

July 7, 2020

**Ms. Julie Lebrun**

Planner II  
Planning, Infrastructure & Economic Development  
City of Ottawa  
110 Laurier Avenue West  
Ottawa, ON K1P 1J1

**RE: Site Plan Control Application – Long Term Care Home  
(Residential Care Facility)  
Revera Inc. – 850 Champlain Street, Ottawa  
Block 4 of the draft 4M-Plan**

Dear Ms. Lebrun,

Fotenn Planning + Design (“Fotenn”) has been retained by Revera Inc. (“Revera”) to prepare a Planning Rationale in support of a Site Plan Control application for Block 4 of the draft 4M-Plan for 850 Champlain Street in the City of Ottawa (“subject property”). Revera is proposing the development of a five-storey, 320-bed Long Term Care Home (Residential Care Facility) on the subject property.

As part of the application submission package, an electronic copy of the following will be shared with you via FTP:

- / Topographical Plan prepared by Annis, O’Sullivan, Vollebakk Ltd., signed December 1, 2010;
- / Planning Rationale prepared by Fotenn, dated July 7, 2020;
- / Site Plan (A100) and Enlarged Site Plan (A101) prepared by MMMC Architects, dated July 2, 2020;
- / Tree Conservation Plan, prepared by Fotenn, dated May 11, 2020;
- / Landscape Plan (L1), Detailed Planting Plans (L2), and Planting Details (L3) prepared by Fotenn, dated July 2, 2020;
- / Architectural Elevation drawings (A300 and A301) prepared by MMMC Architects, dated July 2, 2020;
- / Sun Study prepared by MMMC Architects, dated May 28, 2020;
- / Site Servicing & Stormwater Management Report prepared by Ainley Group, dated June 30, 2020;
- / Civil Engineering Package prepared by Ainley Group, containing a Site Servicing Plan (S1), Grading and Drainage Plan (GR1), Erosion and Sediment Control Plan (SC1) and Stormwater Management Plan (SWM1), dated June 30, 2020;

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**FOTENN**

- / Site Lighting Photometric Plan (E1-03) and Lighting Cut Sheets prepared by exp., dated July 3, 2020;
- / Geotechnical Investigation prepared by Paterson Group, dated March 30, 2020;
- / Phase I Environmental Site Assessment (ESA) prepared by Paterson Group, dated August 8, 2016;
- / Phase I Environmental Site Assessment Update, prepared by Paterson Group, dated April 13, 2020;
- / Technical Memorandum (Addendum #3) to a previously completed Community Transportation Study (CTS) prepared by Parsons, dated June 8, 2020;
- / Roadway Traffic Noise Assessment prepared by Gradient Wind Engineers and Scientists, dated June 10, 2020;
- / Stationary Noise Feasibility Assessment prepared by Gradient Wind Engineers and Scientists, dated June 10, 2020; and
- / A letter from the Ministry of Tourism, Culture and Sport, dated August 30, 2017, confirming that no further archaeological investigation is required.

Please do not hesitate to contact the undersigned at 613.730.5709 x240 or [carrara@fotenn.com](mailto:carrara@fotenn.com) if you have any questions regarding the submission package.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carrara', with a stylized, looping initial 'J'.

Julie Carrara, MCIP RPP  
Senior Planner

# 1.0

## Introduction

This Planning Rationale supports the enclosed Site Plan Control application to permit a five-storey, 320-bed Long Term Care Home (Residential Care Facility) on the subject property. This Planning Rationale also addresses the requirements of a Design Brief.

### 1.1 Application History

A Plan of Subdivision for the lands municipally known as 850 Champlain was draft approved on March 7, 2014 (City File No. D07-16-10-0022). The subdivision contains six development blocks (1, 4, 5, 6, 8 and 9), two municipal parkland blocks (2 and 7), and two public roads (Famille-Côté Avenue and John Holden Way, formerly known as Street 1 and Street 2 respectively).

Revera purchased 850 Champlain Street in 2016 and commenced the registration process for the entire plan of subdivision. There have been several extensions of draft plan approval, including a recent extension to December 31, 2020 (City File No. D07-16-17-0004). The entire plan of subdivision is expected to be registered in the near future.

### 1.2 Subject Property and Surrounding Area

#### 1.2.1 Subject Property

The plan of subdivision for 850 Champlain Street, which has a total area of 6.68 ha, is located on the west side of Champlain Street, approximately 130 metres north of Highway 174 in Ottawa's eastern community of Orléans. The subdivision is vacant, grass covered former agricultural land which gradually slopes down towards the north portion of the site.

Block 4 (the subject property) has an area of 1.04 hectares and is located in the approximate centre of the subdivision (Figure 2). Block 4 is generally rectangular in shape, with approximately 82 metres of frontage on John Holden Way (formerly "Street 2"), 116 metres of frontage along Famille-Côté Avenue (formerly "Street 1"), and 116 metres of frontage along Champlain Street.

A linear park to be developed by the City of Ottawa is planned to the north of the subject property, on the north side of John Holden Way (Blocks 2 and 7) and a vacant development block (Block 5) immediately abuts the subject property to the south. A vacant development block (Block 8) is located to the west of the subject property, on the west side of Famille-Côté Avenue. At present, there are no development proposals for any of the other five other development blocks in the subdivision. The "Town Centre" Official Plan designation and "Mixed Use Centre (MC)" zoning for the subdivision allow for the development of a wide range of both residential and non-residential uses at transit-supportive densities.

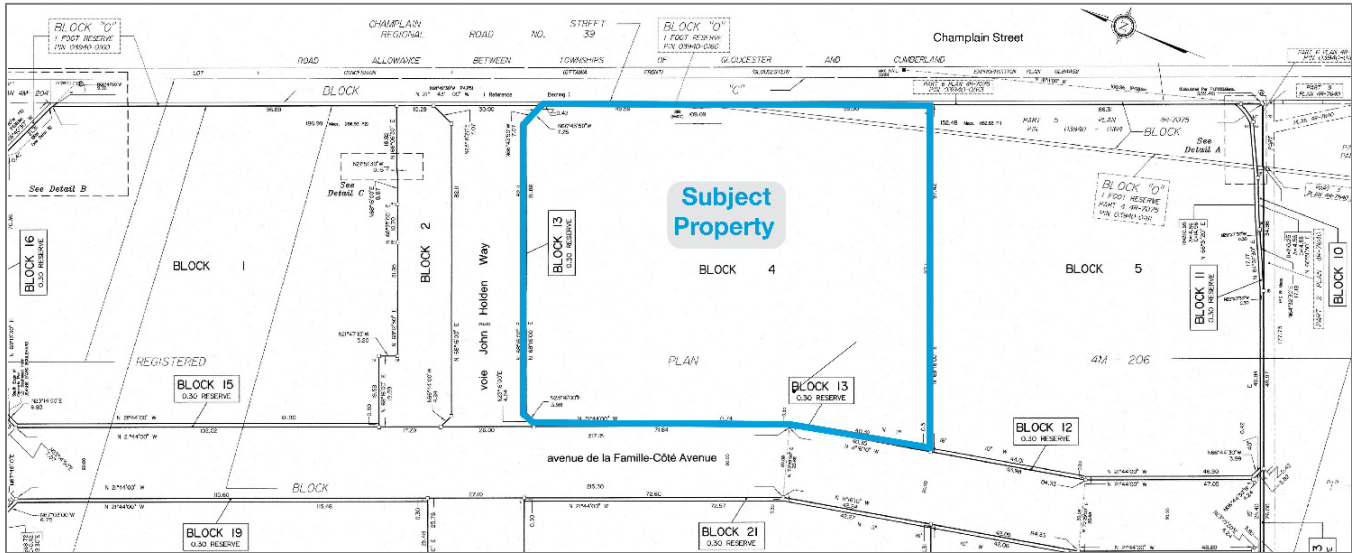


Figure 1: Location of Subject Property in the Draft Plan of Subdivision



Figure 2: Photos of the Subject Property



### 1.2.2 Surrounding Area

The area surrounding the subject property is characterized by the following uses:

- / The lands located to the east of the subdivision, east of Champlain Street, are characterized by detached homes developed in the 1970s and 1980s, as shown in image 2 of Figure 5.
- / To the north of the subdivision, north of Jeanne d'Arc Boulevard, is an area of medium-density residential that was developed in the 1980s. Approximately 500 metres north of the subdivision is the Ottawa River and associated parkland.
- / Medium density residential from the 1980s is also located to the immediate west, off Bilberry Drive (a municipal road) and Du Bois Avenue (a private road that forms part of a condominium).
- / To the immediate south of the subdivision is the Place d'Orléans Park & Ride and westbound Bus Rapid Transit (BRT) Station. The eastbound BRT Station is located on the south side of Highway 174, adjacent to the Place d'Orléans Shopping Centre. The City's Light Rapid Transit (LRT) is planned to be extended east to Orléans by the end of 2024, with a station proposed in centre of Highway 174.

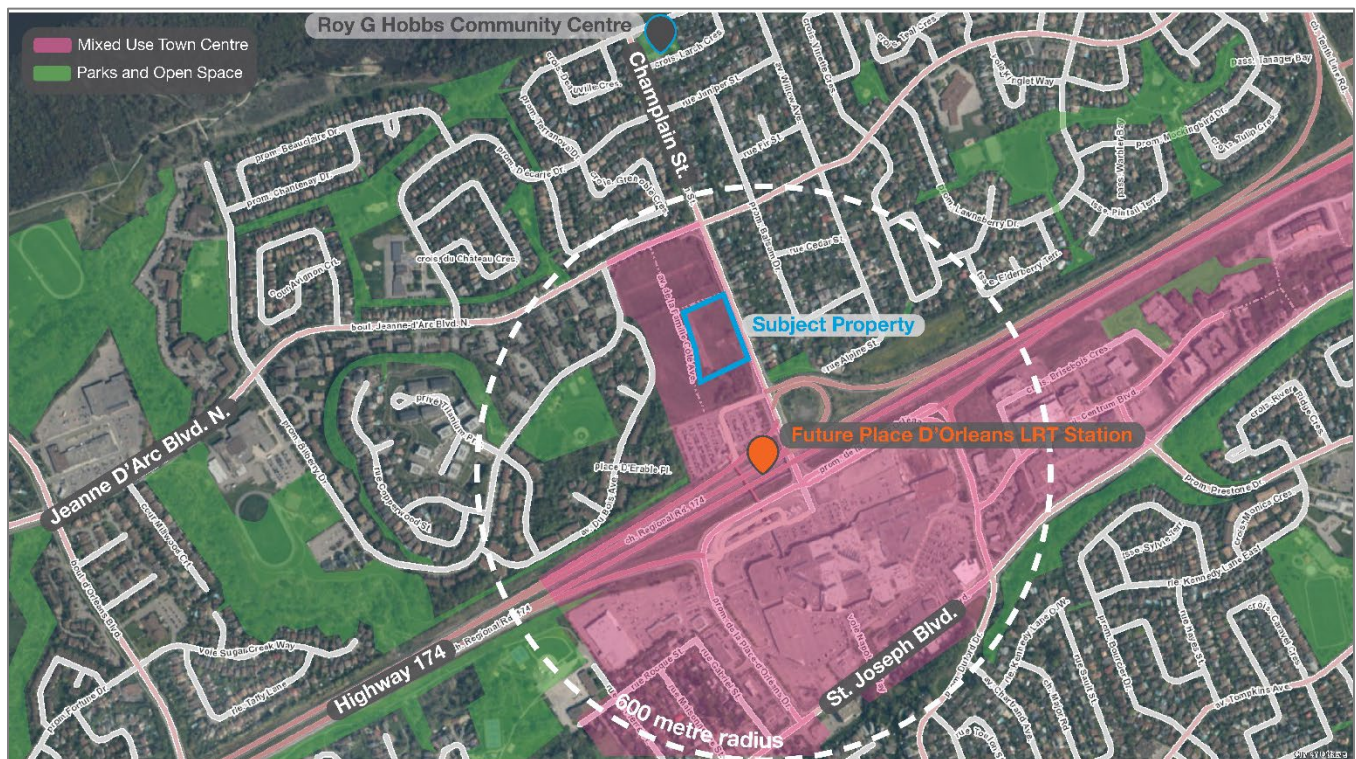


Figure 3: Context Map

As illustrated on the Context Map (Figure 3), several municipal parks as well as the Roy G. Hobbs Community Centre are located within proximity to the subject property. The subject property is also situated close to retail, service, restaurant, and entertainment uses, including:

- / The Convent Glen Shopping Centre, a neighbourhood-scale plaza located approximately 1 kilometre to the west of the subject property;

- / The remainder of the Orléans Town Centre located on the south side of Highway 174, which includes the Place d'Orléans Shopping Centre (a regional shopping centre) and the establishments centered on Centrum Boulevard, including the Shenkman Arts Centre, a City of Ottawa Client Service Centre, Employment Ontario, the Orleans-Cumberland Food Bank, a YMCA recreational facility, a movie theatre, a hotel, medical facilities, and many commercial establishments, such as restaurants; and
- / Along the St. Joseph Boulevard Arterial Mainstreet, which commences at Place d'Orléans/Duford Drive and continues approximately 3.5 kilometres to the west.

Public schools located within 1 kilometer of the subject property include:

- / Orleans Wood Elementary School to the northwest;
- / Divine Infant School to the northeast; and
- / St. Matthew Catholic High School to the west.

### 1.2.3 Transportation

John Holden Way and Famille-Côté Avenue have largely been constructed under an early servicing agreement, with completion of this work expected to occur in 2020. Sidewalks are planned along both sides of Famille-Côté Avenue, providing pedestrian access to the BRT station to the south. An interim pathway has been constructed through park Block 7, connecting Famille-Côté Avenue with Bilberry Drive to the west. A pathway is also planned through park Block 2, which will provide a pedestrian connection between Famille-Côté Avenue and Champlain Street.

As identified on Schedule E- *Urban Road Network* of the Official Plan, Champlain Street is a two-lane Major Collector road extending north from Place d'Orléans Shopping Centre in the south to Terranova Drive in the north. Sidewalks are located on both sides of Champlain Street. Detached dwellings front onto the east side of Champlain Street, forming the edge of the Chatelain Village neighbourhood. Revera's transportation consultant (Parsons) has confirmed that a right-of-way (ROW) widening along Champlain Street is not required. However, as per the Road Modification Agreement (RMA) that was approved in 2018 and the subsequent detailed design, some modifications are planned within the existing ROW. There are existing traffic lights along Champlain Street at the intersection of the Park and Ride Road and at Jeanne d'Arc Boulevard. Jeanne d'Arc Boulevard, which runs along the northern edge of the subdivision, is also designated a Major Collector on Schedule E of the Official Plan. The two new roads created through the registration of the plan of subdivision for 850 Champlain Street (Famille-Côté Avenue and John Holden Way) are local roads.

There are two bus routes in proximity to the subject property, including local routes 138 and 38, both of which run along Jeanne d'Arc Boulevard to the north and Champlain Street to the east.

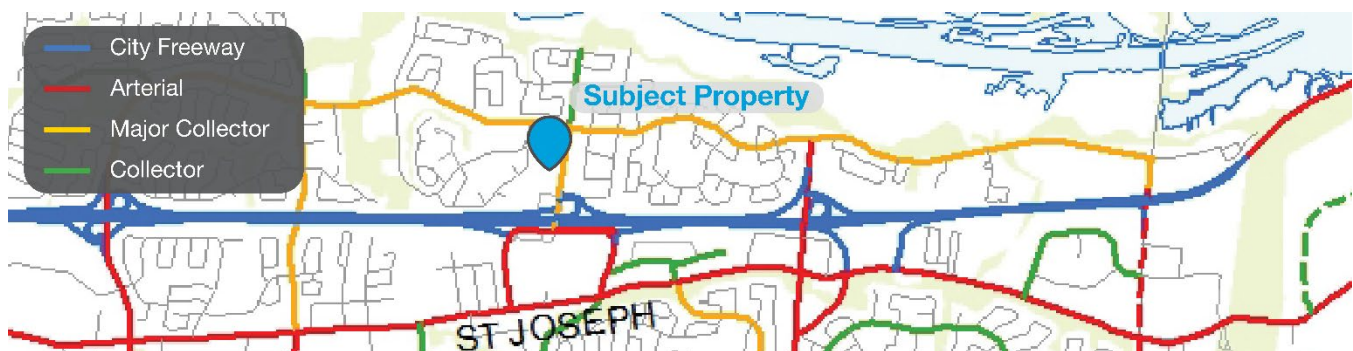


Figure 4: Road Network in Proximity to Subject Property (Extract from Schedule E to the Official Plan)





Figure 5: Photos of Surrounding Context

## Proposed Development

Revera is proposing the development of a five-storey, 320-bed (10,600 m<sup>2</sup> Gross Floor Area) Long Term Care Home on the subject property. Under the City of Ottawa Comprehensive Zoning By-law (2008-250), this use is classified as a “Residential Care Facility”, a non-residential use which is defined in the Comprehensive Zoning By-law (2008-250) as:

“an establishment providing supervised or supportive in-house care for those who need assistance with daily living, that may also provide on-going medical or nursing care or counselling and social support services and which may include services such as medical, counselling, and personal services.”

Revera currently has a total of 225 communities in their portfolio, of which 74 are Long Term Care Homes. The Ontario Ministry of Long Term Care sets strict requirements for the design and operation of Long Term Care Homes, including the arrangement of interior space, minimum amenity space for residents, and the minimum area per resident. To optimize the care and quality of life of residents, Revera and their architects have developed a specific building design that has been refined over time as new homes are developed.

The proposed design of the building has been strongly shaped by two factors. The first is the unique and specific operational requirements related to the proposed use. To accommodate clients' needs and ensure safe and effective care, Revera's Long Term Care Homes are organized around Resident Home Areas.

As shown in Figure 6, each of the five storeys of the building consists of two Resident Home Areas adjoining a central core area, which contains communal amenity areas, as well as administrative facilities and volunteer rooms. Each of the Resident Home Areas consists of two 16-bed wings, joined in an L- shape, with the nursing station located at the juncture of the two wings. Common facilities, including a dining room, amenity rooms, a home kitchen, medical rooms, and showers/bathing rooms are also located close to the juncture of the two wings.

The second major factor influencing the building design is the construction approach. Revera is pursuing modular construction for the proposed development as well as all future Revera projects. In modular construction, building components are constructed in an indoor climate-controlled facility and then transported to site for assembly. This approach has a number of benefits, including stronger quality control, lower cost, and a significantly reduced construction timeline. This construction approach requires a more orthogonal building design.

Residents of each floor have access to dedicated outdoor space located between the building's two eastern wings. For the ground floor, this is provided as an at-grade courtyard. For the four upper storeys, four-metre deep balconies are provided off the dining rooms, which overlook the courtyard. Given that the at-grade ground floor courtyard in between the two eastern wings is restricted to first floor residents, a second at-grade courtyard is provided at the front (west side) of the building, just to the south of the entrance. This courtyard is intended for all residents of the 2<sup>nd</sup> through 5<sup>th</sup> storeys and their visitors.



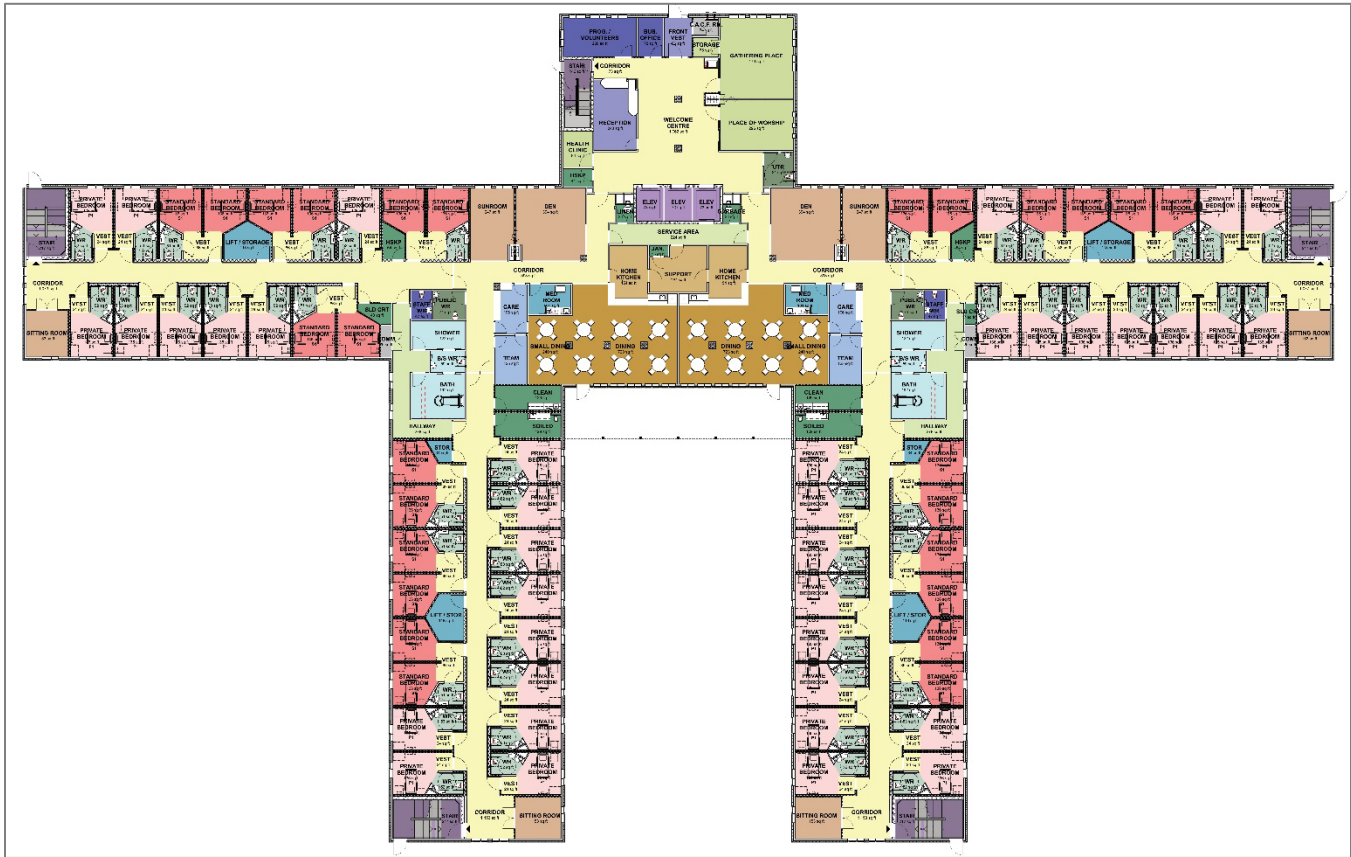


Figure 6: Layout of Resident Home Areas and Communal Facilities (extract from preliminary floor plans)

As shown in Figure 7, the main building entrance is oriented towards Famille-Côté Avenue. Access and egress from the building must be limited to one entrance given Ministry requirements. This is also the primary vehicle ingress/egress for visitors and volunteers, with a pick-up/drop-off loop allowing for carpooling, taxi services, charter buses and ambulance access.

Two secondary vehicular accesses are proposed off John Holden Way. The westernmost access is the servicing access for the building, with a ramp leading to two below-grade loading spaces. An enclosure for garbage and recycling is proposed adjacent to the loading spaces. Staff parking is also provided at this access and staff have a dedicated entrance next to the loading doors. Additional staff parking is provided on the northeast corner of the site, which is accessed via the second, eastern vehicular entrance off John Holden Way.

In addition to the above noted two surface parking areas for employees, a visitor parking area is proposed in the southwest corner of the subject property, for a total of 85 parking spaces, including four accessible spaces. The subject property is located less than 100 metres from the Place d'Orléans Transit station, which is currently served by BRT and as previously noted, is planned to be converted to LRT by 2024. Given this proximity, the subject property is located in "Area Z" on Schedule 1A of the Zoning By-law, which does not require parking for non-residential uses.

Due to the length and size of the building, significant site grading works are required to ensure access to sunlight throughout the entire first floor. Retaining walls are proposed along the majority of the Champlain Street frontage and the southern lot line. As a result, the open space in the southeast corner of the lot, as well as the resident courtyard between the two east wings of the building, will be located approximately half a storey below street level. Because of this grade change, the building will appear to have a four-and-a-half storey profile along Champlain Street.

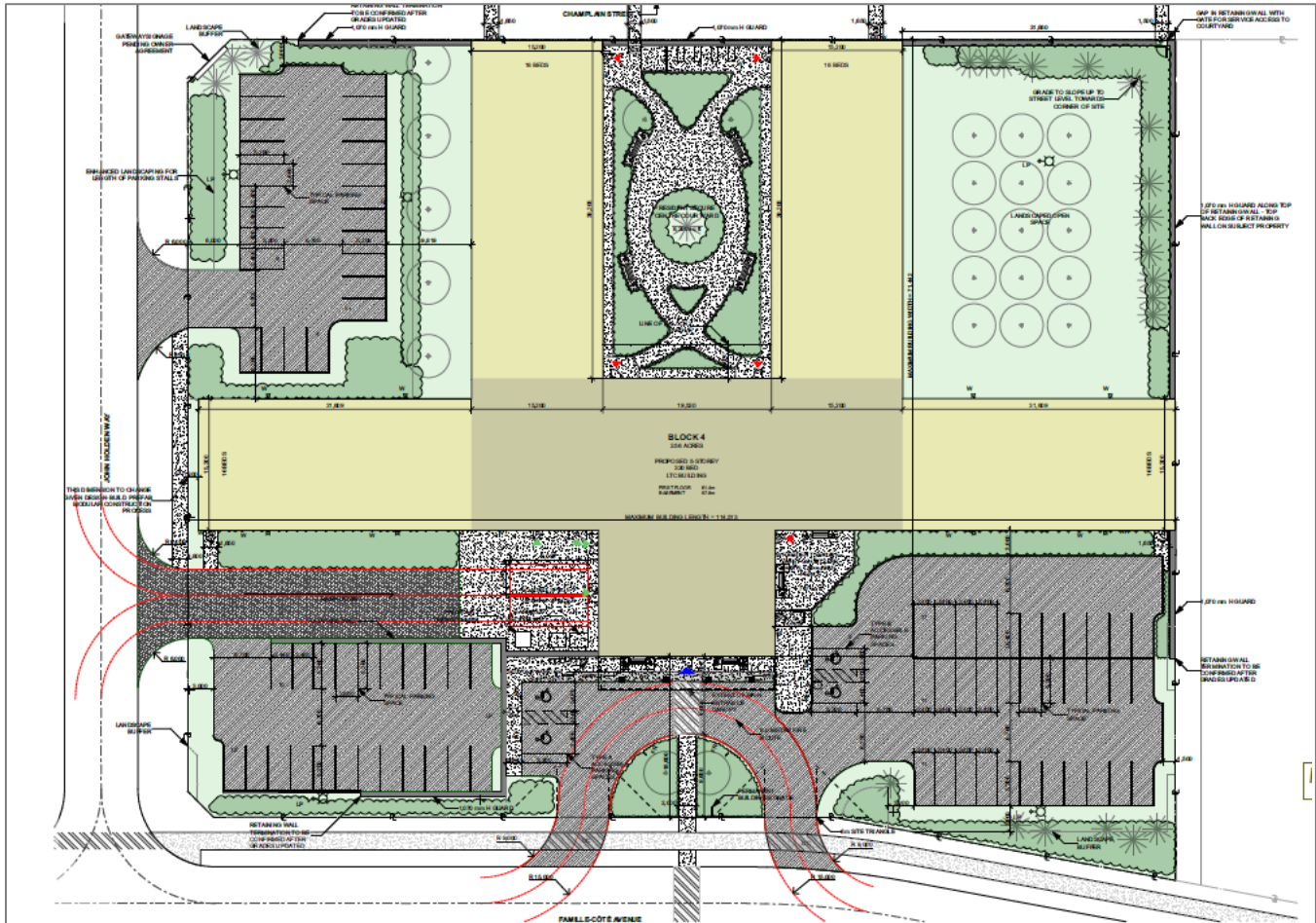


Figure 7: Extract from proposed Site Plan

### Elevations and Shadowing

As indicated on the enclosed building elevation drawings produced by MMMC Architects, shown in Figure 8, the proposed building is clad with a variety of building materials, including hardieboard, stucco, and metal siding. The colour scheme relies on soft, warm colours including tan, gold and brown. The subject property is located within a Design Priority Area and therefore the Site Plan Control application will be reviewed by the City's Urban Design Review Panel (UDRP).

The relatively low height of the building compared to as-of-right height permissions (which is unlimited) and the thin profile of the building's wings minimizes shadow impacts. Based on the enclosed shadow study prepared by MMMC, the shadows generally impact the subject property itself, as well as adjacent rights-of-way. Morning shadows fall west of Famille-Côté Avenue and a narrow band of shadow moves across the proposed linear park block in the spring and fall. More extensive shadowing is present in the winter. The existing low-rise homes east of Champlain Street are shadowed close to sunset.



Figure 8: Proposed Elevations

### Landscape Design

The need to create engaging spaces and views for residents guides the landscape design for the proposed development. The program of the central courtyard is defined by the needs of residents. More specifically, the walking surface is smooth asphalt to allow for barrier-free access. Further, space is allocated for future raised garden beds to be provided by Revera, which would form part of an activity program for residents. Seating areas are arranged around a central landscaped island comprised of white spruce surrounded by plantings. Planting and trees are also proposed around the seating areas.

The southeast corner of the subject property is planted with an orchard-like arrangement of trees. A mix of American Ems and Red Oaks are proposed for the northwest corner, between the building and the staff parking lot. These plantings will provide visual interest for residents in their rooms, as well as from the street.

Given that the building form does not enclose the street, landscaping in the form of shrubs and small trees is proposed to frame the street edge and screen parking, where appropriate. Permanent building signage is proposed on private property in front of the main building entrance along Famille-Côté Avenue. A second sign is proposed at the corner of John Holden Way and Champlain Street. This creates an informal community gateway feature, shaping the pedestrian experience.

### Jobs



Due to the high level of care that residents require, the proposed development is expected to generate approximately 280 jobs. This represents a notable contribution to the number of jobs in Orléans and the Orléans Town Centre in particular.

## 3.0

# Policy and Regulatory Context

## 3.1 Provincial Policy Statement (2020)

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

The PPS promotes the development of strong communities, which relies on the establishment of efficient land use and development patterns and the accommodation of an appropriate range and mix of uses.

The proposed development meets the applicable policies of the PPS, including:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodates an appropriate range and mix of residential (including housing for older persons), employment, recreation, open space, and other uses to meet long-term needs;
- / Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- / Promotes cost-effective development standards to minimize land consumption and servicing costs;
- / Promotes land use patterns, density and mix of uses that minimize the length and number of vehicle trips and supports current and future use of transit and active transportation; and
- / Supports energy efficiency and improves air quality through land use and development patterns which promote the use of active transportation and transit and improve the mix of employment and housing uses to decrease transportation congestion.

**The proposed development is consistent with the policies of the Provincial Policy Statement (2020).**

## 3.2 City of Ottawa Official Plan (2003, as amended)

The subject property is designated “Mixed Use Centre (Town Centre)” on Schedule B – *Urban Policy Plan* of the City of Ottawa Official Plan (2003), as shown in Figure 9. The Mixed Use Centre designation is intended to foster compact, mixed-use, pedestrian-friendly areas in strategic locations along rapid transit corridors that represent key targets for intensification. A wide range of uses are permitted and encouraged, including but not limited to hospitals, large institutional buildings and medium/high density residential uses.

Policy 1 of Section 3.6.2 of the Official Plan uses the following criteria to define Mixed Use Centres, including Town Centres:

- / Most of the centre is within an 800m walking distance of one or more rapid transit stations, and contains one or more arterial roads with all day, frequent transit service;
- / There is opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land;
- / High-Rise Buildings of 10 storeys and more can be accommodated in a manner that provides appropriate transition to the surrounding area;
- / Employment targets of at least 10,000 jobs can be achieved in Town Centres;
- / The area is or can become transit-oriented; and

- / The area is suitable for a mix of uses and could be linked within the area's greenspace network.

Town Centres are indicated with a "TC" symbol on Schedule B – *Urban Policy Plan*. Mixed Use Centres are priority areas for the development of Secondary Plans, which are intended to help implement the target densities identified in Section 2.2.2 of the Official Plan. The City of Ottawa is currently undertaking the Orléans Corridor Secondary Plan Study, which will result in a new Secondary Plan that replaces the existing Former City of Gloucester Secondary Plan policies which currently apply to the western half of the Orléans Town Centre.

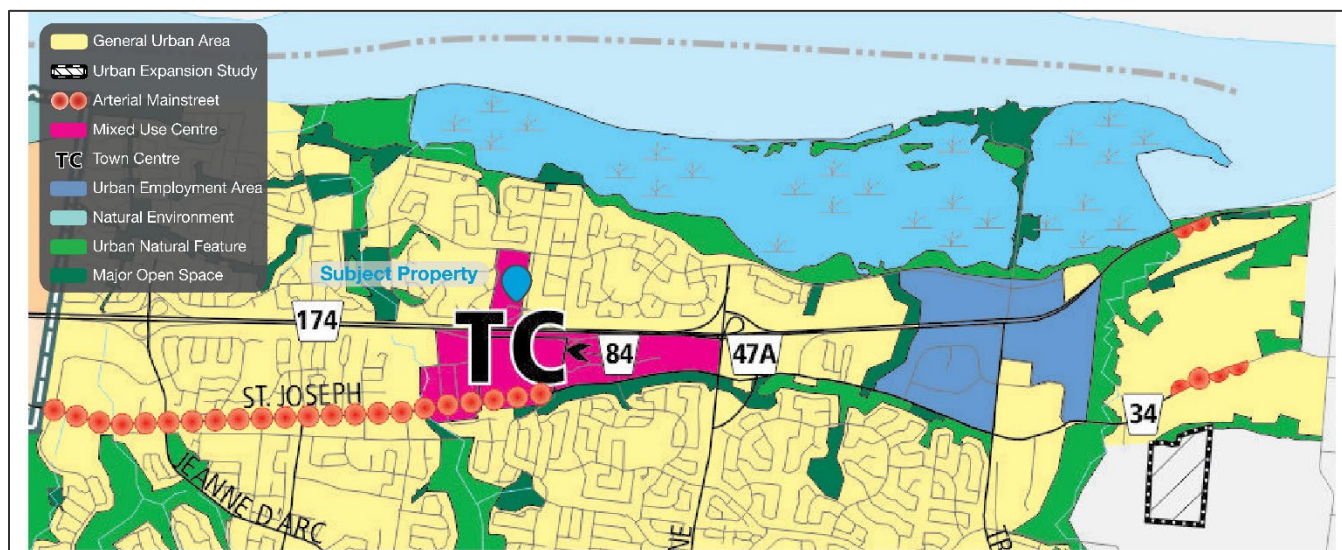


Figure 9: Extract from Official Plan Schedule B – Urban Policy Plan

Figure 2.3 of Section 2.2.2-*Managing intensification in the urban area* identifies minimum density targets for areas with the greatest potential to support the rapid transit network. The Orléans Town Centre is assigned a minimum density target of 120 people and jobs per gross hectare, an increase from the 2012 density of 45 people and jobs per gross hectare. Policy 6 states that "All new development within the boundaries of the intensification target areas listed in Figure 2.3 will be required to meet the minimum density targets".

Section 2.5.1 of the Official Plan provides guidance on how to appropriately incorporate infill into existing built-up areas. The proposed development meets the design objectives and principles of Section 2.5.1 as follows:

- / Enhances the sense of community through the placement of high-quality signage at the corner of Champlain Street and John Holden Way, acting as an informal gateway feature.
- / Defines quality public and private spaces through a clearly defined building entrance along Famille-Côté Avenue and the provision of a private, secure courtyard for residents at the rear of the building.
- / Creates a safe, accessible place that is easy to get to and move through by providing a lay-by for passenger pick-up and drop-off and pedestrian connection to the Place D'Orléans Transit Station through the provision of sidewalks along Famille-Côté Avenue.
- / Considers adaptability and diversity by expanding the range of available housing options in the community and providing a higher-density form of development in proximity to public transit.
- / Understands and respects natural processes by accounting for stormwater management in the development design.



- / Maximizes energy-efficiency through the development of a property located in close proximity to a Transit Station that is expected to be served by LRT in the near future.

Section 4.11 also provides direction on urban design and compatibility. As a development within a Design Priority Area (Town Centre), the proposal is subject to enhanced urban design requirements and scrutiny. This Planning Rationale meets the requirement for a Design Brief set out in Policy 1 of Section 4.11.

Policies 2 to 25 of Section 4.11 set out more detailed compatibility policies, as follows:

Policy	Proposed Development
<b>Building Design</b>	
5. Compatibility of new buildings with their surroundings will be achieved through the design of and its relationship to the existing desirable character and planned function of the surrounding area.	The subject property and the other development blocks within the subdivision, as well as the Park and Ride property to the south, are part of the Orléans Town Centre, an evolving transit-oriented node in the City of Ottawa. The lands to the immediate east are developed with low-rise ground-oriented homes. The proposed five-storey height of the building is appropriate given its location within a Mixed Use Centre. Impact on existing low-rise development is mitigated by significant setbacks of the majority of the building form from Champlain Street and by the proposed grade on site, which will reduce the perceived building height by approximately half a storey along the majority of the Champlain Street frontage.
6. New development will orient the principle façade and entrances to the street, include windows on elevations that are adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate building entrances.	<p>The primary façade of the proposed development faces Famille-Côté Avenue, interior to the subdivision. The building shape, pick-up/drop off loop, and a wide entrance canopy all help to accentuate the building entrance.</p> <p>Due to Ministry requirements, only one building entrance is permitted (other than emergency exits). Although neither significant street frontage nor active entrances can be located along John Holden Way and Champlain Street due to these operational constraints, the regular glazing pattern on all facades helps to relate the building to the street.</p> <p>Planting of medium-sized maple trees at the building's pick-up and drop-off loop, in concert with other landscape features including site signage, accentuates the main entrance.</p>
8. All servicing, loading areas, and other required equipment should be internalized into the base of the building where possible, or screened from public view	Servicing and loading for the building is provided on the north side of the basement, accessed via a driveway from John Holden Way. The loading areas are screened from Famille-Côté Avenue as they are located below-grade and behind a retaining wall. The drop in grade also helps to minimize the impact on the John Holden right of way. A short pathway is provided along the south side of John Holden (in the right-of-way) to allow for staff access from the northeast parking lot, as well as emergency egress.
<b>Massing and Scale</b>	
10. The appropriateness of the development will be assessed using criteria set out in the Secondary Plan.	<p>The proposed development responds to the following relevant criteria in the Former City of Gloucester Secondary Plan, policies for Core Activity Areas:</p> <ul style="list-style-type: none"> <li>/ Building access is oriented towards the sidewalk on Famille-Côté Avenue, which provides a direct route to the Place d'Orléans Bus Rapid Transit (BRT) Station, as directed by Policy 10.</li> </ul>

Policy	Proposed Development
	/ The five-storey, 320-bed design responds to Policy 7, which encourages compact development with high densities.
10. Appropriateness of the proposal will be assessed against the following criteria where there are no established criteria in an approved Secondary Plan.	The subject property is located at the edge of the Mixed-Use Centre/ Town Centre designation. The remainder of the subdivision is undeveloped, while the abutting lands within the General Urban Area designation are developed with low-rise residential uses. The compatibility of the proposed development with these low-rise land uses should be primarily achieved through built form transition, described in relation to policy 12, rather than the criteria set out under Policy 10.
11. Findings of a Shadow Analysis will demonstrate how shadow impacts have been avoided or mitigated.	The Sun Study demonstrates minimal impact on the abutting residences to the east, as well as to the future municipal park to the north. The narrow profile of the wings minimizes the shadow impact on the abutting properties and rights-of-way.
12. Where abutting established low-rise areas, proposals for taller development shall demonstrate an effective height and massing transition.	<p>The proposed building is five storeys in height. This mid-rise height provides a good transition from where the highest densities in the Town Centre are expected (closest to the transit station) and the existing low-rise neighbourhoods to the east, north, and west of the subject property.</p> <p>The program requirement to structure the building around 32-bed Resident Home Areas means that traditional transition measures, such as step-downs, are not feasible. Instead, transition to the existing low-rise area to the east is provided partially through grade changes, which ensure that the perceived height of the building is four and a half storeys along the majority of the Champlain Street frontage. Transition is also provided through the shape of the building, which steps the majority of the building's mass back from Champlain Street.</p>
<b>Outdoor Amenity Areas</b>	
19. The development must minimize impacts on adjacent private amenity spaces.	The proposed development does not abut any existing private amenity areas. Based on the findings of the Sun Study, no impacts on private amenity areas (which are located on the east side of the detached homes fronting onto Champlain Street) are anticipated.
20. Applications for residential or mixed-use buildings will include well-designed, usable amenity spaces for residents.	<p>While the proposed development is not a residential development, and is thus not subject to this criterion, ample amenity space is provided to support quality of life for the residents of the Long Term Care Home. This includes:</p> <ul style="list-style-type: none"> <li>/ A secure courtyard facing Champlain Street for the use of first floor residents.</li> <li>/ Large balconies located between the two east wings of the building on all upper floors, for the use of the residents on each floor.</li> <li>/ A secure courtyard facing Famille-Côté Avenue for the use of visitors and residents from floors two to five.</li> </ul>
<b>Design Priority Areas</b>	
22. The portion of the buildings adjacent to the public realm will be held	As addressed above, the specific program requirements for the proposed development mean that some of the design priority area standards are not desirable, such as designing the building for future flexibility, or providing a high percentage of building frontage.

Policy	Proposed Development
to the highest building design standards and incorporate specific building design features.	<p>Despite these constraints, the proposed development responds to the following relevant standards:</p> <ul style="list-style-type: none"> <li>/ Transparent windows are provided at all storeys on all facades, providing for natural surveillance and enhancing the relationship between the building and the street.</li> <li>/ Street-facing amenity area, in the form of a secure resident courtyard, and a generous canopied area protecting the building's entrance, help to soften the interface between the public and private realm.</li> <li>/ Ample landscaping likewise mediates the building's relationship with the surrounding pedestrian space, helping to overcome grade-related challenges.</li> <li>/ Sufficient lighting sources are provided, as addressed in the enclosed Site Lighting Photometric Plan;</li> <li>/ The façade treatment uses variation in colour to distinguish the ground floor and top storey, adding visual interest; and</li> <li>/ Signage at the main building entrance, as well as at the corner of Champlain Street and John Holden Way, contributes to establishing a sense of place.</li> </ul>
24. The massing and scale of development will define public spaces.	As noted above, the specific program requirements of the proposed development make it impossible to create a traditional "streetwall" building on the subject property. Enhanced landscaping will help to define and enhance the public streets.

**The proposed development is consistent with the policies of the Official Plan, including the policies of the Mixed Use Centre/Town Centre designation.**

### 3.3 Former City of Gloucester Site-Specific Policy (Pre-2001)

Volume 2b of the City of Ottawa Official Plan (2003) contains Site Specific Policies that were carried forward from the Official Plans of the former municipalities that amalgamated in 2001 to form the current City of Ottawa. Included in Volume 2b are the former City of Gloucester Official Plan policies regarding Core Activity Areas, which are now designated "Mixed Use Centres" in the City of Ottawa Official Plan (2003). Given that the subject property is designated Mixed Use Centre/Town Centre, these policies apply.

Core Activity Areas are described as major community focal points, with a concentration of high-density mixed-use developments and a variety of compatible uses. They are intended as live-work areas, with an appropriate mix of residential uses to provide housing for nearby workers. Development within the designation is envisioned to maximize pedestrian, transit, bicycle, and vehicular accessibility.

The Site-Specific Policy also establishes a job target of 3,000 jobs for the portion of the Core Activity Area north of Highway 174.

The City is currently undertaking a Secondary Plan Study for the Orléans Corridor, defined by six planned LRT Stations along Highway 174. The objectives of the study include improving station access, facilitating higher-density developments and increasing the mix of uses in proximity to stations. Once approved, the Orléans Corridor Secondary Plan will replace the site-specific policies of the Former City of Gloucester plan.

**The proposed development is consistent with the former City of Gloucester Site-Specific Policies as it would contribute to the mix of uses and vitality of the Orléans Town Centre (a Mixed Use Centre/Core Activity Area) and would generate approximately 280 jobs that would be guaranteed for 20 years due to government funding commitments. As noted, an Orléans Corridor Secondary Plan Study is underway to replace these policies.**



### 3.4 Transit-Oriented Development Guidelines (2007)

The City of Ottawa Transit-Oriented Development Guidelines, approved by City Council on September 26, 2007, are intended to provide urban design guidance to achieve appropriate development in areas such as Mixed Use Centres. The proposed development meets the following guidelines:

- / Provides a transit-supportive land use within walking distance of a rapid transit station.
- / Contributes to a range of housing types and employment uses in the area.
- / Provides a direct pedestrian route to the transit facilities.
- / Uses clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order to provide ease of entrance, visual interest and increased security through informal viewing.
- / Design parking lots to include direct and safe pedestrian linkages while maintaining pedestrian comfort and access.
- / Locates loading areas off the street, behind the main entrance.

**The proposed development responds to the relevant policies of the Transit Oriented Development Guidelines.**

### 3.5 Comprehensive Zoning By-law (2008-250)

The subject property is zoned “Mixed Use Centre, Exception 2179 (MC[2719])” in the City of Ottawa Comprehensive Zoning By-law (2008-250). The purpose of the MC zone is to:

- / Ensure that the areas designated Mixed Use Centre in the Official Plan accommodate a combination of transit-supportive uses such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses.
- / Allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings.
- / Impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.

**A Residential Care Facility is a permitted use in the MC zone.**

Exception 2179 notes “Reserved for Future Use”. The proposed development meets the performance standards established in the MC Zone, as summarized in Table 1:

Table 1. MC[2179] Zoning

Zoning Mechanism	Required	Proposed
Minimum Lot Area	No minimum	10,445 m <sup>2</sup>
Minimum Lot Width	No minimum	90.1 m

<b>Zoning Mechanism</b>	<b>Required</b>	<b>Proposed</b>
<b>Minimum Front Yard and Corner Side Yard Setback</b>	No minimum	Front: 1.3 m  Corner Side: East: 0.05 m West: 18.6 m
<b>Minimum Rear Yard Setback</b>	No minimum	0.05 m
<b>Maximum Floor Space Index</b>	N/A	N/A
<b>Minimum Building Height</b>	Within 400 m of a rapid transit station: 6.7 m  Other cases: No minimum	26.3 m
<b>Maximum Building Height</b>	Up to and including 20 m from a property line abutting* a R1, R2, R3, or R4 zone: 11 m  Between 20 to 30 m: 20 m  <b>Otherwise: No maximum</b>	26.3 m
<b>Minimum Required Vehicle Parking</b>	None (Located in Area Z on Schedule 1A)	85 spaces Including 4 accessible spaces
<b>Landscaping for Parking Lots</b>	3 m buffer abutting street 1.5 m buffer other lot lines 15% parking lot area	Varies/min 3 m abutting street and 1.5 m abutting neighbouring prop 27.3% landscaped area
<b>Minimum Required Bicycle Parking</b>	10,600 m <sup>2</sup> GFA @ 1 space/1,500 m <sup>2</sup> GFA = 7 spaces	8 spaces

\* "Abut" is defined as "to share a common lot line"

The proposed development is in compliance with all of the applicable provisions of the Comprehensive Zoning By-law (2008-250).

## 4.0 Supporting Plans and Studies

### 4.1 Tree Conservation Report

A Tree Conservation Report (May 11, 2020) prepared by Fotenn Planning + Design, identifies necessary tree removals for the entire plan of subdivision. Outstanding removals related to the subject property are identified as “Stage 3 Removals”, which includes a cluster of Silver Maples along Champlain Street. Unfortunately these trees cannot be retained due to the proposed building layout, which has limited flexibility.

### 4.2 Site Servicing and Stormwater Management Report

A Site Servicing and Stormwater Report (June 30, 2020) was prepared by Ainley Group to assess the water, sanitary and storm servicing requirements for the proposed development. Water service will be a 150mm PVC service connected into the existing 150mm watermain cap 2.0 meter inside the property line on Famille-Côté Avenue. A 250mm sanitary service will be connected to the existing sanitary manhole 109 on the property line at Famille-Côté Avenue. The storm service will be a 375mm service connected to the existing storm manhole 211 located 2.0 meter inside property line on John Holden Way. Storm water will be treated by a Stormceptor type Oil-Grit interceptor.

### 4.3 Geotechnical Investigation

Paterson Group conducted a Geotechnical Investigation (March 30, 2020) for the subject property to assess the appropriateness of the proposed five-storey building. The soils on the subject property are characterized by a topsoil layer or fill material underlain by a deep hard to brown stiff silty clay deposit and then a firm to stiff grey silty clay. The overburden thickness is expected to range from 25 to 50 metres and it is estimated that the long-term groundwater level can be expected between 3 to 4 m below existing ground surface. Finally, a permissible grade raise restriction of 2.0 m above existing ground surface is recommended for the subject property.

The subject property is considered satisfactory for the proposed development from a geotechnical perspective, subject to construction and site preparation conditions outlined in the report.

### 4.4 Stationary Noise Feasibility Assessment

Gradient Wind Engineers + Scientists prepared a Stationary Noise Assessment (June 10, 2020) for the proposed development. The results of the current assessment indicate that noise levels at nearby points of reception are expected to fall below the City of Ottawa’s Environmental Noise Control Guidelines (ENCG). The assessment provided assumptions for noise control to be adhered to during the detailed design process, in order to ensure that the proposed development is compatible with the existing noise sensitive land uses.

### 4.5 Roadway Traffic Noise Assessment

Gradient Wind Engineers + Scientists also assessed the projected impacts of traffic noise on the outdoor and interior living spaces in the proposed development through a Roadway Traffic Noise Assessment (June 10, 2020). Indoor noise levels are projected to be acceptable, subject to standard mitigation measures including central air conditioning and higher-quality building components. Mitigation measures, such as 1.5 metre sound barriers or noise warnings, are recommended for the two proposed exterior courtyards.



## 4.6 Transportation

Parsons prepared a technical memorandum (June 8, 2020) as an addendum to the Community Transportation Study and previous addenda that were prepared in support of draft approval and registration of the Plan of Subdivision. Parsons' analysis concluded that the proposed development fits well within the context of the surrounding area and supports relevant City of Ottawa transportation objectives. The development is recommended from a transportation perspective.

## 4.7 Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment (Phase I ESA) prepared in 2016 for the subject property did not recommend a Phase II ESA. Given the elapsed time since the original Phase I ESA, Paterson Group prepared an update (April 13, 2020) to the original Phase I ESA, which likewise did not identify potentially contaminating activities onsite and did not recommend a Phase II ESA.

## Public Consultation Process

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices. The following Public Engagement steps and activities are proposed:

- / Notification of Ward Councillor, Councillor Luloff, prior to application submission (completed);
- / Urban Design Review Panel (UDRP) Formal Consultation (to be completed after application submission);
- / Community “Heads Up” to local registered Community Associations (City of Ottawa);
- / If requested, Community Information and Comment Session, to be held by Revera in collaboration with Councillor Luloff; and
- / Committee Meeting Advertisement and Report Mail out to Public (City of Ottawa).

Due to COVID-19, alternative public consultation processes may be required, such as an online Community Information and Comment Session.

## Conclusions

It is our professional opinion that the enclosed Site Plan Control Application to permit a five-storey, 320-bed Long Term Care Home (Residential Care Facility) on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed Long Term Care Home (Residential Care Facility) use conforms with the policies of the Official Plan and is appropriate in a Mixed-Use Centre/Town Centre designation;
- / The proposed building height of five storeys conforms with the relevant Official Plan height policies for Mixed-Use Centre/Town Centres;
- / The proposed development complies with all provisions of the MC[2179] zoning in the Comprehensive Zoning By-law (2008-250); and
- / The proposed development is supported by technical plans and studies submitted as part of this application.

Sincerely,



Julie Carrara, MCIP RPP  
Senior Planner



Bria Aird, M.PL.  
Planner