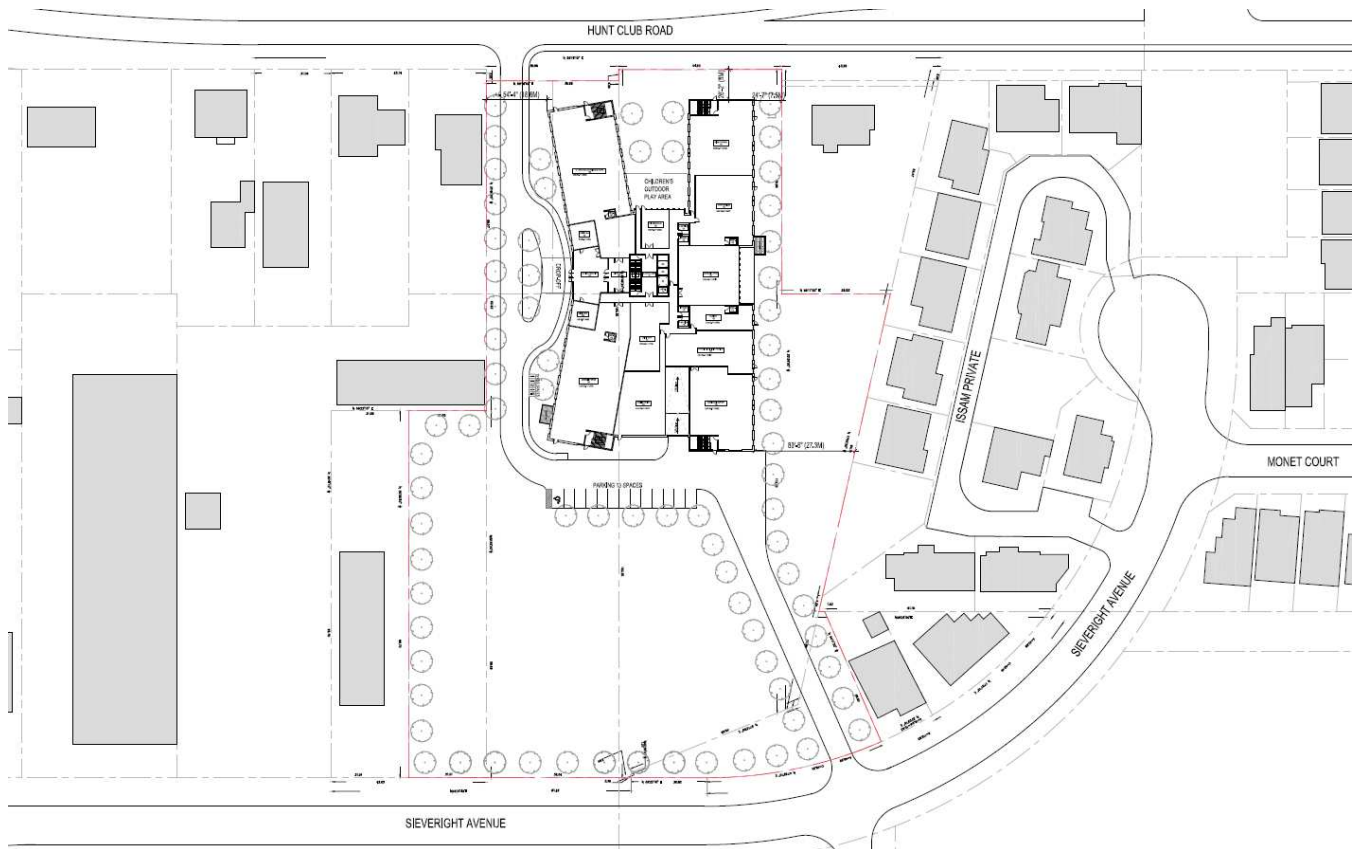


Figure 8: Site Plan of the proposed Larga Baffin development. The southern portion of the site is reserved for future development.

As a full-service residential care facility, the proposed building will have one (1) level of shared underground parking and four (4) general area types, including:

1. Resident Areas
2. Facility Community Areas
3. Administrative Service Areas
4. Hospitality and Accommodation Service Areas

The resident areas will provide 220 rooms with 350 beds for temporary accommodation. The rooms will consist of single, double, and queen-sized beds along with a variety of 2-3 bedrooms to accommodate larger families. The facility community areas will feature 2,382 square metres of amenity space provided through various components including a communal lounge, activity room with kitchenette, various gathering spaces, a children's outdoor

playroom and a gym for physiotherapy. The administrative service areas will consist of an office and meeting space for a total of 1,570 square metres. The hospitality and accommodation service area will include laundry, utility spaces, lockers, housekeeping services, transportation, and facilities as well as an area for food and nutrition services.

The proposed development includes 80 bicycle parking spaces - 10 stalls at-grade near the front entrance and an additional 70 stalls located underground in a secure bicycle storage area. Vehicle parking is accessed through the rear ramp at the back of the building where there is an underground garage with 80 spaces, 4 of which are accessible. An additional 13 surface parking spaces are also provided for visitors and commercial users at the rear of the building. The building features a circular driveway leading to a reception area and ground transportation office to facilitate pick-up/drop-off activities and minimize traffic impacts on Hunt Club Road. The total gross floor area (GFA), of the building is 15,584 square metres, not including the mechanical penthouse which is a permitted projection under the Zoning By-law

### 3.1 Building Height and Massing

The proposed development will be designed as an irregular “x-shaped” mid-rise building, incorporating six (6) storeys. The particular built form has been determined in response to the specialized services and amenities provided in the building. The first four (4) floors will be designed with a brown brick and glass glazing material that features opportunities for a mural with Indigenous imagery on the north-western frontage. The frontage along Hunt Club Road, serves as the primary interface at the street level, showcasing two prominent stairwells on the west and east wings of the building, which consist of a glazed glass material. Two (2) additional stairwells are also featured at the rear north and south wings of the building, which capture natural light and provide contrast to the building facade. The interior courtyard fronting Hunt Club Road will incorporate an outdoor children’s play area and flexible communal outdoor space.

The additional fifth and sixth floors are slightly setback and consist of a mixture of aluminum and glass panels that result in a less imposing presence on the skyline that help to create an impression of airiness. As the subject site is boarded by streets on the north and south frontage, being Hunt Club Road and Sieveright Avenue respectively, the focus of the proposed development has been on ensuring the building enhances and supports the mixed-use designation for the area to promote walking and cycling friendly activities. The main entrance, including the vehicle and shuttle access, is located on the interior western frontage to facilitate pick-ups and drop-offs for patients while minimizing any potential traffic impacts on Hunt Club Road.



## 3.2 Ground Floor

The gross floor area of the proposed ground floor is 2,779 square metres. The ground floor will provide a mix of services, with space allocated for an administrative service area, hospitality and accommodation service areas, and communal areas for lounging and activities. The main entrance for clients is proposed in the lay-by on the west side of the building near the administrative reception area. To access the building, there is a landscaped pedestrian walkway from Hunt Club Road and surface bicycle and vehicular parking located both underground and at-grade in the rear. Various landscaping treatments are being proposed to shield the side entrance from abutting properties and create a positive entrance for building users.

## 3.3 Access and Parking

Bicycle storage will be provided in two (2) locations, 70 stalls will be located within an enclosed storage locker in the underground parking area and an additional 10 stalls will be near the front entrance on the west-side of the property. Vehicular and shuttle access to the proposed development will be a right-in/right-out only from Hunt Club Road leading to a drop-off area on the west side of the building, 13 surface visitor parking spaces and a secondary access on Sieveright Avenue. Access to below-grade parking will be located at the rear yard ramp and will feature 80 parking stalls, 4 of which will be accessible stalls.

## 3.4 Amenity Space

Amenity space for the building will be provided through various components including a communal lounge, activity room with kitchenette, various gathering spaces, a children's outdoor playroom and a gym for physiotherapy. In total, the proposed development will provide 2,382 square metres of shared amenity space for the clients.

## 3.5 Design Intent

The design of the proposed development is that of an irregular "X" mid-rise building with a four-storey podium and a slight setback leading to two (2) additional stories for a total of six (6) storeys.

The podium's materiality, which consists of brick and glazing will feature a ground floor footprint of 4,309 square metres and 3,764 square metres for the remaining floors. The two (2) top floors of the building will be setback slightly and feature lightly coloured aluminum and glass panels to create a less imposing presence on the skyline. Overall, the building is designed to function as a residential care facility while maintaining an important street presence along Hunt Club Road. The building is situated on the property to minimize any potential undue adverse impacts on the abutting residential community to the east, while fitting within the existing and evolving context of the Future Land Use Study area.

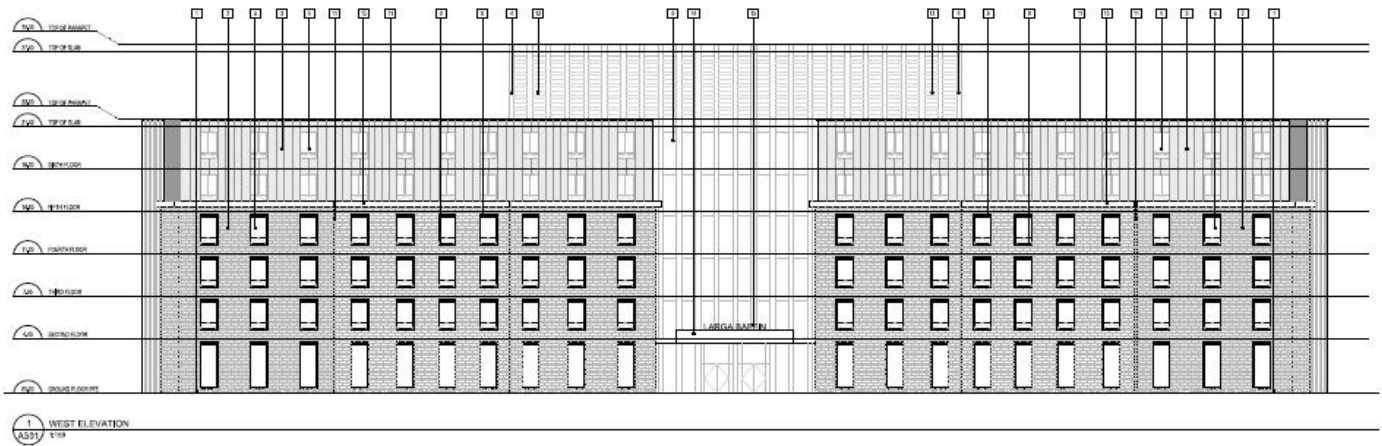


Figure 10: Proposed Development - West Elevation

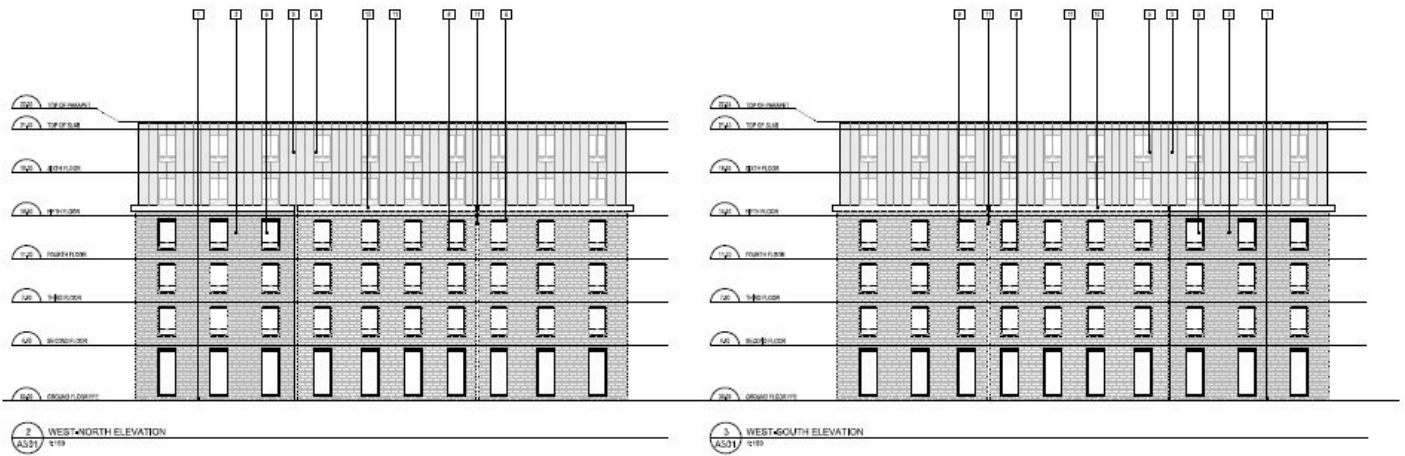
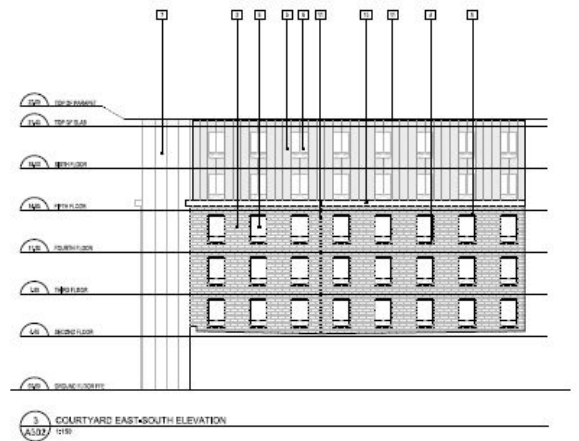
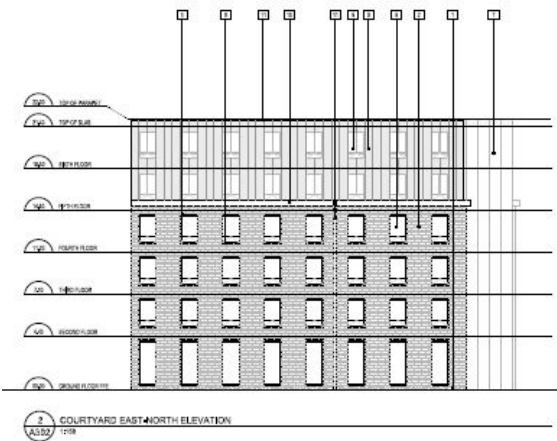
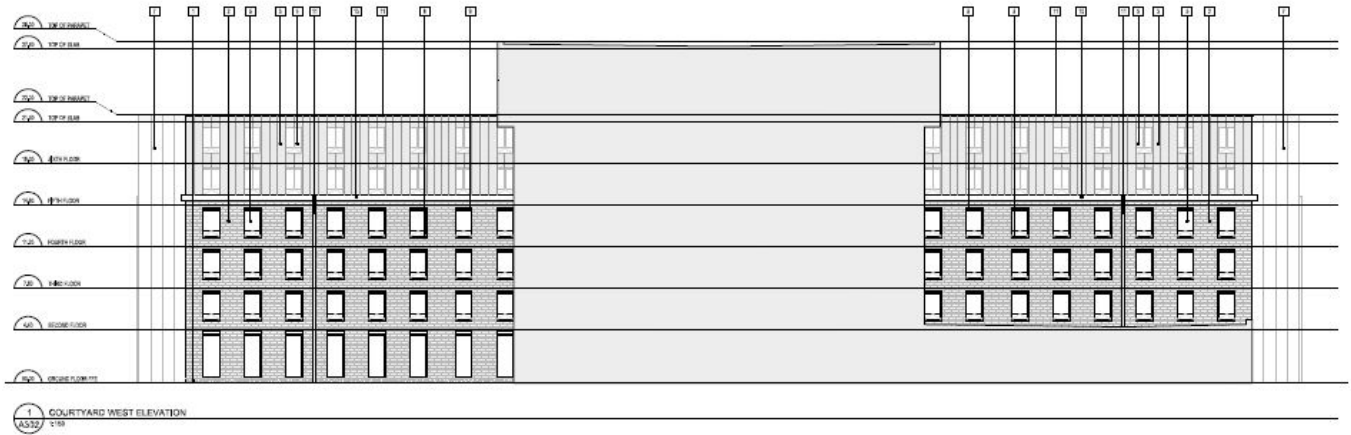


Figure 11: Proposed Development - West-North Elevation and West-South Elevation





## Future Land Use Study

Policy 4.10 of the South Keys to Blossom Park, Bank Street Secondary Plan requires additional studies to determine the appropriate land mix and/or permitted building heights for new development within the “Future Land Use Study” areas identified on Schedule A – Land Use of the Secondary Plan. The studies “are to be undertaken and implemented by the City in the future as identified in annual work plans”. However, where an application for a Zoning By-law Amendment is submitted within these study areas prior to commencement of a study, it will be “considered as a trigger requiring early preparation and implementation of the study for that particular area.” The policy states that in these cases, “the landowner may lead the study in cooperation with and at the discretion of the City, and will include public participation in addition to any required public process to implement the studies through Secondary Plan or Zoning By-law amendments.”

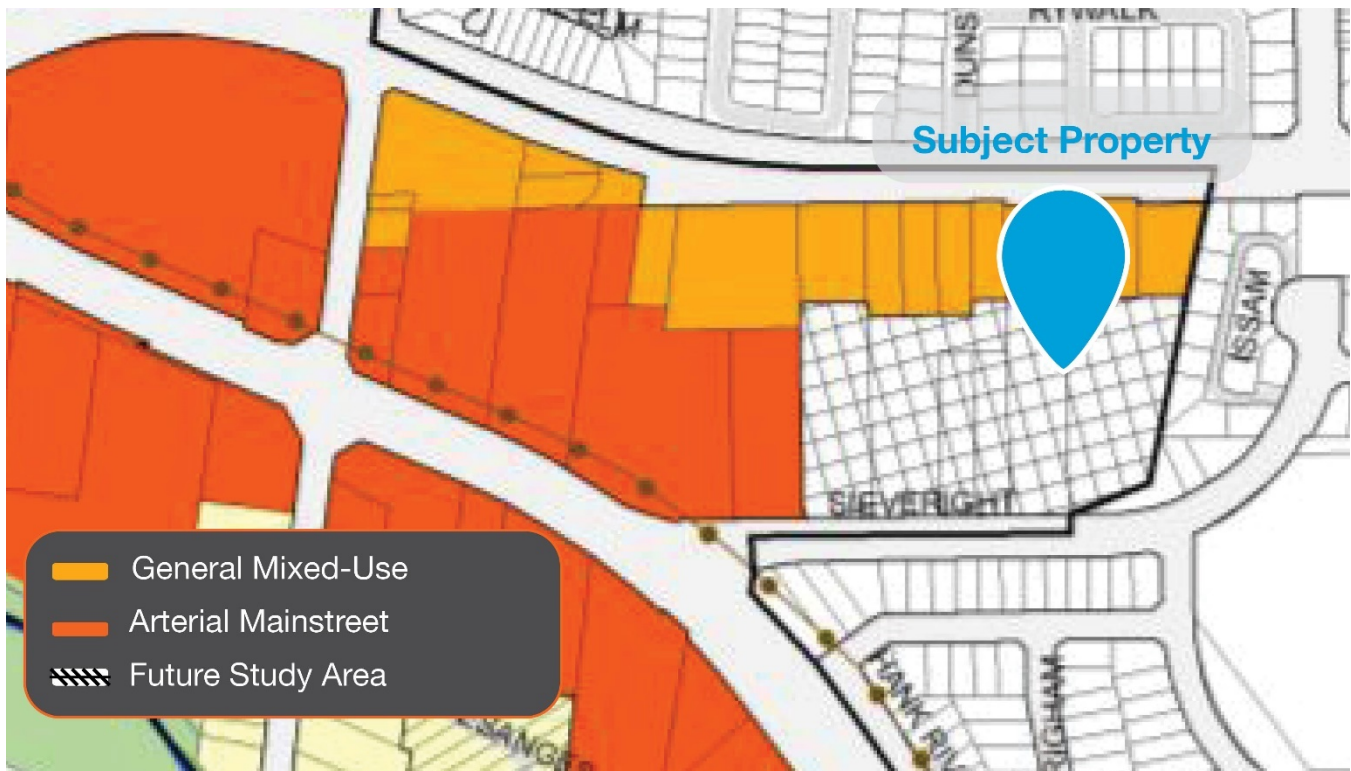


Figure 14: Schedule A - Land Use, South Keys to Blossom Park, Bank Street Secondary Plan.

This Section of the report provides a base for the Future Land Use Study of the Sieveright Area, as specified in policy 4.10.2 of the Secondary Plan. The future land use policy will:

1. Determine locations that may be appropriate for higher or lower buildings compared to the existing zoned maximum permitted building height and in consideration of proximity to and the existing character of adjacent residential areas and to Bank Street.
2. Determine the appropriate land use and zoning for the area and if light industrial uses should continue to be permitted,
3. Determine appropriate first storey finishes (windows and doors) for building walls to create a human-scale along the roadway and to prevent blank facades facing residential areas.
4. Determine if parkland should be dedicated as land or cash-in-lieu in consideration of permitted uses of land.

5. Consider potential transportation impacts related to increased density and measures to mitigate such impacts, and
6. Implement any required changes to this Plan, to the Community Design Plan and to the Zoning By-law arising from the study.

These items are considered as follows:

#### 4.1 Building Heights

The future land use study area is currently zoned IL2 H(14) and therefore permits only building heights up to 14 metres, which generally corresponds to a maximum building height of four (4) storeys. The other areas on this same block (excluding the Issam Private residential area, which is not within the Secondary Plan Area) have the following maximum building heights through their land use designation and zoning:

- / General Mixed Use: Permits up to six (6) storeys, as per the Secondary Plan
- / Arterial Mainstreet: Permits up to nine (9) storeys, as per the Secondary Plan



Figure 15: Annotated version of Schedule B, showing the proposed maximum building heights.

Given the existing permitted height along Hunt Club Road is six (6) storeys, this maximum should be extended further south into the block to maximize the development potential of the existing lots along this arterial road. As the portion of the block on Sieveright Avenue is directly across residential uses in the R3 zone, a maximum building height of four (4) storeys would apply to ensure built form transition to the existing low-rise residential area to the south. This building height is roughly equal to what is currently permitted under the existing zoning, being 14 metres. The four (4) storey

limit could extend as far as 80 metres northward into the future land use study area, or as deemed appropriate by the City, and could be adjusted to account for the existing lot fabric.

## 4.2 Land Use and Zoning

With respect to land uses, it is proposed that the full future land use study area be designated General Mixed Use in order to permit a range of uses that are generally permitted and compatible with the other existing land uses within the Secondary Plan area on this block. As the name suggests, the General Mixed Use designation permits a wide range of non-residential and residential uses that help build and support diverse communities. The GM zoning implements the permitted land uses and further regulates through the Zoning By-law.

In order to implement the recommendations of section 4.2 above, maximum building heights (in metres) can be assigned through two (2) site specific exceptions, as required, similar to the existing exception [2294] which applies to the general mixed use area to the north of the future land use study area. This exception also includes a lower maximum building height for any new development within a certain distance of adjacent residential areas to ensure compatibility between buildings heights and built form.

The existing exception 2294:

Despite table 187(f) the maximum building height is as follows:

1. within any area up to and including 20 metres of a lot line abutting an R1, R2, R3 and R4 zone: 11 metres
2. all other cases: 18 metres

The study area could thus be split zoned GM16[2294] (or a similar exception, see Section 6.0 of this report) and GM16[xxxx], where the second exception would limit all other cases to 14 metres, in accordance with the existing maximum building height on the lands.

With regards to existing uses within the light industrial zone, they should be entitled to continue, either by working the specific uses into site-specific exceptions or by allowing them to continue as legal non-conforming uses. It is anticipated that these lands will redevelop over a timeline of several years.

## 4.3 Urban Design

Similar to other existing design guidelines in the City of Ottawa, it is recommended that the general approach to first storey finishes for building walls be oriented to pedestrians so as to create an inviting, walkable streetscape. This can include clear windows and doors, ensuring a high degree of glazing and transparency, contributing to the general feeling of the “human scale”. In terms of materiality, the first floor should integrate with the podium level and assure stepbacks at upper floors.

## 4.4 Parkland

As the study area lands are currently zoned for industrial uses, it is not anticipated that the lands are generally suitable for park space. Further, to the east of the lands along Sieveright Avenue is Sieveright Park, a 2-hectare neighbourhood park which includes a playground, soccer field, tennis courts, and other open spaces for activities. It is anticipated that the City of Ottawa would prefer to collect cash-in-lieu of parkland from new development to help fund further improvements to local parks within the ward.

## 4.5 Transportation

With respect to transportation impacts, it will be important for new development to consider the impacts of new development along Sieveright Avenue on the surrounding residential community to the east and south. With the exception of certain through lots having access on both Sieveright Avenue and Hunt Club Road, most of the study area has only access to Sieveright Avenue. Though a full Transportation Impact Assessment (TIA) will be required in support of the larger study area, due to the fact that Sieveright Avenue has no direct access to Hunt Club Road, any elevated traffic volumes or impacts will fall primarily on the portion of Sieveright Avenue between Apple Hill Drive and Bank Street. This is to be confirmed through a formal TIA report from a qualified engineer. A TIA has been submitted as part of this application package, though an expanded study may be required in support of the Future Land Use Study.

## 4.6 Implementation

It is anticipated that the City will assist with the implementation of any required changes to the Secondary Plan, the Community Design Plan and the Zoning By-law arising from this study. The submitted Official Plan Amendment and Zoning By-law Amendment applications are triggers for initiating the process and will proceed through the full development applications process, including technical circulation and public consultation.

## 5.0 Policy and Regulatory Framework

### 5.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect May 1, 2020. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires the decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS recognizes that the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment, and a strong economy. To this end, the PPS protects resources of provincial interest, public health and safety, and the quality of the natural and built environment. As noted in the PPS, provincial plans alongside municipal official plans provide a framework for comprehensive, integrated, place-based, and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth, for the long term.

The PPS emphasizes the intensification of built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomical expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment that sustain healthy and liveable communities by:

#### **Section 1.1: Maintaining and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns**

1.1.1 Healthy, liveable, and safe communities are sustained by:

- (a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.
- (b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing, and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs.
- (c) avoiding development and land use patterns which may cause environmental or public health and safety concerns.
- (d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- (e) promoting the integration land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.
- (f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society.

ensuring that necessary infrastructure and public service facilities are or will be available to meet current and project needs.

**The proposed development is located on a serviced lot, in the urban boundary. The proposed development makes efficient use of land due to its close proximity to a transit priority corridor, existing services, and nearby amenities. The proposed development supports accessibility and minimizes barriers to participation through its design and use as a residential care facility supporting Inuit residents with critical health care outside of their local area.**

#### **Section 1.3: Promote Economic Development and Competitiveness**

1.3.1: Planning authorities shall promote economic development and competitiveness by:

- a) Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.
- d) Encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4

**The proposed development is consistent with Policy 1.3 of the PPS, as the proposed development provides an appropriate employment use to meet long-term needs and is a compact development that supports liveable and resilient communities.**

**Section 1.6: Infrastructure and public service facilities shall be provided in an efficient manner than prepares for the impacts of a changing climate while accommodating projected needs.**

1.6.1: Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a) Financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b) Available to meet current and projected needs.

**The proposed development is consistent with Policy 1.6 of the PPS, as it directs development in a location with appropriate servicing and levels of infrastructure in a location that is currently underutilized. The proposed development also capitalizes on existing and planned rapid transit which supports asset management planning by optimizing existing infrastructure.**

**Section 1.7: Long-term Economic Prosperity**

1.7.1: Long-term economic prosperity should be supported by:

- a) Promoting opportunities for economic development and community investment-readiness;
- b) Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of *housing options* for a diverse workforce;
- c) Optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;
- d) Maintaining and, where possible, enhancing the vitality and viability of downtowns and Mainstreets;
- e) Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
- f) Promoting the redevelopment of brownfield sites

**The proposed development is consistent with Section 1.7 of the PPS, because it will optimize the use of land close to amenities and services and provide necessary housing supply and range of housing options for a diverse workforce. The proposed development also encourages a sense of place by promoting well-designed built forms and cultural planning that is reflect of community-oriented healthcare and Inuit preferences for design.**

### **Section 1.8: Energy Conservation, Air Quality and Climate Change**

1.8.1: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) Promote compact form and a structure of nodes and corridors;
- b) Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- c) Focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
- d) Focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;
- e) Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- f) Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and
- g) Maximize vegetation within settlement areas, where feasible.

**The proposed development is consistent with Policy 1.8 of the PPS, as it promotes the use of active transportation and transit for both employees and clients of the facility. The proposed development is also an example of intensification that supports and enhances transit-oriented development.**

The City of Ottawa's Official Plan (OP) provides a vision and a policy framework to guide the future growth of the City of Ottawa. It is a legal document that addresses matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. The applicable policies of the OP have been reviewed below.

The City plans to meet this growth challenge by managing it in ways that support livable communities and healthy environments. More specifically, the Plan pursues strategies directions in four key areas, two of which are relevant to redevelopment of the site.

1. Managing Growth
  - a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently.
  - b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
  
2. Creating Livable Communities
  - a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop;
  - b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

These strategic directions are developed further in the policies of Section 2.2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

### 5.2.1 Section 2.2.2 –Managing Intensification within the Urban Area

The Official Plan supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Intensification is directed to Target Areas for intensification, which have the potential to develop at moderate to high densities in a compact form.

Policy 1 of Section 2.2.2 of the Official Plan defines residential intensification as the "intensification of a property, building or area that results in a net increase in residential units or accommodation" and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / Infill development;
- / The conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.

Policy 3 of Section 2.2.2 of the Official Plan states that target areas for intensification are the Central Area, Mixed-Use Centres, Mainstreets, and Town Centres defined on Schedule B, and the Community Core in Riverside South.

Despite the aforementioned, Policy 22 of Section 2.2.2 of the Official Plan notes that the City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped



sites such as current of former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area where the urban design.

**The proposed development is not identified in a target area for intensification, but as outlined in Policy 22 of Section 2.2.2, the Official Plan notes that intensification within the urban boundary is compatible on sites within their surrounding context and on land that needs remediation. Therefore, the proposed development conforms to Policy 22 because it is located on a Transit Priority Corridor, as outlined in Schedule D of the Official Plan, and is within close proximity to amenities and services accessible by both transit and active modes of transportation. The proposed development is also located on an existing auto service garage and outdoor storage warehouse, resulting in a change of use that is more aligned to the surrounding residential nature of the community.**

### 5.2.2 Section 3.6.1 – General Urban Area Designation

The subject site is designated “General Urban Area” on Schedule B (Urban Policy Plan) of the City of Ottawa’s Official Plan. The General Urban Area designation permits the development of a range and choice of housing types to meet the needs of all ages, incomes, and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The purpose of this designation is to facilitate the development of complete sustainable communities.



Section 3.6.1 of the Official Plan contains policies that guide development within the General Urban Area. In the General Urban Area building heights that are compatible with the existing or planned context are supported and building heights should generally be low-rise (up to 4 storeys), although taller buildings may be permitted in key locations.

Specifically, relevant policies under the General Urban Area designation include:

Policy 3: Building heights in the General Urban Area will continue to be predominately low-rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area.

Policy 4: New taller buildings may be considered for sites that:

- A. Front an Arterial Road on Schedules E or F of this Plan and which are:
  - i. Within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
  - ii. On a Transit Priority Corridor on Schedule D of this Plan.
- B. Are in an area already characterized by taller buildings or sites zoned to permit taller buildings.

Section 2.5 of the Official Plan pertains to affordable housing and the need to accommodate social diversity as a cornerstone of a liveable community. Diversity in the housing supply is achieved through a mix of multiple and single-detached housing, provision of ownership and rental housing, housing affordable to low-and moderate-income groups, and housing appropriate to households with special needs. Policy 7, notes the processing of development applications from non-profit housing corporations and housing cooperatives, for housing intended for persons of low-or moderate-incomes, will be given priority by the City.

**The proposed development conforms with Policy 4 of Section 3.6.1 of the Official Plan as the subject site fronts an arterial road (Hunt Club Road) and is located on a Transit Priority Corridor as outlined in Schedule D of the Official Plan. As such, a taller building is appropriate for the subject property. Further, the proposed height of the building generally conforms to the overall intent of the existing zoning except for the southernmost portion of the building due to the split-zoned nature of the lot. The proposal simply seeks to shift this line further south to accommodate for the shape of the proposed development while changing the industrially-zoned portion of the lot to support general mixed use. The proposed development provides temporary housing to low-moderate income groups and supports the daily functioning of life through a residential care facility for short-term accommodations.**

### 5.2.3 Ottawa Official Plan Right-Of-Way Requirements

Section 2.3.1 of the Official Plan indicates that the City of Ottawa will protect rights-of-way (ROW) for the development of the future transportation network. This involves identifying area where land will be acquired for new rights-of-way or the widening of existing rights-of-way.

It is anticipated that a widening may be taken during the Site Plan Control process.

| Roadway        | From            | To     | ROW to be Protected | Road Typology |
|----------------|-----------------|--------|---------------------|---------------|
| Hunt Club Road | Prince of Wales | Conroy | 44.5m               | Collector     |

### 5.2.4 Land Use Constraints Due to Airport and Aircraft Operations

Section 4.8.6 of the Official Plan includes policies related to land use constraints in the vicinity of the Ottawa International Airport. The subject property is within the Airport Vicinity Development Zone (AVDZ) as outlined in Annex 10 of the Official Plan. Per Section 4.8.6 of the Official Plan, the role and function of the Airport is maintained by prohibiting new noise-sensitive uses within lands in proximity to the airport, by ensuring appropriate noise reduction measures are integrated into any new proposed residential or other noise sensitive development between the 25 NEF/NEP and 30 NEF/NEP contours.

The Official Plan also seeks to control building heights and natural vegetation within the airport obstacle limitation surfaces as established by federal standards or airport zoning regulations. As such, the impacts of airport

operations on land use typically result in three categories of constraints on development: aircraft noise; airport zoning regulations; and wildlife management.

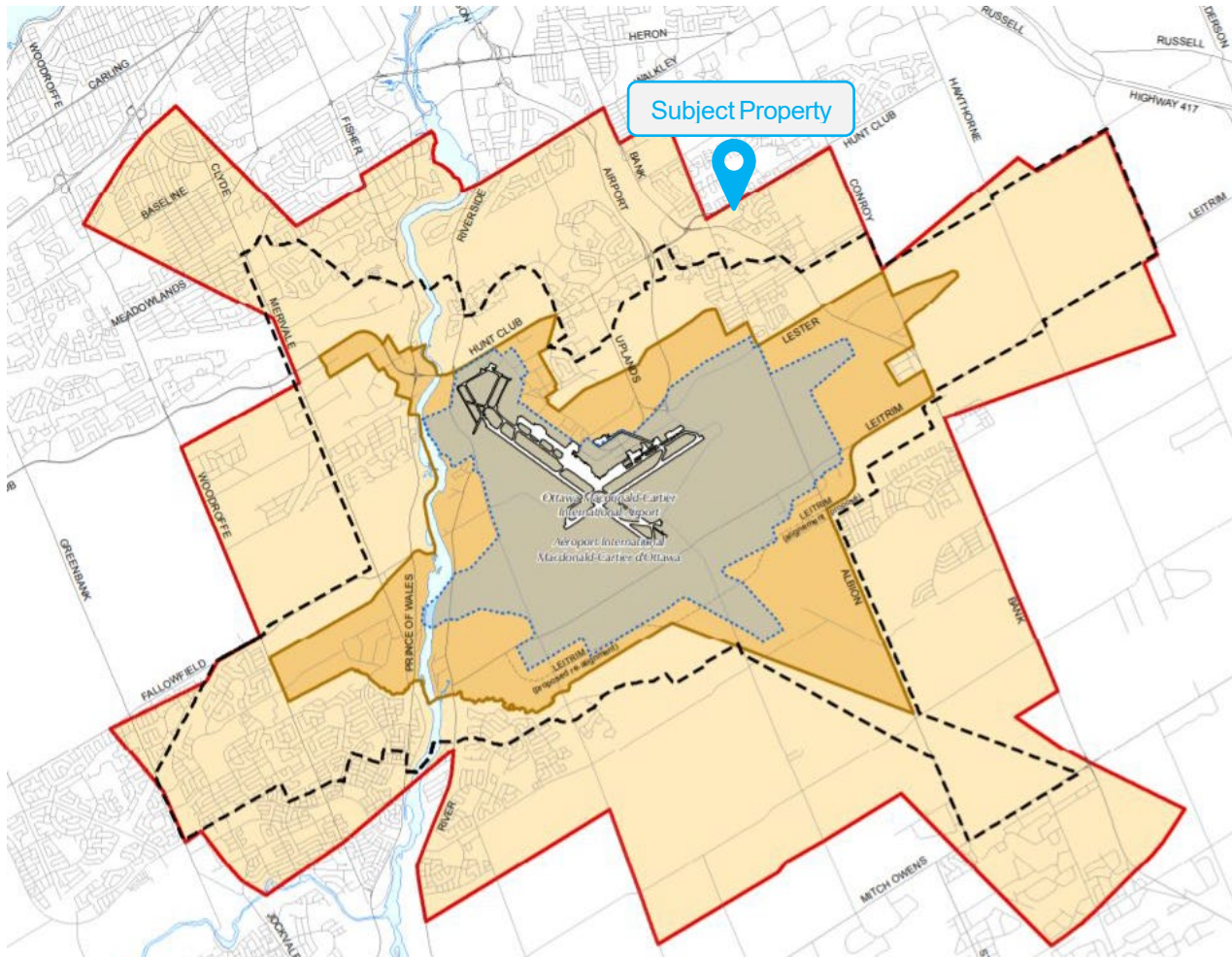


Figure 17: Excerpt of Land Use Constraints Due to Aircraft Noise in Annex 10 of the City of Ottawa's Official Plan

Per the policies of the Official Plan, new development and redevelopment will need to comply with the Ottawa Airport Zoning regulations as enacted under the Federal Aeronautics Act. Development is permitted within the AVDZ, but the Airport Zoning Regulations will restrict some uses and activities that would interfere with airport operations. Furthermore, uses, activities, and building materials with potential to interfere with safe operation of aircraft will be prohibited.

**The proposed development falls within the AVDZ zone but is outside of the 25 NEF noise sensitive development contours and will not be required to prepare a Noise Study as per the requirements of the Official Plan.**

### 5.2.5 Section 2.5.1 – Designing Ottawa

Section 2.5.1 – *Designing Ottawa* of the Official Plan contains design objectives, which are qualitative statements of how the City wishes to influence the built environment. The proposed development meets these objectives as follows:

The proposed development responds to the identified Design Objectives in the following way:

- 1. To enhance the sense of community by creating and maintaining places with their own distinct identity**  
The proposed development will enhance a portion of the South Keys to Blossom Park, Bank Street community by repurposing an underutilized lot into a more compatible use with the abutting residential areas to the east and south that supports the Secondary Plan's vision to evolve the area into a mixed-use, pedestrian and cycling friendly place.
- 2. To define quality public and private spaces through development**  
The proposed development features extensive communal and private amenity spaces, including dining areas, activity rooms, a chapel and lounge areas. The proposed development will have a children's outdoor space located on the north-facing frontage.
- 3. To create places that are safe, accessible and are easy to get to, and move through**  
The proposed development's main entrance is located off the main arterial road in an effort to provide a safe and comfortable pedestrian and cycling experience. The proposed ground floor also features various health care offices, amenities and services that will contribute to an accessible and animated area, easy to access off the arterial road.
- 4. To ensure that new development respects the character of existing areas**  
The proposed development will be setback from the existing residential neighbourhood to the east by over 27 metres, greater than the height of the proposed building (22 metres), to avoid issues associated with privacy, overlook and microclimate (shadowing, etc.)
- 5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**  
The proposed development offers a wide variety of unit sizes to accommodate a range of users including individuals and families. The proposed buildings will also feature various health services and amenities that will reflect the needs of the users. Further, the facility is designed so that should Larga Baffin choose to move at a later date, the facility can be re-purposed as a standard residential care facility. Parking rates and other requirements are based on the requirements for such a facility.
- 6. To understand and respect natural processes and features in development design.**  
The proposed development will have no negative impacts on natural areas or processes.
- 7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.**  
The proposed development is located on a Transit Priority Corridor with isolated bus-priority measures that will encourage public transit use. The proposed development is also within close proximity to the future of the South Keys LRT Station that will continue to enhance access and liveability for residents of the building.

#### **5.2.6 Section 4.11 – Urban Design and Compatibility**

The policies within Section 4.11 of the Official Plan address the potential impact of development on adjacent properties as well as the planned function of the neighbourhood. Potential impacts include noise, light spillover, parking, access, shadowing, and microclimate conditions.

The table below addresses Policy 1 of Section 4.11, which requires a design brief be included as part of a complete planning application. The following relevant policies have been considered in the design of the proposed development, to mitigate potential impact on neighbouring properties.

| Compatibility Criteria | Proposed Development   |
|------------------------|--|
| <b>Views</b>           | <p>Section 4.11, Policy 3 states that the City will protect the views of the Parliament Buildings from two locations in Beechwood Cemetery. The view area, or viewshed, and the two locations, the Tommy Douglas Memorial and Poet's Hill.</p> <p><b>The proposed development will not impact the protected viewed outlined in Policy 3 of Section 4.11 of the City's Official Plan.</b></p>   |
| <b>Building Design</b> | <p>Section 4.11, Policy 5 states that compatibility of new building with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:</p> <ul style="list-style-type: none"> <li>/ Setbacks, heights, and transitions;</li> <li>/ Façade and roofline articulation;</li> <li>/ Colours and materials;</li> <li>/ Architectural elements, including windows, doors, and projections;</li> <li>/ Pre- and post-construction grades on site; and</li> <li>/ Incorporating elements and details of common characteristics of the area</li> </ul> <p><b>The proposed development has been configured into an X-shape and features a four-storey low-rise podium and slight step back leading to two storeys of additional height plus a mechanical penthouse. The upper floors have been designed with glass glazing to reduce the buildings presence and mitigate any concerns regarding shadows nearby.</b></p> <p><b>The building features generous setbacks that improve feelings of safety and provide ample opportunities to enhance the area with landscaping and pedestrian pathways. The building is setback from the adjacent residential community to the east by a greater than 1:1 height to setback ratio, given the building's 22 metre height and setback of 27 metres.</b></p> <p><b>The underground parking has been designed to be hidden from public view, which will reduce any visual impacts to the Scenic-Entry Route along Hunt Club Road and encourage a more pedestrian and cycling friendly environment.</b></p> <p>Policy 6 states that the City will require that all applications for new development:</p> <ol style="list-style-type: none"> <li>a. Orient the principal façade and entrance(s) of main building(s) to the street</li> <li>b. Include windows on the building elevations that are adjacent to public spaces</li> <li>c. Use architectural elements, massing, and landscaping to accentuate main building entrances.</li> </ol> |

**The proposed development's principal façade and interior stairwell is oriented towards Hunt Club Road, while the main resident and employee entrance for the building face the interior west side of the building. The entrance features a round-a-bout driveway and landscaped pedestrian pathway to accentuate the entrance way. Due to the sensitive nature of the proposed use, this will allow easier pick-up and drop-offs of patients to and from the facility.**

Policy 7 states that the intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community. The City will encourage development proposals at such locations to include the following:

- a. Strong architectural design elements that feature the corner or street axis by: locating buildings close to the street edge, and/or orienting the highest and most interesting portion of a building (e.g., the main entrance) to the corner or axis which has a view of the terminus.
- b. Capitalizing on design possibilities for both street facades (by wrapping the materials used on the front façade around the building where any facades are exposed to the public realm); and
- c. Soft landscaping features, special paving materials, and/or curb extensions to shorten the distance across the street and larger sidewalk area to accommodate sidewalk activity.

**The proposed development is located on the northern portion of the property, closest to Hunt Club Road which is designated an arterial road and Scenic-Entry Route. The facility will positively contribute to the streetscape along Hunt Club Road and is a significant improvement over the existing automobile-oriented and industrial uses.**

**The proposed development provides opportunities for an Indigenous mural on the western front façade providing a strong architectural design to the public realm. The glass exterior staircases located along the northwest and northeast sides of the building also provide additional benefits from having "eyes on the street" and capturing natural light.**

Policy 8, notes that to maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls, and fences etc.) and are to be acoustically dampened where possible. The location and operation of these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk

**The proposed development will have internalized servicing located within the underground parking garage and as part of the rooftop penthouse. To access the building, the main entrance for pedestrians and shuttles coming to and from the**

|                                     |   |
|-------------------------------------|---|
|                                     | <p><b>site will be located off the arterial road in an interior roundabout. Landscaping will be used to delineate the pathway between pedestrians and road users accessing the interior entrance to the building.</b></p> <p>Policy 9, notes that roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.</p> <p><b>The proposed development will feature an internalized mechanical rooftop penthouse above the 6<sup>th</sup> floor. The penthouse is a permitted projection under the Zoning By-law and occupies an appropriate floorplate.</b></p>   |
| <p><b>Massing and Scale</b></p>     | <p>Section 4.11, Policy 10 notes that where a secondary planning process establishes criteria for computability of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.</p> <p>Policy 12 notes that transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p> <p><b>The proposed development features a podium and mid-rise design that provides a general transition between the low-rise residential building form to the east. The future planned area of the site will also include a low-rise building to the south which will provide a gradual decrease in height towards the residential neighbourhood. The intent is that the 6-storey building will be located closest to Hunt Club Road where 6 storeys is already permitted, whereas the rear of the property along Sieveright is proposed to be generally limited to 4 storeys. This is captured in the Future Land Use Study in Section 4.0 of this report.</b></p> |
| <p><b>Outdoor Amenity Areas</b></p> | <p>Section 4.11, Policy 19 notes that applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objectives.</p> <p><b>The proposed development is not located within close proximity to existing private amenity space from adjacent residential developments.</b></p> <p>Policy 20, notes that applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location, and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g., plazas, courtyards, squares,</p>  |

|  |  |
|--|--|
|  | <p>yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.</p> <p><b>The proposed development includes multiple communal amenity areas, both indoor and outdoor spaces. There will be no private amenity space included as part of the proposed development in favour of communal areas such a dining spaces, activity rooms, lounges and an outdoor children’s playground.</b></p>   |
| <p><b>First Nations Peoples Design Interests</b></p> | <p>The Larga Baffin facility is a proposed development intended to serve as a community in the south (Ottawa), housing clients who travel from the Baffin Region of Nunavut.</p> <p><b>This will provide a much needed service for northern communities with limited access to healthcare services, operating as both a medical and cultural centre for residents of the Baffin region. Further, there exists opportunities to integrate northern art and make the facility feel like a “home away from home” as the design process is further progressed with the owners, Larga Baffin.</b></p> |

As indicated above, the proposed development responds to and meets the urban design and compatibility criteria outlined in Section 4.11 of the City’s Official Plan.

### 5.3 City of Ottawa Official Plan Update

The City of Ottawa is currently undertaking an Official Plan review, which will culminate in a new Official Plan, projected to be adopted by Council, in Fall 2021. The first phase of the new Official Plan process was completed in Fall 2019, and Council has approved high-level policy directions. On May 18, 2020, Planning Committee recommended that Council approved an intensification target of 60 percent for the new Official Plan. The first draft of proposed policies were issued in November 2020 with comments submitted by March 12, 2021. A revision of the draft Official Plan is expected in late July, early August 2021.

Preliminary policy directions for the new Official Plan include:

- / An intensification target of 60%
- / Orient land use designations around nodes, corridors, and neighbourhoods
- / Evolve to dense, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

Preliminary policies that are relevant to the proposed development:

- / The subject site is located in the “Outer Urban” area on Schedule A – Transect Policy Areas of the City of Ottawa new Official Plan. The Outer Urban Transect is generally characterized by low to mid-density development.
- / The subject site is designated “Neighbourhood” on Schedule B3 – Outer Urban Transect Policy Areas of the City of Ottawa new Official Plan. Development in the Neighbourhood designation should be low-rise except:
  - o Where existing zoning or secondary plans allow for greater building heights; or
  - o In areas already characterized by taller buildings

Policy 5 notes that the Zoning By-law will distribute permitted densities in the Neighbourhoods by:



- a) Allowing higher densities and permitted heights, including predominately apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
- b) Allowing lower densities and predominately ground-oriented dwelling forms further away from rapid-transit stations, Corridors, and major neighbourhood amenities; and
- c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

The policies of the new Official Plan generally support the proposed development as a portion of the site is already zoned to permit six (6) storeys of building height. The proposal simply seeks to shift the split-zoning further south to accommodate the proposed development and follow the recommendations of the Future Land Use Study found in Section 4.0 of this report. While six (6) storey buildings are currently permitted on the portion of the site abutting Hunt Club Road (set back over 20 metres from any residential zone), the split-nature of the lot required a Zoning By-law Amendment to permit the proposal to extend further south. As per the Future Land Use Study, the rear of the property is to be limited to four (4) storeys along Sieveright Avenue as it abuts a more residential context to the south and Sieveright is classified as a local road.

#### 5.4 South Keys to Blossom Park, Bank Street Secondary Plan and Community Design Plan

The purpose of the South Keys to Blossom Park, Bank Street Secondary Plan is to implement the Community Design Plan (CDP) into the Official Plan policies. As such, both the South Keys to Blossom Park, Bank Street Secondary Plan and South Keys to Blossom Park, Bank Street Community Design Plan should be interpreted together when guiding public and private development of properties within the plan area. The plans envision the evolution of the area into a more mixed-use and pedestrian and cycling friendly area. The subject property is identified as being part of two land use areas on Schedule A – Land Use: (1) General Mixed-Use, (2) Future Land Use Study.

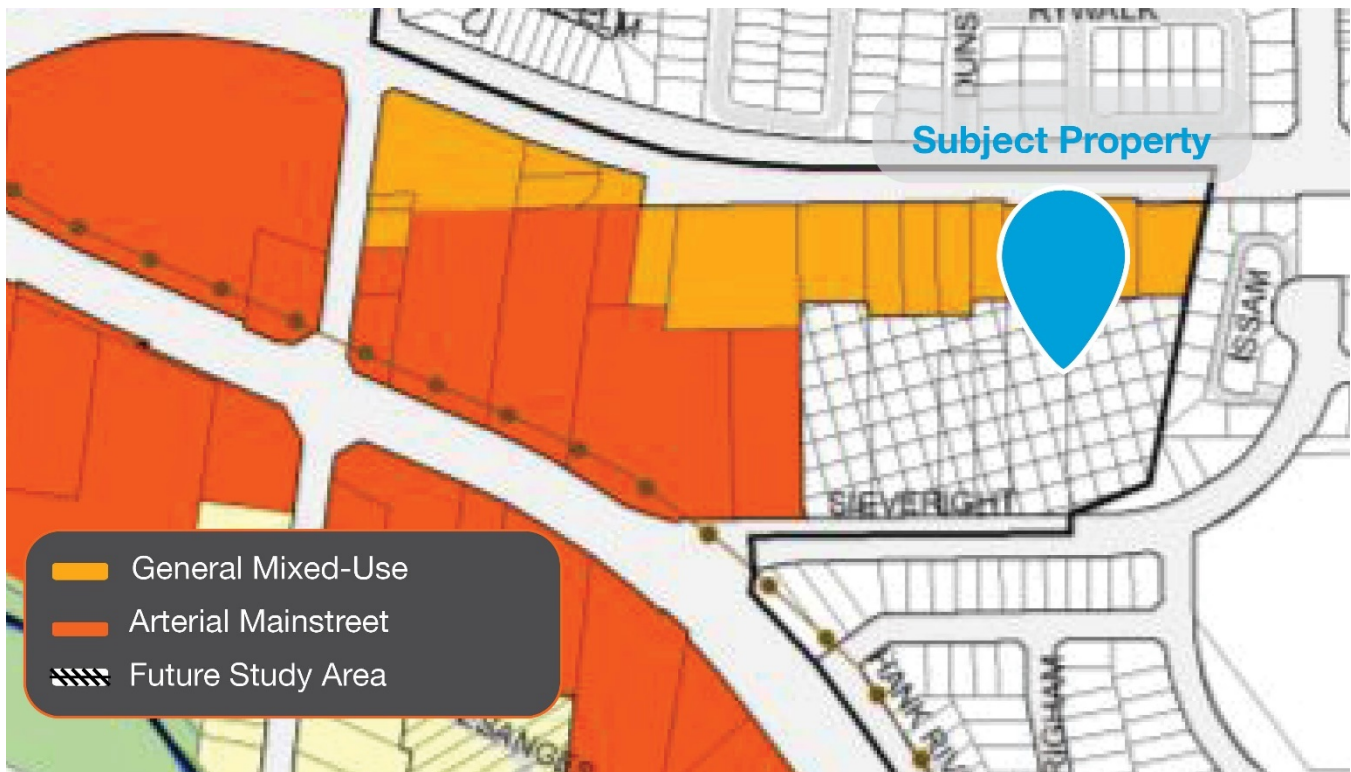


Figure 18: Excerpt of Schedule A - Land Use in South Keys to Blossom Park, Bank Street Secondary Plan

The general mixed-use designation applies to properties along Hunt Club Road that are located outside of the 800m walking distance from the transit station. The purpose of the area is to allow for flexibility in land uses and built form, which supporting density. The policies that apply to this area are set out within the General Urban Area designation of the Official Plan. Within this area, building heights of up to 6-storeys are permitted.

Policy 4.10 notes that two locations in the Secondary Plan require additional studies to determine appropriate land use mix and/or permitted building heights. In particular, an area of the subject site on the north side of Sieveright Avenue has been identified as “Future Land Use Study” on Schedule A – Land Use. Per the Secondary Plan, an application for a Zoning By-law amendment submitted within this area prior to commencement of a study will be considered as a trigger requiring early preparation and implementation of the study for that particular area.

**The proposed development is an example of a flexible land use and build form in an underutilized area that is close to transit, services and amenities. The proposed density and built form will provide an accessible and attractive use on an underutilized lot that will contribute to enhancing the Secondary Plan areas as a walkable and transit oriented mixed-use community.**

**The Future Land Use Study can be found in Section 4.0 of this report. The recommendations are to extend the General Mixed Use designation across the full study area, implementing a four (4) storey limit on the southernmost portion of the site abutting Sieveright Avenue. The northernmost portion abutting Hunt Club Road will continue to permit six (6) storeys, subject to the existing setbacks from residential areas under the zoning.**

The Community Design Plan provides further direction for the General Mixed-Use Area along Hunt Club road and the future land use study area to the south along Sieveright in Section 3.4.4. The Plan states under 3.4.4(b) that “a mix of land uses such as retail, service commercial, office, residential and institutional is preferred along Hunt Club Road.” Further, any established land uses in the existing IL zone should be permitted under the new zoning, and mid-rise buildings up to six (6) storeys in height are permitted along Hunt Club Road, depending on distance away from residential zones. This is captured in the existing GM16[2294] on the property, as further described under Section 5.5 below.

**The proposed development meets the intent of the Community Design Plan, in addition to the Secondary Plan, and provides new residential/institutional development in an area currently characterized by existing automobile-oriented and industrial-type uses. The proposed use is more compatible with the surrounding area, and follows the general intent and direction of the goals of the future land use study as per Section 3.6.2 of the CDP.**

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

The subject site is subject to three zones in the City of Ottawa Comprehensive Zoning By-law (2008-250), as shown in Figure 17 below. The three zones are as follows:

- / General Mixed Use, Subzone 16, Urban Exception 2294 (GM16[2294])
  - o Urban Exception 2294 notes that the maximum building heights are as follows:
    - / Within any area up to and including 20 metres of a lot line abutting an R1, R2, R3 and R4 zone; 11,
    - / All other cases: 18m
- / Light Industrial, Subzone 2, Maximum Height of 14m (IL2 H(14))
- / Residential First Density, Subzone W (R1W)

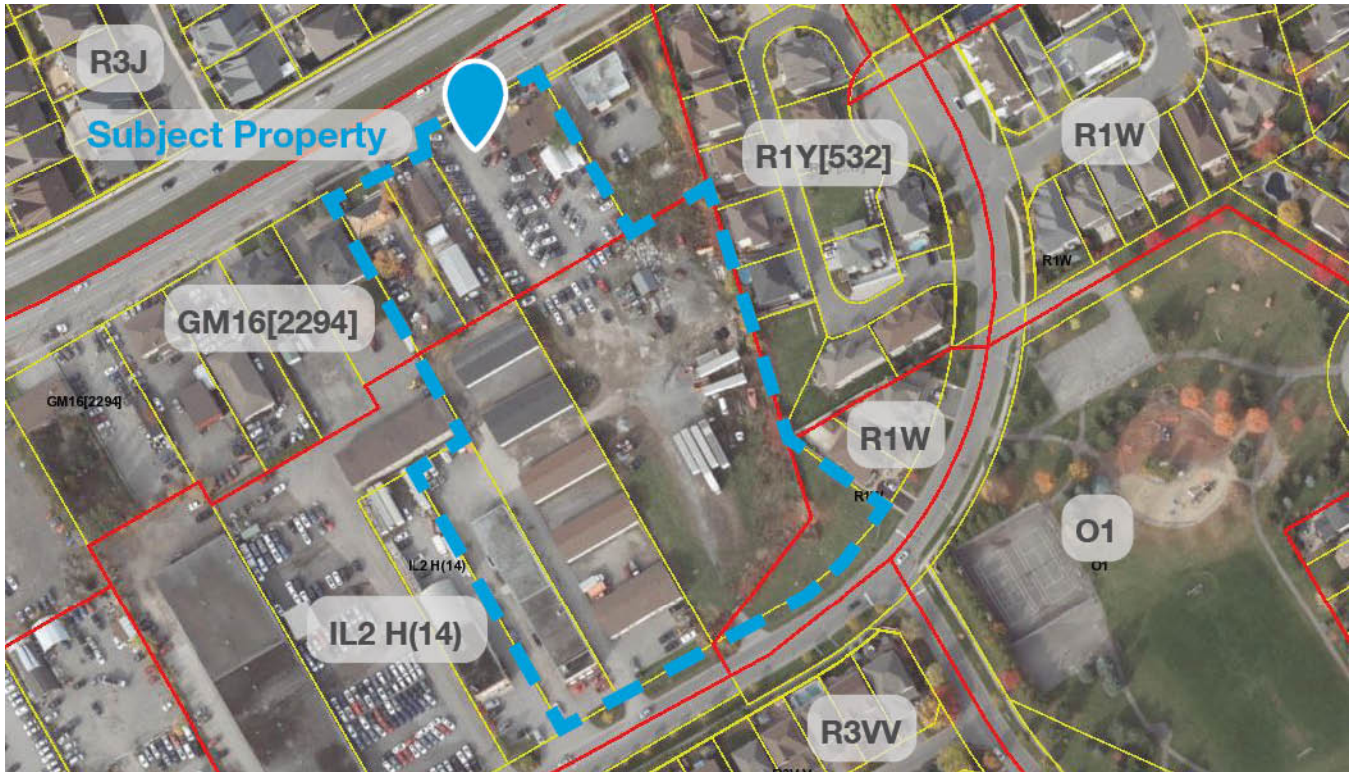


Figure 19: Zoning

The General Mixed-Use Zone intends to:

- 1) allow residential, commercial, and institutional uses, or mixed-use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Official Plan;
- 2) limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- 3) permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- 4) Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

The GM zone accommodates a wide range of uses including a rooming house, community health and resource centre, medical facility, apartment dwelling mid-rise, residential care facility, and shelter.

Urban Exception 2294, which applies to part of the subject site, notes that the maximum building heights are as follows within any area up to and including 20 metres of a lot line abutting an R1, R2, R3 and R4 zone: 11 metres. The subject site abuts an R1 zoning, but there is no development proposed within 27 metres of the R1 zone.

The proposed residential care facility is listed as a permitted use under the GM Zone. Based on the Zoning By-law definition a, "residential care facility means an establishment providing supervised or supportive in-house care for those who need assistance with daily living, that may also provide on-going medical or nursing care or counselling and

social support services and which may include services such as medical, counselling, and personal services”. It is Fotenn’s opinion that the language used to describe the residential care facility captures the intent of the proposed development and how the facility will serve the needs of its clientele. The proposed use is entirely appropriate within the GM zoning.

In addition, to the proposed Zoning By-law Amendment Application, the portion of the subject property currently zoned Light Industrial, Subzone 2, Maximum Height of 14m (IL2 H(14)) and Residential First Density, Subzone W (R1W) falls under a the Future Study Area for Sieveright Avenue. Our recommendations are captured under Section 4.0 of this report.

The following table assumes the full site is rezoned to GM16[2294] as per the recommendations of the Future Land Use Study and summarizes the proposed development’s compliance with the GM16[2294] zone. Areas of non-compliance are noted with an “X”.

| Zoning Mechanism                          | General Mixed-Use (GM)16 [2294]  | Proposed   | Compliance |
|---|--|--|------------|
| <b>Minimum Lot Area</b>                   | No minimum   | 19,965 m <sup>2</sup>  | ✓          |
| <b>Minimum Lot Width</b>                  | No minimum   | 80.48 metres   | ✓          |
| <b>Minimum Front Yard Setback</b>         | 3m   | 8m   | ✓          |
| <b>Minimum Interior Side Yard Setback</b> | 3m   | 7.5 metres   | ✓          |
| <b>Minimum Rear Yard Setback</b>          | 7.5m   | Through lot. Both north and south setbacks exceed 7.5 metres | ✓          |
| <b>Maximum Building Height</b>            | As per Urban Exception 2294, 18 metres   | 22 metres  | ✗          |
| <b>Maximum Floor Space Index (FSI)</b>    | 2  | 1.26   | ✓          |
| <b>Minimum Required Driveway Width</b>    | Minimum: 3m for a single traffic land and 6m for a double traffic lane   | 6m   | ✓          |
| <b>Minimum Required Drive Aisle Width</b> | 6.7m   | >6.7m  | ✓          |
| <b>Parking Space Dimensions</b>           | Minimum width: 2.6m<br>Minimum length: 5.2m<br><br>Up to 40% of the required spaces may be reduced to a width of 2.4m x 4.6m where they are in a garage with 20+ spaces and are identified for small cars. | 2.6m x 5.2m  | ✓          |

|  |  |  |   |
|--|--|--|---|
| <b>Minimum Required Landscaped Area Within a Parking Lot</b> | 15% of the area of a parking lot must be provided as perimeter of interior landscaped area.      | >15% (single-loaded surface parking abutting landscaped area)        | ✓ |
| <b>Minimum Required Landscaped area Within a Parking Lot</b> | For a parking lot containing more than 10 but fewer than 100 spaces, not abutting a street: 1.5m | >1.5 metres (single-loaded surface parking abutting landscaped area) | ✓ |
| <b>Amenity Area</b>  | 220 units@ 6m <sup>2</sup> per unit= 1,320<br>50% communal= 660                                  | Communal Area: 2,382   | ✓ |

| <b>Specific Use Provisions for Residential Care Facility</b>    | <b>Required</b>   | <b>Proposed</b>   | <b>Compliance</b> |
|---|---|-------------------|-------------------|
| <b>Minimum Required Vehicle Parking</b><br>(Area B Schedule 1A) | Residential Care Facility: 220 units @ 0.25/unit = 55 spaces<br>1 per 100m <sup>2</sup> of GFA used for medical, health or personal services = 27<br><br>Total: 82 spaces | 93 parking spaces | ✓                 |
| <b>Minimum Required Bicycle Parking</b><br>(Table 11A)          | Rooming Unit: 0.25<br>220 units X 0.25 = 55 bicycle stalls  | 80 bicycle stalls | ✓                 |

Based on the above, a minor Zoning By-law Amendment will be required to permit the development on the lands. Based on the policy framework and Secondary Plan policies, an Official Plan Amendment to amend the South Keys to Blossom Park, Bank Street Secondary Plan will also be required.

## 6.0

# Proposed Zoning By-law Amendment

The full site is proposed to be rezoned to “General Mixed-Use Zone” with a Site-Specific Exception and a Height Limit of X metres (GM[XXXX] H(X)). The site can be split-zoned to ensure the height limits are appropriate for each of the frontages along Hunt Club Road (22 metres), allowing for the proposed development, and Sieveright Avenue (14 metres), to limit future development to four (4) storeys.

At this time, only the OPA and ZBA applications have been submitted, and the Site Plan Control application will be provided in the future.

The following is a list of the exceptions being requested:

### Proposed Official Plan Amendment

- / The proposed zoning changes to the subject site along Sieveright Avenue trigger the need for a land use study to be carried out on behalf of the applicant as part of the Official Plan Amendment. In doing so, the study will help determine the future land use and zoning requirements for the southern portion of the lands.

### Proposed Zoning By-law Amendment

- / **Change exception [2294] to allow for a maximum building height of 22 metres**  
Whereas exception 2294 only allow for a maximum building height of 18 metres, it is proposed that the maximum building height be raised to 22 metres to permit the proposed development. The modest four (4) metre increase is reflective of the residential/institutional nature of the proposed use, including a ground floor taller than the other floors. Whereas 18 metres would generally permit a six (6) storey structure at a standard residential 3 metre floor-to-floor height, the proposed design seeks additional height. This will allow for the proposed design, which has been carefully designed according to the needs and instructions of Larga Baffin, to proceed. The proposed building height will present no undue adverse impacts on the adjacent residential community to the east or to the north across Hunt Club Road. The building is sufficiently set back from both these areas at over a 1:1 setback to height ratio, ensuring there are no shadowing, privacy or overlook impacts associated with the proposed development.
- / **Rezone the IL2 H(14) lands on the subject site to GM16 [XXXX] H(14).**  
As part of the Future Land Use Study and to support the development of Hunt Club Road as a mixed-use and walkable neighbourhood, the IL2 lands are proposed to be rezoned GM16 [XXXX] H(14) to guide future development that allows for a scale matching the existing zoning, while removing the light industrial zoning and mitigating for any potential impacts associated with an industrial zone abutting an R1 and R3 neighbourhood. Overall, the changes will permit uses more compatible with the surrounding neighbourhood, while limiting development to three (3) or four (4) storeys, which is the existing permitted maximum building height.
- / **Rezone the R1W lands on the subject site to GM[XXXX] H(14)**  
In addition to the above, there is a small portion at the southeast corner of the site zoned R1W that is proposed to be rezoned to GM16 [XXXX] H(14) to align with the changes made to the abutting IL2 lands. The existing provision in exception [2294] which restricts building heights within 20 metres of R1 lands could remain.

## 7.0 Public Consultation Strategy

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities that have already been undertaken in preparation of this application submission, or will be undertaken in the following months after the application has been submitted, include:

- / Pre-Application Consultation Meeting with City of Ottawa (September 24, 2020)
- / Information Meetings with the Ward Councillor's Office
  - o The Ward Councillor, Diane Deans, has been notified of the proposed development and a meeting was held in October 2021.
- / Public Information Session with the Local Community
  - o A Public Information Sessions will be organized through the Ward Councillor's office.
- / Notification of Ward Councillor, Councillor Diane Deans
  - o The Ward Councillor will be notified by the City of Ottawa's "Heads Up" e-mail once the application is received
- / Notification to residents and local registered Community Associations
  - o Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy
- / Planning Committee Meeting Advertisements and Report Mail Out to the Public
  - o Notification for the statutory public meeting will be undertaken by the City of Ottawa.

All public engagement activities will comply with the Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

## 8.0 Conclusion

It is our professional opinion that the proposed Official Plan Amendment and major Zoning By-law Amendment to permit the proposed facility on the subject site constitutes good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the policies outlined in the Provincial Policy Statement (2020). In particular, the proposed development optimizes land close to rapid transit, amenities and services while providing necessary housing supply.
- / The proposed mid-rise building conforms with the General Urban Area policies in Section 3.6.1 of the City of Ottawa Official Plan. The proposed development contributed to a range and choice of housing to meet the needs of all ages, incomes, and life circumstances while also being conveniently located close to rapid-transit, services, and amenities. Further, the proposed development supports a vulnerable population seeking medical treatment unavailable in their community.
- / The proposed development meets the intent and purpose of the new Official Plan, in particular relating to the established vision for the Outer Urban Transect policy area and Neighbourhood designation.
- / The proposed development complies with most of the provisions of the City's urban design and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan and the exceptions have been done to maintain the safety of the residents.
- / The proposed development is consistent with the vision and policies of the South Keys to Blossom Park, Bank Street Secondary Plan and Community Design Plan.
- / The proposed development complies with the provisions outlined in the City of Ottawa's Zoning By-law.

Sincerely



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