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Site Plan Control Application

4200 Innes Road (Block 1 on Draft 4M Plan)

Planning Rationale and Design Brief

Prepared for: Broadstreet Properties Inc.

Site Plan Control Application
4200 Innes Road (Block 1 on Draft 4M Plan)

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May 26, 2023

Novatech File: 122179
Ref: R-2022-194

May 26, 2023

City of Ottawa
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Attention: Geraldine Wildman, Manager, Development Review East Branch

**Reference: 4200 Innes Road (Block 1 on Draft 4M Plan)
Planning Rationale and Design Brief
Our File No.: 122179**

Novatech has been retained by Broadstreet Properties Inc. to prepare this Planning Rationale and Design Brief in support of an application for Site Plan Control for their property municipally known as 4200 Innes Road. More specifically, the Subject Site is Block 1 on a draft 4M Plan.

Broadstreet Properties Inc. is proposing to develop 293 low-rise apartment units in four mid-rise (six storey) buildings with a combination of underground and surface parking. A 340m² Medical Facility use is also proposed on the ground floor of one of the buildings. There is a dedicated private communal amenity area and an east-west pathway connection on the Subject Site.

This Planning Rationale and Design Brief outlines the proposed development and demonstrates that the proposal is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan and complies with the provisions of Zoning By-Law 2008-250.

Sincerely,

NOVATECH



James Ireland, MCIP, RPP
Project Planner

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1.0 INTRODUCTION

Novatech was retained by Broadstreet Properties Inc. to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application for their block within a Plan of Subdivision at 4200 Innes Road in the City of Ottawa.

Broadstreet Properties Inc. proposes to construct a planned-unit development consisting of four mid-rise apartment buildings containing a total of 293 units with a combination of surface and underground parking. The proposed development will be accessed from the future southward extension of Noëlla Leclair Street.

This report describes the Subject Site and surrounding context, details the proposed development, and demonstrates that it is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan and the East Urban Community Phase 3 Secondary Plan, and complies with the City of Ottawa Zoning By-law 2008-250.

1.1 Site Description and Surrounding Uses

The Subject Site is in Ward 19 (Orleans South-Navan), approximately 317 metres south of Innes Road and 160 metres east of Mer-Bleue Road, as shown in **Figure 1**. The Subject Site is vacant and rectangular in shape with an area of 1.92 hectares. The topography of the site and surrounding area is generally flat.



Figure 1: Subject Site (Image Base: GeoOttawa, 2021)

The Subject Site was created as a block within the draft-approved Plan of Subdivision for 4200 Innes Road (City File No.: D07-16-18-0006) and is described as Block 1 on the Draft 4M-Plan, as shown in **Figure 2**. The Subject Site will have 156.55 metres of frontage on the future extension of Noëlla Leclair Street, which will be extended southward to the limit of 4200 Innes Road, as shown on the Draft 4M-Plan.

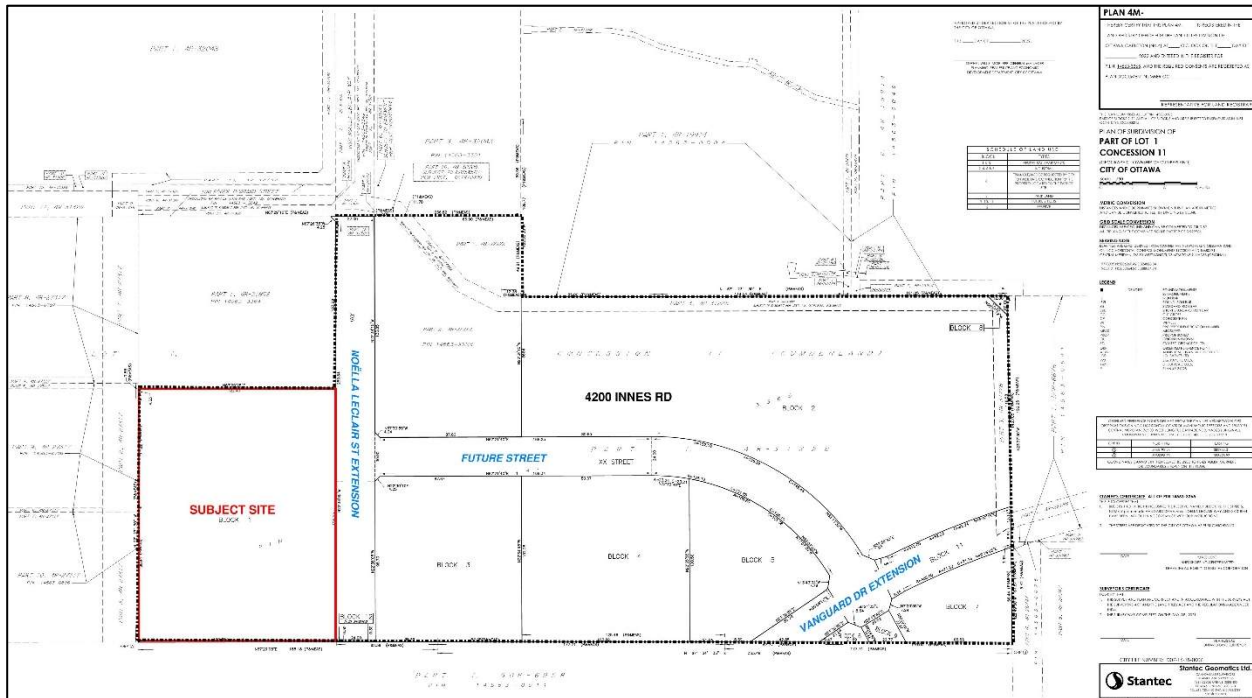


Figure 2: Mark-up of the Draft 4M-Plan for 4200 Innes Rd with the Subject Site outlined in red

The following is a description of the existing and planned surrounding land uses, as shown in **Figure 3**:

North: A vacant parcel (5000 Roger-Pharand Street) abuts the north side of the Subject Site. It was severed (City File No.: D08-01-18/B-00152) from 4200 Innes Road and received Site Plan approval (City File No.: D07-12-18-0179) for the construction of a ten-storey, mixed use retirement home and residential care facility. A commercial and retail plaza is located within the block on the north side of Roger-Pharand Street at the southwest corner of Innes Road and Mer-Bleue Road and contains a mix of uses including restaurants, a bank, coffee shop, pet store, dental office, and a clothing store. We understand that a Smart Centres shopping mall is also planned for construction on the vacant land within this block.

East: The future southward extension of Noëlla Leclair Street will abut the east side of the Subject Site. The balance of the 4200 Innes Road is located east of this future road extension and is currently vacant. It will be developed in accordance with the approved subdivision and zoning and will include a mix of residential, employment, light industrial, and parkland uses. Consent applications (D08-01-22/B-00120 and D08-01-22/B-00119) were approved by the Committee of Adjustment in May 2022 to sever a portion of 1001 Noëlla Leclair Street and merge it with 4200 Innes Road to create a larger lot for the future construction of a long-term care facility located across Noëlla Leclair Street from the Subject Site to the northeast. The vacant parcel to the north

of this new parcel at the southeast corner of Innes Road and Noëlla Leclair Street is intended for future mixed-use development.

South: A large parcel (2127 Mer-Bleue Road) abuts the Subject Site to the south and contains the Orleans Golf Centre. South of this is a vacant triangular parcel of land followed south by a hydro corridor. A future bus rapid transit (BRT) corridor will run parallel with the hydro corridor.

West: Auto dealerships fronting on Mer-Bleue Road abut the west side of the Subject Site. An east-west pedestrian pathway bisects two of the dealerships connecting the sidewalk along Mer-Bleue Road to the western edge of the Subject Site.

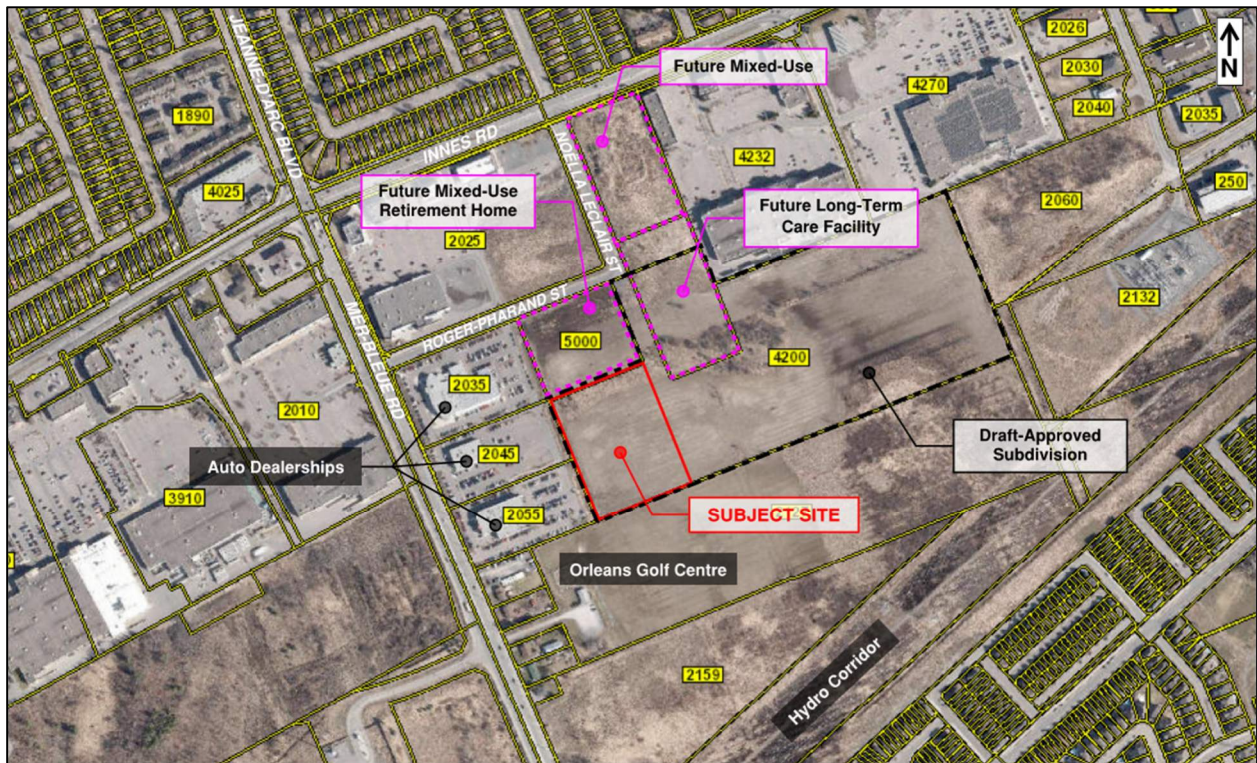


Figure 3: Surrounding Land Uses (Image base: GeoOttawa, 2021)

The following photos of the Subject Site and surrounding lands were taken on November 28, 2022 from the corresponding numbered location on the map below:

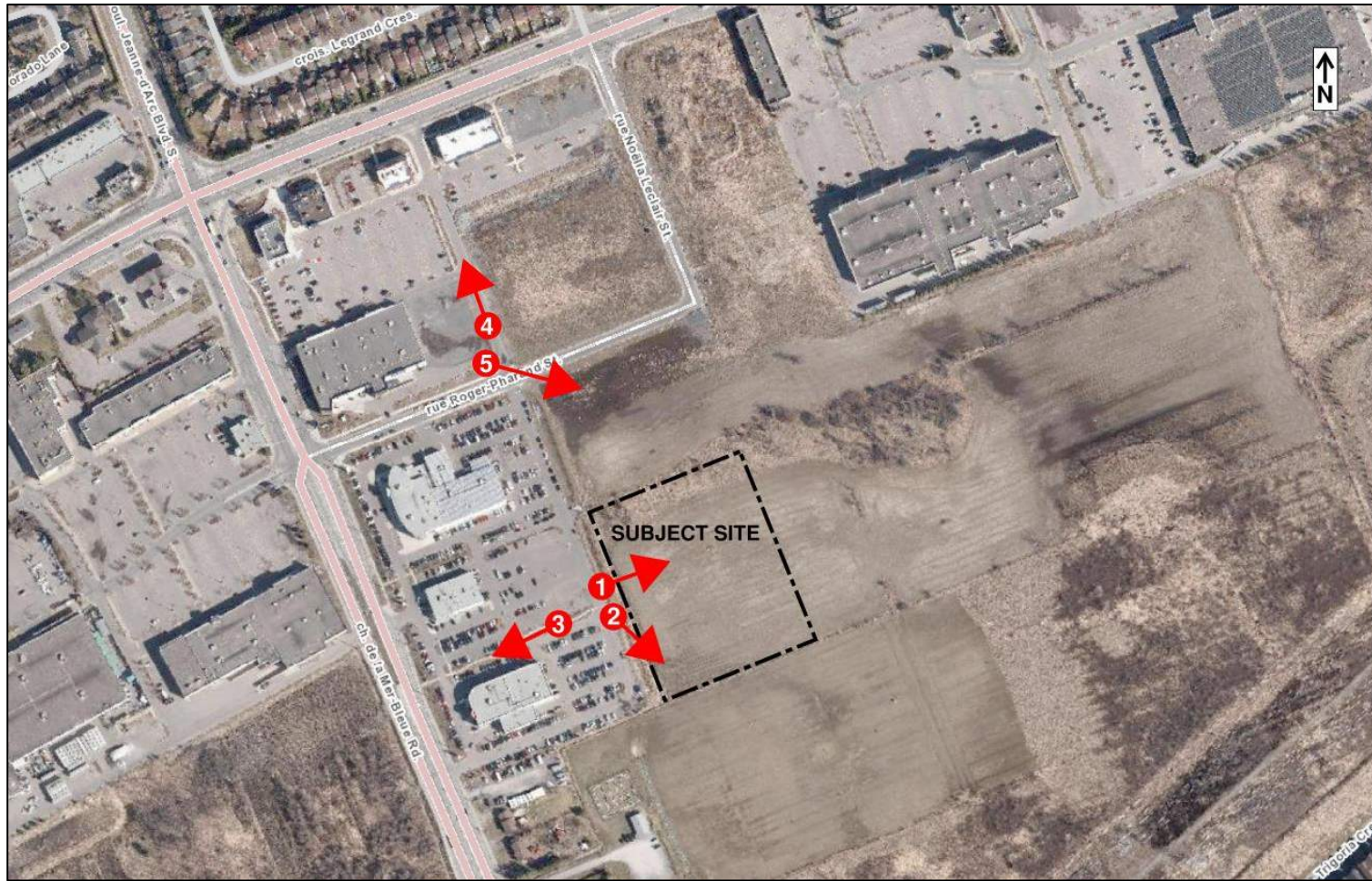


Figure 4: Aerial image of Subject Site indicating location and direction of photos taken (Image Base: GeoOttawa, 2021)



2.0 DEVELOPMENT PROPOSAL

Broadstreet Properties Inc. is proposing to develop four mid-rise six storey apartment buildings containing a total of 293 units. The unit mix includes one-, two- and three-bedroom units. The units have a balcony or ground level terrace as private open space. In addition to communal amenity areas throughout the site, there is a dedicated amenity area on the west side of the Subject Site.

A 340m² Medical Facility will be provided in a portion of the ground floor of Building B with its entry oriented towards the public street (Noëlla Leclair Street extension). This building is defined in the Zoning By-law as a Mixed-use Building.

Vehicular access is proposed from the extension of Noëlla Leclair Street between Building A and Building B. Private drive aisles provide vehicular circulation throughout the site to the proposed 366 parking spaces. Underground parking is provided beneath Buildings A, C and D with access ramps located between Buildings C and D and on the south side of Building A. The drive aisles have been designed to accommodate turning movements for emergency vehicles and waste collection trucks. Screened refuse bins are provided throughout the site and are oriented to allow for municipal collection. A total of 151 bicycle parking spaces is provided on site, 75 of which are provided within the underground parking, with the remainder provided as surface outdoor parking areas located in convenient proximity to each of the four buildings.

A network of pathways is provided for pedestrian circulation throughout the site and to the broader public realm. These pathways connect building entrances to parking and communal areas and to the proposed east-west pathway connection through the site that creates a continuous link between Mer-Bleue Road and the extension of Noëlla Leclair Street. Noëlla Leclair Street will end in a temporary turning circle adjacent to the southeast corner of the Subject Site, as shown on the Site Plan.



Figure 4: Site amenities - playground, dog run and community gardens

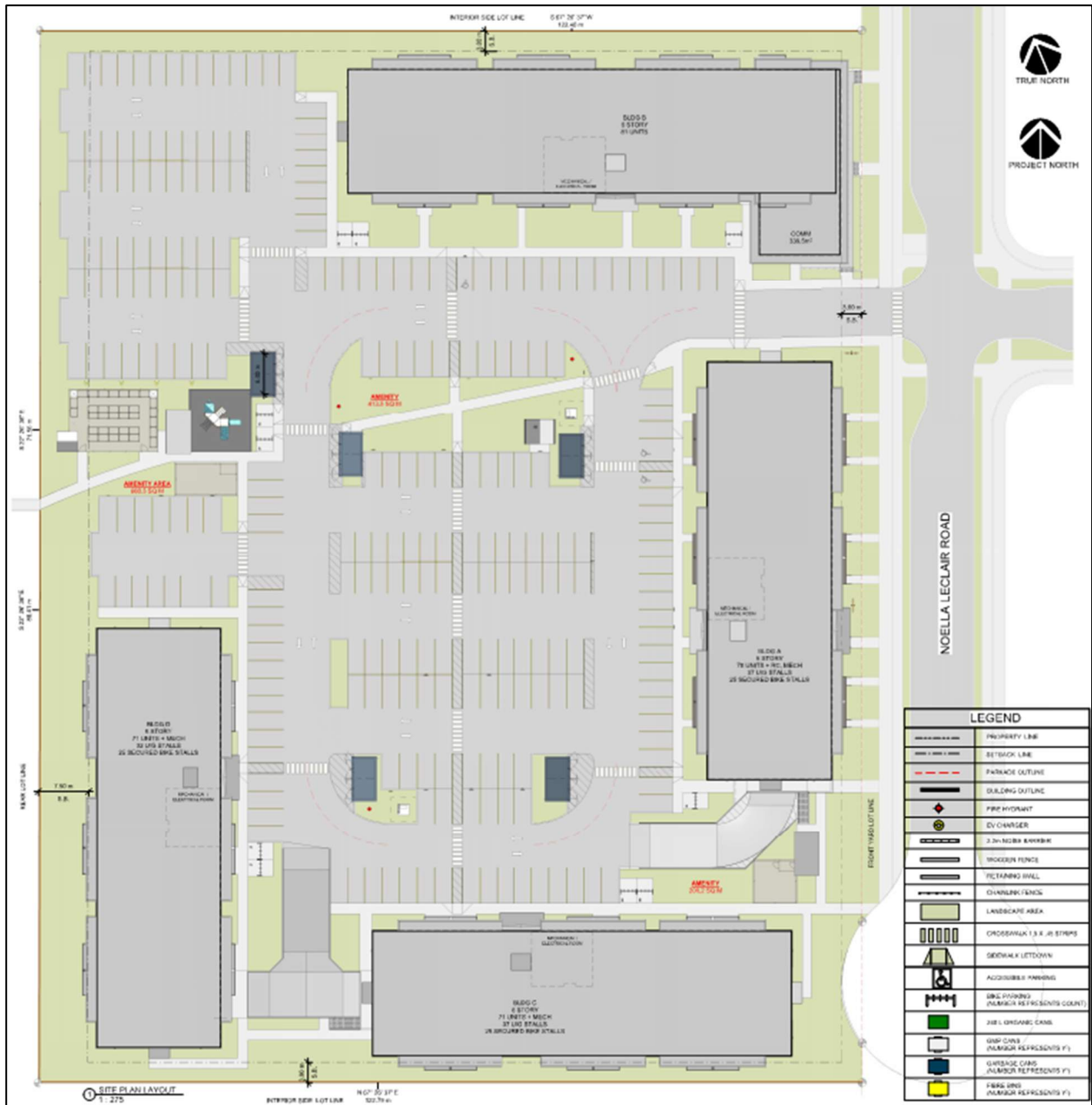


Figure 5: Excerpt of Site Plan dated May 2023 (full version submitted with the application)



Figure 6: Aerial view of the proposal looking northeast



Figure 7: Aerial view of the proposal looking northwest



Figure 8: Aerial view of the proposal looking southeast



Figure 9: Building A looking west from Noëlla Leclair Street



Figure 10: Building B looking northwest showing commercial use



Figure 11: Building B looking north



Figure 12: Building D looking northwest



Figure 13: Building D entrance

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. The PPS provides policy direction on matters of provincial interest and sets the foundation for regulating the development and use of all land. All decisions affecting planning matters must “be consistent with” policies of the PPS.

The proposed development is consistent with the following applicable policies of the PPS:

Building Strong Healthy Communities

Policy 1.1.1

Healthy, liveable, and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent to or close to settlement areas;*
- e) *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;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.*

Policy 1.1.3.1

Settlement area shall be the focus of growth and development.

Policy 1.1.3.2

Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *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;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*

- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation; f) are transit-supportive, where transit is planned, exists or may be developed; and*
- f) *are freight-supportive.*

Policy 1.1.3.3

Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Policy 1.1.3.6

New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 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 of current and future residents of the regional market area by:

- b) *permitting and facilitating:*
 - 1. *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; and*
 - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
 - c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
 - d) *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;*
 - e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
 - f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*
- **The proposed development is located within a settlement area of the City of Ottawa that has existing and planned infrastructure and public service facilities. The proposed development will achieve an efficient land use pattern by using vacant land within the urban area for residential development with underground parking. The apartment dwelling units cater to the needs of a range of individuals and families in the community and contribute to the availability of housing choice in the community. The residential intensification of this parcel increases potential transit ridership for existing routes and supports the future BRT Transitway and station planned south of the Subject Site. The proposed development will be served by municipal infrastructure including water, stormwater, and sanitary services.**

Wise Use and Management of Resources

Policy 2.1.1

Natural features and areas shall be protected for the long term.

- **Per Schedule C11-C – Natural Heritage System (East) of the Official Plan, the Subject Site is not located within or adjacent to natural features.**

Policy 2.2.2

Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

- **Per Schedule C11-C and Schedule C15 – Environmental Constraints of the Official Plan, the Subject Site is not located within or adjacent to sensitive surface or ground water features.**

Policy 2.3.1

Prime agricultural areas shall be protected for long-term use for agriculture.

- **The Subject Site is located within the urban boundary and will not impact prime agricultural areas.**

Policy 2.4.1

Minerals and petroleum resources shall be protected for long-term use.

- **The proposed development will not impact mineral or petroleum resources.**

Policy 2.5.1

Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.

- **The proposed development will not impact mineral aggregate resources.**

Policy 2.6.2

Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

- **Per the “Archaeological Potential” layer on the City of Ottawa’s GeoOttawa website, the Subject Site is not identified as having archaeological potential.**

Protecting Public Health and Safety

Section 3.1 Natural Hazards

The policies of Section 3.1 direct that development and site alteration shall not be permitted within hazardous lands. The PPS defines “hazardous lands” as: *property or lands that could be unsafe for development due to naturally occurring processes.*

- The Geotechnical Investigation by Paterson Group dated January 30, 2023 concludes that no geotechnical concerns were identified, and development can proceed using standard engineering practices. Refer to the report for further details.

Section 3.2 Human-Made Hazards

Policy 3.2.1

Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.

- Paterson Group prepared a Phase I Environmental Site Assessment (dated March 27, 2018) and an update to this report (dated December 15, 2021) for all of 4200 Innes Road. The original report and update concluded that no environmental concerns were identified, and a Phase II Environmental Site Assessment was not required.

Based on the foregoing, the proposed development is consistent with the Provincial Policy Statement, 2020.

3.2 City of Ottawa Official Plan

The Official Plan (OP) was adopted by City Council on November 24, 2021 (By-law 2021-386) and approved by the Minister of Municipal Affairs and Housing on November 4, 2022. The Official Plan is a guiding document that contains the goals, objectives, and policies to manage and direct growth and development in the City to the year 2046.

The Subject Site is designated as “Neighbourhood” and is subject to the “Evolving Neighbourhood” overlay on *Schedule B8 – Suburban East Transect* of the OP, as shown below:

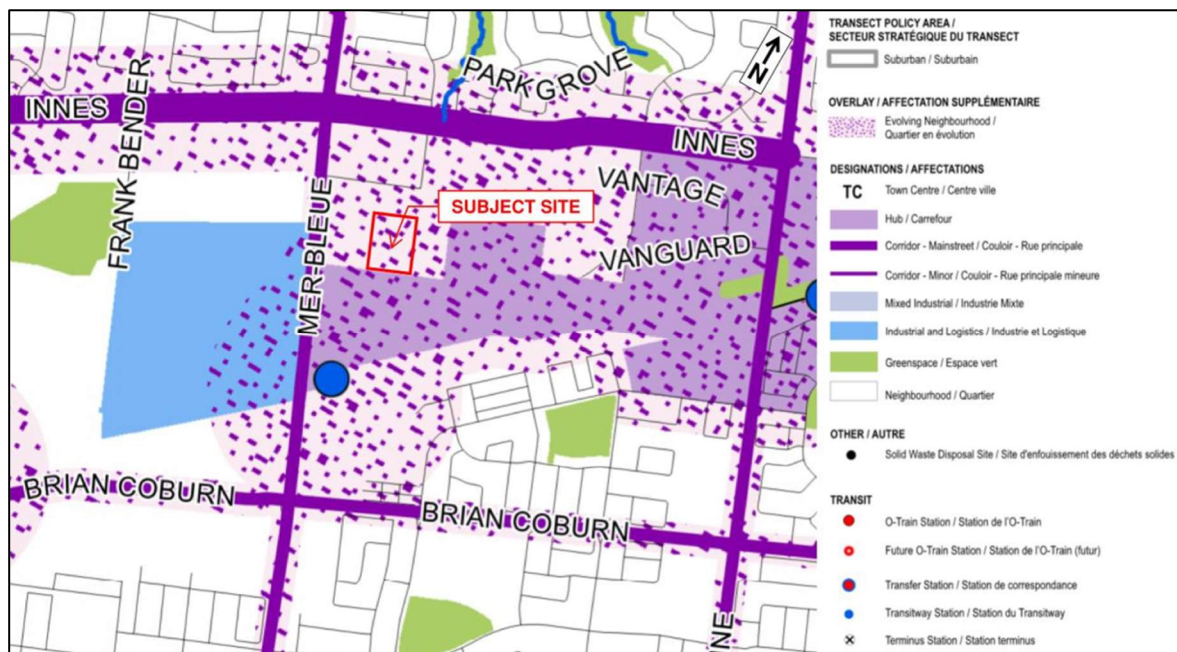


Figure 14: Excerpt of Official Plan Schedule B8 – Suburban East Transect

Schedule C2 – Transit Network shows a Protected Transportation Corridor (green) on the Subject Site:

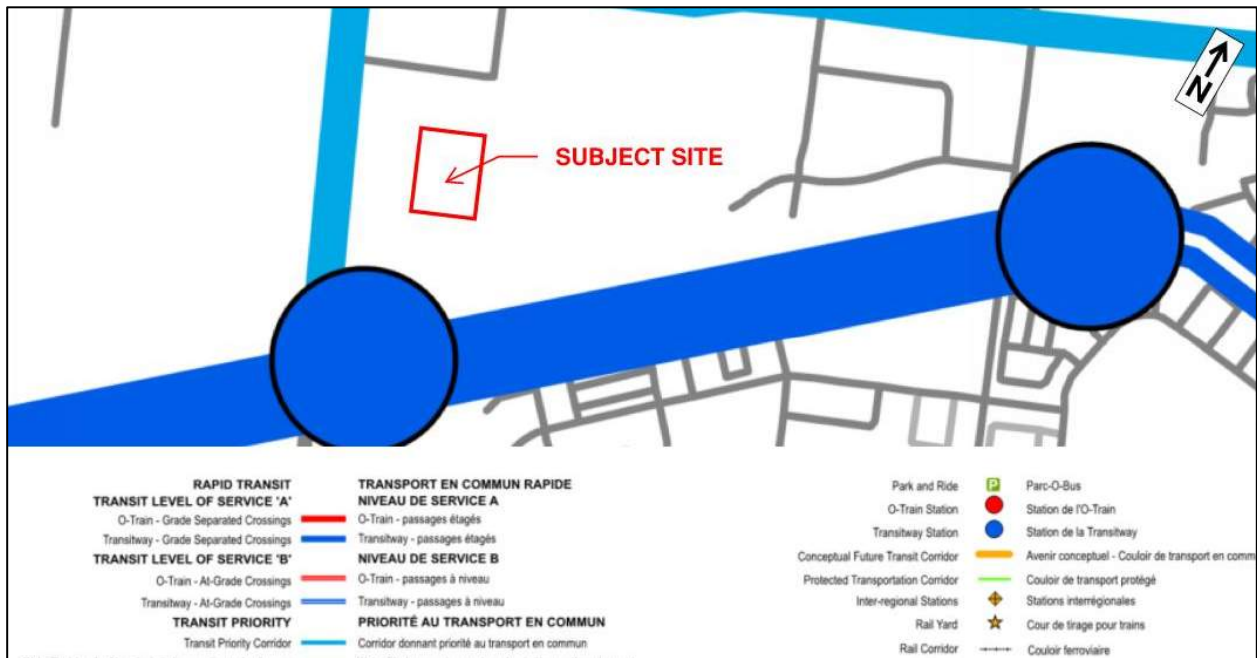


Figure 15: Schedule C2

Schedule C4 – Urban Road Network designates Innes and Mer Bleue Roads as Arterials (red) and the extension of Vanguard Drive as a Future Major Collector (orange dashed):

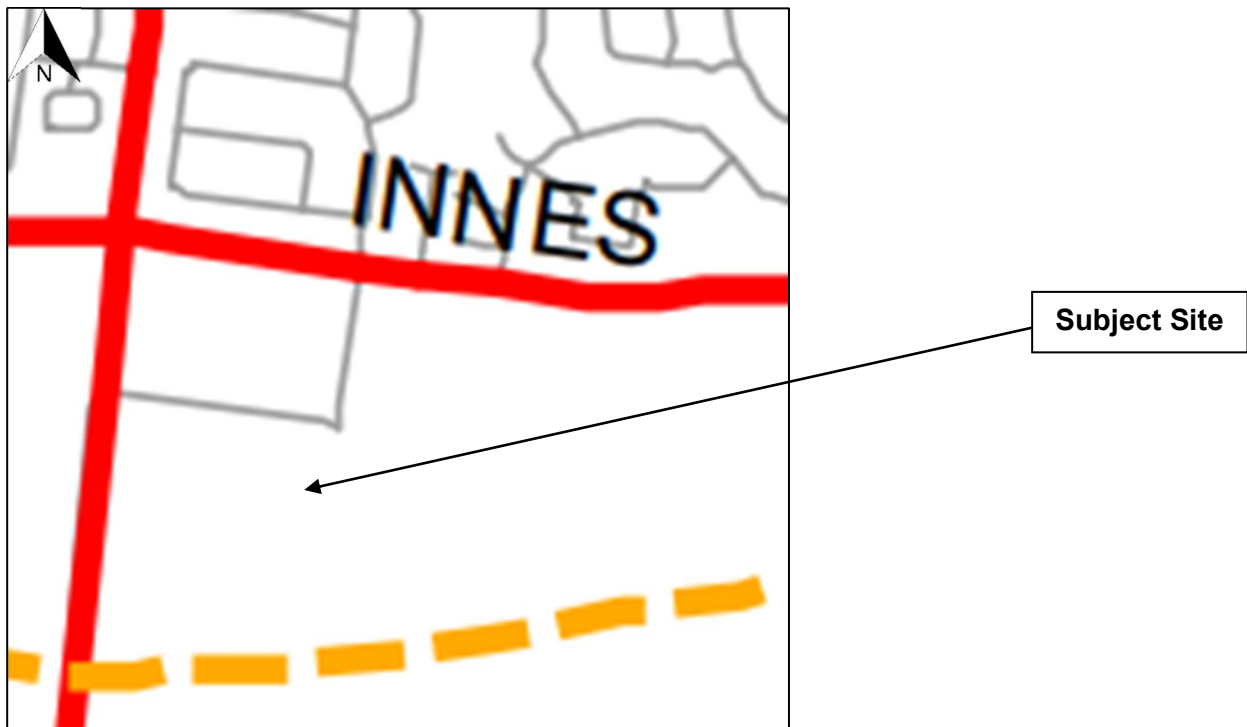


Figure 16: Schedule C4

Schedule C3 – Active Transportation Network shows the closest Major Pathway south of the Subject Site on the future Vanguard Drive extension.



Figure 17: Schedule C3

Schedule C7-A – Design Priority Areas does not designate the Subject Site. The pre-application notes suggest it does. The figure below overlays Schedule C7-A with the Subject Site and shows it does not apply:

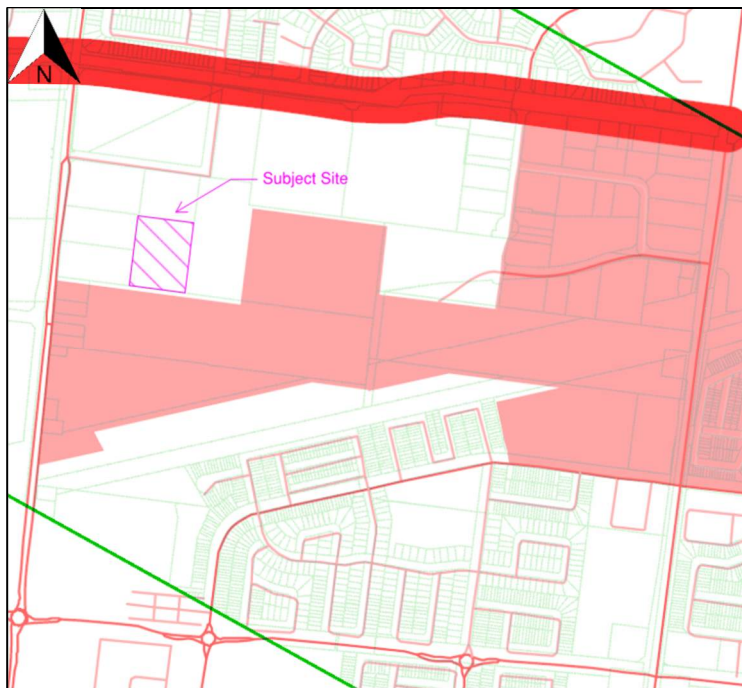


Figure 18: Schedule C7A overlaid on Subject Site

The following Schedules are not shown:

- Schedule C11-C – Natural Heritage System (east) identifies the Subject Site as Urban Area with no Natural Heritage designations.
- Schedule C15 – Environmental Constraints does not designate the Subject Site as having any environmental constraints.

Neighbourhood Policies

The proposed development conforms to the following applicable Neighbourhood policies of Section 6.3 of the Official Plan:

Policy 6.3.1(2)

Permitted building heights in Neighbourhoods shall be Low-rise, except:

- a) Where existing zoning or secondary plans allow for greater building heights; or*
- b) In areas already characterized by taller buildings.*

- **The Subject Site is zoned to permit building heights up to 40 metres (approximately 13 storeys). The proposed buildings are six storeys.**

Policy 6.3.1(4)

The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
 - i. Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;*
 - ii. Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;*
 - iii. Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;*
 - iv. May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;*
 - v. May restrict or prohibit motor vehicle parking in association with such uses; and*
 - vi. Limits such uses to prevent undue diversion of housing stock to non-residential use.**

- **The proposed commercial uses are compatible and complementary small-scale non-residential uses that will contribute to the 15-minute neighbourhood model.**

Policy 6.3.1(5)

The Zoning By-law will distribute permitted densities in the Neighbourhood by:

Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities

- A future BRT transit station is planned south of the Subject Site on Mer-Bleue Road approximately 715 metres walking distance from the Subject Site via the pathway through the abutting automobile dealerships. The proposed mid-rise apartment buildings will increase residential density in proximity to this transit station to support transit ridership. The proposed residential uses are also within walking distance to the existing and future commercial, retail, and employment uses along Innes Road (a Major Corridor) and within the draft-approved subdivision.

Evolving Overlay Policies

The proposed development conforms to the following applicable Evolving Overlay policies of Section 5.6 of the Official Plan:

Policy 5.6.1.1(6)

Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.

Table 6 – General Characteristics of Urban Built Form and Suburban Built Form and Site Design

Urban	Suburban
<i>Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm</i>	<i>Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way</i>
<i>Principal entrances at grade with direct relationship to public realm</i>	<i>Principal entrances oriented to the public realm but set back from the street</i>
<i>Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios</i>	<i>Larger lots, and lower lot coverage and floor area ratios</i>
<i>Minimum of two functional storeys</i>	<i>Variety of building forms including single storey</i>
<i>Buildings attached or with minimal functional side yard setbacks</i>	<i>Generous spacing between buildings</i>
<i>Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing</i>	<i>Informal and natural landscape that often includes grassed areas</i>
<i>No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage</i>	<i>Private automobile parking that may be prominent and visible from the street</i>

- The proposed development meets most of the urban characteristics described in Table 6 above, consistent with the intent of the Evolving Neighbourhood Overlay:
- The proposed buildings comply with the minimum required yard setbacks of the zoning by-law and are spaced to allow for appropriate vehicular and pedestrian circulation through the site, and opportunity for amenity areas and landscaping.

- Principal building entrances have a direct relationship to the public realm including connections to the future extension of Noëlla Leclair Street and Mer Bleue Road via the proposed east-west pathway connection. Inward site-facing entrances are well connected to proposed site amenities and parking, and to the public realm via a series of pathways throughout the site.
- The proposed buildings are six storeys.
- Landscaped areas, tree planting, and pathways are proposed throughout the proposed development. Please refer to the Landscape Plan by Studio Red Landscape Architecture, dated May 24, 2023 submitted with this application for further detail.
- The Zoning By-law requires a minimum parking rate of 1.4 spaces per apartment unit (1.2 for residents and 0.2 for visitors) for the three residential only buildings and 1.2 spaces for the one mixed use building (1.0 for residents and 0.2 for visitors). The proposed 340m² Medical Facility requires 1 space per 250m².
- The proposed development includes 367 parking spaces, some of which are provided underground to reduce surface parking. Surface parking is largely screened from view by the proposed buildings. A separate Minor Variance application will be submitted to request a reduction in resident parking requirements from 1.2 spaces per dwelling unit to 1 space per dwelling unit for residents. Visitor parking and parking for the Medical Facility will be provided as per the Zoning By-law.

City-Wide Policies

The proposed development conforms to the following applicable city-wide policies of Section 4.0 of the Official Plan:

Mobility

Policy 4.1.2(2)

Provide safe and convenient pedestrian routes and facilities in Hubs and Corridors and, within the following distances from transit:

a) 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations

- The Subject Site is approximately 300 metres north of a future Bus Rapid Transit (BRT) transitway corridor and approximately 700 metres walking distance to the future Mer Bleue BRT Station per Official Plan Schedule C2 – Transit Network Ultimate. Mer Bleue Road and Innes Road are designated as “Transit Priority Corridors”.
- The proposed east-west pedestrian pathway through the development provides a safe and convenient pedestrian route to Mer Bleue Road and to the extension of Noëlla Le Clair Street which intersects with Innes Road to the north.

Policy 4.1.2(6)

New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.

- The future southward extension of Noëlla Leclair Street, the future westward extension of Vanguard Drive, and the future BRT transitway corridor are all designated as “Major Pathway” on Schedule C3 – Active Transportation Network of the Official Plan. Additionally, per Map 1 – Cycling Network – Primary Urban of the City of Ottawa Transportation Master Plan (2013), Innes Road is designated as a “Cross-town Bikeway and Mer Bleue Road is designated as a “Spine Route”.
- The proposed Site Plan includes several direct pathway connections from building entrances and the site’s internal network of pathways to the future extension of Noëlla Leclair Street. The proposed east-west pedestrian pathway provides an extension of the exiting pathway from Mer-Bleue Road through the proposed development to Noëlla Leclair Street.

Policy 4.1.2(9)

Proponents of development shall provide an adequate number of bicycle parking facilities as follows:

- a) Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and*
 - b) Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.*
- ***Bicycle parking is provided in accordance with the Zoning By-law 2008-250 and includes a combination of at-grade bicycle parking for visitors and underground secured bicycle parking for residents.***

Policy 4.1.4(2)

The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:

- b) Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations*
- **A separate Minor Variance application will be submitted to request a reduction in resident parking requirements from 1.2 spaces per dwelling unit to 1 space per dwelling unit for residents. Visitor parking and parking for the Medical Facility will be provided as per the Zoning By-law.**

Policy 4.1.4(11)

Surface parking lots should be designed to meet all of the following:

- a) Minimize the number and width of vehicle entrances that interrupt pedestrian movement; and Provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings, and between all buildings within the site; and*
- b) Landscaping requirements shall be in addition to landscaping requirements for the right of way around the perimeter of parking lots; and*
- c) Include regular spacing of tree islands that support the growth of mature shade trees and incorporate Low Impact Development measures for stormwater management where feasible; and*

- d) *Be designed to anticipate redevelopment of the site over time and facilitate future intensification, severance and infill; and*
- e) *Encourage the provision of electric vehicle charging spaces and dedicated car share spaces.*
- **The proposed surface parking lot is accessed via one vehicular connection to the extension of Noëlla Leclair Street to reduce conflicts between pedestrian and vehicles, and a network of sidewalks and crosswalks are provided throughout the site to provide well-defined and safe pedestrian connections throughout the site and to the public realm.**
- **The proposed development meets the landscaping requirements for parking lots per the Zoning By-law. Please see the Landscape Plan submitted with this application for further detail.**
- **EV charging spaces are provided – there are eight spaces in the northwest corner of the Site.**

Housing

Policy 4.2.1(1)

A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- b) *Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;*
 - c) *Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure*
- **The proposed mid-rise apartment buildings contribute to the diversity of housing types, densities, and tenure options within the neighbourhood, including the range of bedroom count availability with 1-, 2-, and 3-bedroom unit options.**

Urban Design

Per *Schedule C7A – Design Priority Areas - Urban* of the Official Plan, the Subject Site is not located within a Design Priority Area (DPA). As such, policies associated to DPAs are not applicable and the proposed development is not subject to review by the Urban Design Review Panel.

Per *Schedule C13 – Scenic Routes* of the Official Plan, none of the streets abutting or in proximity to the Subject Site are designated as “Scenic Routes”. As such, policies associated with designated Scenic Routes are not applicable to the proposed development.

Policy 4.6.5(3)

Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

- **The proposed development minimizes conflicts between vehicles and pedestrians by providing a network of on-site pathways throughout the proposed development and to the broader public realm. Notably, the proposed development extends the east-west pathway from Mer-Bleue Road through the Subject Site to the extension of Noëlla Leclair Street and provides a north-south pedestrian right-of-way through the central portion of the proposed surface parking area. Further, vehicular access to the Subject Site is provided via one connection extension of Noëlla Leclair Street to limit interruptions to the public sidewalk to one location. Mechanical and service equipment is located within the proposed buildings and underground parking is provided to limit the amount of surface parking. Surface parking is visually screened from the public realm by the proposed buildings and landscaping.**

Policy 4.6.6(4)

Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:

- Provide protection from heat, wind, extreme weather, noise and air pollution; and*
 - With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.*
- **The proposed development provides amenity area in accordance with the Zoning By-law, as discussed in Section 3.4 of this report.**

Policy 4.6.6(7)

Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- Frame the street block and provide mid-block connections to break up large blocks;
 - Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
 - Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
 - Provide sufficient setbacks and step backs to:
 - Provide landscaping and adequate space for tree planting;*
 - Avoid a street canyon effect; and*
 - Minimize microclimate impacts on the public realm and private amenity areas.*
- **Proposed Building A and the end walls of Buildings B and C are oriented along the future extension of Noëlla Leclair Street to frame the public street and provide an active street frontage. North-south and east-west pedestrian connections are provided through the Subject Site to break up the block. The proposed six-storey buildings are proportionate in height to the width of the future extension of Noëlla Leclair Street, as shown in the renderings.**

Drinking Water, Wastewater and Stormwater Infrastructure

Policy 4.7.1(23)

Applications for new development will demonstrate, to the City's satisfaction, that adequate services are available and can be allocated to support the proposal:

- a) *Where adequate services do not exist or cannot yet be provided to support a development, the City may use holding provisions in accordance with Zoning By-law to regulate the timing of development*
- **The Servicing and Stormwater Management Report prepared by Novatech, dated May 24 2023 confirms that the proposed development can be adequately serviced by municipal services.**

Natural Heritage, Green Space and the Urban Forest

Per Schedule C11C – Natural Heritage System (East) of the Official Plan, the Subject Site is not located within or in proximity to the Natural Heritage System or features. As such, policies associated with the Natural Heritage System are not applicable to the proposed development.

Policy 4.8.2(3)

Growth, development and intensification shall maintain the urban forest canopy and its ecosystem services, in accordance with Subsection 4.8.2, Policy 6) and the following:

- a) *Preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil;*
- b) *On urban properties subject to site plan control or community planning permits, development shall create tree planting areas within the site and in the adjacent boulevard, as applicable, that meet the soil volume requirements in any applicable City standards or best management practices*

Policy 4.8.2(6)

When considering impacts on the urban forest and trees, approvals and Tree Permits shall not be denied for development that conforms to the Zoning By-law or for Zoning By-law amendments, variances and consents that conform to the Official Plan. Council or the Committee of Adjustment may refuse a planning application if it fails to provide space and adequate volume of soil for existing and/or new tree(s). Approvals granted by Council or Committee of Adjustment may include conditions to support tree protection, removal and replanting. The City and the Committee of Adjustment may refuse a development application where it deems the loss of a tree(s) avoidable. This policy shall also apply to a community planning permit approved through delegated authority or Council.

- **A Tree Conservation Report was prepared by Studio Red Landscape Architecture, dated May 25, 2023. It identifies that: “All existing trees on site require removal to accommodate site grading and servicing for the new development.”**
- **The proposed development a portion of its parking areas underground and provides generous landscape buffers, islands, and outdoor amenity space to maximize the space available for tree planting. Please refer to the Landscape Plan for details about the proposed landscaping.**

Based on the foregoing, the proposed development conforms to the applicable policies of the Official Plan.

3.3 East Urban Community Phase 3 Secondary Plan

The purpose of the East Urban Community Phase 3 Secondary Plan (“the Secondary Plan”) is to provide a policy framework to guide growth and development within the East Urban Community Phase 3 Area (“EUC Phase 3 Area”) lands. The Secondary Plan vision for the EUC Phase 3 Area is for it to be “a new complete neighbourhood for Orléans and the rest of the city. Its mix of housing, employment, institutional and commercial services, combined with leisure and recreational opportunities will make it an attractive place to live, work, and play”.

The Secondary Plan is based on the EUC Phase 3 Area Community Design Plan (“the CDP”) and translates key aspects of the CDP and its supporting documents into statutory policy. The CDP is to be read in conjunction with the Secondary Plan and development it to occur in keeping with the CDP. As such, the applicable policies and guidelines of the CDP are discussed in Section 3.3.1 of this report.

The Subject Site is designated as “Mixed-Use” on *Schedule A – Land Use Plan* of the Secondary Plan, as shown below. A portion of a park is also identified on the Land Use Plan within the Subject Site. This location was established as part of the Area Parks Plan for the CDP, which is a high-level planning document that provides recommendations for the distribution and programming of parks within the EUC Phase 3 Area. The location of this park was determined as part of the Plan of Subdivision for 4200 Innes Road and is being dedicated as Block 5 on the Draft 4M Plan.

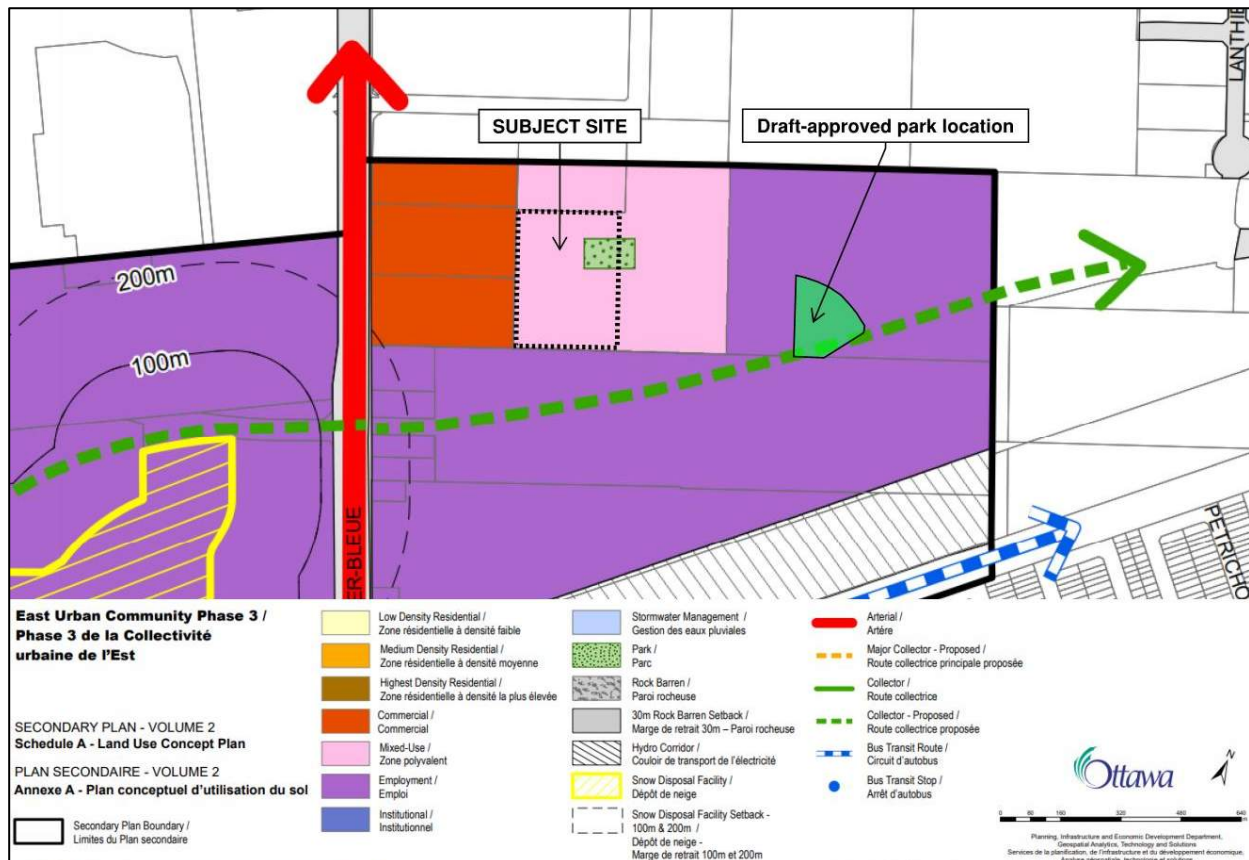


Figure 2: CDP Schedule A - Land Use Concept Plan

The proposed development conforms to the following applicable policies of the Secondary Plan:

Policy 4.1

Residential development will be limited to not more than 55 per cent detached dwelling units, at least 10 per cent apartment dwelling units, and the remainder may be comprised of multiple dwelling units, other than apartments.

- **The proposed development contributes to the achievement of the minimum target of apartment dwellings in the community.**

Policy 4.6

The EUC Phase 3 Area CDP policies shall guide permitted uses and building heights within each CDP designation.

- **See Section 3.3.1 of this report for a discussion of the applicable CDP policies.**

Policy 4.18(vii)

The street network will be designed to meet the following:

- vii. The frontage of lands along public streets will feature buildings with active frontages regardless of the land uses contained therein. Surface parking areas should primarily be to the side or rear of buildings.*
- **Proposed Buildings A, B, and C frame the public realm along the extension of Noëlla Leclair Street with active frontages as shown on the building elevations and renderings. The proposed surface parking is centrally located on the Subject Site to the rear of proposed Building A to screen it from the public realm.**

3.4 East Urban Community Phase 3 Community Design Plan

The proposed development conforms to the following applicable policies and guidelines of the EUC Phase 3 Community Design Plan:

Policy 5.2.3(2)

The maximum height permitted is:

- a) 4 storeys for low-rise apartments;*
- b) 5 to 9 storeys for mid-rise apartments; and*
- c) 12 storeys for High-rise apartments and retirement homes.*

Guidelines for Mixed Use Site Design and Building (Section 6.3.8)

- / The scale of a mixed use building should be compatible with adjacent development.*
- / The highest density and tallest buildings will be planned closest to the planned Bus Rapid Transit (BRT) station at Mer Bleue Road.*
- / Step down building heights and densities will be implemented between high density, taller development and low-density communities.*
- / Buildings will be oriented towards the BRT station planned at Mer Bleue Road and provide direct pedestrian access that minimizes conflicts with vehicles.*

- / Create highly visible landmarks through distinctive design features that act as wayfinding features in the community.*
 - / Encourage underground parking (outside of the hydro easement).*
 - / Provide convenient and comfortable pedestrian and cyclist connections through mixed use areas, including to neighbouring land uses. Key destinations include:*
 - The Orléans Health Hub*
 - The existing commercial/service uses along Innes Road*
 - Municipal parks*
 - Existing and planned bus routes along Mer Bleue Road, Innes Road, Vanguard Drive, and the proposed collector streets*
 - The planned BRT station at Mer Bleue Road, and*
 - Crossing points over the BRT Transitway (providing access from the south to the MUP planned within the hydro corridor).*
-
- **The proposed mid-rise apartment buildings, as well as the Medical Facility are permitted in the Mixed-Use designation. The proposed buildings are six-storeys. The proposed development has a density of 153 units per hectare.**
 - **The scale of the proposed six-storey buildings is compatible with the ten-storey retirement home development that was approved for the abutting parcel to the north as well as the existing automobile dealerships to the west. The proposed development and has been planned in coordination with the rest of the subdivision for 4200 Innes Road to the east, which includes mixed-use and light industrial uses.**
 - **The proposed development is not adjacent to existing or planned low-density communities. The vacant lands to the south are designated as “Employment” in the Secondary Plan and “Hub” in the Official Plan.**
 - **The design of the proposed development serves as a wayfinding point in the community.**
 - **Some of the proposed parking is provided as underground parking to reduce the amount of surface parking. The surface parking lot is largely screened from view from the public street by the proposed buildings.**
 - **The proposed development provides a network of pedestrian pathways throughout the Subject Site which connect to the broader pedestrian network via direct connections to the sidewalk along Mer-Bleue Road and the planned sidewalk along the future extension of Noëlla Leclair Street.**

Based on the foregoing, the proposed development conforms to the applicable policies and guidelines of the East Urban Community Phase 3 Secondary Plan and Community Design Plan.

3.5 Zoning By-law 2008-250

The Subject Site is zoned Arterial Mainstreet and is subject to the provisions of Urban Exception 2414, a height limit of 40 metres and a hold (AM [2414] H(40) -h), as shown below:

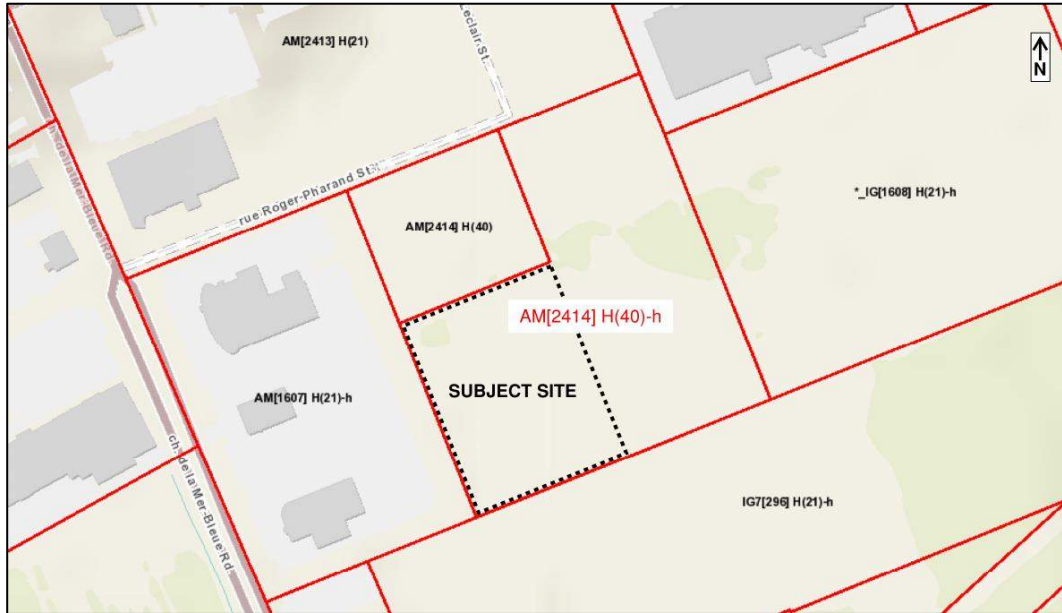


Figure 3: Subject Site zoning

The purpose of the Arterial Mainstreet zone is to:

1. accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
2. impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The only applicable section of Exception 2414 prohibits all uses until such time as the holding symbol is removed.

The Exception states that:

The holding symbol may not be removed until such time as there is a draft approved subdivision over the subject property, which addresses the following:

- (1) Proposes a public street network to the satisfaction of the General Manager of Planning Infrastructure and Economic Development, including a public street traveling south from Wildflower Drive to the southern property line within the AM [2414] H(40) zone.
- (2) Provides sufficient parkland on site, to the satisfaction of the General Manager of Planning Infrastructure and Economic Development.

A separate application will be filed to lift the holding provision. Regarding item (1), the associated draft approved subdivision that created the Subject Site extends a public street traveling south

from Wildflower Drive to the southern property line within the AM [2414] H(40) zone. This will be the extension of Noëlla Leclair Street. Regarding item (2), parkland was dedicated with the subdivision and is provided as Block 5 on the Draft 4M Plan.

Per Section 185 of the Zoning By-law, the proposed mid-rise apartment dwellings and Medical Facility are a permitted uses in the AM zone. The proposed development complies with the provisions of the AM zone and other applicable sections of the Zoning By-law, as illustrated on the Site Plan, and demonstrated below, except for the resident parking:

Zoning Provision	Required	Proposed
S. 185 – AM Zone		
Minimum Lot Area	No minimum	1.92 ha
Minimum Lot Width	No minimum	156.5 m
Minimum front yard setback	3 m	3.3 m
Minimum interior side yard setback	No minimum	4.4 m
Minimum rear yard setback	7.5 m	19.4 m
Maximum building height	40 m	18.5 m
Maximum floor space index	None	1.55
S. 131 Planned Use Development (PUD)		
Minimum width of a private way	6 m	6 m
Minimum setback for any wall of a residential use building to a private way	1.8 m	2.7 m
Minimum separation area between buildings within a PUD (building height > 14.5m)	3 m	13.7 m
S. 137 – Amenity Area		
Total Amenity Area	6m ² / unit = 1758m ²	3,486 m²
Communal Amenity Area	Min. 50% of total = 879m ²	1,275 m²
S. 101 – Minimum Parking Space Rates		
Minimum Parking Spaces – Low Rise Apartment Building	1.2 per dwelling unit = 254 spaces (212 low-rise units) + 1.0 per dwelling unit = 81 spaces (81 units in a mixed use building) = TOTAL 335 spaces	293 spaces
Minimum Parking Spaces – Mixed Use Building		
Minimum Parking Spaces – Medical Facility	4 per 100m ² = 13.6 spaces (Note: S.104 reduces this to 3 spaces)	14 spaces
S. 102 – Minimum Visitor Parking Space rates		
Minimum Visitor Parking Spaces	0.2 per dwelling unit = 58.6 spaces	59 spaces
S. 110 – Landscaping Provisions for Parking Lots		
Minimum width of landscape buffer of a parking lot (not abutting a street)	3 m	3 m
S. 111 – Bicycle Parking Spaces Rate		
Minimum Bicycle Parking Spaces, residents	0.5 per dwelling unit = 147	150 spaces
Minimum Bicycle Parking Spaces, medical	1 per 250 m ² = 2	

- The non-compliance with the minimum parking space rate provision for residents parking will require a separate Minor Variance application.
- The provisions of Section 104 – Shared Parking Provision of the Zoning By-law are applicable. The amount of parking spaces able to be shared between the residential visitor and medical facility uses (resident parking cannot be shared) is calculated as 11 spaces. Therefore the parking requirement is reduced by this amount.
- Accordingly, the parking shortfall is 31 spaces.

4.0 PUBLIC CONSULTATION STRATEGY

It is proposed to consult with the public through the legislated public consultation requirements. The public consultation strategy will involve a variety of methods as follows:

- Signage posting on the Subject Site which provides the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).
- Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City of Ottawa staff.

5.0 CONCLUSION

It is our assessment that the proposed development is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan, the East Urban Community Phase 3 Secondary Plan and Community Design Plan, and complies with the Zoning By-Law 2008-250. This Planning Rationale along with the associated technical studies supports the proposed development.

The proposed development is compatible in scale with the existing and planned development and functions well within the surrounding context. The proposed development is an appropriate and desirable addition to the community and represents good planning.

NOVATECH



James Ireland, MCIP, RPP
Project Planner