



# 200 Lees Avenue Planning Rationale

Site Plan Control Application

June 2021



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# 1 Introduction

WSP was retained by PCL, on behalf of the University of Ottawa, to prepare a Planning Rationale (the “Report”) in support of a Site Plan Control application for the lands municipally known as 200 Lees Avenue, part of the University of Ottawa’s River Campus, in the City of Ottawa. The requested Site Plan Control application (the “Application”) would permit the development of a new Faculty of Health Sciences Building by the University of Ottawa.

This Report is structured in the following sections:

- **Section 2** provides a description of the site location and community context;
- **Section 3** provides a description of the proposed development;
- **Section 4** outlines the policy and regulatory framework applicable to the site and a planning rationale for the proposed development; and,
- **Section 5** summarizes the planning opinion as it pertains to the Application.

In addition to this Report, several technical studies and plans have been prepared in support of the Application and have been submitted to the City. They are available under separate cover.

## 2 Site Location and Community Context

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### 2.1 Site Location

The subject property (the “site”) is municipally known as 200 Lees Avenue in the City of Ottawa. It is legally described as Part of Lot G, Concession D (Rideau Front), Geographic Township of Nepean, City of Ottawa, PIN 04203-1035.

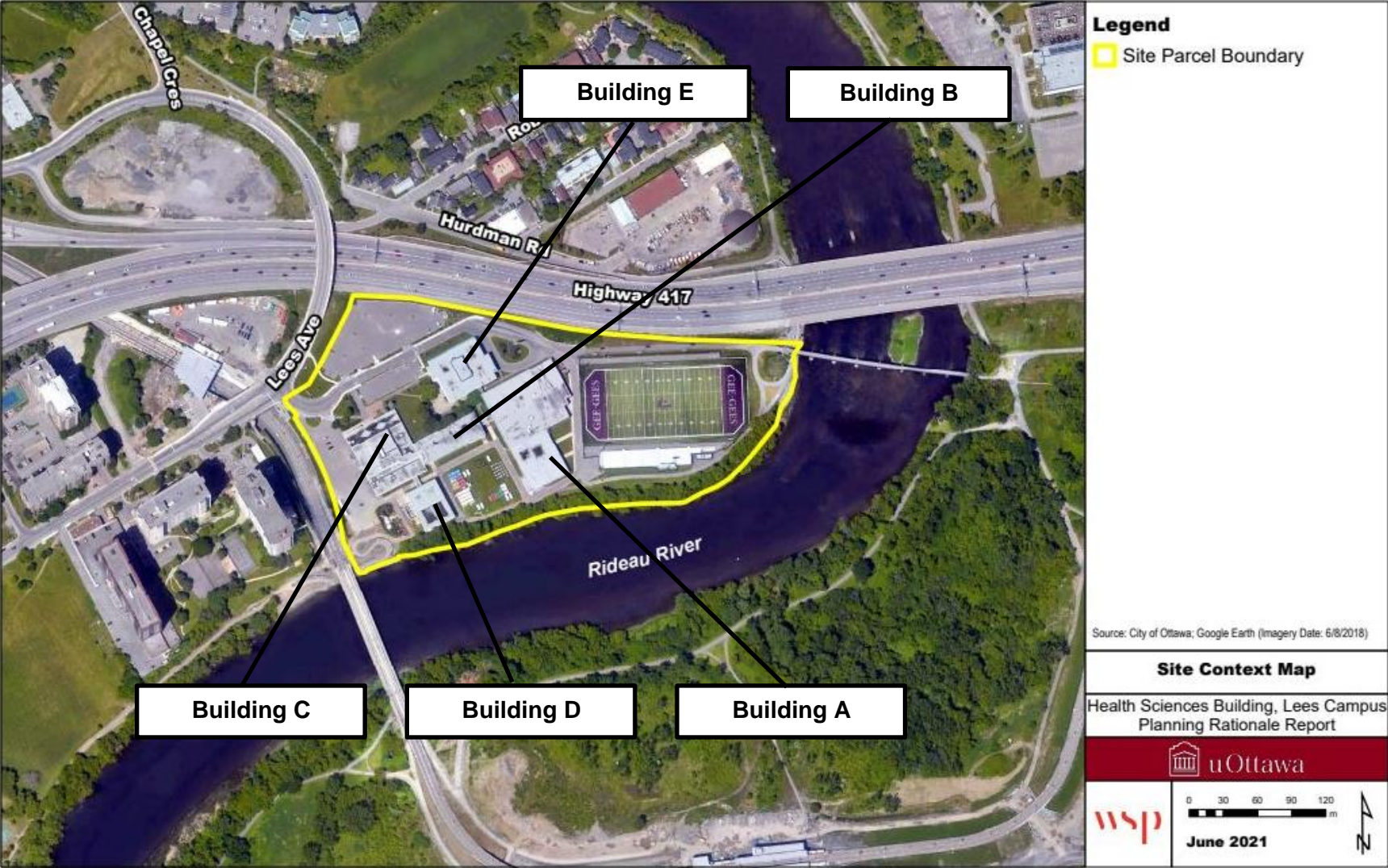
The site is located in Ottawa’s Old Ottawa East neighbourhood and the registered owner of the site is the University of Ottawa. The site fronts onto Lees Avenue with a frontage of approximately 111 m. The site has an approximate depth of 357.2 m (1,172 ft), and an approximate width of 226 m (741 ft). Due to the site’s irregular shape, the site area is approximately 69,319 m<sup>2</sup> (6.9 ha, 17 acres, or 746,143.5 ft<sup>2</sup>). **Figure 2-1** illustrates the site’s location and approximate boundaries.

Currently, the site is occupied by five (5) University of Ottawa campus buildings. Buildings B and C make up the Center for Psychological Services. Building B is two and three (2 and 3) storeys and Building C is two (2) storeys in height. Building D is currently a gymnasium and is one (1) storey in height. Buildings B, C and D of 200 Lees Avenue will be demolished for the proposed development. Buildings A and E, which are both proposed to be retained, are two (2) storeys.

Vehicular access to the site is from Lees Avenue. Pedestrian and bicycle access to the site is from Lees Avenue, or from the Rideau River Pedestrian/Cycling Bridge and the Rideau River Nature Trail.

A site visit was undertaken by WSP on June 16<sup>th</sup> and 17<sup>th</sup>, 2021. All photographs in this Planning Rationale were taken by WSP unless otherwise noted.

Figure 2-1: Site Location



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## 2.2 Community Context

The site is located within the University of Ottawa Lees Campus and the broader Old Ottawa East neighbourhood. The site is surrounded by several other institutional land uses related to the University of Ottawa. In addition, there are several residential and commercial uses within the vicinity of the site, including 170 and 190 Lees Avenue residential buildings, Riverview Place Apartments, Rideau East Apartments, Lees Market Convenience Store as well as Lees Greek & Pizza, K&W Shawarma and Giant Panda, which are all restaurants. The site is located within 600 m of the Lees O-Train Station. **Figure 2-2** to **Figure 2-9** illustrate the site and surrounding context. **Figure 2-10** to **Figure 2-21** illustrate nearby land uses and facilities.

Land uses and facilities adjacent to the site are as follows:

- **North:** Provincial Highway 417;
- **South:** Rideau River;
- **East:** University of Ottawa Lees Campus Buildings A and E, Gee-Gees Field Stadium; and
- **West:** Hurdman Bridge, Rideau River Nature Trail, commercial (predominantly restaurant) uses, and apartment dwellings.

**Figure 2-2: View of the Site - Looking South**



**Figure 2-3: View of the Site - Looking Southwest**



Figure 2-4: View of the Site - Looking North



Figure 2-5: View of the Site - Looking West (1)



Figure 2-6: View of the Site - Looking West (2)



Figure 2-7: View of the Site - Looking East



Figure 2-8: View of the Site - Looking Southeast (1)



Figure 2-9: View of the Site - Looking Southeast (2)



Figure 2-10: View of Highway 417 - Looking North



Figure 2-11: View of Rideau River - Looking South



Figure 2-12: View of Building A - Looking East



Figure 2-13: View of Building E - Looking East



Figure 2-14: View of Gee-Gees Field - Looking East



Figure 2-15: View of Hurdman BR. - Looking South



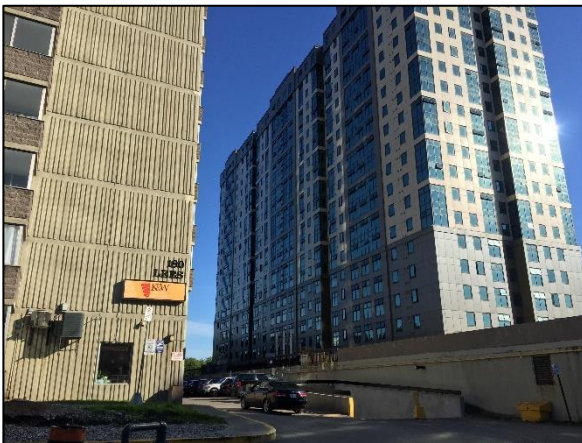
**Figure 2-16: View of 190 Lees Ave. - Looking West**



**Figure 2-17: View of Lees Market Convenience Store to the West - Looking South**



**Figure 2-18: View of Riverview Place Apartments - Looking South**



**Figure 2-19: View of 170 Lees Ave. Residential Building - Looking South**



Figure 2-20: Hama Investments Ltd. and Cosmo Mart - Looking Southeast



Figure 2-21: Lees Train Station - Looking North

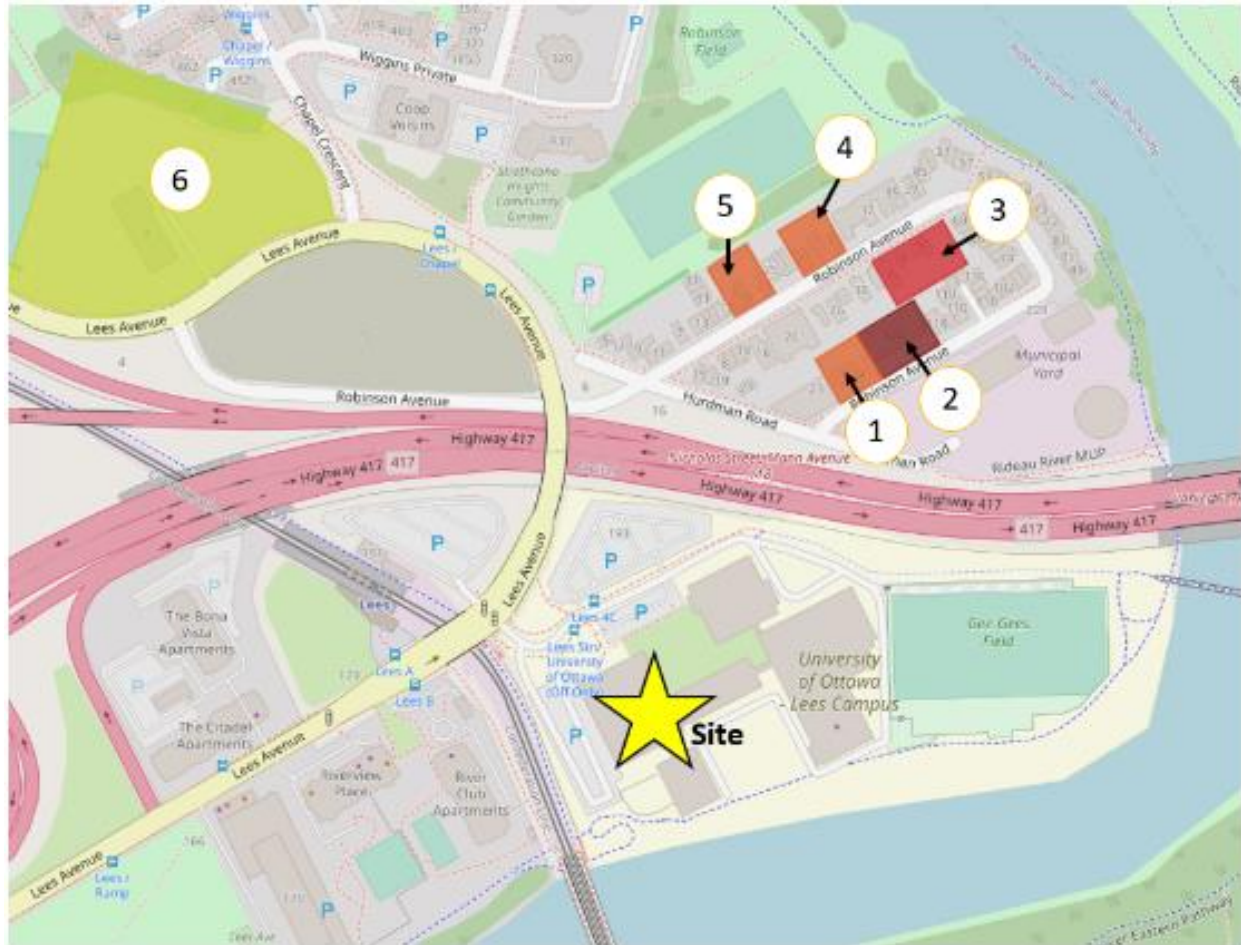


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## 2.3 Surrounding Development Activity

Development activity in close proximity to the site is shown in **Figure 2-22**. **Table 2-1** provides a summary of these development applications including the address, land use, height, units / ground floor area, and status.

**Figure 2-22: Development Activity in Vicinity of the Site**



**Table 2-1: Development Activity in Vicinity of the Site**

NO.	Address	Land use	Max. Height (storeys)	No. of Units or GFA	Development Application Status
1	130, 134, & 138 Robinson Ave.	Residential	5	46	Approved
2	211 Lees Ave.	Residential	3	16	Built
3	36 Robinson Ave.	Residential	9	153	Approved
4	27, 29, & 31 Robinson Ave.	Residential	4	46	Approved

NO.	Address	Land use	Max. Height (storeys)	No. of Units or GFA	Development Application Status
5	17, 19 and 23 Robinson Ave	Residential	5	46	Approved
6	2 Robinson Ave.	Residential	30	1625	Application Submitted

## 2.4 Public Transportation Network

The site is within proximity (approximately 85 metres) to the Lees LRT Station as shown in **Figure 2-23**. In addition, the site is also served by two (2) bus stops on Lees Avenue - one westbound bus stop at Lees Avenue, west of Hurdman Bridge and a second eastbound stop on Lees Avenue, west of Hurdman Bridge.

**Lees OC Transpo Station – O-Train Line 1** (Blair/Tunney's Pasture) provides service between Blair Station in the east and the Tunny's Pasture in the west. Peak service runs at about every 5 minutes with frequent service throughout the day and approximately 15 minutes after midnight or on the weekends. **Figure 2-24** illustrates the site's approximate location on the O-train Line 1.

### Lees and Lees A Bus Stop

- Westbound Transit Stop 3022 on Lees Avenue west of Hurdman Bridge (Buses 16, 39, 45, 55, 56, 97)
- Eastbound Transit Stop 3022 on Lees Avenue west of Hurdman Bridge (Buses 16, 55, 56)

**Route 16** (Tunney's Pasture/Westboro) provides services between Westboro and Hazel/Deschatelets with 30-minute service throughout the day on weekdays and 1 hour on weekends.

**Route 39** (Millennium/Blair & N Rideau) provides services between Millennium and Rideau as well as Den Haag/La Cite and Trim 1A with service ranging between 5-20 minutes throughout the day on weekdays and 15-minute service on weekends.

**Route 45** (Hurdman/N Rideau) provides service between Rideau and Ring Road with 15-minute service during the peak hours, 30-minute service during off-peak hours and 3-minute service on weekends.

**Route 55** (Elmvale/Bayshore) provides service between Bayshore and Elmvale Mall with 15-minute service throughout the day on weekdays and 30-minute service during weekends.

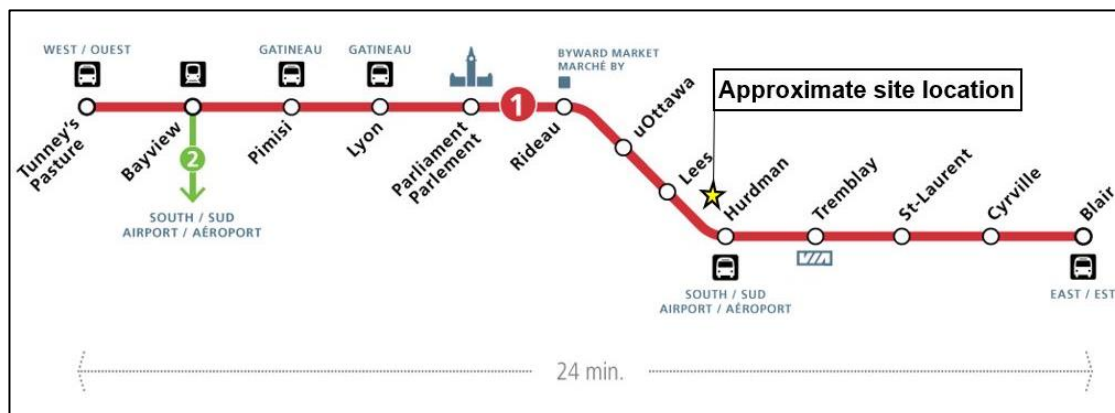
**Route 56** (King Edward/Tunney's Pasture) provides service between Tunney's Pasture Station and King Edward Avenue/Union Street with 15-minute service during the peak hours.

**Route 97** (Airport/ Rideau) provides service between the Airport Stop and Rideau with 15-minute service during the peak hours, 20-minute service during off peak hours.

**Figure 2-23: OC Transpo System Map**



**Figure 2-24: OC Transpo System Map – O' Train Confederation Line (Line 1)**



## 3 Proposed Development

The University of Ottawa is proposing to develop a five-storey (25 metres in height), Health Sciences Building on the site. The proposed development has a gross floor area (GFA) of approximately 22,158 m<sup>2</sup>.

The proposed development would consist of the following:

- First storey – general teaching and instructional spaces, three speciality laboratories, a library and a large social gathering area which will link the academic spaces to a river terrace with a view to the Rideau River
- Second to the fifth storeys – laboratories and offices for faculty and students

### Parking, Loading and Vehicular Access

A loading bay and two (2) loading spaces are proposed at the northeast corner of the building to accommodate deliveries. Currently, the site has vehicular access from Lees Avenue and this access will be maintained as part of the proposed development.

A total of 148 vehicular parking spaces are proposed, 137 of which currently exist. No minimum vehicle parking is required under the City's Zoning By-law, however the Zoning By-law prescribes a maximum number of vehicle parking spaces (discussed in Section 4.7 of this Report). A total of 184 bicycle parking spaces are also proposed. A Site Plan has been prepared by Architecture49, dated June 28<sup>th</sup>, 2021, as illustrated in **Figure 3-1**. The elevations of the proposed development are illustrated in

**Figure 3-3.**

### Landscaping and Outdoor Amenities

The proposed development reflects the University of Ottawa's vision for interdisciplinary learning and research. In addition to the building, the proposed development features an outdoor academic quad east of the building, and a terrace at the southwest corner of the building. The academic quad includes a pavilion and communal gardens that serve as gathering spaces.

The site design also features a counterpart to the academic quad which is an elevated terrace at the southwest corner of the building that would provide visitors and users a view of the Rideau River to the south of the building, and a view of LRT trains moving into and from Lees Train Station to the west. The building will also be connected to Lees Station and Lees Avenue with a pedestrian connection and wayfinding elements.

The proposed development features high quality design and landscaping that prioritizes pedestrian movement, is compatible with, and creates a seamless connection to the existing land uses. Through integration with the existing multi-use pathway along the Rideau River, and

through multi-use connections to Lees Train Station, the proposed development encourages the use of active transportation and transit. These features are illustrated in **Figure 3-4** to **Figure 3-7**.

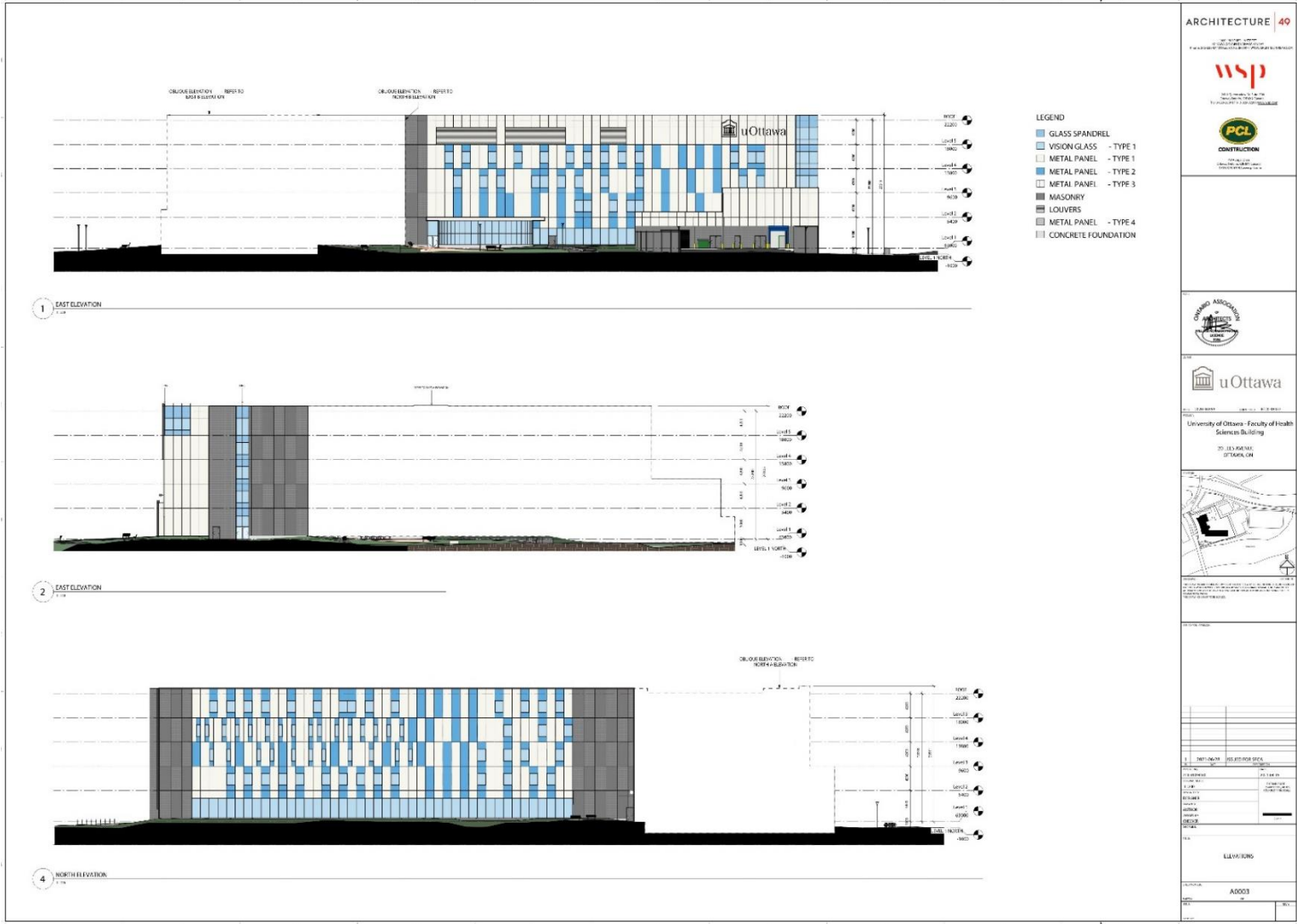
### **Municipal Services**

As outlined in the Site Servicing Report (June 28<sup>th</sup>, 2021, prepared by WSP), the site is serviced by municipal water, wastewater, and storm water services. No constraints to municipal water, waster water, or storm water capacity have been identified.

200 Lees Avenue -Site Plan Control Application  
Planning Rationale  
PCL and University of Ottawa



Figure 3-2: Proposed Development – Building Elevation – 200 Lees Avenue



**Figure 3-3: Proposed Development – Building Elevation - 200 Lees Avenue**

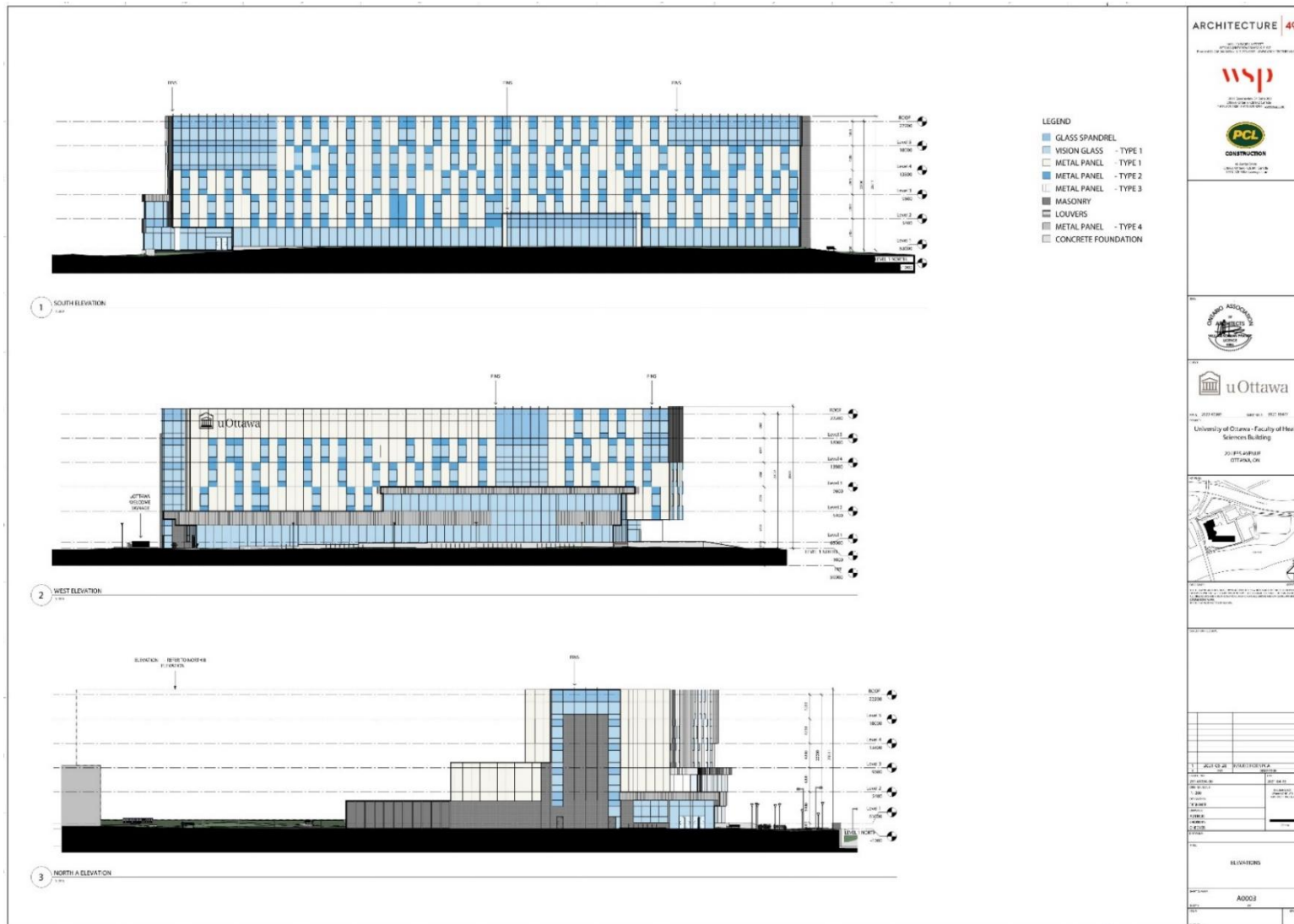


Figure 3-4: Proposed Building- Main Entrance, Looking Southeast



Figure 3-5: Proposed Building - Academic Quad, Looking West



Figure 3-6: Proposed Building - Outdoor Terrace, Looking Northeast



Figure 3-7: Proposed Building - Ariel View, Looking Southeast



## 4 Policy and Regulatory Framework

This section outlines the Provincial and local planning framework applicable, or relevant, to the proposed development of the site, including: the Provincial Policy Statement (2020), the City of Ottawa Official Plan (2003, Website Consolidation), the Old Ottawa East Secondary Plan (2011), Transit-Oriented Development Guidelines (2007), the Lees Transit-Oriented Development Plan (2014), the Old Ottawa East Community Design Plan (2011), the City of Ottawa Zoning By-law 2008-250 (February 24, 2021 Consolidation) and the University of Ottawa Master Plan (2015).

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### 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (PPS) was issued by the Province of Ontario under Section 3 of the Planning Act in May 2020, replacing the previous 2014 PPS. The PPS provides policies on matters of provincial interest including quality of the natural and built environment and public health and safety. All land use planning decisions shall be consistent with the policies of the PPS.

Part IV: Vision for Ontario's Land Use Planning System identifies that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs. Planning authorities are encouraged to permit and facilitate efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities.

Part V: The policies section provides guidelines to help the City achieve the vision described in part IV.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, liveable, and safe communities. Policy 1.1.1 (e) of the above section states that healthy, liveable and safe communities are sustained by 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.

Policy 1.1.1 (g) states that healthy, liveable and safe communities are sustained by ensuring that necessary infrastructure and public service facilities are or will be available to meet current and project needs.

Policy 1.1.3.2 (a) Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns states that 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;
- d) support active transportation; and
- e) are transit supportive, where transit is planned, exists or may be developed.”

Policy 1.1.3.4 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. Policy 1.1.3.5 states that planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

Policy 1.6 Infrastructure and Public Service Facilities includes policies on the provision of compatibility between new infrastructure and facilities with existing land uses. Public Service Facilities means land, buildings and structures for the provision of programs and services provided or subsidized by the government or other body. Public Service Facilities is defined as including “land, buildings and structures for the provision of [...] educational programs” amongst others.

Policy 1.6.8 Transportation and Infrastructure addresses the coordination between existing and planned transportation as well as adjacent land uses and infrastructure. Specifically, Policy 1.6.8.3 states that new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

**The proposed development is consistent with the PPS as it provides a necessary Public Service Facility, post-secondary institution, and meets the PPS’s overall vision for intensification and redevelopment, especially within proximity to public transportation.**

**The proposed development is consistent with the policies of Section 1.1 that with regards to creating and sustaining complete, healthy communities through the integration of land use and transportation efficiently. The proposed development contributes to the overall complete community by providing opportunities for connections and integration between the Lees Train Station and proposed development.**

**Further, the proposed development is consistent with Policy 1.6.8.3 regarding compatibility between new development and adjacent existing transit corridors. The proposed design encourages multi-modal transportation by way of its close relationship**

to Lees Train Station while establishing appropriate setbacks to ensure land use compatibility.

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## 4.2 City of Ottawa Official Plan (2003, Website Consolidation)

The City of Ottawa Official Plan ('OP') was adopted by City of Ottawa Council in 2003 with subsequent adopted Amendments. The OP provides guidance to Council, municipal staff and the public when making decisions about future land use and economic development in the City of Ottawa to the year 2031. The site is located within the urban boundary and is designated **Mixed-Use Centre** and **Major Open Space on Schedule B**, Urban Policy Plan, as illustrated in **Figure 4-1**. The site is located within a Design Priority Area.

As per Section 8.4 of the OP, the entire City is designated as a Site Plan Control Area and Site Plan Control may be applied to all commercial, institutional, industrial and multiple residential developments in the City. The site is therefore subject to Site Plan Control.

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### 4.2.1 Building a Sustainable Capital City

The OP seeks to achieve Council's vision of a sustainable, resilient City, which incorporates a pattern of growth based on higher densities and increased use of transit. The City also strives for sustainability in connectivity and mobility by making walking, cycling, and transit residents' first choice for transportation.

**The proposed development helps achieve the Official Plan's vision for a sustainable city by making transit the first choice for transportation given its location directly adjacent to Lees station. The orientation of the proposed building emphasizes the site's relationship to Ottawa's O-train Line 1.**

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### 4.2.2 Strategic Directions

Section 2 of the OP, Strategic Directions, outlines the broad policies that will govern growth and change in Ottawa over the next 20 years.

**Section 2.1 – Patterns of Growth** indicates that Ottawa's growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing options, and places to work and shop.

Growth is to be directed to urban areas where services already exist or where they can be provided efficiently. Growth in existing designated urban areas is to be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking, and cycling facilities. Further, infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

**Section 2.4.1 – Air Quality and Climate Change** states that the City will encourage energy efficient and sustainable site and building design through subdivision and site plan approvals.

**Section 2.5.1 – Designing Ottawa** encourages good urban design and quality and innovative architecture, to stimulate the creation of lively community places with distinctive character. In order for a development to be compatible, it does not necessarily have to be the same or similar to existing buildings in the vicinity but can enhance an established community and coexist with existing development without causing undue adverse impact on the surrounding properties.

**Section 2.5.3 – Schools and Community Facilities** states that communities in Ottawa are planned to accommodate a variety of land uses, including employment and institutional uses, retail and commercial services, as well as cultural, leisure and entertainment facilities. The City recognizes that Major Urban Facilities such as college campuses, large sport facilities and major shopping centres attract large numbers of people from across Ottawa and beyond, and therefore must be located with good access to transit and arterial roads.

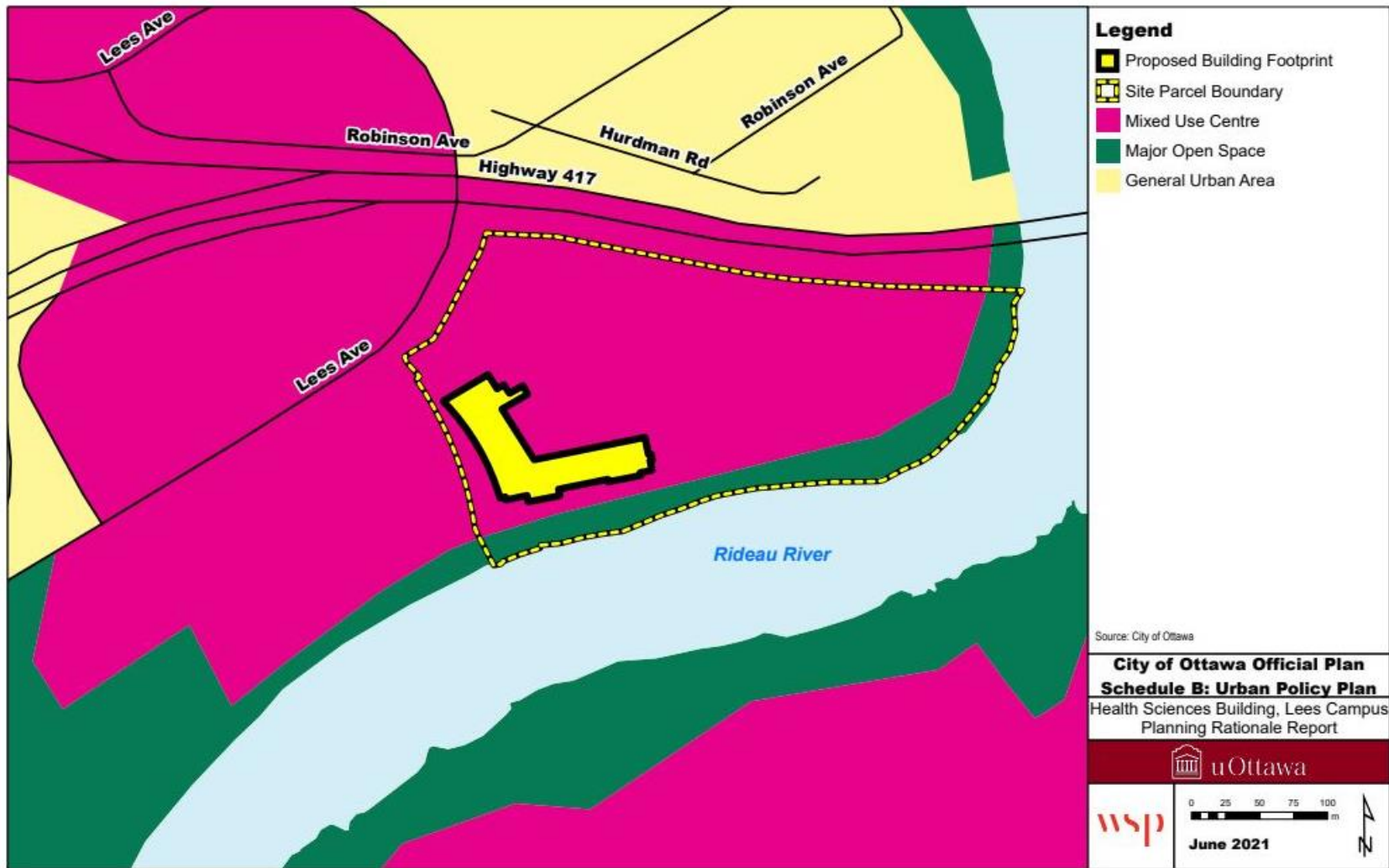
**The proposed development conforms to the strategic directions of the Official Plan by accommodating growth and institutional uses within the urban area where services already exist through suitable intensification with access to transit. The proposed development is compatible with the existing and planned function of the area as a university campus and represents efficient and sustainable site design through integration with existing higher-order transit. The proposed Health Sciences Building also contributes to a complete and liveable community as it is located near the downtown core of the City.**

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#### 4.2.3 Land Use Designation

The site is located within the City's urban boundary and is designated as Mixed-Use Centre and Major Open Space as per Schedule B Urban Policy Plan of the Official Plan, as illustrated in **Figure 4-1**.

Figure 4-1: City of Ottawa Official Plan Schedule B – Urban Policy Plan



Policy 3.6.2 (5) states that Mixed-Used Centres will permit a broad variety of land uses at transit-supportive densities, such as (but not limited to) offices, secondary and post-secondary schools, hospitals and large institutional buildings.

Further, Policy 3.6.2 (13) states that in order to demonstrate its commitment to development within Mixed-Use Centres, the City will consider them to be priority locations for increasing the capacity of transit service and water, stormwater and wastewater services to support new development.

With regards to the Major Open Space designation, Section 3.3 of the Plan defines Major Open Spaces large parks, open space corridors along the Ottawa and Rideau Rivers and the Rideau Canal, parkway corridors and corridors reserved for rapid-transit and major roads. Further, Policy 3.3.4 states that “in order to preserve what is irreplaceable, where a Major Open Space abuts a river corridor, any activities or uses must be the ones that require a waterfront location and require cultural heritage and archaeological resource assessment before development or public works are approved.

**The proposed development is permitted according to policy 3.6.2 (5) as it is both a post-secondary school and an institutional building. The proposed development conforms to the Mixed-Use Centre policies of the Official Plan as it will further expand the already existing transit-supportive land uses within proximity to the Lees Transit Station.**

**The proposed development also prioritizes compatibility with the Major Open Space designation and by extension, the Rideau River to the south of the site. The proposed development does not include any built form on portions of the site that are designated Major Open Space, but rather is maintaining the current vegetation as it serves as a buffer between the proposed development and the Rideau River.**

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#### 4.2.4 Design and Compatibility

Official Plan Section 2.5.1 Designing Ottawa addresses the importance of compatibility of new development into existing areas. Specifically, it states that “In general terms, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexist with existing development without causing undue adverse impacts on surrounding properties.

Section 2.5.1 of the Official Plan also outlines design objectives pertaining to changes in the built environment as the City matures and evolves. The objectives include (but are not limited to):

- To enhance the sense of community by creating and maintain places with their own distinct identity;
- To define quality public and private spaces through development;

- To create places that are safe, accessible and are easy to get to, and move through;
- To ensure that new development respects the character of existing areas; and
- To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment.

Further, Section 2.5.1 (2) of Designing Ottawa addresses Design Priority Areas. The Official Plan states that in a Design Priority Area, “all public projects, private developments and community partnerships within and adjacent to the public realm will be reviewed for their contribution to an enhanced pedestrian environment and their response to the distinct character and unique opportunities of the area. Specifically, Policy 2.5.1 (2) (c) states that the City of Ottawa recognizes Mixed Use Centres as Design Priority Areas.

**The proposed development conforms to the overall vision of Design and Compatibility outlined in the Official Plan as it reflects the design objectives addressed above. Specifically, the Health Sciences Building respects and is compatible with the designated land uses for the area and the design ensures accessibility through accessible entrances. Sustainability is also a priority with regards to this proposed development as LEED Platinum status is being sought.**

**The site is designated as a Mixed-Use Centre and therefore is also a Design Priority Area. The proposed Site Plan Control application will be subject to review by the City of Ottawa Urban Design Review Panel.**

**A Design Brief has been prepared as part of the Site Plan Control application in addition to this Planning Rationale, in order to demonstrate that the design for the proposed site is compliant with the City’s design policies and guidelines.**

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#### 4.2.5 Transportation

Section 3.6.2 of the Official Plan outlines the vision for the Mixed-Use Centres designation. The Plan states that Mixed-Use Centres occupy strategic locations on the Rapid Transit Network and act as central nodes of activity within their surrounding communities and the city as a whole. As such, the City has adopted Transit-Oriented Development Guidelines for use in Mixed-Use Centres to assist in submitting well-designed, context-sensitive development applications.

**The proposed Health Sciences Building supports the Mixed-Use Centre’s role as a central node through development of the River Campus and integration with the adjacent LRT and Lees station. The City’s Transit-Oriented Development Guidelines are applicable to this site and are discussed further in this Report.**

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### 4.3 Old Ottawa East Community Design Plan (2011)

The Old Ottawa East Community Design Plan provides a broad and integrated twenty-year vision and guidance for the growth of the Old Ottawa East community. It includes overarching themes such as maintaining and enhancing green spaces, maintaining and enhancing distinct characters of the Old Ottawa East community including major institutions.

The Community Design Plan identifies the site as Mixed-Use Centre Precinct. For this precinct, the CDP encourages compatibility between future development and intensification and the Rideau River, Highway 417 and the Transitway by means such as spatial separation, vegetative buffers, earth berms and buildings as barriers.

The CDP also encourages a link between the campus area by pedestrian and bicycle pathways to the Lees Avenue Transit Station and the University of Ottawa Campus to the north, fronting all building on a public street or private lane with a clear demarcation of the front door.

The above visions for the Mixed-Use Centre precinct reflect the overall vision and theme for the Old Ottawa East Community Design Plan including a broad mix of compatible and appropriate uses, encouraging appropriate new development on underutilized lands in order to manage growth and improving linkages to green spaces and urban natural features.

**The proposed development conforms with the Old Ottawa East Community Design Plan as the proposed Health Sciences Building at the University of Ottawa – Lees Campus, will contribute to the enhancement of the overall campus as a post-secondary educational institution.**

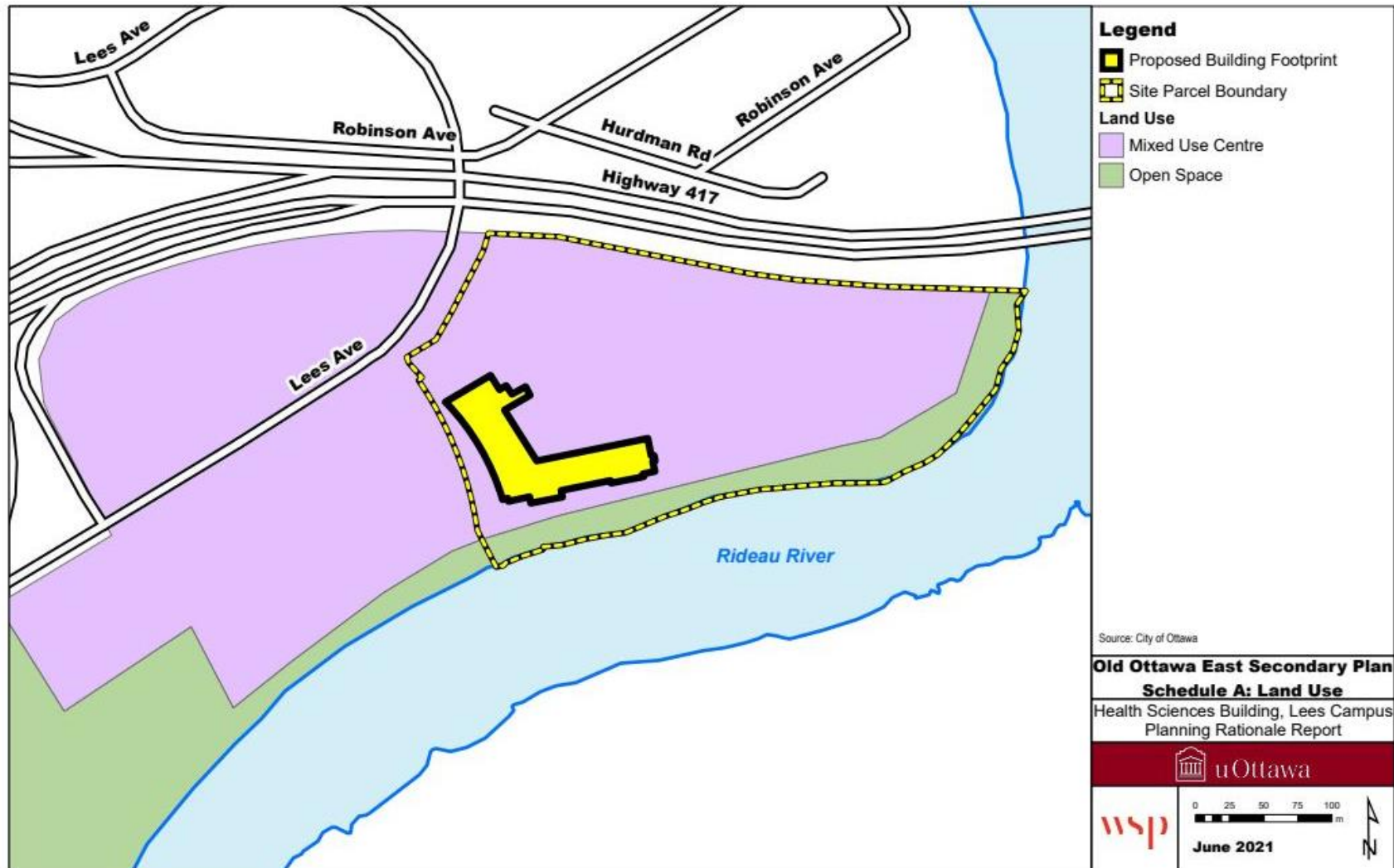
**The proposed land use is appropriate and compatible with the surrounding context and land uses, contributes to growth and intensification and will encourage further usage of nearby public transit stations, specifically the Lees Avenue Transit Station.**

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### 4.4 Old Ottawa East Secondary Policy Plan (2011)

The Old Ottawa East Secondary Policy Plan forms part of the OP and provides more detailed area-based policy direction for a number of geographical areas within the Mixed-Use Centre. The Secondary Plan also provides the legal framework to supports the Old Ottawa East Community Design Plan. Schedule A of the Old Ottawa East Secondary Policy Plan designates the site as being Mixed-Use Centre and Open Space, as illustrated in **Figure 4-2**.

Figure 4-2: Old Ottawa East Secondary Plan Schedule A - Land Use



Schedule B of the Old Ottawa East Secondary Plan outlines the maximum building heights and minimum density within the Mixed-Use Centre as illustrated in **Figure 4-3**.

. The permitted maximum building height for the proposed development is 30 storeys (or 90 metres) and the minimum density is a Floor Space Index of 1.5. These permissions set out in Schedule B of the Secondary Plan encourage increased, transit-supportive density in the Lees Avenue Mixed-Use Centre and this vision is highlighted in the Secondary Plan.

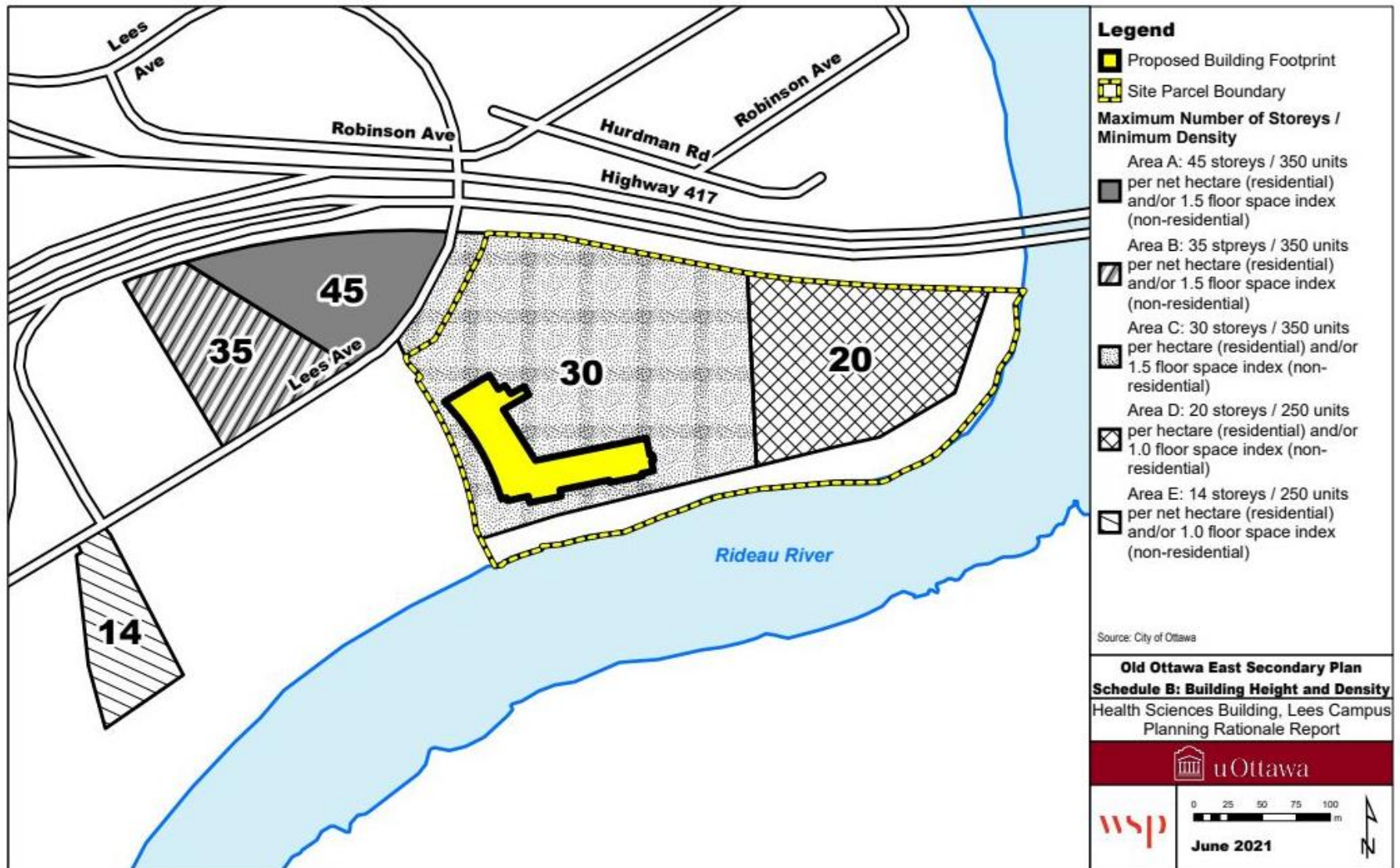
Further, Section 10.3.7 of the Secondary Plan establishes the vision and intent for the Mixed-Use Centre precinct at the east end of Lees Avenue. This vision is “to set the stage for intensification so that development with increased densities can occur in a context sensitive location” and “that it will result in the achievement of transit-supportive development densities over the long term.” The Secondary Plan’s vision for the Mixed-Use Centre is focused on mixed use, transit – supportive development and growth, as the Lees Avenue Transit Station is located within this precinct.

In addition to intensification, the Plan also addresses compatibility between existing land uses and new development, as the University of Ottawa Lees Campus intensifies. This is articulated in Section 10.3.7(2), which states that “care should be taken as the University of Ottawa campus intensifies to ensure a compatible relationship with the Rideau River by means such as spatial separation, vegetative buffers, earth berms and buildings as barriers”.

**The proposed land use conforms to the vision and policies of the Old Ottawa East Secondary Plan. The proposed Health Sciences Building will contribute to increased densities and intensification and is compatible with the current context and surrounding land uses as it maintains the character of the surrounding area. The proposed development also conforms to the permitted maximum building height of 30 storeys (90 metres) as the proposed building is 5 storeys (25 metres) and although the proposed development does not meet the minimum density of 1.5 FSI, but rather has an FSI of 0.6, additional buildings are envisioned on the site in the future which will increase the overall site’s FSI. It should be noted that the site specific Urban Exception 2029 does not require that any proposed development meet the FSI requirement.**

**The proposed Health Sciences Building integrates the Rideau River by including a terrace at the southwest corner of the building for which visitors and users can enjoy a view of the river at a distance. In addition, the proposed development maintains existing vegetation in the area designated Open Space, which will serve as a buffer between the building and the Rideau River. No buildings are proposed in the Open Space designation.**

Figure 4-3: Old Ottawa East Secondary Plan Schedule B - Building Height and Density

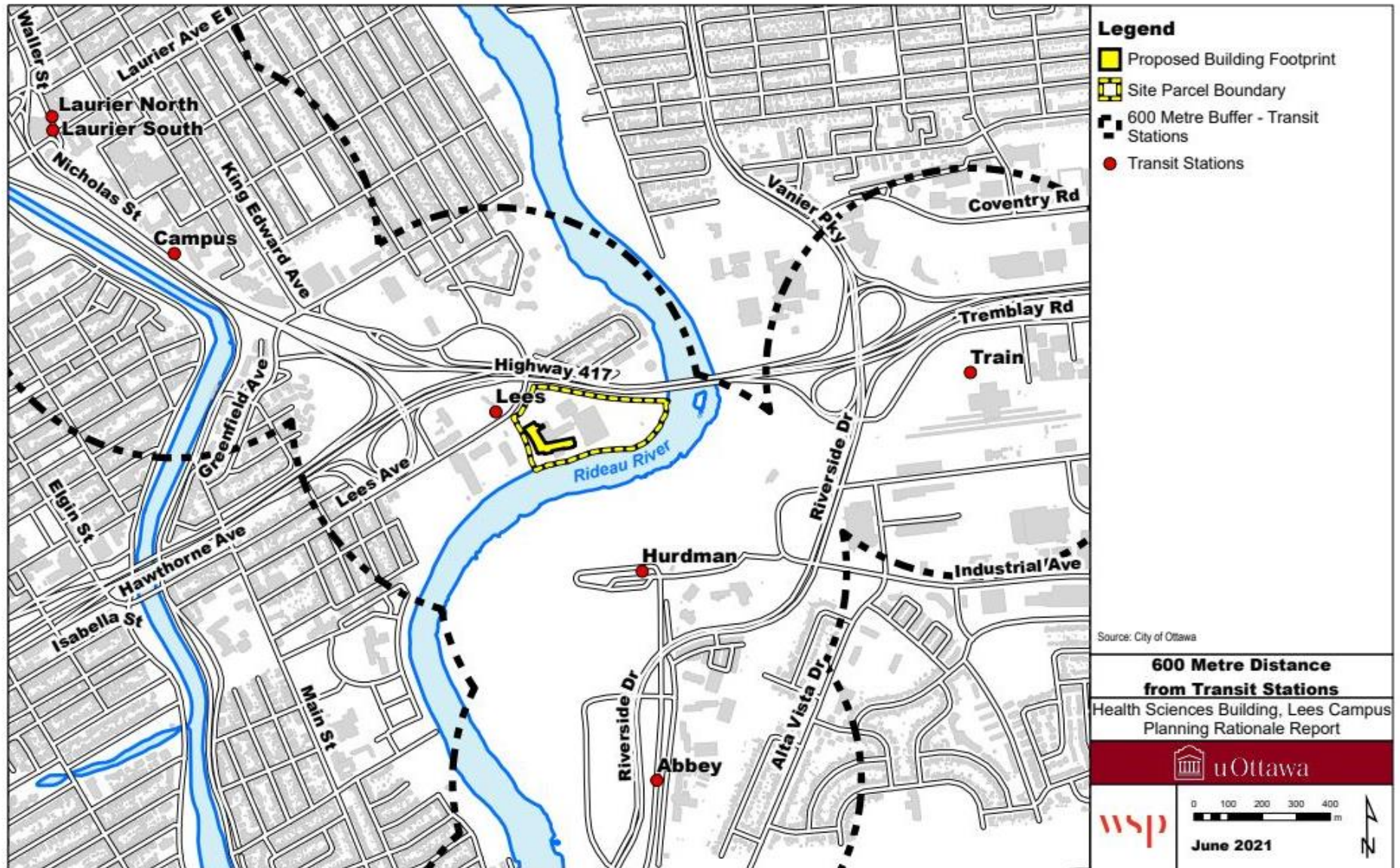


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## 4.5 Transit-Oriented Development Guidelines (2007)

The site is located within 600 m radius of the Lees Train Station as shown in **Figure 4-4** and as such, the City's Transit-Oriented Development Guidelines (2007) apply. Applicable Development Guidelines are addressed in **Table 4-1**.

Figure 4-4: City of Ottawa - 600 Metre Distance from Transit Stations



**Table 4-1: Applicable Transit-Oriented Development Guidelines**

Guideline	Response
<b>Transit-Oriented Development Guideline</b>	
Guideline 1: Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station.	<b>The proposed development is a Health Sciences building on the University of Ottawa -Lees Campus, which is a post-secondary educational institution. The Transit-Oriented Development Guideline includes post-secondary educational institutions in the list of transit-supportive land uses.</b>
Guideline 2: Discourage non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user.	<b>The proposed post-secondary educational institution is a transit-supportive land use. A total of 148 spaces including 4 barrier free parking spaces will be provided as part of the proposed development. This is less than the maximum permitted parking spaces under the City's Zoning By-law (266 spaces).</b>
Guideline 9: Create transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station.	<b>The site is an 'island' in nature, separated by the Rideau River and the sunken O- Train corridor. The only adjacent building is a 21-storey apartment complex, which is separated from the site by the LRT corridor, helping to ease the transition in scale.</b>
Guideline 10: Orient buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles. Look for opportunities to face buildings to the station, integrate them with the station, and connect them to the station.	<b>The building's design is intended to directly address the O-Train corridor. Two principal entrances have been provided in proximity to the transit station and extended platform that runs along the western property line.</b>
Guideline 11: Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.	<b>The proposed building is not higher than 5 stories, however, a one- and two-storey entry element shaped to match the transit corridor curve runs along the west elevation of the building before extending to the full five storeys.</b>
Guideline 12: Create landmark through distinctive design features that can be easily identified and located. For example, taller	<b>The primary entry facing Lees Station is a low wide glazed entry that clearly marks its purpose. Next to the entry is a highly</b>

Guideline	Response
buildings can create a landmark location because they stand out on the skyline.	<b>articulated 5 storey stair tower that will act as a light beacon for the building.</b>
Guideline 13: Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping.	<b>The building is set back from Lees Avenue to accommodate the only vehicular access point possible and to accommodate the pedestrian entry plaza that extends to the property line and the north bound LRT platform stair.</b>
Guideline 14: Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.	<b>The first storey of the building is primarily glass to allow views in and out of the building. Solid walls near the entrances will be clad in a dark masonry contrasting the glass.</b>
Guideline 16: Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit.	<b>The entry plaza on the north side of the site extends to and is oriented to the LRT station. The striped pattern on the plaza will extend into the building entry spine. The vehicular service entry is on the opposite side of the building separating crossing conflicts between pedestrians, cyclist and vehicles. Four entrances to the building will be barrier free.</b>

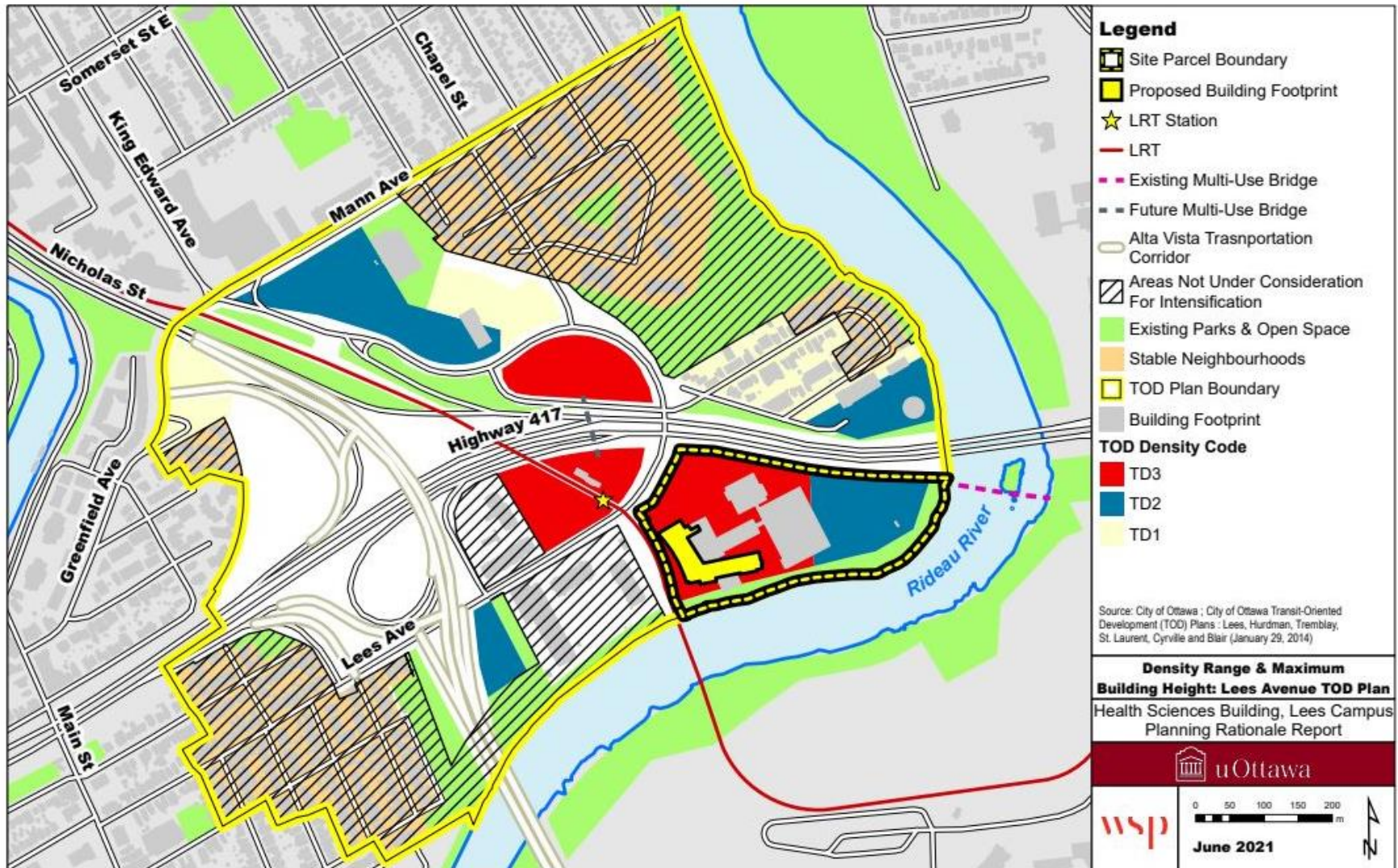
## 4.6 Transit-Oriented Development (TOD) Plans – Lees Transit-Oriented Development Plan (2014)

Ottawa City Council approved the Lees Avenue Transit-Oriented Development (TOD) Plan in 2014. The Lees Transit Oriented Plan Area encompasses the site and surrounding area.

Section 10.1.7 of the TOD Plan states that the long-term minimum density under the TOD Zoning is estimated to be approximately 175 jobs and people per gross hectare. However, as the University of Ottawa is planning future campus buildings at higher than the minimum TD zone densities, the minimum density in the Lees area is likely to be approximately 250 jobs and people per gross hectare. The estimated maximum density is approximately 300 jobs and people per gross hectare.

The TOD Plan directs tall and dense buildings on Potential Development Areas within proximity to Lees Train Station. As such, the west half of the Lees Campus, where the site is located, is appropriate for such density and is designated TD3, as illustrated in **Figure 4-5**.

Figure 4-5: Lees Avenue TOD Plan



The proposed development conforms with the Lees Transit-Oriented Development Plan as it is compatible with the appropriate use and densities stated in the Plan.

The proposed Health Sciences Building's density is supported by the Lees Transit-Oriented Development Plan, as it is located within the TD3 area which supports the greatest densities permitted in the Plan. The proposed building is anticipated to accommodate 550 jobs. This represents an increase of approximately four times the number of jobs currently accommodated in Buildings, B, C, and D (to be demolished). The proposed development's density is 80 jobs per hectare. The proposed development will contribute to the overall long-term density goal of 175 jobs and people per gross hectare.

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## 4.7 City of Ottawa Zoning By-law No. 2008-250 (May 12, 2021 Consolidation)

The City of Ottawa's Zoning By-law 2008-250 zones the site as Transit Oriented Development Zone, Subzone TD3, Urban Exception 2029, **(TD3 [2029])**, Subzone TD2, Urban Exception 2077, **(TD2[2077])**, and Parks and Open Space Zone, Subzone H, Urban Exception 2088 **(O1H [2088])** as illustrated on **Figure 4-6. The proposed development is entirely located on the portion of the site zoned TD3[2029].**

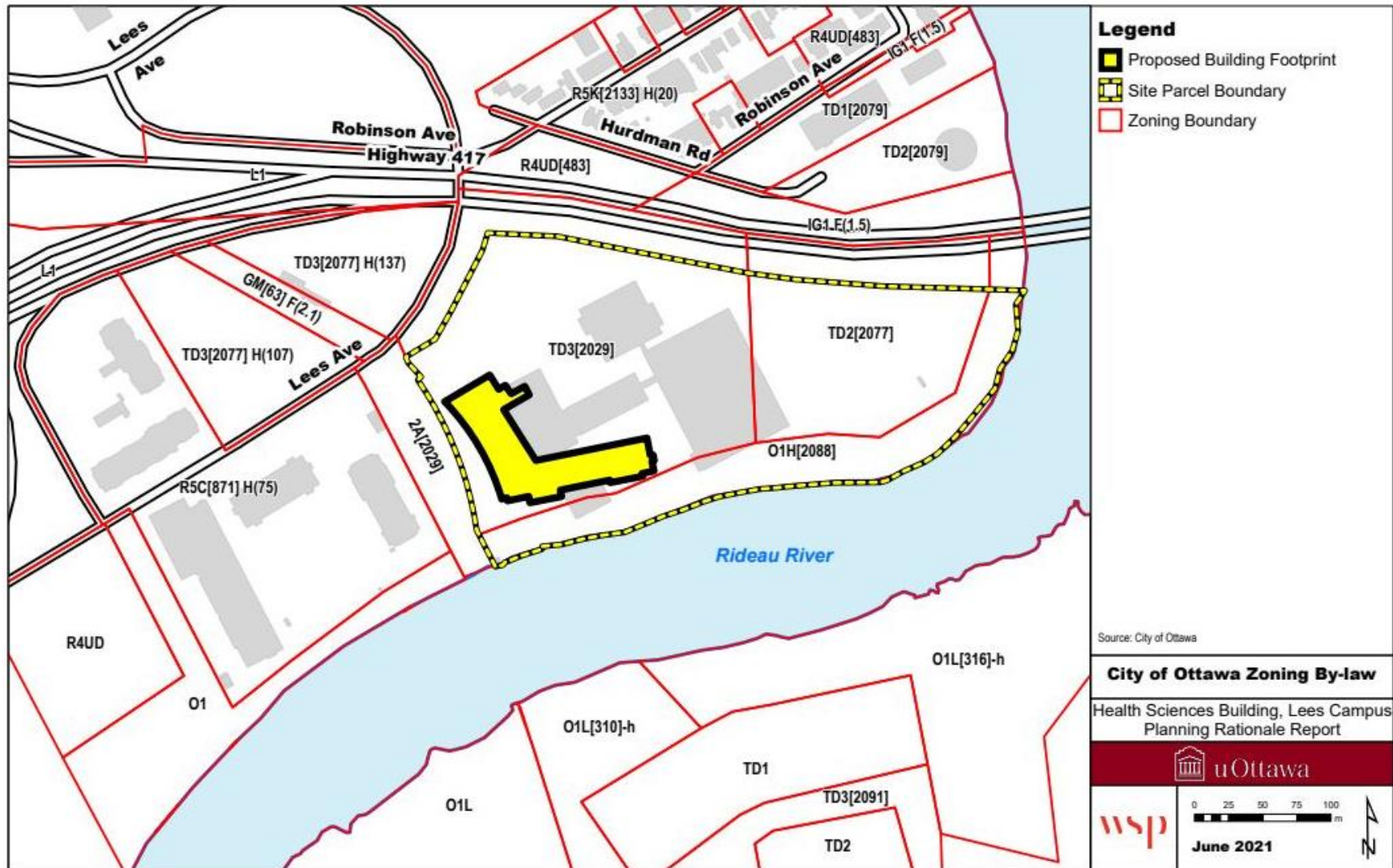
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### 4.7.1 Transit-Oriented Development Zone, Subzone TD3

The proposed development will be entirely on the portion of the site zoned as Transit-Oriented Development Zone, Subzone 3, Urban Exception 2029 **(TD3 [2029])**. The purpose of the Transit-Oriented Development (TD) Zone is to:

- Establish minimum density targets needed to support Light Rail Transit use for lands within Council approved Transit-Oriented Development Plan areas;
- Accommodate a wide range of transit-supportive land uses such as residential, office, commercial, retails, arts and culture, entertainment, services and institutional uses in a compact pedestrian-oriented built form at medium to high densities;
- Locate higher densities in proximity to LRT stations to create focal points of activity and promote the use of multiple modes of transportation; and
- Impose development standards that ensure the development of attractive urban environments that exhibit high-quality urban design and that establish priority streets for active use frontages and streetscaping investment.

Figure 4-6: City of Ottawa Zoning By-law 2008-250 – Existing Zoning of Site and Surrounding Lands



The following uses are permitted in all Transit-Oriented Development Zones including Subzone 3 (TD3), as set out in Section 195 of the Zoning By-law.

- Amusement centre;
- Restaurant;
- Retail food store;
- Retail store;
- School;
- Technology industry;
- Training Centre;
- Community centre;
- Community health and resource centre;
- Convenient store;
- Post-secondary educational institution;
- Day care;
- Drive-through facility;
- Emergency service;
- Recreational or athletic facility;
- Research and development centre;
- Hospital;
- Hotel;
- Instructional facility;
- Library;
- Medical facility; and
- Office.

The proposed development is a post-secondary educational institution and therefore is a permitted use in all Transit-Oriented Development Zone, including Subzone 3 (TD3). A post-secondary educational institution is defined according to the City of Ottawa as a “university which means a place of higher education, which has a body of teachers and students on the premises and that offers instruction at the undergraduate level, post-graduate level, or both, and which is empowered by law to grant a degree upon the successful completion of a prescribed course of study”.

The Transit-Oriented Development Zone permits the following non-residential use subject to being in the same building or on the same lot as the uses listed above.

- Parking garage.

### Transit-Oriented Development Subzone 3 (TD3) Zoning Review

The TD3 subzone sets out specific provisions with regards to the Floor Space Index for non-residential uses and minimum number of residential units per hectare required for residential use.

The proposed development will be entirely on the portion of the site zoned TD3 subzone, with a Gross Floor Area of 22,518 m<sup>2</sup> and therefore the following provisions are applicable:

- Maximum building height is: 90 metres;
- Lots greater in area than 0.125 ha will have a minimum Floor Space Index of 1.5 for non-residential use;
- Lots equal to or less in area than 0.125 ha will have no minimum requirement for Floor Space Index;

- No minimum width of landscaped area except that where a yard is provided and not used for required driveways, aisles, parking, load spaces or outdoor commercial patio, the whole yard must be landscaped.

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#### 4.7.2 Urban Exception 2029

Table 239 in the Zoning By-law sets out Urban Exceptions which modify other provisions of the Zoning By-law. As the proposed development is located on within the TD3(2029) Zone, the following provisions in the Urban Exception 2029 apply to the site:

- **The following By-law provisions do not apply to any use that legally existed on January 22, 2014 and do not apply to any expansion of the building or any new building associated with such a use:**
  - 195(3)(a) – Parking garage as a permitted use
  - 195(4)(c)(iii) - Minimum front yard and corner side yard setback for a parking garage
  - 195(4)(d)(iii) - Minimum interior side yard setback abutting the rapid transit corridor
  - 195(4)(d)(iv) - Minimum interior side yard setback above that part of a building more than 6 storeys in height
  - 195(4)(e)(iii) - Minimum rear yard setback where not abutting a residential zone or rapid transit corridor
  - 195(4)(e)(iv) - Minimum rear yard setback above that part of a building more than 6 storeys in height
  - 195(4)(f) – Minimum building height
  - 195(4)(g)(ii) - Maximum building height in any area up to and including 15 metres from a property line abutting a R1, R2 or R3 zone
  - 195(9) – Regarding the location of required parking spaces
  - 195(6) – Regarding required step backs above 6 storeys
  - 195(7) – Regarding distance between buildings over 6 storeys
  - 195(8) – Regarding required outdoor communal space located at grade
  - 195(13) – Regarding holding symbols
  - 196 – Regarding required minimum residential units and floor space index

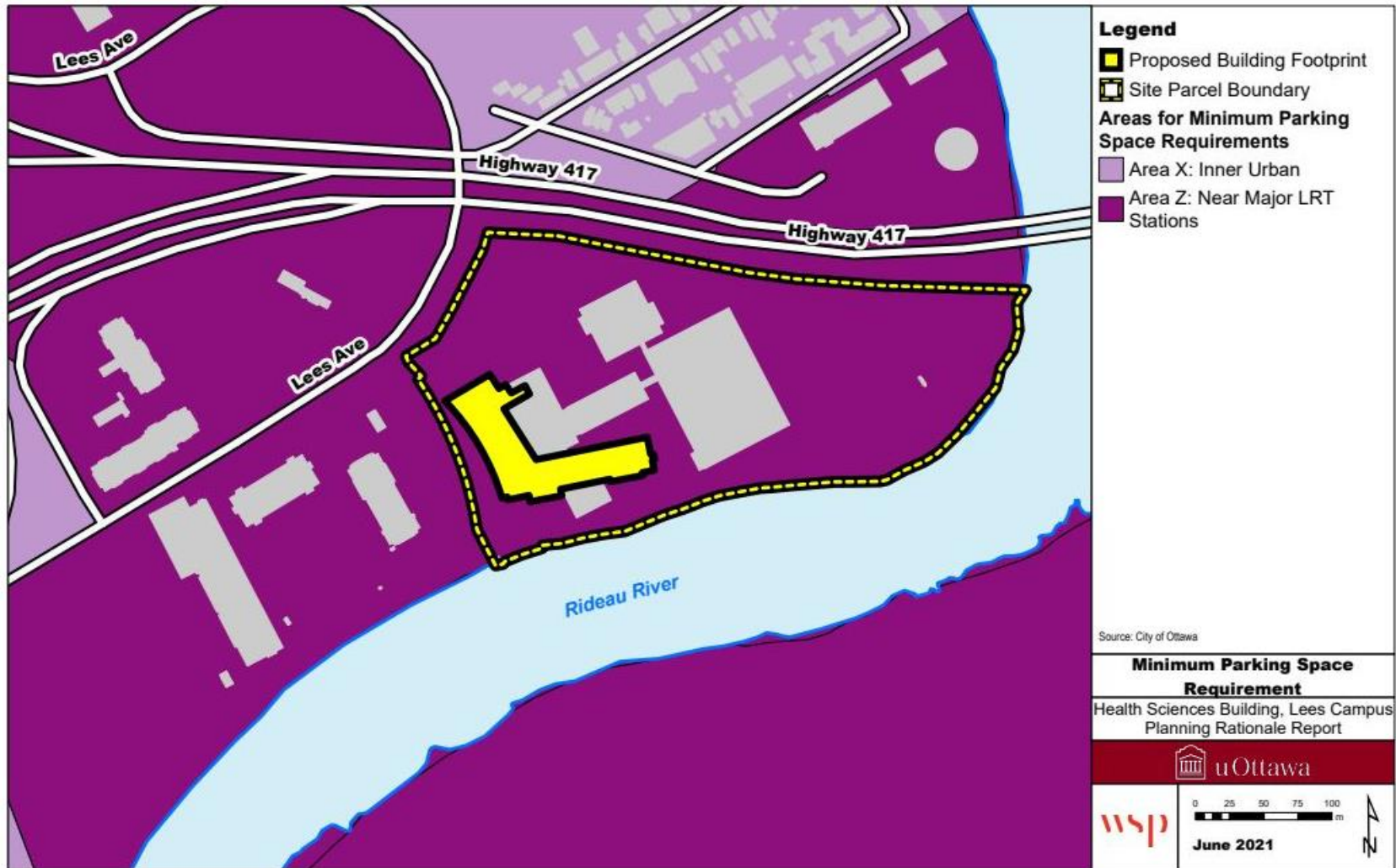
**The proposed development is a new building for a use that legally existed on January 22, 2014, and as such provisions 195(3)(a), 195(4)(c)(iii), 195(4)(d)(iii), 195(4)(d)(iv), 195(4)(e)(iii), 195(4)(e)(iv), 195(4)(f), 195(4)(g)(ii), 195(9), 195(6), 195(7), 195(8), 195(13) and 196 do not apply.**

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### 4.7.3 Parking Requirements

Section 101 of the Zoning By-law, and associated Schedule 1A identify minimum parking rate requirements for various development types and locations throughout the City. The site is identified as being within 'Area Z – Near Major LRT Station' (Lees Station) in Schedule 1A. This is illustrated in **Figure 4-7**.

Figure 4-7: City of Ottawa Zoning By-law 2008-250 - Schedule 1A; Minimum Parking Space Requirements



#### 4.7.3.1 Loading Requirements

Section 113 of the By-law sets out provisions for required loading spaces. Per Table 113A, the proposed development is a post secondary educational institution with a Gross Floor Area (GFA) of 22,158 m<sup>2</sup>. A minimum of 2 loading spaces per square metre of Gross Floor Area is required at a standard size space. See

**Table 4-2.**

**Table 4-2: Minimum Number of Loading Space Requirements**

Land Use	Zoning Provision	Requirement	Provided	Compliance
Post-Secondary Educational Institution. - Sec. 113, Table 113A.	2 per square metre of gross floor area (22,158 m <sup>2</sup> ).	A minimum of two (2) loading spaces is required.	Two (2) loading spaces.	✓

#### 4.7.4 Zoning TD3 Compliance

**Table 4-3** provides a detailed compliance chart demonstrating the proposed development's compliance with the Zoning By-law provisions of the Transit-Oriented Development (TD3) Subzone.

**Table 4-3: Zoning Compliance Table – TD3 Zone**

Zoning Provision	Requirement	Provided	Compliance
<b>Per Table 195</b>			
Minimum lot area – Sec. 195, Table 195 (4) (a)	No requirement	<b>69,319 m<sup>2</sup></b>	✓
Minimum lot width – Sec. 195, Table 195 (4) (b)	No requirement	<b>226.2 m</b>	✓
Minimum front yard setback – Sec. 195, Table 195 (4) (c) (v)	0.5 metres	<b>37.5 m</b>	✓
Minimum corner side yard setback - Sec. 195, Table 195 (4) (c) (v)	0.5 metres	<b>94.7 m</b>	✓
Minimum interior side yard setback (West) – Sec. 195, Table 195 (4) (d) (iii) (Urban Exception 2029)	No minimum	<b>16.2 m</b>	✓

Zoning Provision	Requirement	Provided	Compliance
Minimum rear yard - Sec. 195, Table 195, (4) (e) (iii) (Urban Exception 2029)	No minimum	30. 9 m	✓
Minimum building height – Sec. 195, Table 195 (4) (f) (Urban Exception 2029)	No minimum	5 storeys and 25 metres.	✓
Maximum building height – Sec. 195, Table 195 (4) (g) (ii)	No maximum	5 storeys and 25 metres.	✓
Minimum width of landscaped area – Sec. 195, Table 195.	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	All yards not used for driveways, aisles, parking, loading spaces are entirely landscaped	✓

The proposed development complies with the purpose of the TD3 Zone, specifically by contributing to intensification and growth within proximity to the Lees Avenue Transit Station.

The proposed Health Sciences Building at the Lees Campus is permitted in the TD3 Zone as it is a post-secondary educational institution. The proposed development complies with the performance standards and requirements for the TD3 [2029] Zone. The proposed Health Sciences Building also complies with the requirements for vehicle and bicycle parking spaces as well as loading spaces.

## 4.8 University of Ottawa Campus Master Plan (2015)

The University of Ottawa Campus Master Plan guides the campus's future evolution by providing a framework and guidelines for the development of buildings, land use, open spaces and infrastructure. The Master Plan identifies initiatives intended to implement the framework and generally improve the environment and functionality of the campus. In addition, it recognizes short term needs and opportunities as well as facility priorities for the next 5-10 years.

The Campus Master Plan designates the site as Academic Mixed-Use, Major Open Space and Academic Mixed Use/Athletics and Recreation. The portion of the site for which the proposed

development will be located on is designated as Academic Mixed-Use and Major Open Space. This designation permits teaching and research facilities, administrative uses, student residences, ancillary services, retail and major open space as shown in **Figure 4-8**. These permissions support the proposed uses on the site as the master plan notes that research facilities should primarily be located within areas identified as Academic or Academic Mixed-Use. This designation is reflective of one of the University's five goals for campus development which is to "enhance the teaching, research and service mission of the University".

In addition, the campus master plan recognizes the site as being a major focal point and key campus entry point for the University campus, as shown in **Figure 4-9**. At focal points, special consideration should be given to architecture and landscape design. Buildings in these locations should be of the highest quality and have distinctive architectural features while respecting the surrounding built fabric in terms of scale, form and materials. This is reflective of the University's goal for development which states to "create a strong constituency for the university by creating spaces that are platforms for engagement and are resources for the broader community".

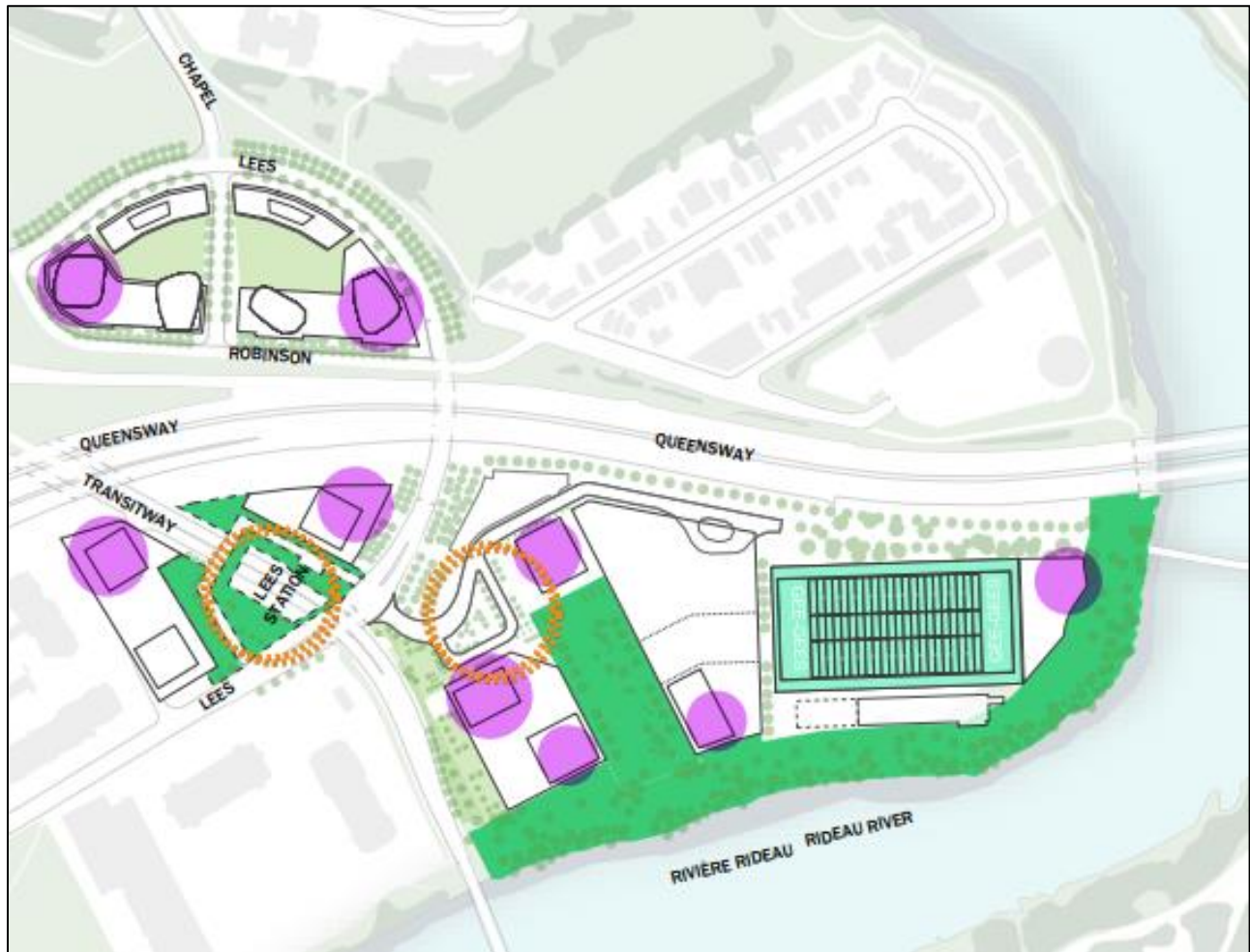
**The proposed development conforms with the University of Ottawa Master Plan. The proposed Health Sciences Building is the within an area on the campus identified by for Academic uses.**

**In addition, the proposed development incorporates design and architectural features such as the outdoor academic quad and terrace, both gathering spaces that reflect the University's recognition of and vision for this location as a major focal point and key campus entry point.**

Figure 4-8: University of Ottawa Master Plan - Lees Campus Land Use Plan



Figure 4-9: University of Ottawa Master Plan - Lees Campus Major Focal Point



## 5 Summary of Opinion

Based on our review of the applicable land use planning policy framework, area context, and the supporting application materials, it is the professional opinion of WSP that the proposed Health Sciences Building at 200 Lees Avenue represents good land use planning, and is appropriate for the site for the following reasons:

- The proposed development is consistent with the 2020 Provincial Policy Statement;
- The proposed development and land use is permitted by the Mixed-Used Centre land use designation and conform to the policies of the City of Ottawa Official Plan. While a portion of the site is also designated Major Open Space, the proposed development maintains this portion as open space;
- The proposed development and land use is permitted in and conform to the Mixed-Use Centre Secondary Policy Plan;
- The proposed development conforms to the Lees Transit-Oriented Development Plan;
- The proposed development conforms to the Old Ottawa East Community Design Plan;
- The proposed development complies to the purpose of the Zoning By-law; and
- The proposed development conforms to the University of Ottawa Master Plan.

In conclusion, the proposed Site Plan Control application being sought to support the proposed development at 200 Lees Avenue represents good planning, and the development is in the public interest.

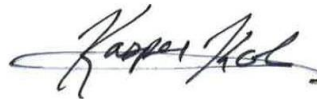
Please feel free to contact Nadia De Santi at [Nadia.De-Santi@wsp.com](mailto:Nadia.De-Santi@wsp.com) or at (613) 690-1114 or Kasper Koblauch at [Kasper.Koblauch@wsp.com](mailto:Kasper.Koblauch@wsp.com) or (613) 690-1176 if you have any questions or require additional information.

Yours truly,

**WSP**



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