



PLANNING RATIONALE & DESIGN BRIEF

FOR SITE PLAN CONTROL APPLICATION FOR MULTI-FAMILY HOUSING PROJECT
AT SOUTHEAST CORNER OF NOELLA LECLAIR WAY & LADY PELLATT STREET
JUNE 22, 2023

INTRODUCTION

This combined planning rationale and design brief is submitted in support of a Site Plan Control Application by Ironclad Developments Inc. (hereinafter referred to as Ironclad or ICD) for a multi-family housing project on a 2.3-acre (0.92 ha) site in a new subdivision in Orléans, south of Innes Rd and east of Mer Bleue Rd, as shown below.



Exhibit 1: Aerial view looking southeast, showing 2.3-acre (0.92 ha) site of proposed development. Noella LeClair Way and Lady Pellatt Drive have since been built.

Ironclad will develop this site as part of a master-planned subdivision being developed by Innes Shopping Centres Limited, an affiliate of Smart Centres Real Estate Investment Trust (hereinafter referred to as Smart Centres or the master developer). The subdivision (D07-16-18-006) received Draft Approval in July 2022 and Ironclad has entered into an agreement to purchase the subject property from Smart Centres, with the purchase scheduled to close in August 2023.

Ironclad’s proposed development comprises two six-storey buildings with a combined total of 157 dwelling units, offering a selection of suite types and sizes as summarized below.

Unit Type	Range of Unit Floor Area		Number of Units			% of Units
	Sq Ft	m ²	Bldg A	Bldg B	Total	
1-Bedroom	652 to 780	61 to 72	19	29	48	30%
2-Bedroom	855 to 1,080	79 to 100	27	48	75	48%
3-Bedroom	1,119	104	22	0	22	14%
Bachelor	426 to 521	40 to 48	6	6	12	8%
Total			74	83	157	100%

The renderings below illustrate the general form and character of the development and the planning and design rationale the project is discussed in the sections that follow.



Exhibit 2: Street level view looking southeast across the corner of Noella LeClair Way and Lady Pellatt St at Building A (the north building).



Exhibit 3: Aerial view of the project looking northeast across the temporary cul-de-sac at the south end of Noella LeClair Way.

Sections 1 and 2 of this brief are organized with sub-headings based on the Terms of Reference provided by City staff at the Pre-Application Consultation meeting on Oct 25, 2022. (File # PC2022-0259). Section 3 has been added to address other related matters.

SECTION 1 – PLANNING RATIONALE

Application Submission

Type of Application:	Site Plan Control (SPC)
Legal Description:	Part of PIN 14563-3365(LT): Part Lot 1, Concession 11, Cumberland, Parts 1, 2 and 3, Plan 4R-31228, Save and Except Part 1, Plan 4R-31858; Subject to an Easement over Part 3, Plan 4R-31228 in favour of Part Lot 1, Concession 11, Cumberland, Part 3, Plan 4R-26139 as in OC1410495; Subject to an Easement over Part 3, Plan 4R-31228 in favour of Part Lot 1, Concession 11, Cumberland, Part 4, Plan 4R-26139 as in OC 1410495; Subject to an Easement in Gross over Part 3, Plan 4R-31228 as in OC2088215; City of Ottawa.
Municipal Address:	Southeast corner of Noella LeClair Way and Lady Pellatt Street; also known as Part of 1001 Noella LeClair Way; also known as Part of 4200 Innes Road, the parent parcel of Subdivision D07-16-18-006. It is anticipated that permanent municipal addresses on Noella LeClair Way and/or Lady Pellatt Street will be assigned to the two buildings by the City of Ottawa at a later date.
Purpose of Application:	To confirm approval of land use, density, building height, form and character, and variances, in order to enable the applicant to proceed with the preparation and submission of applications for building permits for the foundations and the two buildings.
Vision and Goals:	To deliver 157 units of affordable, high-quality, multi-family residential accommodation in an attractive development that integrates positively with its surroundings and supports the City of Ottawa’s goals for intensification and sustainable development.

Response to City Documents

The design of the project has been guided by City of Ottawa’s planning policies as expressed in the hierarchy of municipal planning documents applicable to the site, including the overarching general policies in the Official Plan (OP), the more specific guidance provided by the Community Design Plan (CDP) and the draft approved Plan of Subdivision for the 4200 Innes Road property, and the specific requirements of the Zoning Bylaw.

Official Plan: Under the functional land designations in the OP – Hubs, Corridors, and Neighbourhoods – the subject property is within a Neighbourhood subject to an Evolving Neighbourhood Overlay. The site is about 200 m (600 ft) south of the designated Corridor along Innes Rd, and is at the edge of the designated Hub area around the future Transitway Station on Mer Bleue Rd, about 600 m (2,000 ft) southwest of the site, as shown in Exhibit 4 below.

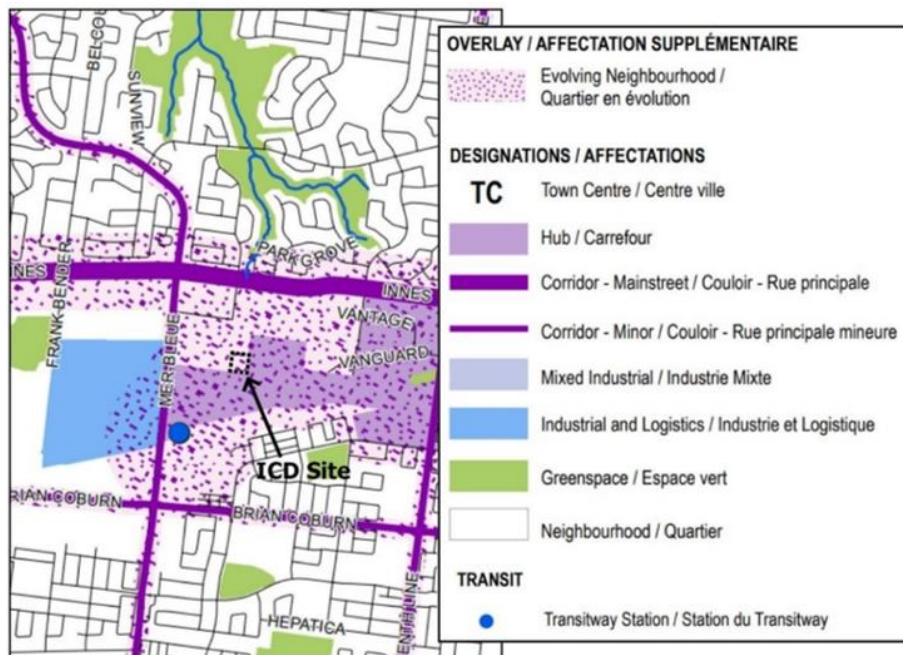


Exhibit 4: Official Plan designation (Source: Ottawa Official Plan, Schedule B8)

The Neighbourhood designation under the OP allows for “a range of residential and non-residential built forms”, generally up to four storeys in height, except where secondary plans or existing zoning allow for greater building heights. (OP, Section 6.3.1.). The proposed use (multi-family housing development) falls within the “range of residential and non-residential built forms” contemplated in the Neighbourhood designation, and the proposed height of six storeys is allowed under both the secondary plan and the existing zoning, as discussed in further detail below. In addition, given the site’s location on the edge of a designated Hub and within 600 m of a future transit station, the proposed density of 171 units per net ha (69 units per net acre) supports the OP objective of achieving densities sufficient to “create the critical mass essential to make transit viable” (OP, Section 6.1).

Secondary Plan: The secondary plan governing the site is the East Urban Community Phase 3 Community Design Plan (CDP), adopted in November 2020. The Land Use Plan in the CDP (Section 5.1 and Figure 8) designates two Mixed-Use areas, one of which is the 4.9 ha (12.1 ac) parcel at 4200 Innes Rd. As noted earlier, the 4200 Innes Rd parcel is owned by Smart Centres and is in the process of being subdivided to create several development parcels, including the subject property, which is being acquired by Ironclad. The CPD (Section 5.2.3) indicates that the designated Mixed-Use area at 4200 Innes Rd is intended to accommodate a mix of land uses including low-, mid-, and high-rise apartments, with building heights between three and twelve storeys. The project proposed by Ironclad meets these parameters.

Draft Approved Plan of Subdivision: The subject property is Block 3 in a seven-block Proposed Plan of Subdivision dated June 28, 2022, which received draft approval on July 27, 2022, and is expected to receive final approval in the near future, once the subdivision agreement between Smart Centres and the City has been finalized. Concept plans presented for illustrative purposes

with the subdivision application contemplated two high-rise (10 to 12-storey) apartment towers on the site, with an unspecified number of units. Ironclad’s proposal is consistent with the concept of multi-family housing on the site, albeit in a mid-rise rather than high-rise built form.

Zoning Bylaw: The property is zoned Arterial Mainstreet (AM[2414] H(40)). This zoning permits the multi-family residential use proposed and allows a building height of up to 40 m (131 ft). Ironclad’s proposal conforms with the existing zoning in terms of use, density, and height, and complies with all required years and setbacks. The only variance requested for the project is with respect to on-site parking stalls; this is discussed in Section 2 of this brief.

In summary, the proposed development does not require any rezoning or OP or secondary plan amendments, and it respects and reinforces the City’s planning policies as expressed in the Official Plan, secondary plan, subdivision draft approval, and existing zoning.

Site Context

The graphic below zooms in to show the site in the context of its immediate surroundings.

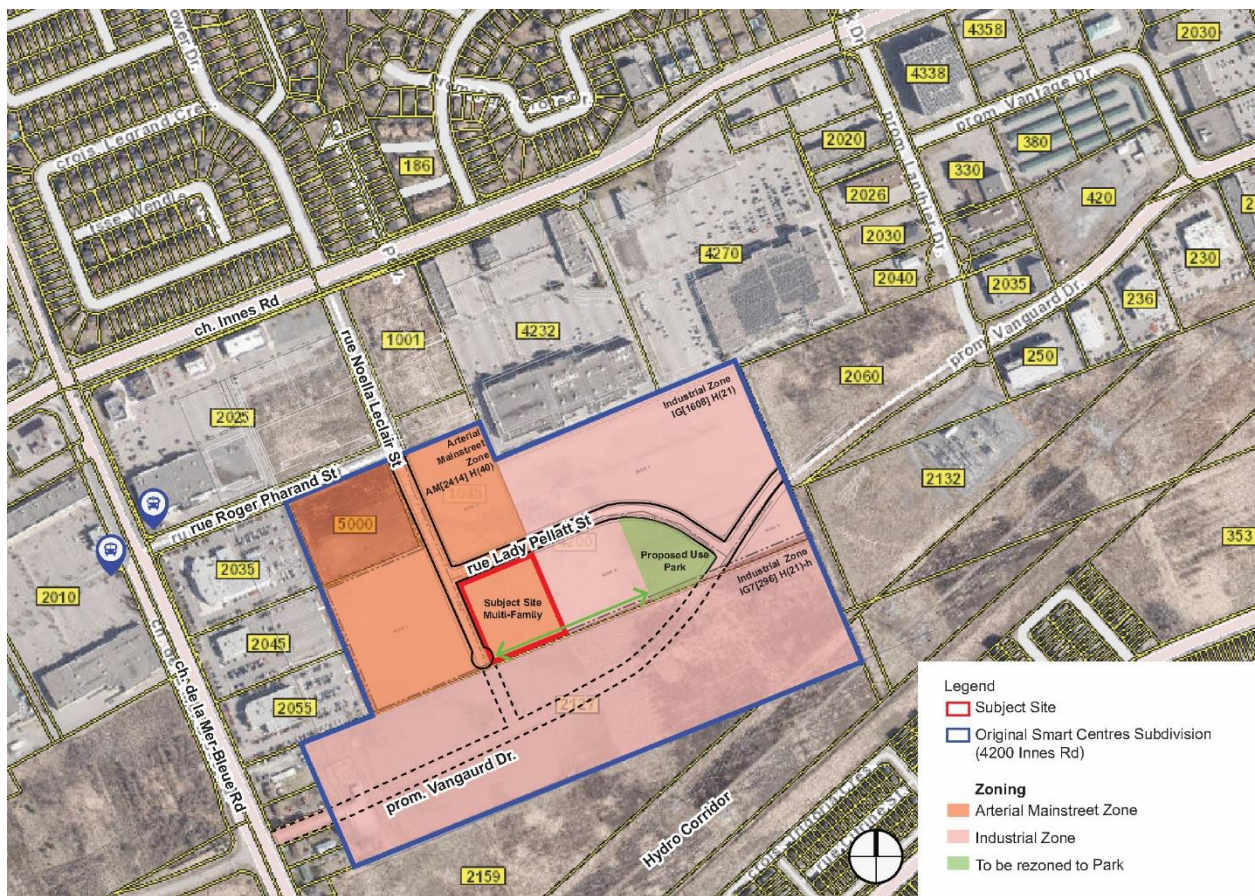


Exhibit 5: Site Context

As can be seen in Exhibit 5 above, the site is in an area of undeveloped formerly agricultural land behind the big box stores and car dealerships on Innes Rd and Mer Bleue Rd.

Referring back to the earlier discussion on planning documents, the parcels to the north and west of the site (coloured in orange on Exhibit 5) are zoned Arterial Mainstreet and fall under the Neighbourhood designation in the OP and the Mixed-Use Area designation in the CDP. The parcels to south and east of the site (coloured in pink on Exhibit 5) are zoned Industrial and fall under the Hub designation in the OP and the Employment Lands designation in the CDP.

The Hub lands south and east of the site are also identified in the OP as a Design Priority Area (DPA), as shown in Exhibit 6.

Developments within a DPA are subject to review by the Urban Design Review Panel (UDRP). While Ironclad's site is technically just outside the boundary, we understand the project will be required to go through the URDP review process.

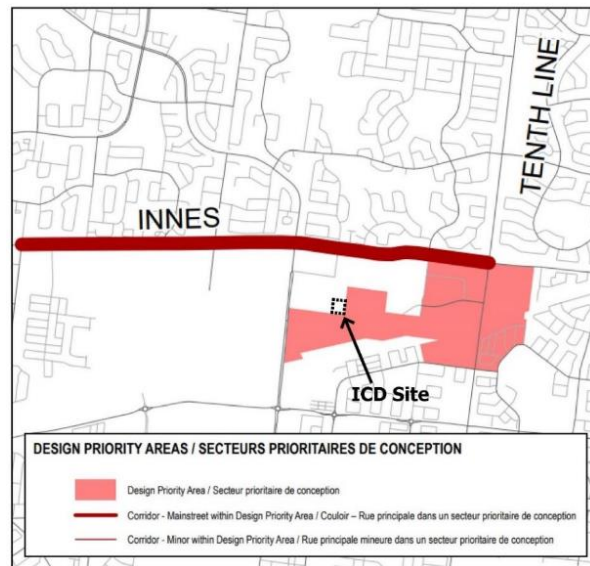


Exhibit 6: Design Priority Area

To the east of the site, at the northwest corner of Lady Pellatt St and the future extension of Vanguard Dr, is a triangular parcel to be rezoned and dedicated to the City as public park under the Plan of Subdivision. During the pre-application process, City staff advised that the City would like to create a three-season pedestrian access corridor between Noella LeClair Way and this future park, across the southern portion of Ironclad's site and the abutting parcel to the east. Ironclad's project has been designed to accommodate this goal.

None of the surrounding parcels in the Smart Centres subdivision is currently developed. From discussions with the City's File Lead, we understand that the parcel west of the site (across Noella LeClair Way) is owned by another developer with plans to build a similar mid-rise multi-family housing project. The parcel to the north of that (at the southwest corner of Noella LeClair Way and Roger Pharand Dr) is to be developed for a retirement home. The parcel to the north of the site (across Lady Pellatt Dr) is subject of an active site plan application by Extendicare for a long-term care facility. Development plans for the parcels to the east and northeast of the site (on either side of Lady Pellatt St) are currently unknown. The large parcel to the south of the site (on either side of the future Vanguard Dr extension) is not part of the Smart Centres subdivision. Its owners are in pre-application consultations with the City, but no information about their plans is available, as the consultation process is confidential.

Site Photos

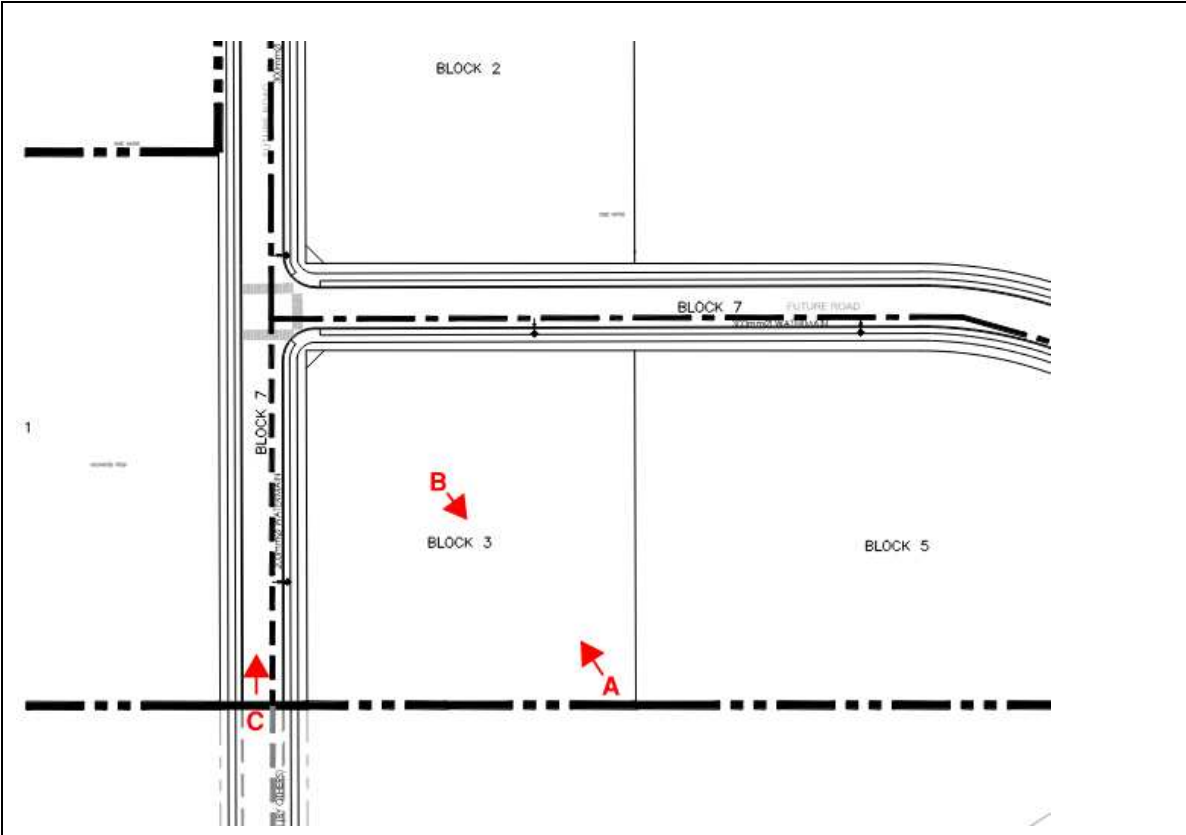


Exhibit 7: Key plan showing locations of photos below.



Exhibit 7A: View from the SE corner of site, looking NW across the site towards Innes Rd.



Exhibit 7B: View from the centre of the site looking SE. Ironclad's project on Tenth Line Rd at Gerry Lalonde Dr is visible in the distance.



Exhibit 7C: View from temporary cul-de-sac at SW corner of site, looking North toward Innes Rd.

SECTION 2 – DESIGN PROPOSAL

Note: Reference numbers starting with “DP” refer to Development Permit Drawings by Architecture 77 Inc., dated June 22, 2023.

Massing and Scale

Building massing – from all four sides: Please see DP 11 to DP 15.

Views – of the entire block: Please see DP 11 to DP 15.

Building transition – to adjacent uses: There are no low-rise residential uses in the vicinity. Surrounding parcels all currently undeveloped. As noted in Section 1, the parcel to the west (across Noella LeClair Way) is expected to be developed with a similar six-storey multi-family residential built form. The parcel to the north (across Lady Pellatt Dr) is expected to be developed with a four-storey long term care facility. No information is currently available about the future built form on the parcels to the south and east.

Grading: The site is essentially flat. During the Pre-Application Consultation, the City’s urban design staff recommended that an effort be made to limit the change in elevation from public sidewalk to the main entrance to not more than 0.9 m (~2’11”) and this has been achieved – please see DP 08.

Alternative building massing: The original development concept was to orient the two buildings north-south, as shown in Exhibit 8A below. During the Pre-Application Consultation, City staff noted the resulting side yard in the east side would have been no more than the bare minimum allowed under the Zoning Bylaw and suggested re-orienting the buildings east-west as a way to future-proof the design and provide greater separation from the unknown future development to the east. Ironclad has adopted this suggestion, as shown in Exhibit 8B below and on DP 02.

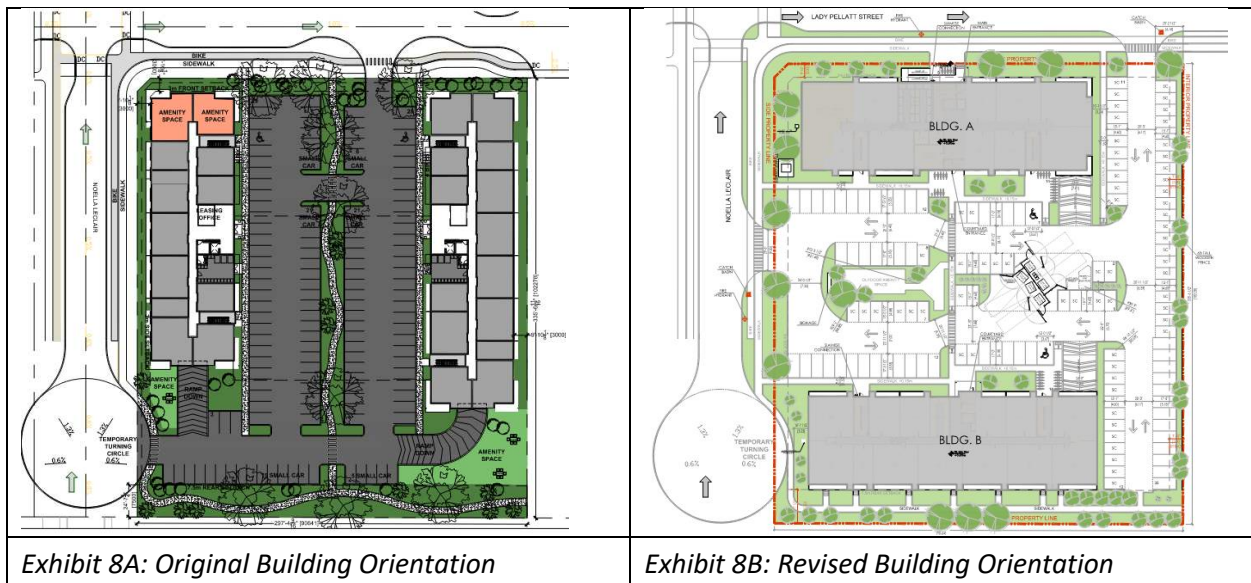


Exhibit 8A: Original Building Orientation

Exhibit 8B: Revised Building Orientation

Public Realm

Streetscape – cross-sections: Ironclad’s project is designed to tie into the street cross-sections established by the City and the master developer. Cross-sections providing a general illustration of the relationship of the buildings to the sidewalks and roadways are included in the DP drawing set – please see DP 20.

Relationship to the public realm: Please see DP 12 and DP 13. Building A presents an attractive front façade to Lady Pellatt St, in accordance with the east-west building orientation recommended by City staff, with the elevation articulated by strong vertical elements to break up the perceived width of the building mass, and the main entrance highlighted by a prominent canopy. A similar treatment is reflected for the main entrance of Building B, which faces the courtyard between the two buildings. The visual impact of the surface parking in the central courtyard is softened by a landscaped outdoor amity area facing Noella LeClair Way. The entrances to the underground parkades are from the central courtyard rather than the street. Windows on the west elevations of both buildings add visual interest and provide eyes on the street. The south elevation of Building B, facing the pedestrian corridor along the southern part of the site, includes ground-floor units with patios and individual entrances from the sidewalk.

Building Design

Labelled graphics – building elevations, floor plans, and architectural details: Please see DP 04 to DP 10.

Sustainability

Sustainable design features: Travel demand measures are outlined in the Traffic Impact Assessment by Dillon Consulting (submitted under separate cover) and the buildings will be designed to meet CMHC MLI Select energy efficiency standards, which is 40% more efficient than the code reference building.

Heritage:

Relationship to any existing historical resources – on or near the property: Not applicable.

SECTION 3 – RELATED MATTERS

Transportation Impact Assessment

The draft Transportation Impact Assessment (TIA) report was submitted to the City by Dillon Consulting on May 15, 2023. Transportation Engineering Services provided its response to the Draft TIA on June 15, 2023, and the City’s comments have been incorporated in final TIA report submitted with this application.

Waste Management

In designing the project, Ironclad met with the City’s Solid Waste Operations Branch to ensure that the type, number, and size of waste collection bins, as well as the design of the garbage enclosure and the drive path through the project, conform with the City’s design requirements, operating policies, and waste reduction targets. This was confirmed by emails on March 27 and May 29, 2023.

Landscaping

During the pre-application process, one of the key objectives stressed by City staff was to enhance the urban tree canopy. In response, Ironclad is proposing extensive tree planting on both street frontages, as detailed in the Landscape Plan by Ruhland & Associates. Please note that the planting shown on the renderings in the DP drawing set may not match the Landscape Plan in every detail. An effort has been made to reflect the larger trees on the renderings, but in case of any difference, the Landscape Plan should be taken as definitive.

Variances

As noted in Section 1, in the project conforms with the existing zoning in terms of use, density, and height, and complies with all required years and setbacks. For details, please see DP 01.

A variance is requested with respect to on-site parking stalls, as summarized in the table below.

Parking Spaces	Provided	Required	Variance requested
Resident parking	179	No minimum	n/a
Visitor parking	16	31	15 stalls or 48%
Total	195	220	25 stalls or 11%

The supporting rationale for the requested parking reduction was presented in the draft Transportation Impact Assessment (TIA) report and the response Transportation Engineering Services did not request any change to the proposed allocation of 195 spaces, including 16 spaces reserved for visitors and up to 179 spaces available for rent by residents.

Applicant's Public Consultation Strategy

Given the greenfield context, without any existing residential development in the vicinity, and with the nearly commercial development having been developed under Smart Centres' master plan, no public consultation has been undertaken prior to the submission of this Site Plan Control Application. Public notification and consultation with the Ward Councillor will be undertaken as the review of the application proceeds.

CONCLUSION

In summary, the proposed development of the subject property will provide 157 units of affordable, high-quality, multi-family housing at an appropriate urban density and built form in keeping with the character of the neighbourhood and the City of Ottawa's planning policies as articulated in its statutory plans, subdivision approvals, and zoning regulations. In the writer's considered professional opinion, the project reflects sound land use planning and urban design principles and practice, and is in the public interest.

Respectfully submitted,

IRONCLAD DEVELOPMENTS INC.

Michał Kubasiewicz

Digitally signed by Michał Kubasiewicz
DN: C=CA, E=mkubasiewicz@icdev.ca,
O=Ironclad Developments,
OU=Development, CN=Michał Kubasiewicz
Date: 2023.06.22 16:26:46-05'00'

Michał Kubasiewicz, RPP, MCIP
Director of Development