



2370 Tenth Line Road

Planning Rationale & Design Brief
Zoning By-law Amendment & Site Plan Control
December 23, 2021



Prepared for Mattamy Homes

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Mattamy Homes (“Mattamy”) to prepare this Planning Rationale and Design Brief in support of Zoning By-law Amendment and Site Plan Control applications to facilitate the proposed development of the property municipally known as 2370 Tenth Line Road (the “subject site”) in the City of Ottawa.

The proposed development consists of 16 three-storey blocks, with four (4) mixed-use blocks located around the perimeter of the site and 12 residential blocks containing stacked townhouse units located throughout the interior of the site. A total of 240 residential units consisting of 144 stacked townhouse dwellings and 96 apartment dwellings are proposed. A total of 3,170 square metres of commercial space among 31 commercial condominium units is proposed. A total of 439 vehicle parking spaces are provided, with 279 provided for the residential dwelling units, 123 provided for the commercial component, and 48 visitor parking spaces, 11 of which are to be shared with the commercial units. A total of 134 bicycle parking spaces are provided throughout the site. The proposed development contains a total of 3,526.7 square metres of amenity area for the residential units, with 1,329 square metres proposed as outdoor, at-grade communal amenity space.

1.1 Required Applications

To facilitate the proposed development, concurrent Major Zoning By-law Amendment (ZBLA) and Site Plan Control applications are being submitted. The ZBLA proposes to amend the subject site’s existing zoning to permit residential uses (whereas Urban Exception 950 prohibits “residential use buildings”) and to accommodate site-specific development details as discussed herein. The Site Plan Control process will address the detailed design of the site and buildings, including such aspects as site servicing, landscaping, and building materiality. As the proposed development is expected to be condominiums, a future Plan of Condominium application will be required.

1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
 - o A Pre-Application Consultation Meeting was held with City Staff and the applicant team on May 31, 2021. A follow up Pre-Application Consultation meeting occurred on September 16, 2021.
- / Community “Heads Up” to the local registered Community Association, the Greater Avalon Community Association.
 - o On December 1, 2021, prior to application submission, Mattamy Homes met with a representative of the Greater Avalon Community Association to discuss the applications.
 - o A “heads up” notification to local registered community associations will be completed by the City of Ottawa during the application process.
- / Community Information Session
 - o If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
 - o It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and/or Twitter.

- Due to ongoing COVID-19 restrictions on public gatherings, it is anticipated that the community information session would be held via an online format such as a Zoom webinar or another similar platform.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting for the ZBLA application will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee.

Site Context and Surrounding Area

2.1 Subject Site

The subject site is located in South Orléans in Cumberland Ward (Ward 19) and is bounded by Brian Coburn Boulevard to the north, Tenth Line Road to the east, Décoeur Drive to the south, and a school site and residential dwellings to the west. The subject site is a vacant, generally T-shaped lot with an area of 36,386 square metres (3.64 hectares), with approximately 159.5 metres of frontage along Tenth Line Road, 91.5 metres of frontage along Brian Coburn Boulevard, and 64.7 metres of frontage along Décoeur Drive. To the west are the rear yards of residential dwellings along Yellowcress Way, a municipal pathway block, and the site of the École élémentaire catholique Notre-Place Catholic school. The subject site does not include the currently vacant corner parcels at the southwest corner of Brian Coburn Boulevard and Tenth Line Road or the northwest corner of Décoeur Drive and Tenth Line Road.

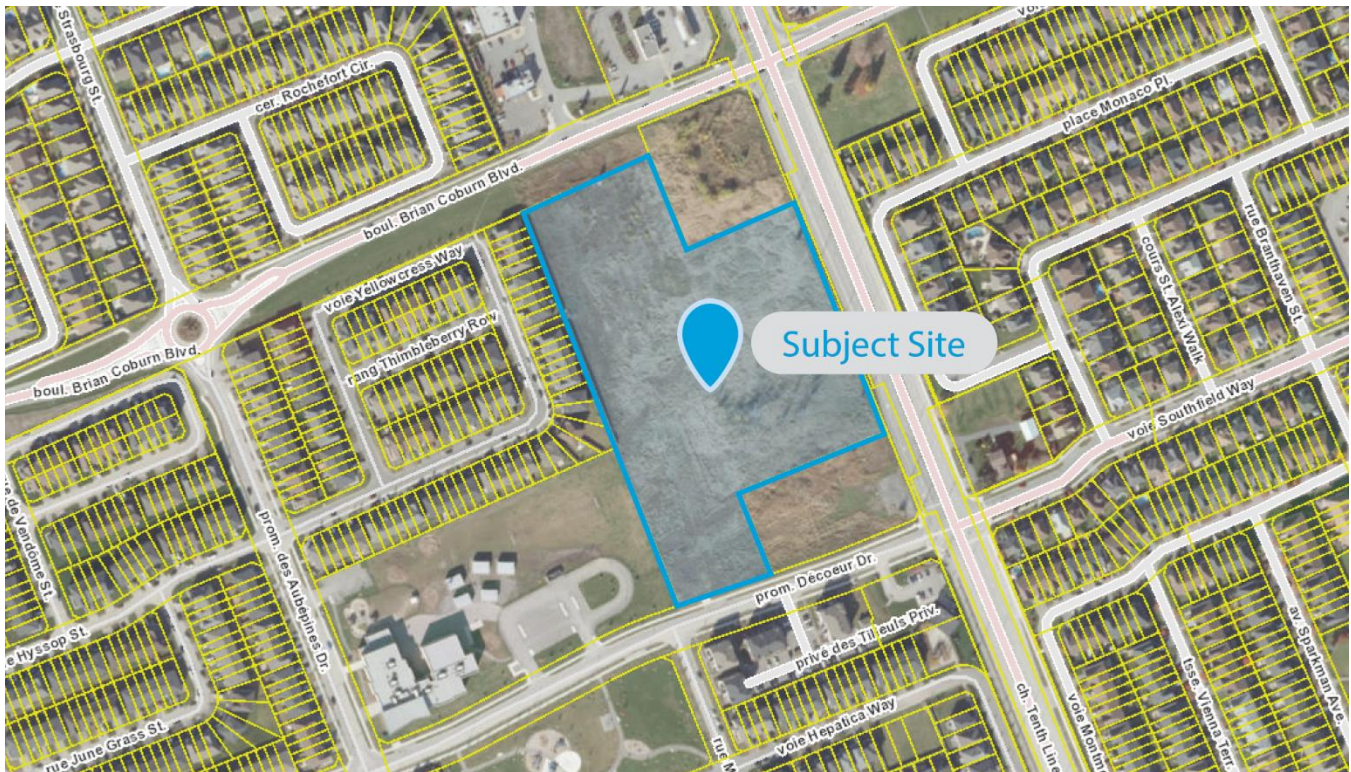


Figure 1: 2370 Tenth Line Road, the “Subject Site”



Figure 2: Top Left, Looking South to Subject Site across Brian Coburn Boulevard; Top Right, Looking Southeast towards Subject Site across Brian Coburn Boulevard; Bottom Left; Looking South towards Subject Site along West Property Line; Bottom Right, Looking towards Commercial Plaza to the North

2.2 Surrounding Context

North: Immediately north of the subject site is Brian Coburn Boulevard, an Arterial Road running in an east-west direction across South Orléans, along which a mix of residential and commercial buildings are located. A commercial plaza is located at the northwest corner of Brian Coburn Boulevard and Tenth Line Road, while low-rise residential neighbourhoods are located to the east and west. Aquaview Park and the Aquaview Community Centre are located to the north of Brian Coburn Boulevard and east of Tenth Line Road. Further north along Tenth Line Road are a planned Bus Rapid Transit (BRT) corridor and a hydro corridor that runs northeast/southwest across South Orléans via an easement over privately held lands. A recreational pathway has been constructed within the hydro corridor to the east of Tenth Line Road. Major commercial centres and strips are located along Tenth Line Road towards Innes Road, followed by low-rise residential to the north of Innes Road (Queenswood Heights to the northwest and Fallingbrook to the northeast). Highway 174, a City freeway that leads to downtown Ottawa, is located approximately 4.2 kilometres to the north.

East: Two (2) additional vacant parcels are located immediately to the northeast and southeast of the subject site. Tenth Line Road, an Arterial Road, is also located immediately east of the subject site. Low-rise detached residential dwellings with frontage along Monaco Place, a window street, are located across Tenth Line Road from the subject site. Further east is a residential neighbourhood containing low-rise detached, semi-detached, and townhouse dwellings ranging from two-storey to three-and-a-half-storey dwellings. Vista Park, St. Dominic Public School, and École élémentaire catholique Alain-Fortin are also located within this area. Further east are generally low-rise residential neighbourhoods containing a variety of residential built forms, parks, and schools, through to Trim Road.

West: Immediately west of the subject site are the rear yards of low-rise townhouse dwellings along Yellowcress Way, a municipal pathway block that leads to the subject site, and the site of the Ecole élémentaire catholique Notre-Place Catholic school, through to Aubepines Drive. The low-rise residential neighbourhood continues through to Mer-Bleue Road in the west, where the neighbourhood contains Henri-Rocque Park and Don Boudria Park. Further west are generally vacant lands and low-rise residential neighbourhoods.

South: Immediately south of the subject site across Décoeur Drive, a Collector, are low-rise residential buildings containing a variety of dwelling types, including detached, semi-detached, townhouse, and stacked townhouse dwellings. This condition continues south through to Sweetvalley Park and Lakeridge Park. Further south is the Mer Bleue Urban Expansion Area, which is under development on the west side of Tenth Line Road. To the southwest is the village of Notre Dame des Champs and to the southeast are lands identified for urban expansion in the new Official Plan. Beyond these areas are rural lands.



Figure 3: Top Left, View of Shopping Plaza to the North of the Subject Site; Top Right, Looking West along Brian Coburn Boulevard, Shopping Plaza to the North; Centre Left, Looking West across Tenth Line Road; Centre Right, Looking towards the Subject Site from Monaco Place to the East; Bottom Left, Looking West towards Intersection of Tenth Line Road and Décoeur Drive; Bottom Right; Stacked Townhomes South of the Subject Site.

2.3 Road Network

The subject site is bounded by Brian Coburn Boulevard to the north, Tenth Line Road to the east, and Décoeur Drive to the south. Both Brian Coburn Boulevard and Tenth Line Road are designated as Arterial Roads on Schedule E (Urban Road Network) of the Ottawa Official Plan, while Décoeur Drive is designated a proposed Collector Road (now constructed), continuing as Southfield Way east of Tenth Line Road (Figure 4).

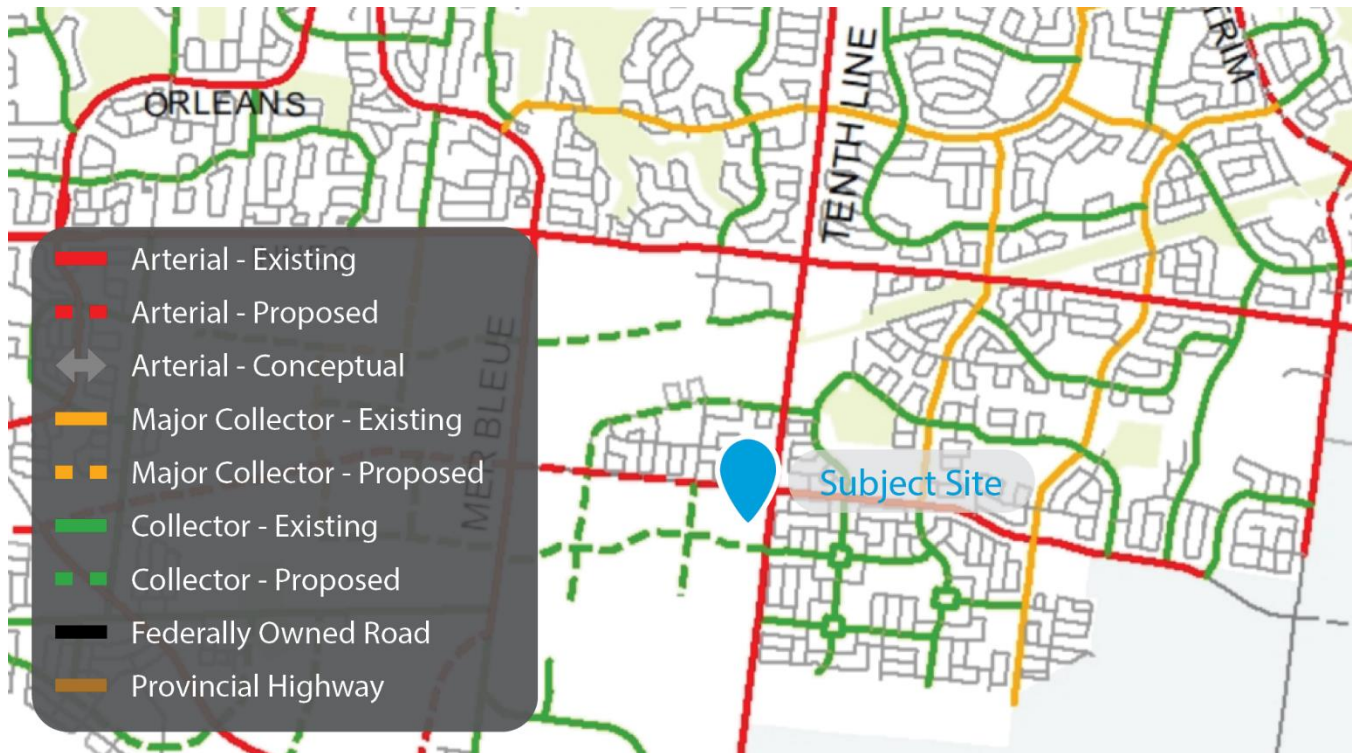


Figure 4: Schedule E, *Urban Road Network*, Subject Site Indicated

Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops. The subject site benefits both from frontage along both Brian Coburn Boulevard and Tenth Line Road and proximity to other arterial roads including Innes Road to the north and Mer-Bleue Road to the west. Collector roads serve neighbourhood travel between local and Arterial roads, providing vehicle connections and accesses to adjacent lands.

2.4 Transportation Network

Considering the subject site's location in an eastern suburban community of Ottawa, the proposed development is well-connected with respect to bus transit, cycling, and pedestrian networks. The subject site is located approximately 770 to 1,050 metres south of the future Tenth Line Bus Rapid Transit (BRT) station, planned at the intersection of Tenth Line Road and the hydro corridor (Figure 5). OC Transpo currently serves the subject site with local Route 30 running adjacent to the subject site along Brian Coburn Boulevard and Route 234 running adjacent to the subject site along Tenth Line

Road and Décoeur Drive. OC Transpo bus stops are located directly adjacent to the subject site along both Brian Coburn Boulevard and Décoeur Drive. The subject site is also served by local Route 35 and connecting Route 236, which all provide connections to frequent routes and rapid transit stations in the surrounding area (Figure 6).

Considering their ability to accommodate multi-modal transit, the City of Ottawa Transportation Master Plan (2013) recommends that Transit Priority measures be taken along Arterial roads. As part of its implementation, Brian Coburn Boulevard is proposed to be upgraded with peak period bus lanes, queue jump lanes, and transit signal priority between Innes Road and Tenth Line Road which may include the repurposing of general lanes.

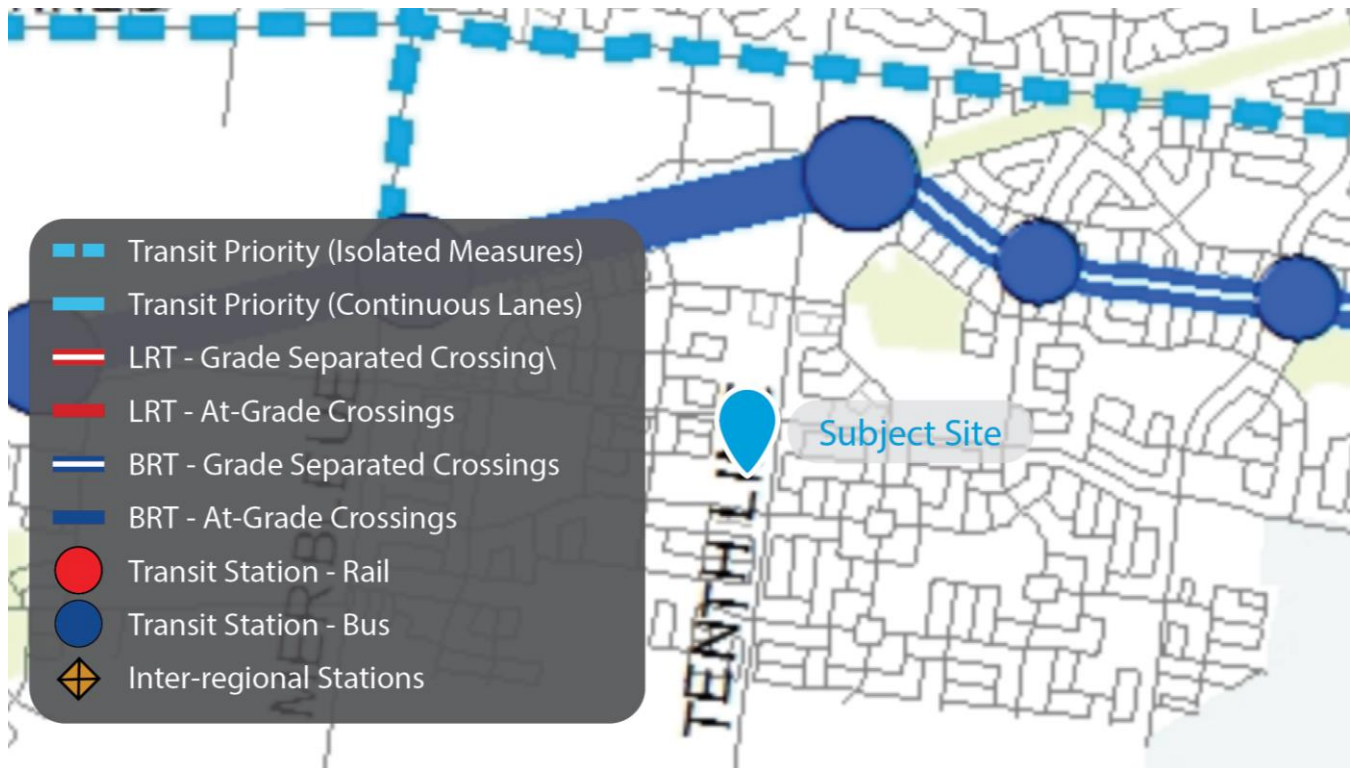


Figure 5: Schedule D, *Rapid Transit and Transit Priority Network*, Subject Site Indicated

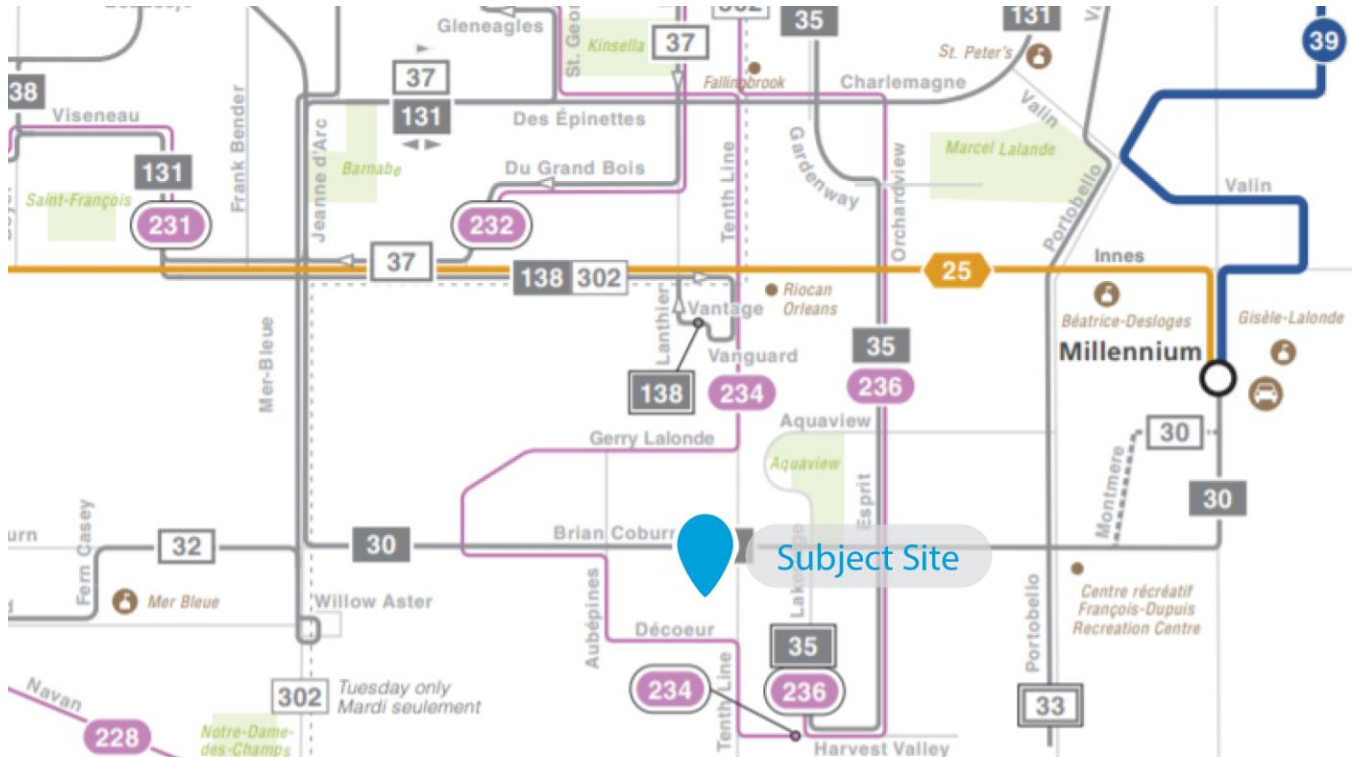


Figure 6: OC Transpo Network Map, Subject Site Indicated

The subject site is well served by the City of Ottawa's greater cycling network (Figure 7). Schedule C (Urban Cycling Network) of the Official Plan identifies a Spine Route along Tenth Line Road adjacent to the subject site (where a Multi-Use Pathway exists on the west side and a sidewalk is provided on the east side) and to the north along Innes Road (where on-street cycling lanes in both directions exist), each of which provides increased access to the greater cycling network. A Cross-Town Bikeway is also located along Innes Road to the north, connecting through the city in an east-west direction. Multi-use pathways connect throughout the area, with paths located in all directions from the subject site and within the hydro corridor to the north. The City of Ottawa Transportation Master Plan further designates Southfield Way to the east as a Major Pathway, providing cycling connections directly from the subject site into the neighbourhoods to the east and west. These cycling accesses allow bicycle connections to various other routes throughout the city and rapid transit, promoting multi-modal transportation.

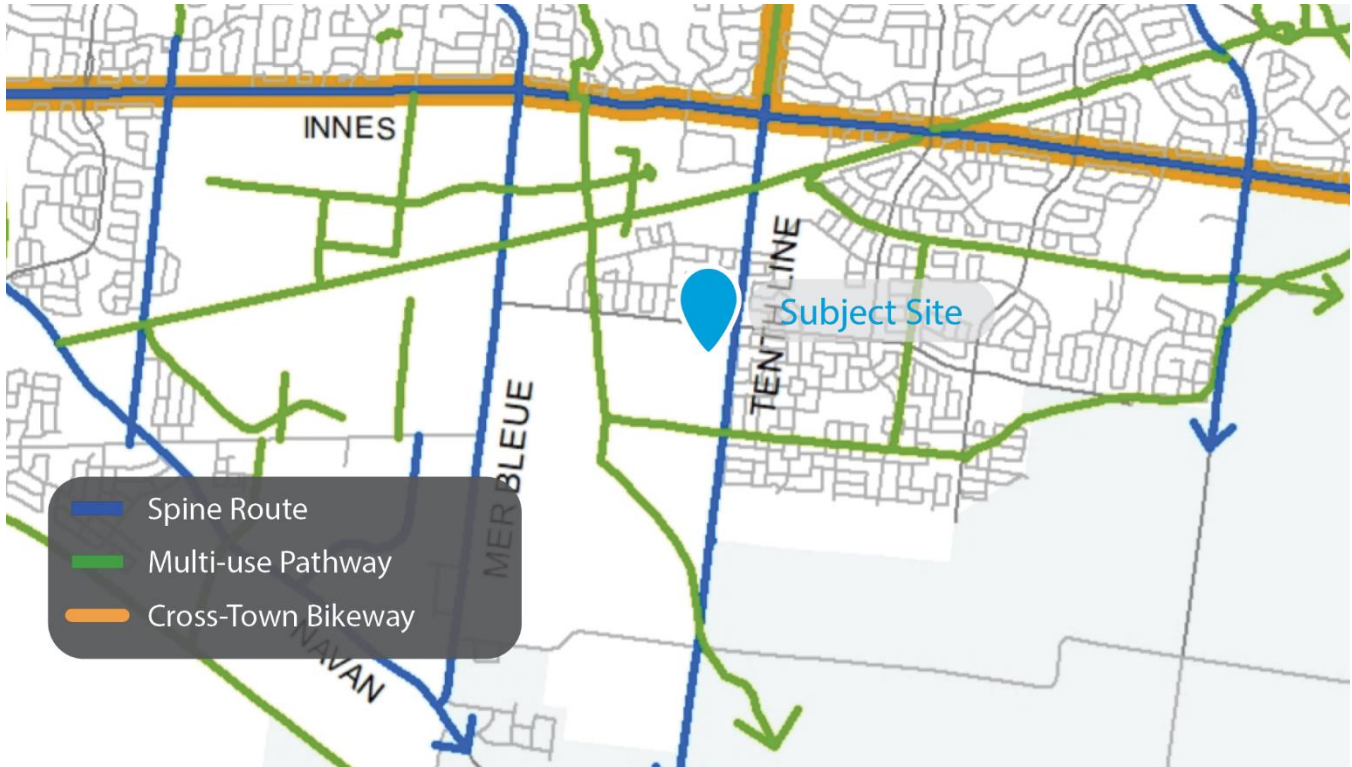


Figure 7: Schedule C, *Urban Cycling Network*, Subject Site Indicated

2.5 Neighbourhood Amenities

The subject site is one of the last remaining parcels to be developed in the area. As such, the subject site is well served by nearby neighbourhood amenities, including commercial, retail, community spaces and parkland.

Commercial and Retail Uses

Many commercial and retail uses are located generally north of the subject site, including a large format shopping centre located directly north across Brian Coburn Avenue, which provides retail, retail food store, restaurant, daycare, medical, salon, bank, gas station, and vehicular maintenance services (Figure 8). Additional commercial uses are located further north along Tenth Line Road and along the south side Innes Road (an Arterial Mainstreet) from Pagé Road to the west and Tenth Line to the east. Commercial and retail uses along Innes Road include grocery stores, restaurants, hardware stores, electronic stores, pharmacies, car dealerships, fitness establishments, and general retail. These uses are generally contained within large format shopping centres with surface parking lots. Similar commercial areas are located further north along Tenth Line and Jeanne d'Arc Boulevard through to the St. Joseph Boulevard Arterial Mainstreet, which is mainly characterized by commercial uses, services and amenities, perhaps most notably containing the Place d'Orléans Shopping Centre and Shenkman Arts Centre.

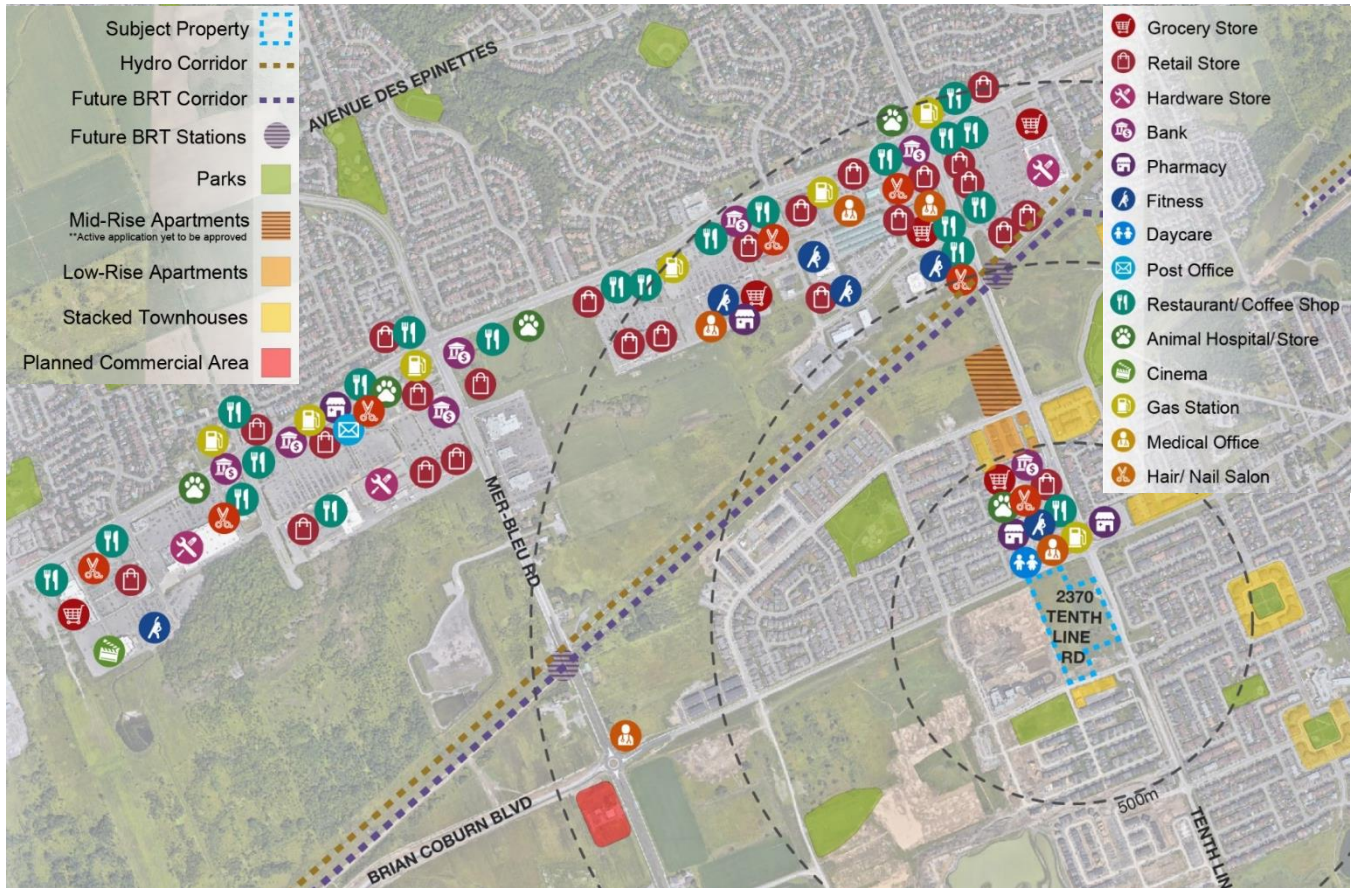


Figure 8: Mapping of Commercial Uses in Close Proximity to the Subject Site

Schools & Community Centres

The subject site is well served by existing and potential future Ottawa-Carleton District School Board (OCDSB), Ottawa Catholic School Board (OCSB), Conseil des Écoles catholiques du Centre-Est (CECCE), and Conseil des écoles publiques de l'Est de l'Ontario (CÉPEO) schools. The Ecole élémentaire catholique Notre-Place (CECCE) is located immediately west of the subject site. Additional existing schools in the area include:

- / St. Dominic School (OCDSB)
- / Summerside Public School (OCDSB)
- / Avalon Public School (OCDSB)
- / Henry Larsen Elementary School (OCDSB)
- / Forest Valley Elementary School (OCDSB)
- / École élémentaire catholique Notre-Dame-des-Champs (CECCE)
- / Collège catholique Mer Bleue (CECCE)
- / École élémentaire catholique Alain-Fortin (CECCE)
- / St. Theresa Catholic School (OCSB)
- / Chapel Hill Catholic School (OCSB)
- / Des Sentiers Public Elementary School (CÉPEO)

In terms of planned schools, lands located approximately 500 metres to the west of the subject site are reserved for an OCSB high school and four schools are planned in the Mer Bleue Expansion Area to the south, including elementary schools for all four school boards and a CÉPEO Secondary School.

The subject site is also well served by community centres in the area, including the Aquaview Community Centre, the François Dupuis Recreation Centre, the Notre-Dames-des-Champs Recreation Centre, and the South Fallingbrook Community Centre.

Parks & Greenspace

The subject site is situated in proximity to an expanding network of parks, trails and greenspaces. Henri-Rocque Park is located immediately southwest of the subject site and lands approximately 500 metres to the west of the subject site have been dedicated for the construction of Don Boudria Park. The subject site is also located within 800 metres of the Hydro Corridor to the north, which is planned to contain a Multi-Use Pathway (MUP) that will connect with the existing MUP within the hydro corridor on the east side of Tenth Line Road. The area surrounding the subject site contains several parks, trails, and greenspace, including:

- / Allegro Park
- / Vista Park
- / Lakeridge Park
- / Ouellette Park
- / Aquaview Park
- / A MUP around Aquaview Pond
- / Sweet Valley Park

Proposed Development & Design Brief

3.1 Project Overview

The proposed development consists of 16 three-storey blocks, with four (4) mixed-use blocks located at the perimeter of the site and 12 residential blocks containing stacked townhouse units generally located throughout the interior of site. A total of 240 residential units consisting of 144 stacked townhouse dwellings and 96 apartment dwellings are proposed. A total of 3,170 square metres of commercial space among 31 commercial units is proposed. A detailed description of each block is included below.

- / Blocks A and B are three-storey mixed-use blocks fronting Tenth Line Road, each with nine (9) commercial units at grade and 28 residential units above;
- / Block C is a three-storey mixed-use block fronting Décoeur Drive with seven (7) commercial units at grade and 24 residential units above;
- / Block D is a three-storey mixed-use block fronting Brian Coburn Boulevard with six (6) commercial units at grade and 16 residential units above;
- / Blocks 1 through 11 are three-storey residential stacked townhouse dwelling blocks containing 12 units per block, where Blocks 1 through 8 are located internal to the site and Blocks 9 through 11 are located within the most western portion of the subject site; and,
- / Block 12 is a three-storey residential stacked townhouse dwelling block containing 12 units, with frontage along Brian Coburn Boulevard.



Figure 9: Graphic Site Plan for the Proposed Development at 2370 Tenth Line Road

A total of 439 vehicle parking spaces are provided, with 279 provided for the residential dwelling units, 123 provided for the commercial component, and 48 visitor parking spaces, 11 of which are shared by visitors and commercial users. Ten (10) electric vehicle parking spaces are provided for visitors throughout the subject site. A total of 134 bicycle parking spaces are provided throughout the site for both the residential and commercial uses.

The proposed development contains a total of 3,526.7 square metres of amenity area, 1,329 square metres of which are proposed as outdoor, at-grade communal amenity space. As detailed on the enclosed Landscape Plan, the following amenity spaces are proposed:

- / Amenity Area 1 is proposed to be located south of Block D and north of Block 11. This amenity space is proposed to contain bike repair stations and racks, curved wooden benches, a curvilinear pathway, and tree and landscape plantings to act as naturalized screening to the adjacent parking areas;
- / Amenity Area 2 is proposed to be located north of Block 8. This amenity space is proposed to contain clustered dining areas, curved benches, meadow planting, a forest walk, and curved stonedust pathways, along with rows of trees to provide a buffer; and,
- / Amenity Area 3 is proposed to be located north of Block 4. This amenity space is proposed to contain curved wooden benches, a curvilinear pathway, and tree and landscape plantings to act as naturalized screening.

Other landscaped areas have been identified at the subject site which can accommodate additional amenity areas.

Waste collection and earth bins are provided in four (4) locations throughout the subject site; two bins to the north of Block 11, two bins to the south of Block 12, two bins to the north of Block C, and one bin to the northeast of Block 4.

Street trees are provided along all three municipal roads framing the proposed development and the public right-of-way adjacent to the subject site. The proposed trees are permitted to be planted to a foundation setback equal to the full mature height of the tree, which may be reduced to 4.5 metres for small and medium size trees, provided certain conditions are met.

3.2 Design Brief

The following provides a response to fulfill the requirements of a Design Brief component, as determined by the Design Brief Terms of Reference. Further details related to how the proposed development responds to urban design policies and guidelines are found in Sections 4.2 and 4.4 through 4.6 of this report.

3.2.1 Building Design, Massing, and Transition

Blocks A through D (mixed use blocks) have been oriented in a manner which creates new frontages onto the three (3) public streets that abut the subject site (Figure 10). These blocks are proposed to contain commercial uses at grade, with primary entrances oriented towards the public streets. Consistent with applicable zoning, these blocks have been set back at least four () metres from all lot lines. Within this setback are landscaped areas, tree plantings and pedestrian walkways, which provide for a better interface between the public and private realms.



Figure 10: Rendering of Mixed-Use Blocks A through D, with Commercial At-Grade and Residential Apartment Units in Upper Floors

Internal to the subject site, the residential blocks containing stacked, back-to-back townhome dwellings (Blocks 1 through 12) have been oriented to front onto the private drive aisles or parking areas which are internal to the subject site (Figure 11). Setbacks of these residential blocks to drive aisles or parking lots vary between 2.09 metres to 4.04 metres. Blocks 9 through 11 provide greater setbacks of 6.83 metres from the interior side yard to the west to allow greater transition between the subject site and existing residential dwellings. Within these setbacks are landscaped areas and 1.8 metre wide, unit paving pedestrian walkways, connecting through the subject site. More specifically, a network of pathways connects each of the blocks along façades containing primary residential and commercial entrances and through to parking spaces and nearby amenity areas. A pedestrian walkway connects between Block D and Block 11 to an existing pathway to the west of the subject site.



Figure 11: Rendering of Residential Blocks 1 through 12, Containing Stacked, Back-to-Back Townhouse Dwelling Units.

All proposed mixed use blocks are three (3) storeys and approximately eleven (11) metres in height. The massing of the proposed blocks is broken up by façade setbacks, varied materials, consistent window patterns, and balconies. By providing a distinct, yet consistent built form, the proposed development achieves a strong transition to the wide range and mix of uses surrounding the subject site (Figures 12 through 19).

The mixed-use blocks contain a well-defined ground floor space where commercial condominium units are proposed. High glazing, active entrances, and lighter materiality contribute to the at-grade façades of these blocks, activating the public realm which they abut. The upper floors of these blocks contain recessed balconies and a window pattern of a consistent rhythm with those at the ground floor. Masonry and panel materials create visual interest throughout all levels, with the side elevations clad in a darker materiality to enhance residential entrances and facades. The flat roofline is reminiscent of nearby commercial plazas and distinguishes the mixed-use blocks from the stacked townhouse dwellings that are interior to the subject site.



Figure 12: South and North (primary) Elevations of Mixed-Use Blocks A and B



Figure 13: East and West (side) Elevations of Mixed-Use Blocks A and B



Figure 14: East and West (primary) Elevations for Block C



Figure 15: North and South (side) Elevations for Block C



Figure 16: West and East (primary) Elevations for Block D

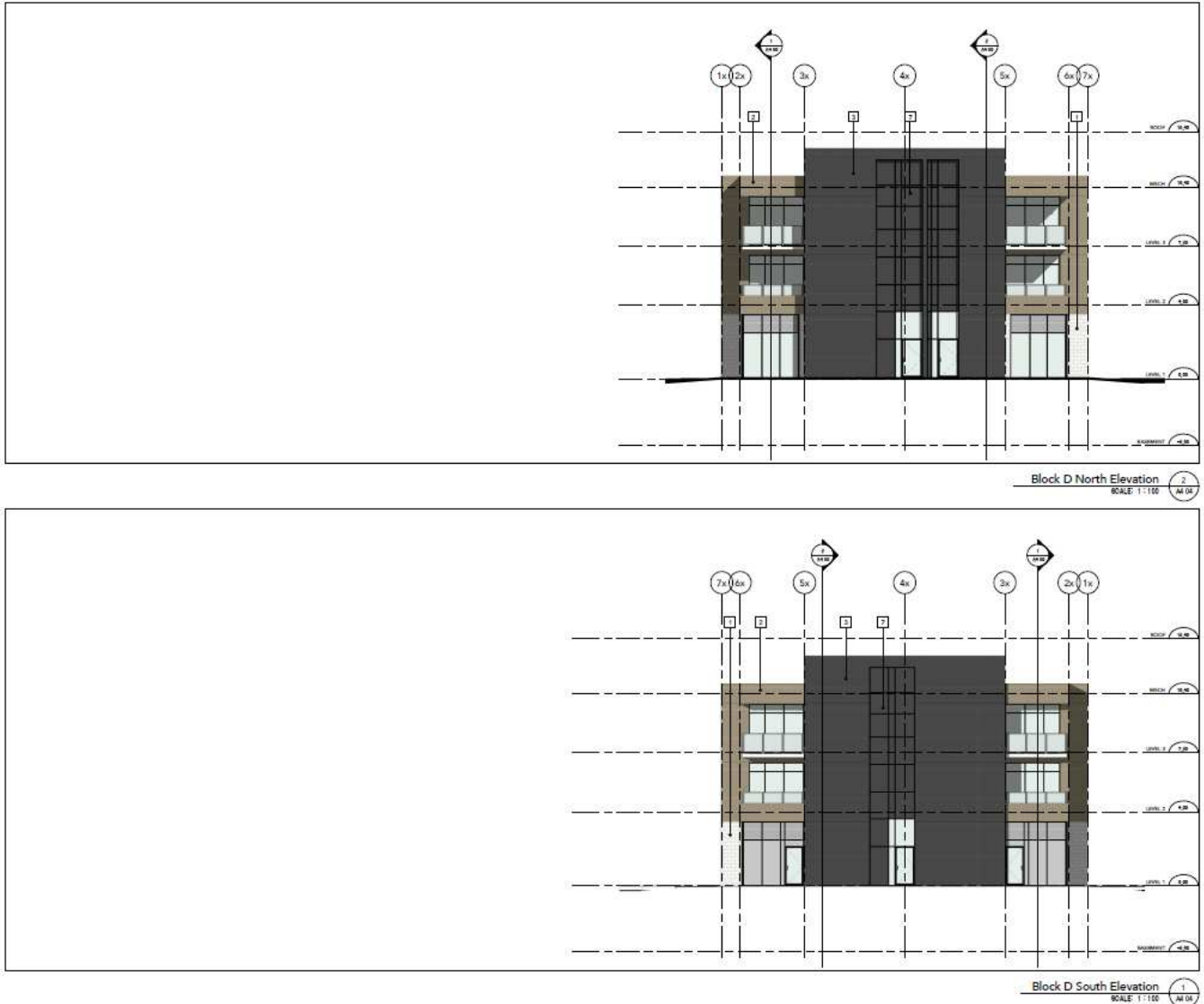


Figure 17: North and South (side) Elevations for Block D

The residential Blocks 1 through 12 are designed in a complementary style to the mixed-use blocks, where architectural details such as façade articulation, fenestration, materiality, and colour are consistent throughout the subject site. The ground floor levels provide a distinct treatment to that of the upper floors, where primary door and window patterns, balconies, materiality, and colours distinguish the at-grade entrances. These façades are designed in a manner which contributes to the pedestrian realm abutting the blocks. Upper levels are distinguished with a consistent window pattern, balconies, varied materiality, and different colour palette to complement the lower floors while providing a cohesive design. A low-pitched roofline is complementary to residential built forms and patterns found throughout the surrounding neighbourhood.



Figure 18: Front Elevation of Residential Blocks 1 through 12

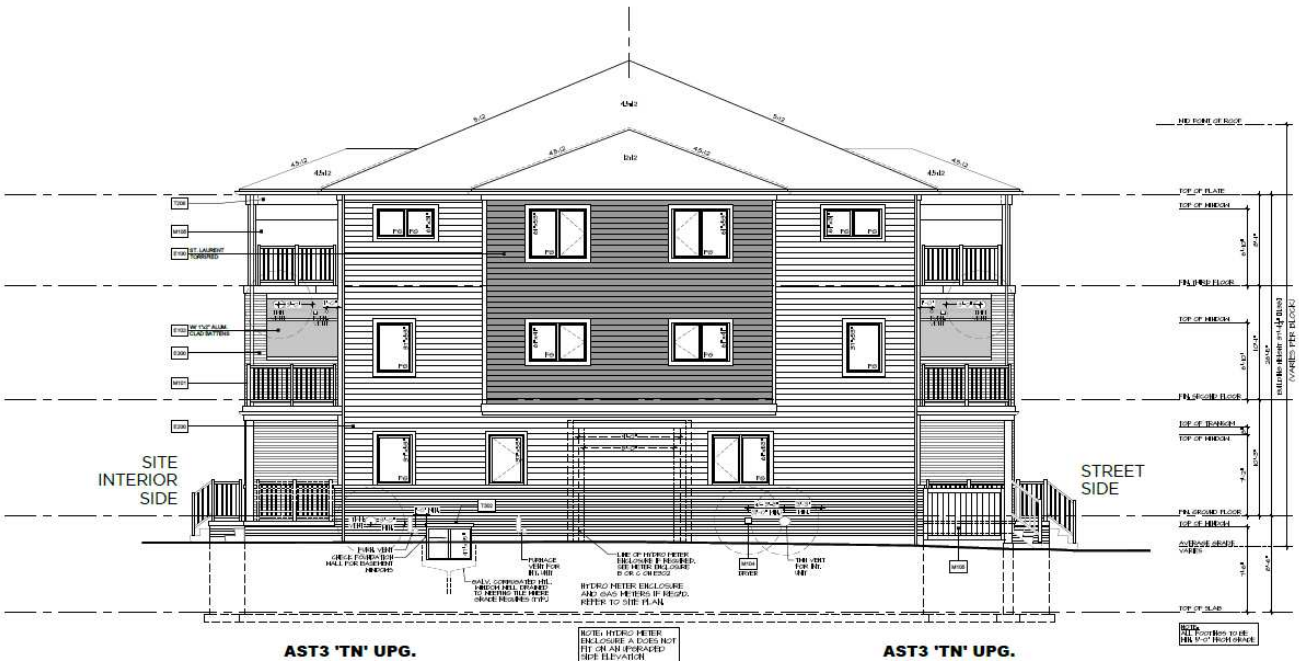


Figure 19: Side Elevation of Residential Blocks 1 through 12

3.2.2 Units and Internal Elements

The proposed development provides a unit mix and type which contributes to the range of housing and commercial uses found in the area. Mixed-use blocks contain between six (6) and nine (9) commercial units at-grade, ranging in size from 77.45 square metres to 146.01 square metres, which will allow a broad range of small-scale commercial tenants to be located at the subject site. Apartment dwellings within the upper floors contain a range of one-bedroom to three-

bedroom unit types, ranging in size from 41.95m² to 86.11m². The apartment typology and range of unit sizes will provide a greater mix of housing options to the neighbourhood.

Each townhouse block is designed to contain a total of twelve (12) stacked, back-to-back dwelling units. The four (4) ground floor dwelling units contain 2 bedrooms which occupy the ground floor of the building and have access to an unfinished basement. Each unit is the full depth of the building and has a porch at the primary entrance and a deck off the rear of the unit.

The remaining eight (8) units are two (2) storeys in height and occupy the second and third storeys of the building. Each unit is half of the depth of the building and has a balcony on both the second and third storeys. The interior units are 2-bedroom units, and the end units are 3-bedroom units. Each unit has its own ground floor entrance, where lower units enter into the primary living space. For the upper units, the ground-level entrance opens to stairs that lead directly to the second floor; there is no living space on the ground floor.

3.2.3 Streetscape, Public Realm, Site Access, and Parking

Landscaped edges and buffers are located throughout the subject site, allowing for greater setbacks and transitions between blocks. These areas generally contain landscaped areas, tree planting, bicycle racks, pedestrian walkways, and amenity spaces. Communal at-grade outdoor amenity spaces are located in the northern and southern portions of the subject site, containing curved benches, clustered outdoor dining areas, and naturalized buffers between walkways and adjacent buildings.

Three (3) vehicular access points are proposed for the development:

- / One (1) driveway will provide access to and from Brian Coburn Boulevard to the north;
- / One (1) central driveway will provide access to and from Tenth Line Road to the east; and,
- / One (1) driveway will provide access to and from Décoeur Drive to the south. This driveway is located partly on the subject site and partly on the abutting parcel to the southeast and will provide a shared access to both parcels.

A total of 279 vehicle parking spaces are provided for the residents of the residential dwelling units, while 123 vehicle parking spaces are provided for the commercial component. A total of 48 visitor parking spaces are provided, 11 of which will be shared with the commercial uses. Accessible and visitor parking spaces, including shared visitor spaces, have been distributed throughout the development for convenient access to and from different areas of the subject site, with specific consideration for proximity to commercial uses. Ten (10) electric vehicle parking spaces are provided for visitors throughout the subject site. Loading spaces for mixed-use blocks have been separated from lot lines facing public streets by buildings or landscaped buffers to allow more active and pedestrian friendly frontages. The proposed development also includes 134 bicycle parking spaces, which are clustered in fourteen (14) sets of racks located around the subject site.

Waste storage and collection areas have been distributed throughout the subject site, located away from residential and commercial entrances within parking lots, where possible. These areas are generally surrounded by landscaped buffers and walkways to provide greater separation distances from other uses while maintaining convenient access to them.

4.0 Policy & Regulatory Review

4.1 Provincial Policy Statement (2020)

The Provincial Planning Statement (2020) (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies that support the development and intensification of the subject site include:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
 - Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing (1.1.1.b);
 - Promoting the integration of 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 (1.1.1.e);

- / 1.1.3: Identifies settlement areas as the focus of growth and development, with land use patterns in settlement areas to be based on densities and a mix of land uses which efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion (1.1.3.2).
 - Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities

- / 1.4.3: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs or current and future residents of the regional market area by:
 - Permitting and facilitating:
 - All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities (1.4.3.b.1); and
 - All types of residential intensification, including additional residential units, and redevelopment (1.4.3.b.2);
 - Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (1.4.3.d);

- / Section 1.6 of the PPS provides policies for infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.

- / 1.7.1: Long-term economic prosperity should be supported by:
 - Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (1.7.1.b).

- / 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:
- promote compact form and a structure of nodes and corridors (1.8.1.a);
 - promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b); and
 - encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1.e).

The proposed development is consistent with the direction within the PPS. By proposing an efficient development and land use pattern, and accommodating an appropriate range and mix of residential and commercial uses to meet long-term needs of the province and municipality, the proposed development achieves the vision of the PPS in addressing these policies which speak to land use management. The proposed development promotes a cost-effective development pattern, supportive of existing infrastructure, existing and planned public transit, and modes of active transportation. The proposal is consistent with PPS policies which direct development to a location that has been identified for intensification and redevelopment by the municipality of Ottawa. Considering its location in proximity to existing and planned transit and active transportation routes, the proposed development advances provincial goals of healthy, liveable and safe communities that efficiently utilize existing infrastructure, improve the range and mix of housing types, and support multi-modal transportation options.

4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides a vision for future growth and a policy framework to guide the city's physical development to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support livable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

The City's population is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. One third of housing growth is anticipated within the greenbelt. At the same time, average household size inside the Greenbelt is expected to decline from approximately 2.18 people in 2021 to approximately 2.12 people in 2031. Therefore, much of the anticipated demand within the Greenbelt will be for new housing in the form of smaller, more compact built forms.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four key areas, two of which are relevant to the proposed development. These strategic directions are implemented in the policies of Section 2.2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

4.2.1 Managing Growth

Section 2.2 of the Official Plan describes how growth is to be managed within the City of Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies. This section recognizes residential intensification as the most efficient pattern of development and is broadly defined in Section 2.2.2 which states "the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development" (Policy 1). The subject site is located within the General Urban Area, which is expected to mature and evolve through intensification and infill at a scale contingent on proximity to major roads, transit, and the area's planned function, with consideration given to the character in the surrounding community to determine compatibility within a community.

The predominant form of intensification in the General Urban Area should be low-rise, where intensification is encouraged to occur through a variety of built forms (Policy 10). The City is supportive of compatible intensification outside of Target Areas for Intensification, including within the General Urban Area, and will promote opportunities for intensification in areas determined by the policies in Section 3.6.1 (Policy 22). Further, appropriate building heights will

be determined by proximity to transit and by the design and compatibility of the development within the surrounding existing context and planned function, as detailed in Section 4.11 of the Official Plan, with buildings clustered with other buildings of similar height (Policy 11).

The subject site is located within a nearly entirely built community which is characterized by a broad range of land uses, building types, and housing unit mixes permitted within the General Urban Area. The proposed development represents a dense, mixed-use intensification of a currently vacant site within the urban area. The proposed development provides complementary residential dwelling types and locally-oriented commercial uses within a built form that achieves compatible design and appropriate building massing related to its surrounding context. Further, the proposed development provides appropriate transition, compatibility, and connectivity to a nearby existing context by providing a built form considerate of its proximity to arterial roads and transit services.

4.2.2 Land Use Designation

The subject site is designated General Urban Area as described on Schedule B of the Official Plan (Figure 20). The General Urban Area designation permits a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. The City supports infill development and intensification within the General Urban Area which enhances and complements the characteristics of the community and ensures its long-term vitality. A broad scale of uses and building types are found within this designation, including low-rise multi-unit residential buildings.

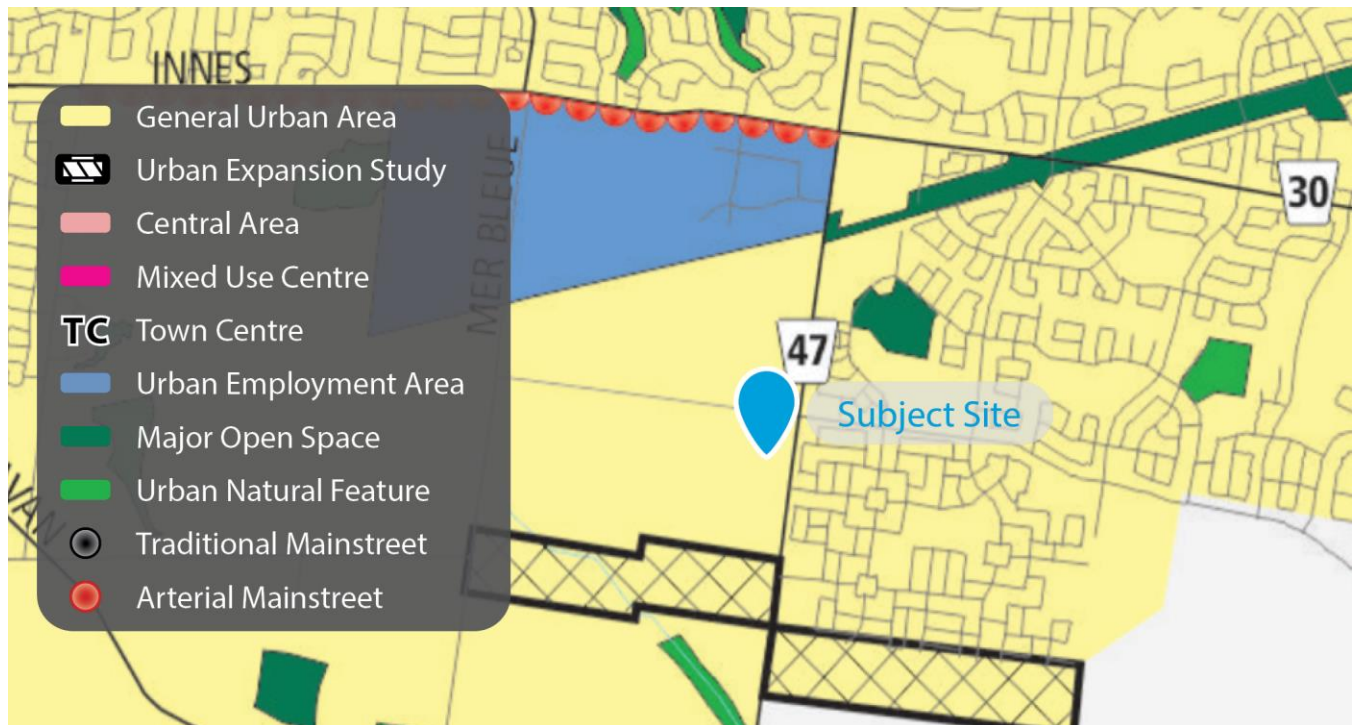


Figure 20: Schedule B, *Urban Policy Plan*, subject site indicated

Building heights in the General Urban Area will continue to be predominantly low-rise (Policy 3), defined as up to four storeys, with built form informed by a development's surrounding context and location to transit (Policy 4). The City is supportive of intensification, including multiple unit housing, which complements the existing pattern, scale of development, and planned function of the area, and is to assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces (Policy 5). New development should further achieve a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

General Urban Area policies are supportive of the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, which are of a size and scale consistent with the needs of nearby residential areas (Policy 8). These uses are to be conveniently located, specifically to take advantage of pedestrian and cycling patterns, are permitted to cluster with other community-oriented uses, and are to be of a size and scale which will not result in large volumes of vehicular traffic.

The proposed development conforms with the policies for the General Urban Area by providing a new range and choice of housing and small-scale, locally-oriented commercial uses on a currently vacant site. The proposed development is considerate of its location both among low-rise residential neighbourhoods and commercial pockets by proposing a built form and unit types which both transition to the subject site's surrounding context while providing an intensive use along Arterial roads. The proposed development is situated in a manner which transitions to the abutting low-rise properties to the west and maintains the existing character of the neighbourhood through the provision of ground-oriented units throughout the subject site. The proposed mixed-use buildings along Tenth Line Road, Brian Coburn Boulevard, and Décoeur Drive frame the public streets and transition the subject site to internal residential blocks. The proposed development is reflective of a built form, scale, and pattern which is desirable for the subject site and complementary to the existing and planned function of the area.

4.2.3 Designing Ottawa

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it "fits well" within its physical context and "works well" among those functions that surround it.

The following Design Objectives, which are intended to influence Ottawa's built environment as it grows, are applicable to the subject site and proposed development:

- / Enhances the sense of community by creating and maintaining places with their own distinct identity;
- / Defines quality public and private spaces through development;
- / Creates places that are safe, accessible and are easy to get to, and move through;
- / Ensures that new development respects the character of existing areas; and
- / Considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

In the review of development applications, proponents of new development or redevelopment are required to demonstrate how the proposal addresses the above Design Objectives.

The proposed development addresses each of the Design Objectives as described in the Official Plan. The proposed development provides a built form which is distinctive from nearby developments in the area, yet complementary to its context, enhancing the sense of community while maintaining a distinct identity. The proposed development provides quality private spaces, including landscaping improvements and walkways, creating new, high-quality, safe, and accessible pedestrian spaces throughout the subject site. The proposed development is designed in a manner which complements the character and built form of the surrounding neighbourhood while providing a compact and efficient mix of land uses which both contribute to the diversity of uses and housing types in the neighbourhood and support multi-modal transit in the area.

4.2.4 Urban Design & Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. As in Section 2.5.1 of the Official Plan, Section 4.11 describes a set of criteria to be used to measure the compatibility of a proposed development. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, scale, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development.	This Planning Rationale and integrated Design Brief satisfies the requirement for a Design Brief component for the proposed development.
Building Design	
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> / Setbacks, heights and transition; / Façade and roofline articulation; / Colours and materials; / Architectural elements including windows, doors and projections; / On site grading; and, / Elements and details that reference common characteristics of the area. 	<p>The proposed development has been designed in a manner which both complements the existing and planned pattern of development in the area while contributing to the public realm abutting the subject site. Building heights, setbacks, façades, and rooflines have all been designed in a manner which is consistent with building types common through the area. Architectural elements, including ground-oriented entrances, high glazing, varied materiality, colours and patterns all contribute to a sense of place and a high-quality at-grade experience throughout the subject site. Architectural and landscape elements throughout the subject site are consistent and referential to those existing within the surrounding neighbourhood.</p>
6. Orient the principal façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	<p>Principal façades and entrances are oriented towards the public streets and internal private road network. Mixed-use blocks frame the proposed development along public streets to the north, east, and south of the subject site, with primary commercial entrances oriented towards the public realm. Architectural details, including a varied ground floor façade with high glazing, delineate commercial uses from upper level residential dwellings, providing an enhanced at-grade pedestrian experience. Walkways and landscaping along these frontages enhance the public realm and complement the existing streetscape.</p>
8. 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	<p>To maintain the pedestrian realm, mechanical equipment and utilities have been located internally and integrated into the design of each block. Servicing and loading areas are located at the edges of each mixed-use block in order to minimize interruption to the pedestrian realm. Refuse collection areas and parking for the proposed development are located internal to the subject site, away from the public realm.</p>

<p>location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	
<p>Massing & Scale</p>	
<p>10. 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>The proposed development provides a low-rise, three-storey built form which is generally consistent with properties surrounding the subject site. Setbacks, walkways, and landscaping are provided throughout the subject site to ensure transition from the public realm and abutting properties. As such, the proposed development provides appropriate transition to its surrounding context.</p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down); b) Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); c) Building setbacks and step-backs. 	<p>Blocks within the proposed development provide appropriate transitions through a low-rise built form consistent with its surrounding and architectural details, including varied materiality, colours, façades, and fenestration along all elevations. The ground floor of each block has been designed in a manner which transitions to the pedestrian realm, while upper floors are given distinct treatment. Balconies for residential units provide variation and visual interest throughout each façade.</p>
<p>Outdoor Amenity Areas</p>	
<p>19. 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 objective.</p>	<p>The proposed development has been designed in a manner which minimizes impacts on abutting properties, particularly the rear yards of properties to the west. Building height, orientation, setbacks, walkways, and landscaping minimize impacts on abutting private amenity spaces and ensure appropriate transition to the proposed residential blocks. An internal pathway network has been designed in a manner which connects an existing pathway from the west to the subject site, while walkways allow pedestrian access from commercial units to the public right-of-way.</p>
<p>20. 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</p>	<p>New amenity spaces are provided through a variety of means, including private balconies and communal landscaped amenity areas throughout the subject site. The proposed development provides a greater area of amenity space than required by the Zoning By-law.</p>

(e.g. plazas, courtyards, squares, 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.

The proposed development conforms to the design policy direction of Section 4.11. The proposed development positively contributes to the existing neighbourhood character by providing contemporary built forms, high quality site design, outdoor amenity spaces, and streetscape improvements. The development has been oriented in a manner which provides appropriate transitions to surrounding properties, particularly those abutting to the west, through setbacks, articulation, landscaping, and appropriate transitions at all frontages.

4.3 New City of Ottawa Official Plan (anticipated 2022)

The City of Ottawa recently undertook a comprehensive review of their Official Plan (OP), which resulted in a brand-new OP that will plan for a 25-year time horizon (2021 to 2046). The final new OP was endorsed by City Council on October 27, 2021, with amendments, and adopted by a by-law passed on November 24, 2021. The final new Official Plan is currently under review by the Ministry of Municipal Affairs and Housing (MMAH) prior to final approval, with or without modifications, which is anticipated in Q1 2022. While this Official Plan is not yet in force, the policy directions approved by City Council have been reviewed as they relate to the subject site.

As shown in Figure 21, the subject site is proposed to be located within the “Suburban East Transect” and designated a “Minor Corridor”, with the “Evolving Overlay” applied as shown in Schedule B8 Suburban (East) Transect.

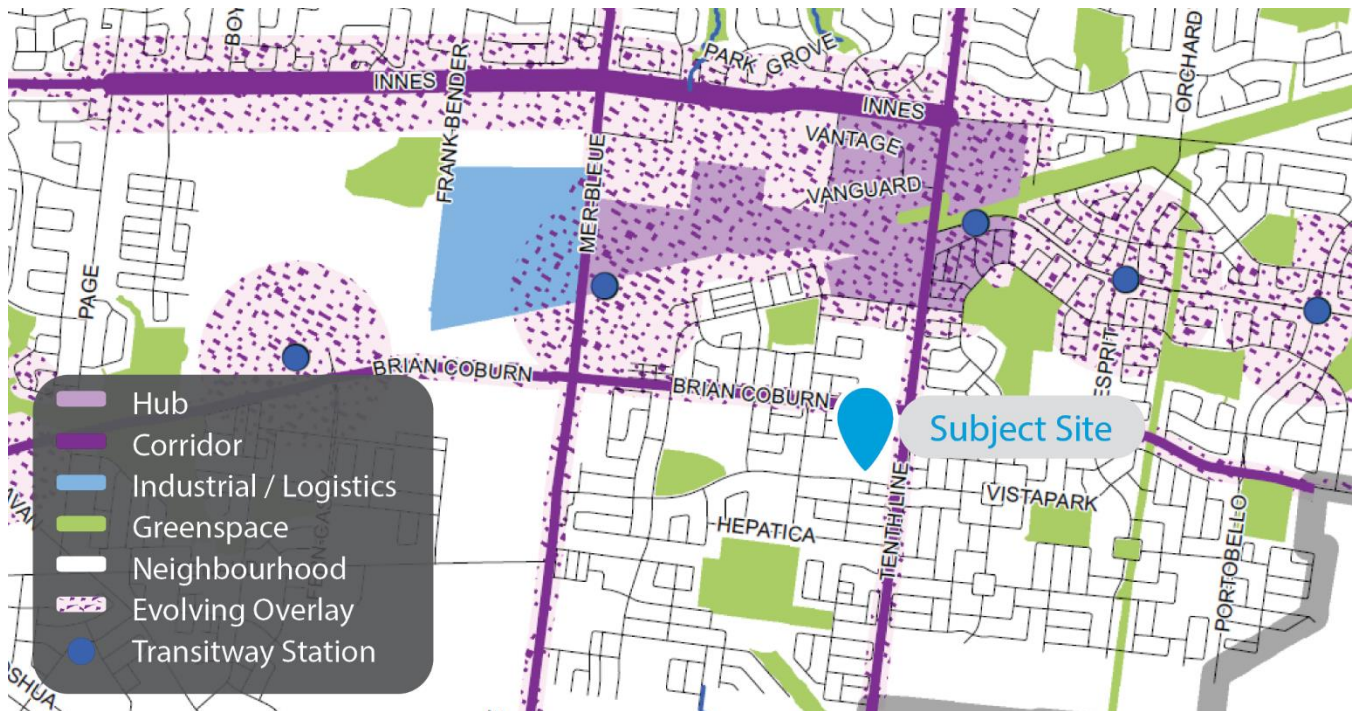


Figure 21: Schedule B8, Suburban (East) Transect, of the New Official Plan, Subject Site Indicated

4.3.1 Suburban (East) Transect Area & Minor Corridors

The Suburban Transect comprises communities within the urban boundary located outside the Greenbelt. These areas generally reflect the “conventional” suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks, and low-rise building forms. The focus in these areas will be to complete the communities in ways that support their gradual evolution to becoming 15-minute neighbourhoods, with substantial changes focused only on strategic locations.

Suburban Transect areas are generally planned for low-rise development, with greatest densities directed to Hubs and Mainstreet Corridors. The Suburban Transect area is generally characterized by low- to mid-density development, with Minor Corridors within Suburban Transect areas required to provide generally a minimum two-storey building height to a maximum four-storey height (Policy 5.4.1.2b). A range of dwelling unit sizes are supported in the Suburban Transect, with multi-unit dwellings directed to Hubs and Corridors (Policy 5.4.1.3a). Hubs and Corridors are also able to accommodate a range of housing types to accommodate individuals not forming part of a household (Policy 5.4.1.3b).

The Minor Corridor sub-designation applies to any lot abutting the Corridor to a maximum depth of 120 metres from the centreline of the street (Policy 6.2.1.1a) (for reference, the depth of the subject site is approximately 170 metres). The planned function of this designation combines a higher density of development, a greater degree of mixed-uses, and a higher level of street transit service than abutting Neighbourhoods. Policies for development along Minor Corridors permit both a mix of uses and residential only buildings (Policy 6.2.2.2). Development within the Corridor designation shall establish buildings that locate the maximum permitted heights (up to four-storeys, without an amendment to the Official Plan) and densities closest to the Corridor and shall ensure appropriate transitions in height, land use, site design and development character (Policy 6.2.1.2a).

New development in the Suburban Transect area shall contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating the following:

- / A planned arrangement that creates a sense of place and orientation (Policy 5.4.4.1a);
- / A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability, and define greenspaces (Policy 5.4.4.1b);
- / Corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood (Policy 5.4.4.1e);
- / Corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods (Policy 5.4.4.1f);
- / Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services (Policy 5.4.4.1g);
- / Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures (Policy 5.4.4.1i); and,
- / Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy (Policy 5.4.4.1j).

The proposed development is consistent with policy direction described in the new Official Plan. The proposed development provides a new mixed land use and compact, urban built form to an underutilized site along a Minor Corridor. While remaining consistent with the existing nearby built form, the proposed development ensures mixed-use built forms are provided along two Minor Corridors, while internalizing multi-unit residential dwellings. The proposed development contributes to a range of housing types in the area, provides supportive commercial uses, and promotes a site design which connects pedestrians, cyclists, and vehicles through to the surrounding area.

4.3.2 Evolving Overlay

The Evolving Overlay is applied to areas throughout the City, including Hubs and Corridors, to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to “allow new built forms and more diverse functions of land”. Intended to provide opportunities to reach the City’s growth management framework for intensification through the Zoning by-law by providing:

- / Guidance for a gradual change in character
- / Allowance for new building forms and typologies, like the missing middle
- / Provide direction to built form and site design that support more urban built form patterns and applicable transportation mode share goals.
- / Provide direction to govern the evaluation of development.

The new Zoning By-law shall provide development standards for the built form and buildable envelope within the Evolving Overlay and will apply minimum density targets.

The proposed development adheres to the direction of the Evolving Overlay by providing a more urban built form and site design. The proposed development has been designed in a manner which contemplates the transitioning character of the area and considers its context along a Minor Corridor within the Suburban (East) Transect area. The proposed development provides a density, unit mix, and building typology supported by new Official Plan policy direction for the Evolving Overlay.

4.4 Mer Bleue Community Design Plan (2006)

The subject site is located within the boundaries of the Mer Bleue Community Design Plan (CDP), which is now nearly entirely developed. The Mer Bleue CDP encompasses an area bounded to the north by the Hydro Corridor, to the west by Mer Bleue Road, to the east by Tenth Line Road and to the south by the Mer Bleue Expansion Area CDP (2017) lands. The subject site is located on the eastern edge of the Mer Bleue CDP. The Land Use Plan (Figure 22) designates the subject site as “Commercial”, with Residential designations abutting the subject site to the west and south. An additional Commercial designation is located north of the subject site across Brian Coburn Boulevard.

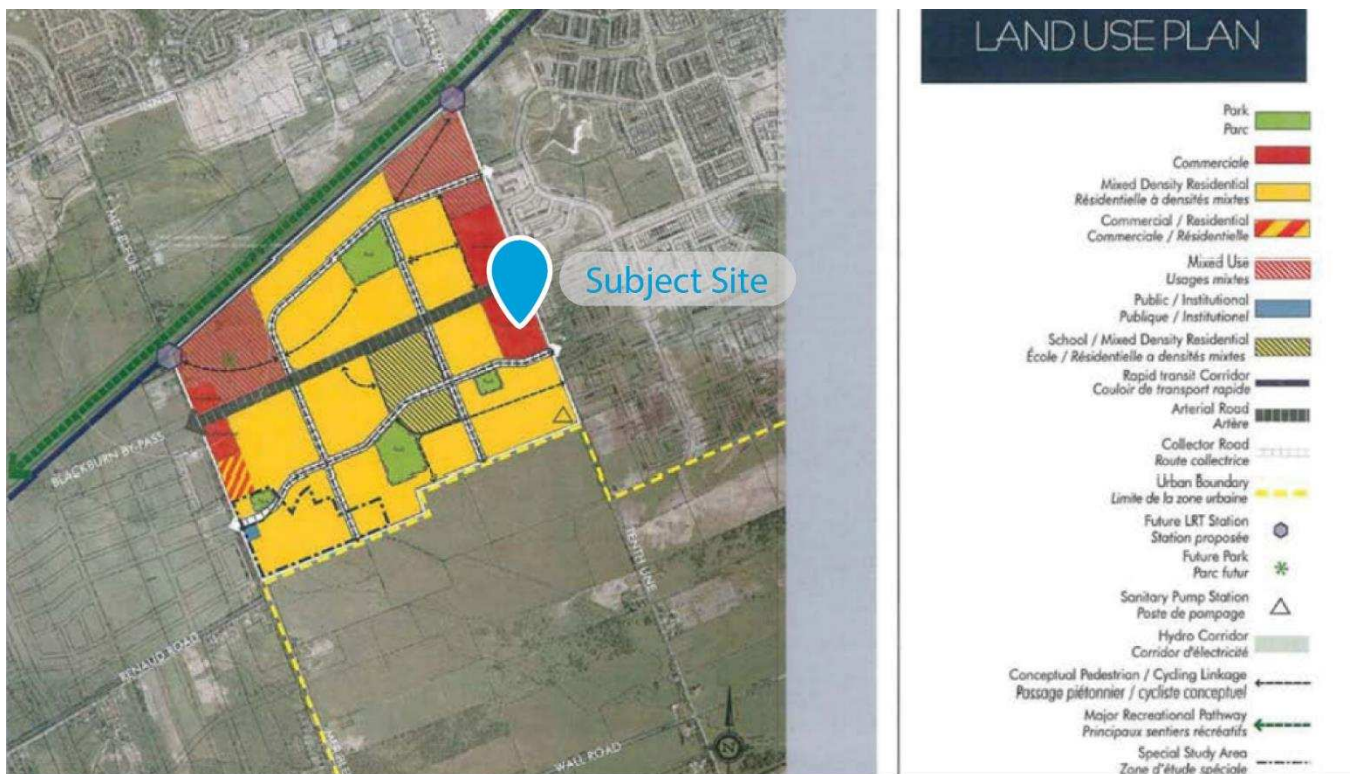


Figure 22: Mer Bleue Land Use Plan, Subject Site Indicated

The intent of the Commercial designation is to provide supporting commercial uses such as food service, retail serving the Orleans community, financial services, hotel, gymnasiums and childcare, which have the potential to reduce vehicle trips generated by the residents of the area. Commercial areas are intended to be easily accessible by both car and by foot. Safe and easy pedestrian access should be provided from commercial areas to adjacent residential neighbourhoods. A density of 70 jobs/net hectare was applied to all Commercial lands in the CDP area to determine the approximate number of jobs.

The proposed development contains four (4) mixed-use blocks at the north, east, and southern edges of the subject site. These blocks are proposed to contain commercial uses at-grade, with residential apartment units above. The blocks frame the subject site and are intended provide small-scale commercial uses to support the residential function of the subject site and surrounding areas. As noted in Section 2.5 of this report, there is already an extensive amount of large format commercial space in proximity to the subject site, including directly north of the subject site across Brian Coburn Boulevard and further north along Innes Road. The proposed commercial condominium space is smaller in scale and allows for a live-work situation, if desired by the business owner. Further, a limited number of apartment units are currently available in this area of Orléans, therefore the proposed development will expand the choice of unit types available to local residents.

A demonstration plan and design guidelines are included in the CDP to guide development in the CDP area (Figure 23). The intent of the guidelines is to “create attractive and livable communities” and address broader aspects of the public realm and issues related to land use.

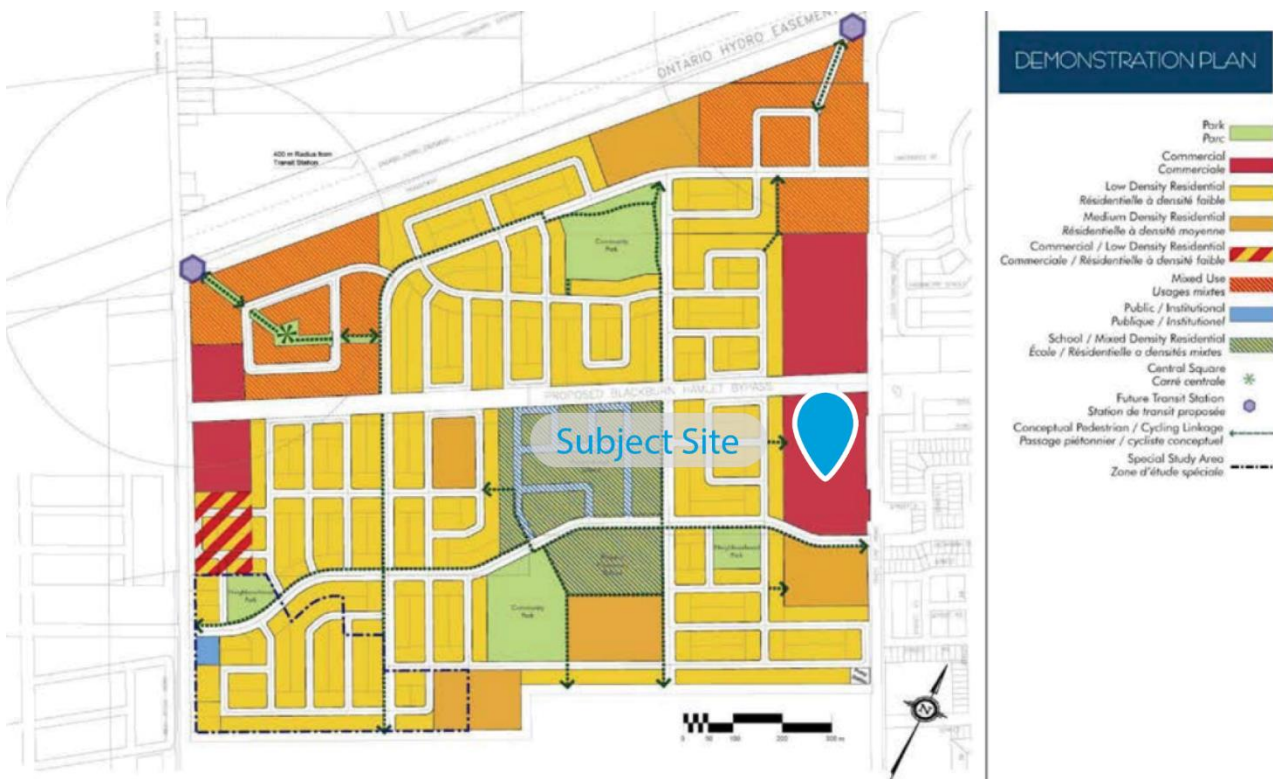


Figure 23: Mer Bleue CDP Demonstration Plan, Subject Site Indicated

The proposed development addresses design guidelines within the Mer Bleue CDP. Although the proposed development of the subject site does not solely include commercial uses, guidelines related to residential and mixed-use areas are applied as follows;

Community Identity

- / Buildings will be designed to address major transportation routes such as arterial and collector roads, by fronting onto the street to enhance streetscape (Guideline 6.2.2.2);
- / While not restricting the creativity of individual landowners and subdivision designers, a common palette of materials and options should be used for key design elements, such as: fencing and landscaping standards for arterial roads; neighbourhood gateway features; street lighting; and, landscaping and street tree planting (Guideline 6.2.2.3)

Residential Areas

- / Each neighbourhood will include a variety of housing types, with a range of design features. Variations in unit type and/or style along the same street is encouraged (Guideline 6.2.5.1);
- / Ensure that façades, which face and flank streets, add interest through architectural details such as windows, balconies, and corner treatments (Guideline 6.2.5.2);
- / Avoid large blank walls on side and rear facades, particularly if they are visible from the street, public spaces or adjacent properties (Guideline 6.2.5.4);

Guidelines for Townhouses or Row Units

- / Units should be mixed with other built forms so as to not dominate an entire neighbourhood (Guideline 6.2.5.14);
- / Architectural style and detail of townhouse blocks should complement the design of single and semi detached units (Guideline 6.2.5.15);
- / Units within the same block should be located at a consistent setback from the street lot line. However, architectural detailing is encouraged to avoid a monotonous façade (Guideline 6.2.5.17);

Guidelines for Mixed-Use Areas

- / Create a strong architectural statement throughout the Mixed Use area (Guideline 6.2.7.1);
- / A minimum of 50% clear glazing will be provided along all street frontages. Where a single building occupies the entire block depth in the Mixed Use Area, façades facing public streets will be developed with at least 50% glazing on the first floor. Blank façades facing public roads are not permitted (Guideline 6.2.7.3);
- / Lot coverage by building(s) should be a minimum of 50% of the total lot area (Guideline 6.2.7.4);
- / Complimentary architectural treatment of buildings within the Mixed Use areas, such as finish/colour/materials should be encouraged (Guideline 6.2.7.5);
- / Building heights will be a minimum of two functional stories (Guideline 6.2.7.6);
- / Building façades should achieve human scale design by animating the ground floor, and avoiding overpowering effects of upper floors, and should avoid uninteresting expanses of roof and wall façade (Guideline 6.2.7.7)
- / Primary building entrances will be oriented to face the street, with defining architectural elements such as entrance canopies, lighting and awnings. Building projections such as bay features, patios, and porches are encouraged (Guideline 6.2.7.9);
- / Locate building façades close to lot lines abutting sidewalks and ensure their accessibility from the sidewalk adjacent to the street (Guideline 6.2.7.10);
- / Provide visual interest using coordinated planting, decorative paving, site furniture, signage and lighting (Guideline 6.2.7.11);
- / Surface parking and service areas will be located at the rear of buildings and screened from view both from the public street and from adjacent residential properties (Guideline 6.2.7.12);
- / All development at grade will be pedestrian-oriented and barrier-free (Guideline 6.2.7.18);

- / Main façades and primary entrances must face the street, and be accessible from the public sidewalk (Guideline 6.2.7.19);
- / Each development will provide a sufficient number of safe and accessible bicycle parking spaces. The design of bicycle fixtures should be consistent with the street furniture theme for the area (Guideline 6.2.7.21);
- / Create inviting, safe pedestrian walkways to link rear parking areas to the public sidewalk / street (Guideline 6.2.7.22);
- / Augment walkways with landscaping and lighting (Guideline 6.2.7.23);

The proposed development is consistent with the direction of the Mer Bleue CDP and applies several of the community design guidelines. As most of the CDP area is already developed or approved for development, the subject site represents one of the final sites for development and responds to the existing and approved conditions of the area. Although the proposed development is not solely proposed for commercial use, commercial space is proposed to occupy ground floor areas of four (4) mixed-use blocks along the street edges of the subject site, while highly established commercial areas along Brian Coburn Boulevard, Tenth Line Road, and Innes Road have provided commercial uses to support the CDP area. The proposed development provides appropriate housing types and densities, compatible with existing housing types immediately surrounding the subject site. More specifically, the proposed development continues the existing low-rise character of the area, while also serving to increase the number of available apartment and stacked townhouse units in an area that is largely developed with detached and townhouse dwellings. Of particular note, the proposed residential uses are supportive of small-scale commercial uses at the subject site, and those within the surrounding area. The proposed development includes visually interesting built form and an enhanced public realm, integrated into the adjacent existing conditions and road network.

4.5 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. The purpose of these design guidelines is to assist developers in understanding the City's expectations during the development review process. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes. The Urban Design Guidelines for Greenfield Neighbourhoods are meant to be used as a tool to implement the design objectives and principles of the Official Plan.

The guidelines define a Greenfield Neighbourhood as a large area of land within the urban area that has not been developed previously or that has the potential to be extensively redeveloped. The subject property is a Greenfield Neighbourhood as defined by the guidelines.

The proposed development meets several of the guidelines, including:

Structuring Layout

- / Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways (Guideline 9);
- / Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks (Guideline 10);
- / Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed (Guideline 11);
- / Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length (Guideline 13);

Street Design

- / Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles (Guideline 27);
- / Design crosswalks in areas with higher pedestrian and vehicular traffic volumes to be visually different from the street surface (Guideline 28);
- / Design pathways, trails and walkways that are connected to the road right-of-way so that they link to a sidewalk and cross at an intersection (Guideline 32);

Residential Building and Site Design

- / Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections (Guideline 34);
- / Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses (Guideline 35);
- / Design building façades so that windows and doors are prominent features that address the streets they front (Guideline 37);
- / Incorporate porches, which are big enough to accommodate sitting areas, into the overall architecture of the building (Guideline 39);
- / Design the lower floors of taller residential buildings to be in scale with the pedestrian environment and include individual at-grade doors for ground floor units (Guideline 40);
- / Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site (Guideline 43);

Non-Residential Building and Site Design

- / Locate community buildings and other non-residential buildings close to the street edge, with their primary face oriented to the street, and the front door directly accessible from the public sidewalk (Guideline 47);
- / Locate on-site surface parking areas to the side or rear and not between the public right-of-way and the front of the building (Guideline 48);
- / Locate garbage and loading areas so that they are not visible from the public street (Guideline 49);
- / Provide a landscape buffer along the edge of parking areas in situations where they are along the public street (Guideline 52);
- / Provide pathways between residential areas and non-residential sites that directly and clearly connect these areas (Guideline 53)

The proposed development meets many of the Urban Design Guidelines for Greenfield Neighbourhoods. The proposal provides a structural layout and site design which is well-connected and integrated with the surrounding land uses. The proposed development contains an appropriate mix of residential and non-residential uses, where the location, design, orientation, and articulation of each use is suitable for the subject site and surrounding area.

4.6 Building Better and Smarter Suburbs (2015)

In 2015, Council approved the report titled “Building Better and Smarter Suburbs (BBSS): Strategic Directions and Action Plan” (dated February 20, 2015), which aims to support land efficiency and functionality in new suburban subdivisions. The Vision for the BBSS initiative is “the principles of good urbanism should apply to the suburbs as they do to other parts of the City.” This Vision is supported by four principles which speak to Ottawa’s suburbs being: land efficient and integrated; easy to walk, bike, bus, or drive; well designed; and financially sustainable.

The following nine (9) core topic areas are identified in the BBSS document, each of which has its own objectives, strategic directions, and action plan:

- / Street Network and Land Use; Parks and Open Space; Stormwater Management; School Sites; Parking; Road Rights-of-Way; Rear Lanes; Trees; Utility Placement.

Although several of the above core topic areas are not applicable to the subject site, the proposed development meets the following objectives and strategic directions of the BBSS initiative:

1. Street Network and Land Use

- / Objective – Implement a network of street typologies that complements the land uses, densities and built form within a community.
- / Objective – Design the street network and block lengths to include a diversity of routes for vehicular and active transportation in order to minimize bottleneck locations.
- / Objective – Provide opportunities for small local retail or commercial spaces in new neighbourhoods, where appropriate.
- / Strategic Direction 1 – Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution.
- / Strategic Direction 3 – Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cycling connectivity to key destinations in the community (schools, shops, bus stops and stations, etc.).
- / Strategic Direction 9 – Avoid reverse frontage lots (rear yards abutting public streets) within a community.
- / Strategic Direction 11 – Provide flexibility in zoning to accommodate a mix of land uses within a community, such as areas that allow live-work units or local commercial land uses.

5. Parking

- / Objective – Minimize the potential for conflicts between sidewalk users and vehicles in driveways.
- / Objective – Minimize driveway widening and lot area dedicated to driveways in order to maximize space for tree planting, landscaping, and stormwater retention.

6. Road Rights-of-Way

- / Objective – Balance the needs of all elements within the street
- / Objective – Create beautiful tree-lined streets as a key component of the public realm.

8. Trees

- / Objective – Select appropriate tree species for the local environment.
- / Objective – Achieve suitable conditions to ensure mature tree development.

9. Utility Placement

- / Objective – Locate utilities to be compatible with urban design objectives.
- / Objective – Minimize the impact of utilities on the streetscape.

The proposed development meets many of the applicable objectives and strategic directions of the Building Better and Smarter Suburbs: Strategic Directions and Action Plan. More specifically, the proposed development provides a street network, land use and roadway pattern which is consistent and complementary to the surrounding area. Parking within the subject site is managed in a way which avoids conflicts and maximizes space for other land uses, while the proposed development has been designed in a manner which appropriately manages a range of uses.

4.7 City of Ottawa Zoning By-law (2008-250)

The subject site is currently zoned General Mixed Use, Urban Exception 950 (GM[950]) in the Comprehensive Zoning By-law (2008-250) (Figure 24).

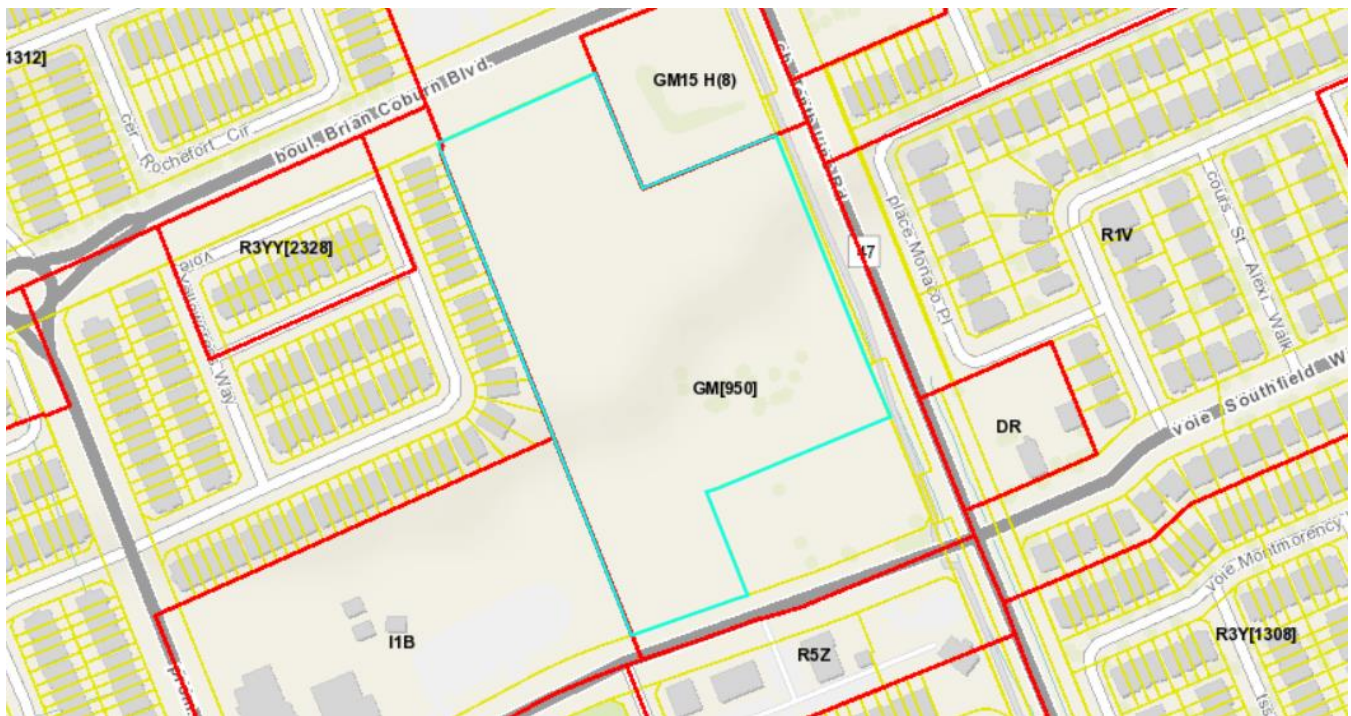


Figure 24: Zoning Map, Subject Property Indicated

The GM zone allows a wide variety residential, commercial and institutional uses, or mixed use development in the General Urban Area. Commercial uses are generally limited to individual occupancies or in groupings in well defined areas, while uses that may serve or draw from broader areas than the surrounding community are permitted. Despite this intention, Urban Exception 950 permits some additional commercial uses (including an automobile service station, gas bar, and car wash), while prohibiting certain uses, including a residential use building. It is understood that the prohibition on residential uses in Exception 950 is related to the subject site's Commercial designation in the Mer Bleue

CDP. This CDP, which was approved in 2006, does not reflect more recent planning principles which encourage a mix of residential and non-residential uses along corridors such as Tenth Line Road, particularly in proximity to a planned BRT station. Exception 950 also contains provisions related to setbacks, gross leasable floor areas, and reductions to required parking, as discussed herein.

Table 1 demonstrates some of the permitted uses on the subject site within the existing GM[950] zone:

Table 1: Permitted Uses in the GM[950] Zone

Permitted Non-Residential Uses	Permitted Residential Uses*
<p>animal care establishment, animal hospital, artist studio, automobile service station, bank, catering establishment, car wash accessory to an automobile service station or gas bar, community centre, community garden, community health and resource centre, convenience store, day care, diplomatic mission, drive-through facility, emergency service, , gas bar, home-based business, home-based day care, instructional facility, library, medical facility, municipal service centre, office, personal service business, post office, recreational and athletic facility, research and development centre, restaurant, retail food store, retail store, service and repair shop, small batch brewery, technology industry, training centre</p> <p>*maximum gross leasable floor area: 9,999m²</p>	<p>*Urban Exception 950 prohibits residential use buildings; as such, the only permitted residential use is a dwelling unit within a mixed-use building.</p>

Table 2 provides a summary of the General Mixed Use zoning provisions, Planned Unit Development provisions, and other applicable provisions as detailed in the Zoning By-law.

Table 2: Zoning Provision, Required, Provided and Compliance Table

Provision	Required	Provided	Compliance
Permitted Uses (Exception 950)	<p>Additional Land Uses Permitted</p> <ul style="list-style-type: none"> / automobile service station / gas bar / car wash accessory to an automobile service station or gas bar <p>Land Uses Prohibited</p> <ul style="list-style-type: none"> / funeral home / place of assembly / place of worship / residential use building <p>Additional Provisions</p> <ul style="list-style-type: none"> / minimum yard setback from all lot lines = 4 metres <p>maximum gross leasable floor area for a lot less than 4 hectares in area- 9,999 square metres</p>	<p>The proposed development includes residential use buildings</p> <p>Gross Leasable Floor Area: 3,108m²</p>	<p>No</p> <p>Yes</p>

Provision	Required	Provided	Compliance
Minimum Lot Width	No Minimum	36,387.61m ²	Yes
Minimum Lot Area	No Minimum	64.68 metres	Yes
Maximum Building Height	18 metres	12 metres (residential buildings) 11 metres (mixed-use buildings)	Yes
Minimum Yard Setback from All Lot Lines (per Exception 950)	4.0 metres	4.0 metres +	Yes
Minimum Width of Landscaped Area	Abutting a Street or Residential Zone: 3.0 metres All other cases: No Minimum	3.0 metres 1.24 metres +	Yes
Amenity Space (Section 137)	6.0 square metres/unit, 50% require communal 240 x 6.0m ² = 1,440m ² , 720m ² required communal	3,526.7m ² total amenity space 1,329m ² communal amenity space provided	Yes Yes
Minimum setback for any wall of a residential use building to a private way (PUD Sec. 131)	1.8 metres	1.47 metres	No (Block C only)
Minimum separation area between buildings within a planned unit development (Sec. 131)	1.2 metres	5.57 metres	Yes
Permitted Projections (Sec. 65)	Uncovered/Covered Balconies: Interior Side or Rear Yard: no limit Front Yard: 2 metres, but no closer than 1 metre from the property line Stairways, stoops, steps, landings: where at or below the floor level of the first floor: / in the case of the interior side yard or rear yard: no limit, and, / in the case of the front yard or corner side yard: no	Balconies: Interior & Rear Yards: 3.07 metres Front & Corner Side Yard: N/A Stairways, stoops, steps, landings: Interior & Rear Yards: 2.81 metres Front Yard:	Yes Yes Yes Yes

Provision	Required	Provided	Compliance
	closer than 0.6m to a lot line	4.0 metres	

Table 3 below describes the Zoning By-law's vehicle and bicycle parking requirements, and how the proposed development complies with these provisions.

Table 3: Parking Provisions, Provided, and Compliance Table

Provision	Required	Provided	Compliance
Minimum Parking (Area C)	Residential: 1.2 spaces / unit 1.2 x 240 units = 288 spaces required	279 residential parking spaces provided	No
	Restaurant: 10 spaces / 100m ² (777m ²) = 76.9 spaces	77 restaurant spaces provided	Yes
	Retail Store: 3.4 spaces / 100m ² (2,331m ²) = 45.6 spaces	46 retail store spaces provided	Yes
Visitor Parking Required	0.2 spaces / unit 0.2 x 240 units = 48 spaces required	48 spaces provided (11 shared with commercial units)	Yes
Shared Parking Provisions	11 shared vehicle parking spaces permitted (see calculation table on Site Plan)	11 shared vehicle parking spaces proposed (see calculation table on Site Plan)	Yes
Parking Space Dimensions	2.6m width x 5.2m length	2.6m x 5.2m	Yes
Minimum Width of Private Way	6.0 metres	6.0 metres	Yes
Landscape Provisions (For lots containing over 100 spaces)	Abutting street: 3.0 metres Not Abutting: 3.0 metres	3.0 metres 1.24 metres 1.51 metres	Yes No (south of Block A, north of Block B)
Bicycle Parking	Residential 0.5 / dwelling unit = 120 spaces required	120 spaces	Yes
	Commercial: 1.0 / 250m ² commercial space = 14 spaces	14 spaces	Yes
	Dimensions: 0.6m width x 1.8m length, 1.5 metre aisle width	0.6m x 1.8m 1.5 metre aisle width	Yes

4.7.1 Requested Relief

To facilitate the proposed development, relief from the following zoning provisions is requested.

- / **Permit a Residential Use** – Urban Exception 950 prohibits residential use buildings at the subject site. An amendment is requested to this provision to allow the proposed development of townhouse and low-rise apartment dwellings within mixed-use buildings. As the subject site is located within close proximity to commercial and retail lands, including immediately north across Brian Coburn Boulevard, and commercial areas along Innes Road and St. Joseph Boulevard, the proposed residential and mixed-use development is supportive of commercial uses in close proximity. Further, a balance of commercial and residential uses is proposed at the subject site to support nearby neighbourhoods at a local scale.
- / **Minimum Setback from Any Wall of a Residential Building to a Private Way** – Section 131, Table 2 requires a minimum setback from any wall of a residential building to a private way be 1.8 metres for a Planned Unit Development. The proposed development seeks relief from this provision where 1.47 metres is provided in the western façade of mixed-use Block C. The requested relief from this provision will allow Block C to provide frontage along Décoeur Drive in a manner which frames the street and provides a consistent streetscape along a public right-of-way. The requested relief is minor, as the western façade only abuts a small portion of the parking lot that will see limited vehicle circulation, and only applies to a portion of the façade.
- / **Residential Parking Requirement** – The Zoning By-law requires that vehicle parking be provided at a rate of 1.2 spaces per residential dwelling unit. As 240 residential dwelling units are proposed, the required number of parking is 288 vehicle parking spaces. A total of 279 vehicle parking spaces are provided on site. Relief from this provision is requested to accommodate an appropriate mix of residential, commercial, visitor, accessible, and electric vehicle charging parking spaces at the subject site. The relief requested is minor, and the proposed development's residents will be able to access several commercial services onsite or in proximity, thereby limiting required vehicle trips.
- / **Landscape Buffer for a Parking Lot not Abutting a Street** – The Zoning By-law requires a 3.0 metre landscaped buffer where a parking lot containing at least 100 spaces abuts an adjacent property. Landscaped buffers of 1.24 metres and 1.51 metres are provided where commercial and visitor parking spaces are provided abutting the adjacent corner parcels. Relief from this provision is requested in order to accommodate the commercial and visitor parking spaces required for the subject site while allowing safe and accessible vehicle circulation internal to the property.

5.0 Supporting Plans and Studies

The following plans and studies have been prepared in support of Zoning By-law Amendment and Site Plan Control applications for the subject site.

5.1 Geotechnical Report

A Geotechnical Report was prepared by Paterson Group for the subject site, dated August 20, 2021. The objective of this report is to both determine the subsoil and groundwater conditions at this site, and provide geotechnical recommendations pertaining to design of the proposed development, including construction considerations. The report observes that the subject site consists of former agricultural land, with the existing ground surface relatively at grade with adjacent properties and roadways, while the soil profile consists of topsoil and/or fill underlain by a deep deposit of silty clay. Based on available geological mapping, the bedrock in the subject area consists of interbedded limestone and shale of the Lindsay formation. The report identifies that large trees can be planted provided a tree to foundation setback equal to the full mature height of the tree is provided. This setback may be reduced for small and medium trees provided that certain conditions are met related to soil volume, tree species, foundation wall reinforcement, and drainage. Groundwater levels were also measured at the subject site, as detailed within the report.

The report concludes that, from a geotechnical perspective, the subject site is suitable for the proposed development. The report provides additional recommendations related to site grading and preparation, foundation design, basement slabs and walls, and pavement design. The report further provides recommendations for design and construction, including foundation drainage and backfill, excavation, pipe bedding, groundwater control, winter construction, and landscaping considerations.

5.2 Phase I Environmental Impact Statement

A Phase I Environmental Site Assessment (ESA) was prepared for the subject site by Paterson Group, dated November 8, 2021. The purpose of this report is to research the past and current use of the subject site and study area as well as to identify any environmental concerns with the potential to have impacted the subject site. According to the historical research, the subject site was developed for residential purposes prior to 1940s which then became vacant in early 2000s. Further, neighbouring lands in the vicinity of the subject site have historically been used for residential dwellings and farmsteads. No environmental concerns were identified with respect to the historical use of the subject site or neighbouring properties. At present, the subject site is vacant with heavy vegetation and occasional trees covering the majority of the property, while surrounding land uses were evaluated. No environmental concerns were identified with respect to the current use of the subject site or surrounding uses. Based on these findings, the report concludes that a Phase II ESA will not be required for the subject site.

5.3 Roadway Traffic Noise Assessment

A Roadway Traffic Noise Assessment was prepared for the subject site by GradientWind, dated November 2, 2021. The report provides analysis related to traffic noise surrounding the subject site, and provides noise mitigation recommendations for the proposed development. The report identifies that the primary sources of traffic noise on the residential subdivision are Brian Coburn Boulevard, Tenth Line Road and Promenade Décoeur Drive. The results of the report indicate that the highest noise level occurs at the east façades of the blocks which are nearest and most exposed to Brian Coburn Boulevard and Tenth Line Road. As such, the report recommends upgraded building components be required where noise levels exceed 65 dBA. Noise mitigation measures for Blocks A, B, D, and 12 include the recommendation of central air conditioning or a similar ventilation system, which will allow occupants to keep windows closed and maintain a comfortable living environment. For Blocks 1, 5, and C, the report recommends forced air heating with provision for the installation of central air conditioning. Warning Clauses will also be required to be placed on all Lease, Purchase and Sale Agreements for the development.

5.4 Site Servicing and Stormwater Management Report

A Site Servicing and Stormwater Management Report was prepared for the subject site by Stantec Consulting Ltd., dated December 13, 2021. This report, supplemented by supporting plans submitted as part of this application, provides an overview, analysis, and design recommendations related to potable water, wastewater servicing, stormwater management, grading, and utilities at the subject site. The report concludes that the existing water distribution has a sufficient flow and pressure to service the proposed development, including under emergency fire demand conditions. The report identifies that the subject site will be serviced by a network of gravity sewers along Decouer Drive and increased flows as a result of the proposed development are considered negligible. Stormwater will be managed via a combination of design measures, including catch basins and on-site storage. A grading plan has been prepared based on findings of the Geotechnical Report. Finally, utility infrastructure exists in the general area, with exact size, location, and routing to be finalized at the detailed design stage.

5.5 Transportation Impact Assessment

A Transportation Impact Assessment was prepared for the subject site by CGH Transportation, dated December 2021. This report contains a full four-step assessment of transportation conditions at and surrounding the subject site, including screening, scoping, forecasting, and strategy reports. Based on a thorough analysis of existing and planned conditions both at the subject site and within the surrounding area, the report contains recommendations related to improvements indicated and modification options, including recommendations for access and network intersection design, and transit demand management measures. Specific bicycle infrastructure recommendations, including separated cycling facilities and left turn configurations at intersections, have been included in this report.

5.6 Tree Conservation Report

A Tree Conservation Report (TCR) was prepared for the subject site by Kilgour & Associates Ltd., dated November 4, 2021. The purpose of this report is to demonstrate how tree cover will be retained on the subject site using a “design with nature approach” to planning and engineering, which aims to incorporate natural features of a site into the design of a proposed development. A detailed inventory of trees at the subject site was undertaken on October 20, 2021, which identified 27 trees with DBH of greater than 10 cm. Of the trees identified, no significant tree species were documented on the Site. The report further did not identify any surface water features, mapped wetlands, steep slopes, woodlots, significant woodlands, or greenspace linkages at the subject site. The report determines that to accommodate the proposed development, no existing trees or vegetation are to be retained at the subject site. As such, no specific tree protection measures are required to be employed during site development. However, the report recommends that native tree and shrub species are to be planted to offset existing tree and vegetation loss, with further detail to be provided by the Landscape Plan.

6.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications to permit development of the subject site constitute good planning and are in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing efficient use of existing infrastructure, supporting existing and planned multi-modal transit, and improving and providing new housing options in the area.
- / The proposed development conforms to the policy directions for the General Urban Area, as described in Section 3.6.1 of the Official Plan. The proposal seeks to facilitate the development of an underutilized property within a built-up urban area and provides a built form consistent with its surrounding context. The proposed residential unit types will contribute to a diverse type and tenure of housing in the area, while new small, locally-oriented non-residential uses will complement adjacent residential dwellings.
- / The proposed development is designed in a manner which is consistent with the design and compatibility policy direction of Section 2.5.1 and 4.11 of the Official Plan, and provides building types which are consistent and complementary to the surrounding area and land uses. The proposed development is considerate of its context and proposes land uses, building heights, unit type, and appropriately complements the surrounding area.
- / The proposed development conforms to the policies within the new City of Ottawa Official Plan by providing a new residential and mixed-use built form along a Minor Corridor within the Suburban (East) Transect Area, supported by its proximity to transit and broad range of uses in the area. The proposed development provides a built form consistent with the existing and planned context of the subject site, within the described building height range and densities supported by the new Official Plan policies, and ensures appropriate transitions to nearby properties through a site and architectural design which complements the character of the area.
- / The proposed development is consistent with the direction and design guidelines of the Mer Bleue Community Design Plan. Although the proposed development is not solely proposed for commercial use, commercial space is proposed while also providing an appropriate housing types and densities, compatible with existing housing types immediately surrounding the subject site. The proposed development includes visually interesting built form and an enhanced public realm, integrated into the adjacent existing conditions and road network.
- / The proposed development is consistent with applicable Urban Design Guidelines for Greenfield Neighbourhoods by providing a site design and built forms which are reflective of the desirable characteristics of the neighbourhood. The proposed development provides a compatible, yet distinct design which references the character of the surrounding neighbourhoods.
- / The proposed development meets several of the applicable objectives and strategic directions of the Building Better and Smarter Suburbs: Strategic Directions and Action Plan. The proposed development provides a street network, land use and roadway pattern which is consistent and complementary to the surrounding area. The proposed development has been designed in a manner which integrates well into the surrounding neighbourhoods and provides appropriate transition to nearby land uses.
- / The proposed development meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development will allow the redevelopment of an underutilized site within a near complete suburban neighbourhood.
- / The proposed development is supported by technical studies, plans, and reports submitted as part of this application.

Sincerely,



Nico Church, MCIP RPP
Planner



Nathan Petryshyn, M.Pl
Planner