



DECEMBER

2021

PLANNING JUSTIFICATION REPORT

1161 OLD MONTREAL ROAD, OTTAWA


MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE



Date:

December xx, 2021

Prepared for:

DTOC II Ottawa Facility Inc.

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1.0

INTRODUCTION

1.1 PURPOSE OF THE APPLICATION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by DTOC II Ottawa Facility Inc. (“the Owner”) to seek approval for a Zoning By-law Amendment (“ZBA”) application and Site Plan Approval (“SPA”) to permit the development of the lands municipally addressed as 1161 Old Montreal Road in the City of Ottawa (hereinafter referred to as the “subject lands”). The subject lands are located on the east side of Famille-Laporte Avenue, approximately 60 metres north of Old Montreal Road and within the Cardinal Creek Village neighbourhood of the Orléans community.

The Owner is seeking amendments to the City of Ottawa Comprehensive Zoning By-law 2008-250 (“Zoning By-law”) to permit the development of the subject lands with a four (4)

storey long-term care facility (“LTCF”) and a future retirement home. The proposed development of the LTCF will provide for a total of approximately 12,515 square metres (134,710 square feet) of gross floor area (“GFA”) resulting in a Floor Space Index (FSI) of 1.01 times the area of the lot.

This report has been prepared in support of the ZBA and SPA applications. Based on the review of the analysis contained herein, we conclude that the proposed request is consistent with the Provincial Policy Statement (“PPS”), conforms to both the City of Ottawa Official Plan (“OP”) and Newly-approved City of Ottawa Official Plan (“New OP”) and conforms to the Cardinal Creek Village Concept Plan.

1.2 SUBJECT LANDS AND SURROUNDING AREA

1.2.1 SUBJECT LANDS

As noted above, the subject lands are located on the east side of Famille-Laporte Avenue, approximately 60 metres north of Old Montreal Road and within the Cardinal Creek Village neighbourhood of the Orléans community. The subject lands are approximately 2 ha (5 acres) in size (**Figure 1.1**) with approximately 225 metres of frontage along Famille-Laporte Avenue and are currently vacant.



Subject Lands



Figure 1.1 Subject Lands

1.2.2 SURROUNDING AREA

A summary of the uses that surround the subject lands (**Figure 1.3**) include the following:

NORTH: Immediately to the north are a series of 2-storey semi-detached residential dwellings, which front onto Mishawashkode Street and make up the southeast corner of the intersection at Famille-Laporte Avenue and Mishawashkode Street. On the north side of Mishawashkode Street is a public park.

EAST: Directly to the east are series of 2-storey semi-detached residential dwelling units fronting onto Cartographe Street. Further east is the continuation of the low-density residential neighbourhood, predominantly consisting of 2-storey single and semi-detached dwellings.

SOUTH: Immediately to the south is a property containing a 1-storey single detached residential dwelling with frontage on Old Montreal Road.

WEST: Immediately to the west is Famille-Laporte Avenue, which stretches across the entire frontage of the subject lands. Directly to the west, with frontage on Famille-Laporte Avenue, is a 1-storey church with surface parking at the rear of the property. Further north are two blocks of 1-2 storey single detached, semi-detached and townhouse dwelling units.



Figure 1.2 Aerial view of the Subject Lands within the context



- Subject Lands
- General Urban Area
- Urban Expansion Study Area
- Urban Natural Features
- Urban Employment Area
- Agricultural Resource Area
- Arterial-Existing
- Collector-Proposed
- Food Service
- Park
- Space of Worship
- Transit Stop

Figure 1.3 – Context Map

1.2.3 SURROUNDING ROADS AND TRANSIT NETWORK

The subject lands are located along Famille-Laporte Avenue, which is identified as a “Collector Road”, and approximately 60 metres north of Old Montreal Road, an “Arterial Road” on **Schedule E – Urban Road Network** of the OP (**Figure 1.4**). The OP defines Collector Roads as roads that serve neighbourhood travel to and from major collector or arterial roads and usually provides direct access to adjacent lands. Arterial Roads are defined as roads that serve through travel between points not directly served by the road itself and limited direct access is provided to only major parcels of adjacent lands. Old Montreal Road connects the Cardinal Creek Village neighbourhood to/from other areas of the City via public bus transit and vehicular travel. Famille-Laporte Avenue serves as an access into Cardinal Creek Village and provides public transit bus stops for residents of the neighbourhood and immediate area onto Old Montreal Road.

The subject lands are located approximately 40 metres south of the De La Famille-Laporte/Mishawashkode Bus Stop located at the northeast corner of the intersection at Famille-Laporte Avenue and Mishawashkode Street. It is one of several bus stops located within the Cardinal Creek Village neighbourhood, which is serviced by the 221 Bair bus route. The 221 Blair bus route provides bus transit in an east-west direction from Cardinal Creek Village to Trim Station, and then from Trim Station to Blair Station. The bus route operates from 6:36 am to 8:06 am, Monday to Friday and is not operational on weekends. Blair Station provides accessible light rail transit westward towards downtown Ottawa via the O-Train Confederation Line.

Schedule D – Rapid Transit Network of the OP identifies Trim Station as a “Transit Station – Rail” (**Figure 1.4**). Trim Station, located southeast of the intersection at Trim Road and Ottawa Regional Road 174, and approximately 700 metres northwest of the subject lands, is one of four public transit stations within the City of Ottawa’s east end that are undergoing conversions to LRT stations as part of the Orléans Corridor Secondary Plan Study, which is ongoing.

Trim Station will be converted to a terminal station serving as the eastern terminus of the O-Train Confederation Line, a 12.5 km electric light-rail service that currently connects 13 stations from Tunney’s Pasture station, located in the City’s downtown core, to Blair Station. Construction of the Trim Station Rapid Transit Expansion is scheduled to be completed in 2024.

In addition, Old Montreal Road is identified on **Schedule D – Rapid Transit Network** of the OP as a “Future Transit Corridor”. Once construction of the Trim Station Rapid Transit Expansion is finalized, Old Montreal Road will provide instant access to light-rail transit.

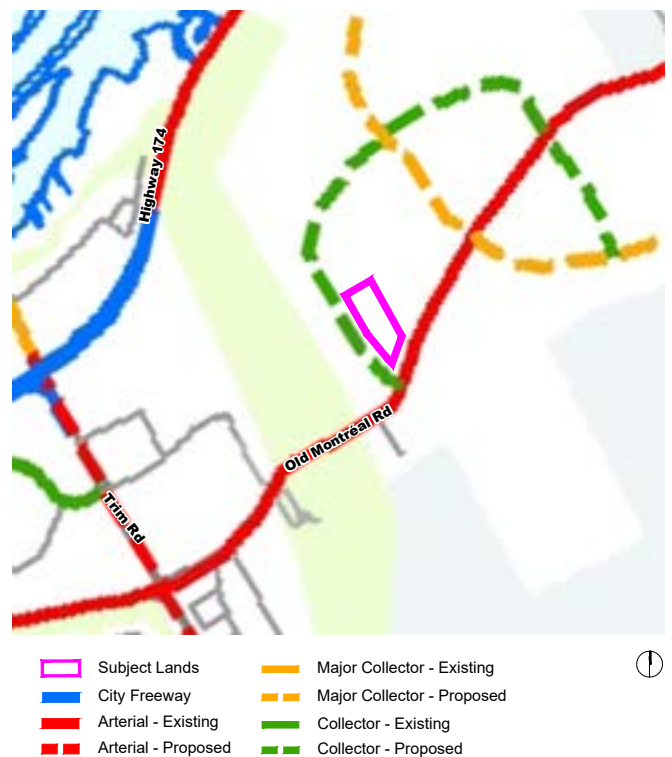


Figure 1.4 City of Ottawa Schedule E – Urban Road Network

1.3 PROPOSED DEVELOPMENT

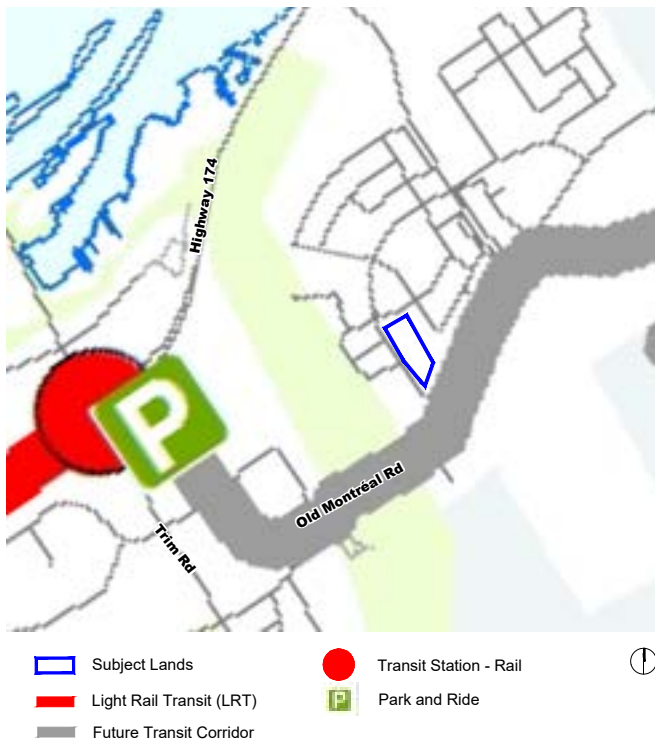


Figure 1.4 City of Ottawa Schedule D – Rapid Transit Network

The development proposal consists of a four (4) storey long-term care facility (“LTCF”), with the balance of the lands intended to be redeveloped with a future retirement home. Both buildings are intended to provide long-term care as well as assisted and independent living spaces to seniors of the Orléans community in the City of Ottawa.

The proposed amendments will facilitate the development of a LTCF with a total GFA of 12,515 square metres (134,710.34 square feet) and a FSI of 1.01 times the area of the lot. The proposal includes a total of 224 Resident Home Areas (“RHAs”), with the unit mix consisting of 90 basic bed units and 134 private bed units. The proposal features both indoor and outdoor resident common spaces. The proposal includes 118 surface parking spaces, 5 of which are barrier-free spaces, 10 bicycle parking spaces and two (2) loading spaces located at the rear of the building. Two (2) vehicular access points are proposed at the north and south portions of the subject lands, providing driveway access to and from Famille-Laporte Avenue.

The Owner is seeking an amendment to the Zoning By-law in order to rezone the entirety of the subject lands from Rural Institutional (RI5) to Minor Institutional (I1B) to allow for the use of a LTCF and future retirement home.

The proposed architecture and landscape design will be of high quality to compliment the developments. Special design considerations have been made for the frontage of the subject lands. The landscape design will provide a practical balance between hardscaped decorative paving and softscape planting beds to ensure resiliency in use while also reducing the urban heat island effect. This balance between soft and paved landscape elements provides a dynamic interplay of functions within the subject lands at the ground level, creating a variety of pedestrian experiences.

1.4 POLICY CONTEXT

The following is an overview of the status of the Provincial and City planning documents that affect the subject lands, namely, the PPS, OP, Cardinal Creek Village Concept Plan, and Zoning By-law. These various policy and regulatory documents will be used to evaluate the proposed Zoning By-law Amendments and Site Plan Approval to determine if it represents good planning and is in the public interest. This evaluation can be found in **Section 4.0** of this report.

The proposed development supports the matters of Provincial interest as outlined in **Section 2** of Planning Act by:

- Protecting the ecological system, the proposed development will not have any negative impacts on the environment;
- The proposed LTCF development will be supported by the existing higher order transit and will promote patterns of development that reduce impacts on climate change;
- The proposed buildings will be constructed in accordance with the Ontario Building Code, Accessibility for Ontarians with Disabilities Act (“AODA”), and all required accessible standards;
- The proposed development will efficiently use land that is currently underutilized, and will further contribute to the housing stock in this area of the City;
- The proposed development will contribute to the mix and range of uses within the Orléans community and the Cardinal Creek Village neighbourhood. The proposed redevelopment will assist the City in meeting its long-term needs for growth; and
- The subject lands are located in an area designated for growth and development, and not located in an area subject to any environmental, public health or safety concerns.

1.4.1 PROVINCIAL POLICY STATEMENT 2020

The PPS is applicable to the subject lands. The PPS states that healthy, livable and safe communities are sustained by accommodating an appropriate range and mix of uses including residential, commercial, and employment to support long-term needs. Specifically, that sufficient lands be made available to accommodate an appropriate range and mix of land uses to meet the projected needs for a time horizon of up to 25 years.

The PPS further states that settlement areas shall be the focus of growth and development and their vitality and regeneration is critical to the long-term economic prosperity of our communities. Specifically, land use patterns within settlement areas should appropriately and efficiently use existing infrastructure and public service facilities to avoid the need for unjustified or uneconomical expansion.

Provincial policy directs development to Built-Up Areas where existing municipal infrastructure is available. Intensification, redevelopment and compact form should be facilitated in appropriate locations where it can be accommodated. Transit-supportive development that accommodates a significant supply and range of housing options is encouraged while taking into account area’s existing building stock and the availability of existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.4.2 CITY OF OTTAWA OFFICIAL PLAN

The OP designates the subject lands as within a “**General Urban Area**” on **Schedule B – Urban Policy Plan (Figure 1.5)**.

General Urban Areas attract locations for developing a range of housing opportunities where people can live close to their work or easily travel to their jobs by transit. General Urban Areas permit the development of a full range and choice of housing types to meet the needs of all ages and incomes, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses, facilitating the development of complete and sustainable communities.

The OP states that the City of Ottawa supports intensification in the General Urban Area where it will complement the existing pattern, scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing that is compatible to the existing community character so that it enhances and builds upon the established patterns of built form.

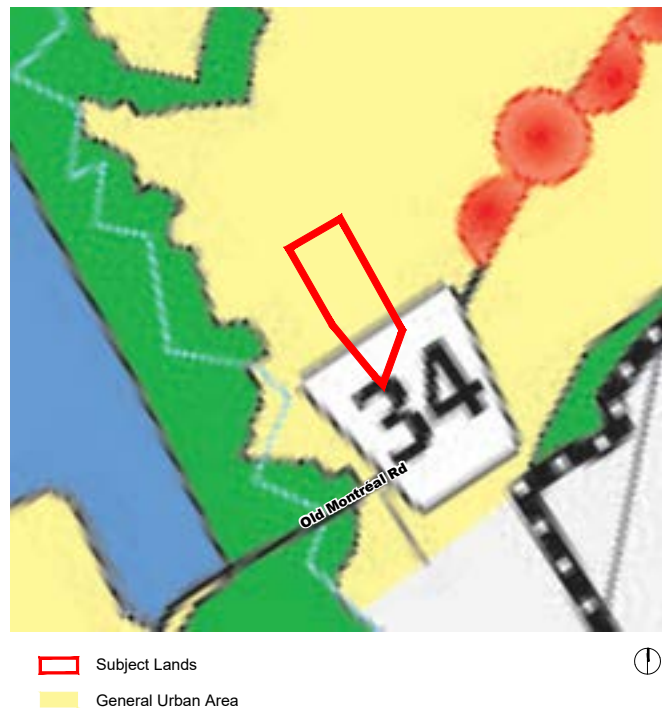


Figure 1.5 City of Ottawa Schedule B – Urban Policy Plan

1.4.3 NEW CITY OF OTTAWA OFFICIAL PLAN

On November 24, 2021, City Council adopted an updated version of the OP, as By-law 2021-386, to improve the existing policy framework and further enhance the City's physical development. The Newly-approved City of Ottawa Official Plan ("New OP") is in-effect, however modifications and final approval by the Ministry of Municipal Affairs and Housing is still pending and expected in April 2022.

The New OP designates the subject lands to be within the **"Suburban"** land use designation on **Schedule A – Transect Policy Areas**. The subject lands are further designated as **"Neighbourhood"** on **Schedule B8 – Suburban (East) Transect**. Furthermore, Old Montreal Road is identified as a **"Conceptual Future Transit Corridor"** on **Schedule C2 – Transit Network**.

The Suburban Transect generally comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. Development on the pockets of land that are not agricultural resource lands or lands with high ecological value will largely rely on the existing transit network that are encouraged to be built on sustainable design attributes for dense and connected networks.

The New OP presents policies that endeavour to introduce more viable public transit into suburban neighbourhoods, help functional local hubs and corridors to emerge, develop and encourage more diverse forms of housing to meet the changing needs of an evolving demographic. However, the evolution of existing neighbourhoods is expected to be gradual, within a fundamentally suburban pattern and more substantial changes focused on strategic locations.

1.4.4 CARDINAL CREEK VILLAGE CONCEPT PLAN

The subject lands are located within the Cardinal Creek Village Concept Plan (“CCVCP”). The plan is intended to guide developments by providing character and urban design guidelines, as well as detailed concept plans. The CCVCP designates the subject lands as “Existing Residential” and located along a Minor Collector Road on **Figure 2 – Land Use Plan (Figure 1.6)**. All Residential designations within the CCVCP permit retirement homes and “care facilities”.

The subject lands are adjacent to a “Neighbourhood Gateway”, as identified on **Figure 4 – Gateway and Views Plan (Figure 1.7)**. A Neighbourhood Gateway is defined as the area where an arterial road/major collector road intersects with a minor collector road. Neighbourhood Gateways within the Cardinal Creek Village Community provide a sense of identity for the neighbourhood and are intended to promote a combination of street-oriented and well-articulated architectural design and built form with a high quality landscape design.

1.4.5 APPLICABLE ZONING BY-LAW

The City of Ottawa Comprehensive Zoning By-law 2008-250 was approved on June 25, 2008 by City Council and consolidated to its current version as of September 8, 2021.

The subject lands are zoned Rural Institutional (RI5-389r) (**Figure 1.8**) which permits a range of uses including the following:

- Cemetery
- Day care
- Place of Worship - A maximum of one ancillary dwelling unit or detached dwelling is permitted with a place of worship
- School



Figure 2 Land Use Plan

1.5 PROPOSED AMENDMENTS

The proposal is seeking a Zoning By-law Amendment (“ZBA”) for the proposed development. The proposed LTCF and future retirement home are permitted uses within the OP and CCVCP. However, the proposed uses are not permitted under the current Rural Institutional (RI5) zone of the Zoning By-law, therefore the proposed ZBA is sought to rezone the subject lands to a Minor Institutional (I1B) zone and allow the proposed uses.

1.6 SUPPORTING DOCUMENTS

The required technical studies in support of the proposed development have been identified through pre-consultation meetings with City staff (November 21, 2018). In addition to this Planning Justification Report, the following technical studies have been prepared in support of the proposed development:

- Sun/Shadow Study prepared by Montgomery Sisam Architects Inc.;
- Architectural Plans prepared by Montgomery Sisam Architects Inc.;
- Geotechnical Report prepared by LRL Engineering;
- Phase 1 Environmental Site Assessment prepared by RiskCheck
- Transportation Impact Assessment prepared by Dillon Consulting;
- Functional Servicing and Stormwater Management Report prepared by Dillon Consulting;
- Civil Engineering Plans prepared by Dillon Consulting;
- Environmental Impact Assessment prepared by Dillon Consulting;
- Tree Conservation Report prepared by Ron Koudys Landscape Architects Inc.;
- Landscape Plans prepared by Ron Koudys Landscape Architects Inc.;
- Stage 1 and 2 Archaeological Assessment prepared by Taggart Investments.

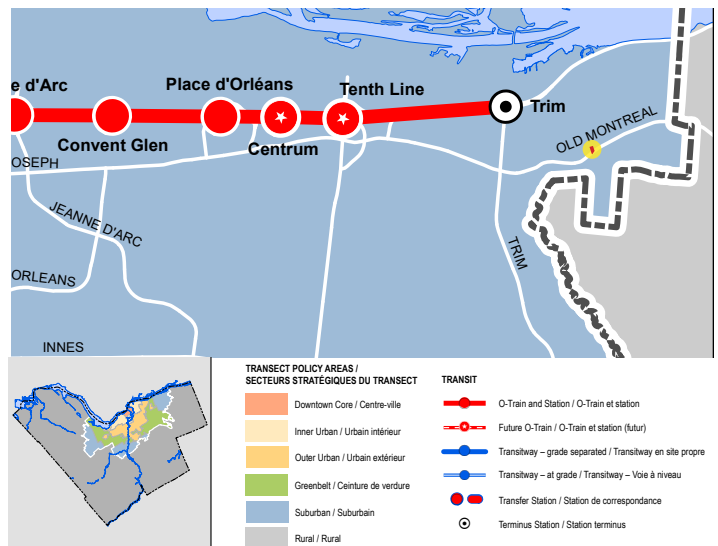


Figure 1.6 Schedule A - Transect Policy Areas

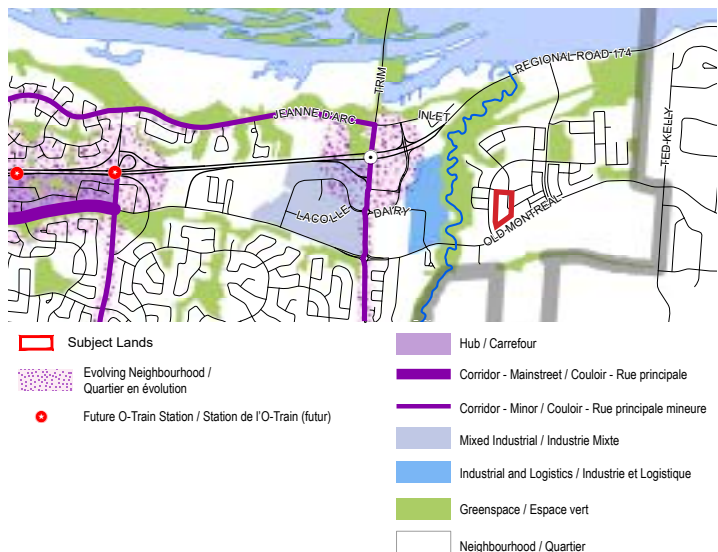


Figure 1.7 Schedule B8 - Suburban (East) Transect

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PLANNING AND DESIGN EVALUATION

2.1 OVERALL CONTEXT

The overall design direction of the General Urban Area includes incorporating infill development and other intensification in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the immediate community. Intensification in the General Urban Area should complement the existing pattern and scale of development and planned function of the area. The proposed development will adhere to the overall design objectives and direction of the Official Plan vis-à-vis the General Urban Area policies, the applicable built form policies and the applicable urban design standards.

The proposed development will ensure the necessary transitions are provided to the low density area surrounding the subject lands and providing for compatible relationships with redevelopment lands within the Cardinal Creek Village neighbourhood. Within the greater context of the surrounding area, the proposed development will add to the increasing level of intensification that is occurring in the Orléans community. More locally, the proposed development will improve wayfinding and create a sense of place within the community.

Furthermore, the proposed development will contribute to the housing type options available for local seniors while remaining compatible with the surrounding neighbourhood context and major street network. Additionally, the proposal provides transit supportive density as it locates 224 new RHA units and future retirement home suites in proximity to existing and forthcoming higher order transit.

2.2 TRANSIT ORIENTED DEVELOPMENT

In order to create a vibrant and successful community in an increasingly urbanized environment and to support significant investment in the transit infrastructure, moderate to high-density developments are required to be introduced.

Transit-oriented developments are identified in the City of Ottawa Transit-Oriented Development Guidelines as developments that are proposed within a 600-metre radius of a rapid transit station. The proposed development is located approximately 700 metres east of Trim Station, which exceeds the distance threshold that would identify it as a transit-oriented development. However, the development of the LTCF represents density that is concentrated within walking distance of multiple bus stops that are directly connected to a future rapid transit station. The proposed built form reinforces principles of establishing a highly connected community within the development of the subject lands. The density proposed represents an efficient land use, taking advantage of the transit infrastructure investment in the Orléans community.

2.3 PEDESTRIAN CIRCULATION AND PUBLIC REALM

The proposed development has been designed to improve the existing street, open space, and pedestrian environment surrounding the subject lands. This is achieved by providing streetscape improvements along Famille-Laporte Avenue.

The proposed development provides primary building entrances that are grade-related and will be directly accessed from Famille-Laporte Avenue. This will create informal surveillance onto the public realm, will animate the surrounding streets and open spaces, and create a comfortable pedestrian environment. Further, two vehicular access points are provided to and from Famille-Laporte Avenue via a driveway that wraps around the north, east and south portions of the building, with easily accessible parking spaces available along both sides of the driveway. Parking areas will be screened from the street through landscaping.

Landscaping will be designed adjacent to the pedestrian walkway to create an inviting public realm and to protect against adverse weather conditions to enhance pedestrian comfort. Due to the nature of the proposed development's built form, comfortable wind conditions will be maintained on site and within the public realm throughout all four seasons. In addition, the Sun-Shadow Study indicates that the proposal maintains appropriate sunlight within and around the subject lands.

As previously noted, the proposed development is located within walking distance of eight bus routes with connections to the O-Train Confederation Line at Blair Station and within 700 metres walking distance of a planned Rapid Transit Station at Trim Station, located southeast of the intersection at Trim Road and Ottawa Regional Road 174. These transit services make the proposal accessible, and reduce the need to drive to and from the development.

2.4 BUILT FORM AND MASSING

The proposed massing and scale of the proposal is appropriate to the context of the Cardinal Creek Village while being sensitive to the lower scale neighbourhood surrounding the subject lands. The general character of the immediate area maintains a low-rise approach to built form and massing, adhering to the policy directions of the General Urban Area, which encourage building heights to be predominantly low-rise. The proposed development is in keeping with and complements the existing pattern and scale of development and planned function of the Cardinal Creek Village neighbourhood by providing 14.40 metres (4 storeys) of height along all building facades.

In addition, the proposed front yard (west side) setback of 6 metres will incorporate street plantings and landscaping elements along the property line. Landscaping is featured along the south and east property lines, serving as a buffer between the proposed development and the adjacent low-rise residential neighbourhood. The landscape buffer to the north provides an appropriate setback to the future retirement home site.

The proposed height and setbacks ensure that the proposed development provides an appropriate proportional relationship to the pedestrian realm, provides for adequate light, sky views and protection of privacy for adjacent residential properties, and mitigates wind and shadowing impacts.

2.5 ARCHITECTURAL DESIGN

The proposed development has been designed to improve the pedestrian environment within the subject lands and along adjacent streets. An attractive architectural design and range of materials will be provided to reflect a high level of quality and contribute to the existing and planned low-rise residential character of the area. The proposed building design will provide visual interest through a mixture of façade materials that include glass, glazing, and brick. The proposed design will incorporate a mixture of contemporary colours on all sides of the proposed building to further enhance visual interest.

The proposed façade design will be animated and articulated by incorporating a consistent streetwall along Famille-Laporte Avenue. The front façade of the building will be designed to be an active frontage that will promote a vibrant and pedestrian-friendly environment. The proposed design achieves this by providing tree planting and attractive softscaping features along the pedestrian walkway.

The primary entrance for the LTCF has been located along the Famille-Laporte Avenue frontage to be accessible from the sidewalk. In addition, the street-level design will be further defined by providing a mixture of landscaping in the form of shrubs, trees and plantings to enhance the frontage and generate visual interest. Wayfinding features will be integrated

in all design elements of the proposed development. Features ranging from articulated building massing to the unique balcony design will provide placemakers to help visitors orient themselves through Cardinal Creek Village. All principal building entrances and accompanied signage will be designed in compliance with standards set by AODA.

Lighting on-site will also meet sustainability standards to reduce energy consumption and minimize light trespassing. Lighting fixtures will be specifically selected to contribute to the overall urban design and pedestrian/resident comfort of the site and along Famille-Laporte Avenue. The proposed LTCF has been designed to utilize natural light through extensive windows, as well as being sufficiently lit in the evening to enhance the frontage.

Overall, an attractive architectural design and range of materials are provided to reflect the high quality building design and contribute to the existing and planned character of the area. The proposed building design will provide visual interest through a mixture of high-quality, durable, and sustainable façade materials. The proposed design will incorporate a mixture of building materials, fenestration patterns and vegetative plantings on all sides to further enhance visual interest.

2.6 LANDSCAPE DESIGN AND RESIDENT COMMON SPACE

The proposal includes a high quality landscape design that will provide streetscape and landscape improvements along Famille-Laporte Avenue to enhance the landscape character of the site and the surrounding areas and open spaces. This will enhance visual interest and pedestrian comfort along the existing street and open space edges, and soften hard edges. Plant species will be selected based on their attractiveness, sustainability, and City requirements, and will include native, drought-tolerant species, withstanding seasonal changes and roadside conditions.

Appropriate street furniture can be provided as part of the landscape plan to enhance comfort within the public and private realm. These street furniture elements, such as lighting, benches and planters, will be selected based on their positive contribution to the urban design of the site. These details will be determined at the detailed design stage during Site Plan Approval.

The proposed development will include a diverse range of common areas where residents can interact in a relaxed

atmosphere with other residents, family members and visitors. Common areas are in keeping with the directions of Ontario's Long-Term Care Home Design Standards by including resident lounges and program/activity space, dining areas and other shared indoor space, as well as an outdoor facility-wide courtyard serving as the resident shared space. The outdoor shared space will provide for appropriate sky-views and sunlight conditions as well as soft and hard landscaping. Additional outdoor space is being provided to residents through individual balconies and shared terraces.

2.7 ACCESS, PARKING AND SERVICING

The subject lands are currently vacant, therefore there is no existing vehicular access to/from Famille-Laporte Avenue. The proposal seeks to provide two vehicular access points to/from Famille-Laporte Avenue at the northwest and southwest portions of the subject lands. Access is provided via a driveway that wraps around the north, east and south sides of proposed building. The driveway contains a width of 6.7 metres and provides access to two (2) loading spaces located at the rear (east side) of the building. The location of these facilities allows the proposal to improve the pedestrian environment around the subject lands, minimize pedestrian/vehicular conflicts, and provide an appropriate streetscape next to Famille-Laporte Avenue.

The proposed development includes a total of 118 surface parking spaces, including five (5) barrier-free spaces (two Type A spaces and three Type B spaces). The proposed parking supply provides 54 more parking spaces than the minimum number of parking spaces required by the Zoning By-law. In addition, the proposal provides an outdoor bicycle rack next to the southern entrance, containing 10 bicycle parking spaces. A Transportation Impact Assessment ("TIA") has been prepared by Dillon Consulting, forecasting a total of 31 trips during both weekday AM and PM peak hours to be generated by the proposed development. The number of trips generated is therefore below the trip generation trigger threshold and does not satisfy the trip generation, location or safety triggers, deeming the TIA Study complete.

The proposed development will utilize existing municipal

storm, sanitary, and water infrastructure by connecting to the existing storm and sanitary sewer and watermain on Famille-Laporte Avenue. A Functional Servicing and Stormwater Management Report has been prepared by Dillon Consulting in support of the development and concludes that the existing combined sewer network abutting the site will not be negatively affected and will be able to support the proposed development, while the existing water infrastructure can also support the proposed development. In regards to storm drainage, the proposed site and paved area will be serviced through a new storm sewer network constructed within the site, which will also be graded to allow for overland flow to be captured on-site and directed to the storm sewer network. On-site detention will be provided in accordance with the City of Ottawa and Rideau Valley Conservation Authority Design Guidelines. In general, the site storm outlet rate is to be restricted to the pre-development outlet rates of the 2, 5 and 100 year storm events. Rain events in excess of the 100 year event will spill over the site entrances and drain overland within the existing City road network.

2.8 EVALUATION SUMMARY

Based on our review of the proposed design, the general urban area context and applicable policies of the City of Ottawa Official Plan, it is our opinion that the proposal adheres to the existing design within a General Urban Area designation based on the following:

- The scale of the proposed building is appropriate to the existing and planned context and will complement the future intensification of the area. The proposal will provide for an appropriate height that maintains the low-rise nature of the immediate neighbourhood.
- The proposed building provides an appropriate built form that achieves a compatible relationship with the existing buildings in the surrounding area.
- The design of the development site will focus on improving the pedestrian environment along Famille-Laporte Avenue and ensuring safe connection from the proposed building to the public sidewalk.
- The proposed development will be appropriately massed and will create a pedestrian-friendly atmosphere at-grade. The proposed building will incorporate indoor and outdoor common areas to facilitate an interactive experience for residents and visitors.
- As the subject lands are in proximity to existing transit facilities along Famille-Laporte Avenue and Old Montreal Road, and within 700 metres of a future higher order transit station, the development provides for a transit-supportive density with an appropriate built form and massing.

Overall, the proposal represents good design and will build upon the existing residential context within the General Urban Area designation in an appropriate and reasonable manner.

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POLICY ANALYSIS

The relevant policies are analyzed in order to provide confirmation and rationale as to how the proposal and proposed Zoning By-law Amendment meets the requirements of the applicable policy documents referenced above. These policy requirements are further analyzed below in a synopsis, while the specific policies and responses are included in **Appendices A and B**.

3.1 PROVINCIAL POLICY STATEMENT, 2020

The 2020 Provincial Policy Statement (the “PPS”) was approved by the Ministry of Municipal Affairs and Housing on May 1, 2020 and is applicable to the City of Ottawa. The PPS provides general policy direction on matters relating to land use planning and development. The PPS outlines policy for Ontario’s long term prosperity, economic health and social well-being. These directives help to inform Municipalities’ Official Plans and Zoning By-laws, which will then allow for the efficient use of lands and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety, and facilitate economic growth.

Building strong healthy communities is one of the key policy directives of the PPS as found in **Section 1.0**. It helps to inform the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities. The policies support the promotion of healthy, livable and safe communities through such matters as intensification, land use compatibility, provision of housing, protecting the environment and public health, and the efficient use of public services and infrastructure.

The policies within **Section 1.1.3** guide the development of settlement areas with a focus on intensification and redevelopment. The policies encourage a mix of land uses that are transit-supportive, use existing infrastructure and public services, support active transportation and promote green spaces in order to ensure that the long-term economic prosperity of existing and planned communities is maintained.



The housing policies within **Section 1.4** require an appropriate range and mix of housing types and densities to meet current and projected needs. New housing types and densities are encouraged to be located in areas that are appropriately serviced by existing or planned municipal infrastructure and public services.

The policies in **Section 1.6** require the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors.

Section 1.7 focuses on how to achieve and support long-term economic prosperity. The policies recognize the importance of maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets, and encouraging a sense of place by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources. The efficient movement of people is an integral component to the long-term economic prosperity therefore providing efficient cost-effective and reliable forms of transportation integrated within and between different jurisdictions to support projected needs which is important for meeting this policy objective.

Land use and development patterns are encouraged to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate adaptation. **Section 1.8** describes that these can be achieved by promoting compact forms and a structure of nodes and corridors, promoting the use of active transportation, and improving the mix of employment and housing uses to shorten commute journeys, decrease congestion, and maximize energy efficiency.

Identifying and protecting cultural heritage values preserves a living archive of Ontario's history for future generations to study and enjoy. The policies within **Section 2.6** focus on the conservation of significant built heritage resources and significant cultural heritage landscapes, as well as the preservation of lands containing archaeological resources. Where significant archaeological resources are to be preserved on site, only development and site alteration that preserve the heritage integrity of the site may be permitted.

A full analysis of the relevant Provincial Policy Statement policies in relation to the proposal is included in **Appendix A**. In summary:

1. The proposed Zoning By-law Amendment will allow for the redevelopment of underutilized lands within a General Urban Area and adjacent to existing residential uses. As a result, this promotes the financial well-being of the Orléans community and City through increased tax revenue and development charges.
2. The proposed Zoning By-law Amendment will allow for additional long-term care units to be developed, and assist in meeting the housing objectives of the Province and City.
3. The proposal allows for an appropriate built form that will efficiently utilize existing infrastructure including municipal water and sewage services and utilities, which are already available to the subject lands.
4. The subject lands are located within a settlement area, and the proposal seeks to increase the height and density in order to make the most efficient use of the site. The lands are located within an existing built up area and are designated for intensification. The proposal supports the existing built-up area by seeking to intensify an underutilized site in an area experiencing intensification and offers additional services thus supporting existing infrastructure.
5. The proposed development permitted by the Zoning By-law Amendment does not cause undue environmental or public health and safety concerns, and further contributes to a healthy walkable community.

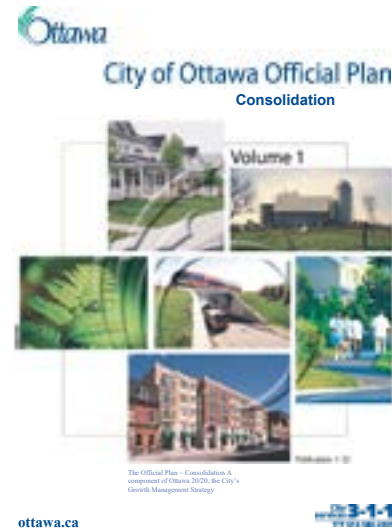
6. The proposed Zoning By-law Amendment will ensure that the subject lands are developed in a manner that is compatible with and supportive of the adjacent residential uses. The proposed building will add a mix of housing options to local residents in the immediate area and City of Ottawa as a whole, complimenting existing and future land uses.

7. The proposed development permitted by the Zoning By-law Amendment will comply with all applicable Provincial legislation, including the Ontario Building Code and AODA.

8. The development permitted with the proposed amendment will incorporate low impact development and other sustainable measures, and transportation demand management measures to assist the Province and City in becoming resilient to climate change.

Based on the above, it is our opinion that the proposed Zoning By-law Amendments are consistent with the policies of the PPS.

3.2 CITY OF OTTAWA OFFICIAL PLAN



The City of Ottawa Official Plan (the “Official Plan”) designates the subject lands as “General Urban Area” on Schedule B - Urban Policy Plan.

Section 2.2 of the Official Plan provides an overview of the concentration of growth within the designated urban area and states that growth will be distributed throughout the urban area to strengthen the City’s liveable communities through intensification and infill, and new development on vacant land in designated growth areas that contribute to the completion of existing communities or building new communities.

Section 2.2.2 of the Official Plan provides an overview of the distribution of intensification within the urban area and states that intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas with a mix of uses. Low-rise intensification will be the predominant form of intensification in the General Urban Area.

Section 2.4.1 focuses on policies related to air quality and climate change, and applying sustainable measures to growth management, transportation policies, and supporting the incorporation of renewable energy to reduce the impact of the built environment.

Section 2.5.1 of the Official Plan contains design objectives which are qualitative statements of how the City wants to influence the built environment as the City matures and evolves. These Design Objectives are broadly applicable to plans and development in all land use designations, and from a City-wide to a site-specific basis.

Section 3.6.1 of the Official Plan states that the General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional areas, facilitating the development of complete and sustainable communities. A wide range and scale of uses are permitted within this designation, from ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office.

The policies within **Section 4.11** of the Official Plan provide design and compatibility direction for development applications. Subsections include policies related to building design as well as massing and scaling of proposed developments.

A full analysis of the relevant City of Ottawa Official Plan policies can be found in **Appendix B**. In summary:

1. The proposed application will promote the development of a complete community in Ottawa by revitalizing and intensifying underutilized lands and increasing their vitality.
2. The proposed application conforms to the policies set out in the Official Plan for development as they seek to encourage more efficient and cost effective use of existing land and infrastructure.
3. The proposed development provides a high quality and compatible built form and building design that will integrate with the existing and emerging built form and fabric of the neighbourhood. This proposed building design appropriately responds to the urban design policies of the Official Plan.
4. The proposed application will respect the housing policies of the Official Plan by providing a variety of new housing stock in the form of a range of Resident Housing

Areas (RHAs) types/sizes. The proposed development will add 224 RHAs to the City's long-term care housing stock.

5. The proposed amendment will allow for a development which conforms to the General Urban Area policies of the Official Plan.

6. The proposed amendment will contribute to making Ottawa a healthier and complete City by promoting strong active transportation options that will be universally accessible.

7. The proposed amendment will permit a range of RHA units which will provide additional housing choices for existing and future senior residents in this area of the City. The proposal will promote a diverse supply of housing to a community that is experiencing growth and intensification.

In our opinion, the proposed Zoning By-law Amendment conforms to the Official Plan.

3.3 NEW CITY OF OTTAWA OFFICIAL PLAN



The New OP designates the subject lands as **“Suburban”** and **“Neighbourhood”** on **Schedule A – Transect Policy Areas** and **Schedule B8 – Suburban (East) Transect**, respectively.

Section 2.2.3 of the New OP takes energy and climate change into consideration as it relates to new development within the City. Policy intent related to environmental sustainability revolves around planning a compact and connected city, applying sustainable and resilient site and building design as part of development, prioritizing a shift to energy efficient transportation modes, enabling the use of local renewable energy sources, reducing the urban heat island effect, and building resilience to future flood risks and increased stormwater runoff.

Section 2.2.4 of the New OP provides policy direction to incorporate development that promotes healthy and inclusive communities by encouraging development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities, building accessible, inclusive communities, and designing for all ages, including children and older adults, promoting health through sustainability, and advancing human health through decision-making on the built environment.

Section 4.6 of the New OP provides urban design policies that encourage the protection of views and enhancement of scenic routes, ensuring effective site planning that supports

the objectives of Corridors, Hubs, Neighbourhoods and the character of villages and rural landscapes, and enabling the integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure the City meets its intensification targets while considering liveability for all.

Section 5.4.1 of the New OP provides an overview of the general development pattern that is supported throughout neighbourhoods in the designated suburban areas of the City. The Suburban Transect is generally characterized by low- to mid-density development that consists of predominantly ground-oriented housing forms.

Section 6.3 of the New OP outlines policies related to lands designated as “Neighbourhood” within the various urban areas of the City. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development. Policy direction within this section endeavours to define neighbourhoods and set the stage for their function and change over the life of the New OP, guide the evolution of neighbourhoods based on their context, location, age, maturity and needs (generally towards the model of the 15-minute neighbourhoods), and ensure that neighbourhoods form the cornerstone of liveability in Ottawa.

A full analysis of the relevant City of Ottawa Official Plan policies can be found in **Appendix C**. In summary:

1. The proposed application will promote a mix and diversification of housing options within the built-up area to support the evolution towards a 15-minute neighbourhood.
2. The proposed application conforms to the policies set out in the Official Plan for development as they seek to encourage environmentally sustainable and resilient site and building design.
3. The proposed development incorporates a facility that promotes an inclusive community by providing housing options and services to the population of older adults in the neighbourhood and City as a whole.
4. The proposed application will respect the suburban pattern of built form and site design while supporting an

3.4 CARDINAL CREEK VILLAGE CONCEPT PLAN

evolution towards 15-minute neighbourhoods.

5. The proposed amendment will allow for a development which conforms to the Suburban Transect and Neighbourhoods policies of the New OP.

6. The proposed amendment will contribute to making Ottawa a healthier and complete City by promoting strong active transportation options that will be universally accessible.

7. The proposed amendment will permit a range of RHA units which will provide additional housing choices for existing and future senior residents in this area of the City, while enhancing the immediate neighbourhood by creating a focal point via an institutional facility that will ultimately guide the evolution of the neighbourhood.



Cardinal Creek Village CONCEPT PLAN

July 2013

In our opinion, the proposed Zoning By-law Amendment conforms to the New Official Plan.

The Cardinal Creek Village Concept Plan (“CCVCP”) provides a more detailed approach to the policy implementation of the Official Plan. It is intended to guide the development of the Cardinal Creek Village Community, generally bounded by Ottawa Road 147 and Ottawa River to the north, Cardinal Creek to the west, Frank Kenny Road/Ted Kelly Lane to the east, and urban area limits to the south.

The subject lands are located within the “Existing Residential” area on Figure 2 – Land Use Plan. The proposed development of the LTCF and future retirement home are permitted uses within this area. Additionally, the subject site is identified to be located adjacent to a Neighbourhood Gateway as shown on Figure 4 – Gateway and Views Plan, which is defined as an area where an arterial road/major collector road intersects with a minor collector road. In summary:

1. The proposed applications will permit the development of a long-term care home development within the Cardinal Creek Village Community which is a permitted use and provides for a range of housing unit types and non-residential space.
2. The proposed applications will support a

pedestrian-focused area, further supporting the multi-purpose pathways within the Cardinal Creek Village neighbourhood that provide pedestrian access to public transit.

3. The proposed applications will allow for transit supportive development at a height and density which is suitable and appropriate for the subject lands within the context of an Existing Residential Area.

4. The proposed development will support new non-residential development with heights and density that will support the optimization of significant transit infrastructure within the urban area of the Cardinal Creek Village Community.

5. The proposed development will conform to the general built form direction set out in the CCVCP by providing a street-oriented and well-articulated design adjacent a Neighbourhood Gateway.

6. The development will efficiently utilize and support the optimization of existing and planned infrastructure, including municipal water and sewage services, utilities, roads and public transit.

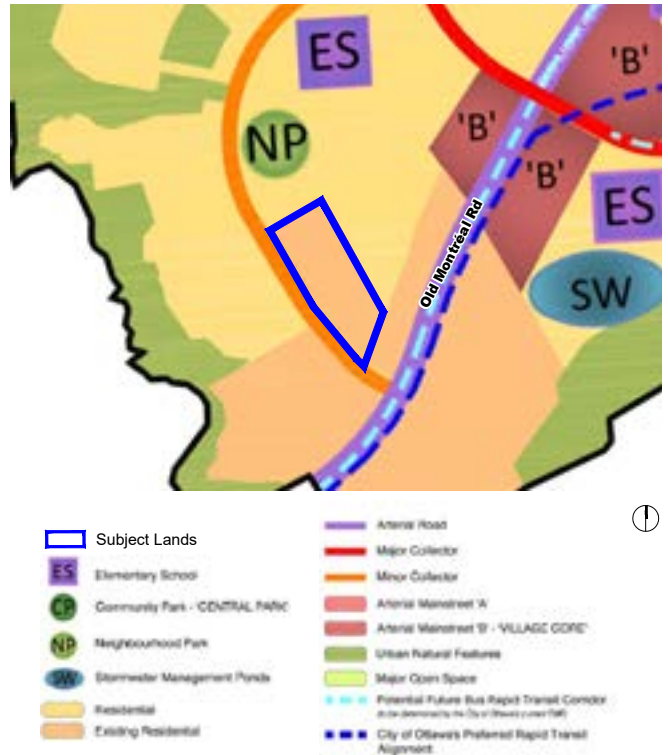


Figure 1.8 Cardinal Creek Village Concept Plan Figure 2 – Land Use Plan

In our opinion the proposed Zoning By-law Amendment and the development it would permit appropriately conforms to the CCVCP.



Figure 1.9 Cardinal Creek Village Concept Plan Figure 4 – Gateway and Views Plan

3.5 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW 2008-250

The subject lands are zoned “Rural Institutional (RI5 – 389r)” zone in the City-wide Harmonized Zoning By-law 2008-250 (the “Zoning By-law”). The RI5 subzone generally permits the following uses:

- Place of Worship – a maximum of one ancillary dwelling unit or detached dwelling is permitted with a Place of Worship;
- Cemetery;
- Day Care;
- School.

The proposed development is not permitted within the existing zone applicable to the subject lands. A Zoning By-law Amendment is required to rezone the entirety of the subject lands from the RI5 zone to a “Minor Institutional (I1)” zone in the Zoning By-law and allow for the “residential care facility” and “retirement home” uses to permit the proposed development.

The following table provides an analysis of the zone standards of the I1B subzone in relation to the proposal:

Zoning Standard	Requirement	Proposed	Compliance (YES/NO)
Permitted Use 169(1)(6)	“Residential Care Facility” and “Retirement Home” are permitted uses.	Long-term Care Facility and Retirement Home	YES
Minimum Front Yard Setback 170(1)(c)	6.0 m	6.0 m	YES
Minimum Rear Yard Setback 170(1)(d)	7.5 m	24.6 m	YES
Minimum Interior Side Yard Setback 170(1)(e)	7.5 m	17.8 m	YES
Maximum Height 170(1)(f)	18.0 m	14.4 m	YES

Based on the above analysis, it is confirmed that the site specific amendments to the Zoning By-law are not required to permit the proposed development.

In our opinion, the proposed Zoning By-law Amendment is appropriate, reasonable and implements the intensification goals and objectives of the PPS and OP, in a built form and massing which is appropriate for the subject lands and surrounding context, in accordance with the CCVCP.

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SUMMARY & CONCLUSIONS

4.0 SUMMARY AND CONCLUSIONS

MHBC has prepared this Planning Justification Report in support of an application for an Amendment to the City of Ottawa Comprehensive Zoning By-law 2008-250. This Application will permit the redevelopment of an underutilized site at 1161 Old Montreal Road with a long-term care facility (“LTCF”) and a future retirement home. Based on our analysis, the proposed development represents good planning.

The Proposal would redevelop a currently vacant site with a four (4) storey LTCF containing an approximate gross floor area of 12,515 square metres (134,710 square feet) which includes a total of 224 Resident Home Areas (“RHAs”), with the unit mix consisting of 90 basic beds and 134 private beds. The proposal will feature both indoor and outdoor common areas for residents, staff and visitors, and will provide a total of 118 parking spaces, 10 bicycle parking spaces and two (2) loading areas. This assists in achieving the objectives of the City Official Plan policy for new jobs and homes for Ottawa’s growing population on underutilized lands in a General Urban area and for providing a variety of housing stock for senior age groups in the form of a LTCF.

The proposal is consistent with and complimentary to the surrounding residential neighbourhood and open spaces in the area. The proposal ensures that a diverse housing supply is added to the area to support and complement the existing and proposed residential, commercial and mixed-use uses in the Orléans community.

In addition to the above, the proposal is well-served by existing transit located within 50 metres walking distance of the subject lands on Famille-Laporte Avenue and Mishawashkode Street. Each street has existing bus routes that provide services east and west, connecting the Cardinal Creek Village to Trim Station, and then to Blair Station, which provides accessible light rail transit towards downtown Ottawa via the O-Train Confederation Line. In addition, there is a planned transit station within 700 metres walking distance of the subject lands at Trim Station, allowing residents of the Cardinal Creek Village neighbourhood to have direct access to higher order transit.

Given the abundance of existing and planned transit services in the surrounding area, the proposed density is appropriate for the development of the subject lands. In addition, these existing transit services reduce the need for vehicular trips to and from the site and support the use of alternative transportation methods.

The proposed application will facilitate a development that promotes innovative design by creating home-like units that give residents more intimate and familiar living spaces and integrating a multi-disciplinary system allowing staff to meet resident needs. Furthermore, the proposed LTCF will incorporate shared spaces for residents such as activity rooms, lounges, libraries, places of worship and an outdoor courtyard to promote resident quality of life through social interaction. The design of the building will integrate adequate building security systems, as well as communication and response systems designed for resident comfort and safety.

In terms of its relationship to the surround neighbourhood, the proposed building supports a pedestrian-friendly, transit-supportive, street-oriented and well-articulated design that maintains the general character of the Cardinal Creek Village neighbourhood. The proposal provides high quality site and building design and will ensure compatibility to the surrounding built form context. The proposed building has been designed to limit adverse impacts on the adjacent properties, including the surrounding residential neighbourhood. The proposed design of the building contains a height and setbacks that is appropriate, reasonable and provides for a compatible relationship with adjacent land uses.

Based on the analysis of this report, we conclude that the proposal to redevelop an approximately 2 ha (5 acres) site with a 4-storey LTCF and a future retirement home, on the east side of Famille-Laporte Avenue and approximately 60 metres north of Old Montreal Road, is in the public interest and represents good planning for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement.
2. The proposal conforms to the Official Plan.
3. The proposal conforms to the Cardinal Creek Village Community Concept Plan.
4. The proposal will permit a range of long-term care housing types and sizes which will provide additional housing options for existing and future senior residents in this area of the City.
5. The proposal permits the development of the subject lands in an appropriate manner, optimizing the existing municipal infrastructure.
6. The proposal will permit development which will not cause any environmental or public health and safety concerns.
7. The application will permit development which has been planned and designed with the importance of healthy and active community living in mind by locating the proposed LTCF within a 5-minute walking distance of a public park.
8. The application will permit development that is within a reasonable walking and cycling distance to commercial, recreational and educational facilities, thus supporting surrounding businesses, and providing healthy and active lifestyle choices for future residents, visitors and staff.
9. The proposal reflects a development that is compatible with adjacent land uses.

For the above reasons, we conclude that the proposed Zoning By-law Amendment is appropriate.

We certify that this report was prepared jointly by the identified authors and under the supervision of a Registered Professional Planner (RPP) within the meaning of the Ontario Professional Planners Institute Act, 1994.

Yours truly,



David A. McKay, MSc, MLAI, MCIP, RPP
Vice President and Partner



Stefan Staicu, BES
Planner



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Appendix A

PROVINCIAL POLICY STATEMENT 2020 ANALYSIS

Appendix A: Provincial Policy Statement Analysis, 2020

The Provincial Policy Statement, 2020 (“PPS, 2020”) was approved by the Lieutenant Governor in Council and came into effect on May 1, 2020.

The PPS, 2020 aims to facilitate the construction of healthy, livable, safe communities by encouraging efficient use of land, resources, and infrastructure that in turn contribute to citizens’ well-being, economic vitality and environmental protection. The following is a summary of policies within the PPS, 2020 that are applicable to the proposed development and how the proposal addresses these policies.

Section 1.0 – Building Strong Healthy Communities

Policy 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Within **Section 1.0** Building Strong Healthy Communities, **Policy 1.1, Subsection 1.1.1**, describes how healthy, liveable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendment addresses them.

POLICY

a) *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

b) *Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

c) *Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

d) *Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

RESPONSE

The proposed amendment will permit development add to the mix of uses within an existing urban settlement area in the City of Ottawa. The proposed development represents efficient development and land use and will help support the financial well-being of the neighbourhood, the City and the Province over the long term.

The proposed development will contribute institutional uses to a range and mix of uses within the Orleans area, meeting the long-term needs of the residents within the area and City.

The subject lands are located in an area designated for growth and development, and will not cause environmental, public health or safety concerns.

The Subject Lands are located within a settlement area and are designated for growth. No expansion to the existing settlement boundary is required to accommodate the proposed development.

- | | |
|---|---|
| e) <i>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;</i> | The proposed amendment will permit the development of an underutilized site that is currently vacant. Further, the subject lands are serviced by existing transit and infrastructure, thereby optimizing transit investment and minimizing servicing costs to the City. |
| f) <i>Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</i> | The proposed building will meet and be constructed in accordance with the Ontario Building Code, Accessibility of Ontarians with Disabilities Act and all other required accessible standards. |
| g) <i>Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</i> | The proposed development will utilize the existing municipal infrastructure that is available to the subject lands, reducing servicing costs. |
| h) <i>Promoting development and land use patterns that conserve biodiversity; and</i> | The proposed development will make more efficient use of an underutilized site, will promote the use of transit and utilization of existing infrastructure, and will provide a compact sustainable urban form. |
| i) <i>Preparing for the regional and local impacts of a changing climate.</i> | The proposed development will not cause any undue environmental concerns. |

Policy 1.1.2 states that *sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years.*

Evaluation: The proposed development will provide a mix of institutional uses that will contribute to the range and mix of land uses within a settlement area and will assist the City in meeting its growth projections.

Section 1.1.3 – Settlement Areas

The Provincial Policy Statement is applicable to the proposed development as it states that:

“The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.”

Within **Policy 1.1.3**, the following is relevant:

Policy 1.1.3.1 states that *settlement areas shall be the focus of growth and development.*

Evaluation: The proposed development is situated within the existing urban settlement area in the City of Ottawa. The proposal represents intensification and redevelopment of an existing property that is currently underutilized in the Cardinal Creek Village community. The proposed mixed use building is compatible with the existing commercial, residential and open space uses within proximity of the subject lands and will continue to support and promote the vitality of the General Urban Area.

Policy 1.1.3.2 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, and promote energy efficiency;*
- d) *Prepare for the impacts of a changing climate;*
- e) *Support active transportation;*
- f) *Are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *Are freight-supportive.*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

Evaluation: The proposed application supports Policy 1.1.3.2 as the proposal will allow for redevelopment and intensification of underutilized lands with a higher density built form and will connect to existing municipal infrastructure. The proposed application will provide for an efficient use of land and resources by maximizing the developable area of the property. Furthermore, the proposed development is in proximity to a variety of existing businesses within the area, which promotes minimal travel distance to surrounding amenities and reduced carbon emissions. The proposed development is supportive of existing transit infrastructure given that the site is located within a 50-metre walking distance of multiple bus stops serviced by routes along Old Montreal Road (i.e. 221). These routes provide connections to Trim Station along Old Montreal Road. The bus route stops at Trim Station and provides further connections to Blair Station, a rapid transit station that serves as part of the O-Train Confederation Line to and from downtown Ottawa.

Policy 1.1.3.3 states that *planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

Evaluation: The proposed development represents an intensification opportunity on a site within an established settlement area where intensification in the form proposed is permitted by the Official Plan. The proposed development also utilizes and supports existing municipal infrastructure in the form of water, wastewater, stormwater, road, and transit.

Policy 1.1.3.4 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.*

Evaluation: The proposed amendment provides for the proposed 4-storey long-term care facility and future retirement home representing a more efficient and compact development of lands. The proposed intensification is in keeping with the Official Plan and will maintain appropriate levels of public health and safety issues.

Section 1.3 Employment

Policy 1.3.1 states that *planning authorities shall promote economic development and competitiveness by:*

- a) *Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *Facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) *Encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- e) *Ensuring the necessary infrastructure is provided to support current and projected needs.*

Evaluation: The proposed development contributes to the mix and range of residential and employment uses in the area and meeting long terms needs. The proposed development makes more efficient use of underutilized lands which are already designated to accommodate the uses proposed. The proposed development will provide further opportunities for a diversified economic base in the area and will support the needs of businesses and local residents in the immediate area and City as a whole. The proposed building will be designed in a compact and sustainable form.

Section 1.4 Housing

Policy 1.4.1 states that *to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Evaluation: The proposal contributes to the City of Ottawa's ability to accommodate residential growth for a minimum of 15 years through the proposed long-term care intensification at a higher than existing density. The proposal will provide for 224 new Resident Home Area units on the subject lands, along with future retirement suites. The proposed buildings have been strategically designed to provide additional seniors housing options within the City of Ottawa, the Orleans community and the Cardinal Creek Village neighbourhood, thereby assisting both the neighbourhood, greater community and City of Ottawa in providing additional housing supply. In addition, the proposal will connect to the existing services and utilities available to the existing

buildings on the subject lands, and will have the capacity to service the proposal with no need for future infrastructure improvements.

Policy 1.4.3 states that *planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety*

Evaluation: The proposed development is representative of an institutional intensification that will provide 224 Resident Home Areas and will provide a range of units, from 90 basic bed units to 134 private bed units. Future retirement suites will be provided in the future retirement home. This mix of unit types will contribute to a range of seniors housing options in the area, including accommodating the needs of different household sizes, and will make more efficient use of the subject lands by providing for a more compact urban form. In addition, the proposed gross density will optimize the usage of existing and planned public services, facilities and infrastructure and support the active transportation options within a 5-minute walk to the existing bus stops in the area.

Section 1.6 Infrastructure and Public Service Facilities

Policy 1.6.3 states that *before consideration is given to developing new infrastructure and public service facilities:*

- a) *the use of existing infrastructure and public service facilities should be optimized; and*
- b) *opportunities for adaptive re-use should be considered, wherever feasible.*

Evaluation: The proposed development will make efficient use of and support the optimization of the existing public service facilities and infrastructure. The Functional Servicing and Stormwater Management Report (the "SWM Report") prepared by Dillon Consulting in support of this

development indicates that the proposed development will connect to the existing storm and watermain on Famille-Laporte Avenue.

Section 1.6.6 Sewage, Water and Stormwater

Policy 1.6.6.1 states that *planning for sewage and water services shall:*

- a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 1. *municipal sewage services and municipal water services; and*
 2. *private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;*
- b) *ensure that these systems are provided in a manner that:*
 1. *can be sustained by the water resources upon which such services rely;*
 2. *prepares for the impacts of a changing climate;*
 3. *is feasible and financially viable over their lifecycle; and*
 4. *protects human health and safety, and the natural environment;*
- c) *promote water conservation and water use efficiency;*
- d) *integrate servicing and land use considerations at all stages of the planning process; and*
- e) *be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.*

Policy 1.6.6.2 states that *municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

Policy 1.6.6.7 states that *planning for stormwater management shall:*

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) *minimize, or, where possible, prevent increases in contaminant loads;*
- c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces; and*
- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

Evaluation: The Functional Servicing and Stormwater Management Report prepared by Dillon Consulting in support of the subject Applications concludes the following:

- “- Currently, there is an existing 200 mm diameter sanitary sewer located underneath Famille-Laporte Avenue, which is located west of the proposed development. The existing sanitary sewer heads northwards, ultimately discharges to the City of Ottawa Report O. Pickard Environmental Centre treatment plant.

All sanitary flows from within the proposed development will be conveyed via local sanitary sewers. It is proposed that the local sanitary sewer will outlet to the existing Private Drain Connection Manhole located at the Famille-Laporte Avenue right-of-way limit. The existing PDC sewer is 200mm in diameter, connects to an existing sanitary manhole within the Famille-Laporte right-of-way, and drains northerly via an existing 250mm diameter sewer.

- The City of Ottawa has previously installed a storm sewer stub for the proposed development at this location. There is an existing 1200mm diameter municipal storm sewer within the Famille-Laporte Avenue right-of-way along the east side of the road heading northwards, which outlets to the Ruisseau Cardinal Creek and ultimately discharges to the Ottawa River.

It is proposed that the site's stormwater outlet to the existing 1200mm diameter storm sewer that is currently located within the Famille-Laporte Avenue right-of-way, located west of the site. The stormwater servicing for the proposed development is as follows:

- The proposed site, and paved area will be serviced through a new storm sewer network constructed within the site.
 - Onsite detention will be provided in accordance with the City of Ottawa and Rideau Valley Conservation Authority Design Guidelines. Pre-consultation with the City is required, but in general the site storm outlet rate is to be restricted to the pre-development outlet rates for the 2, 5 and 100 year storm events.
 - The site will be graded to allow for overland flow to be captured onsite and directed to the storm sewer network. Rain events in excess of 100 year event will spill over the site entrances and drain overland within the existing City road network.
- An existing 400mm diameter watermain is located within the Famille-Laporte Avenue right-of-way, located in the west boulevard. The site currently does not have any service connections. The watermain servicing for the proposed development is as follows:
 - The new building will be serviced by a new 150mm diameter domestic watermain connected to the existing main on Famille-Laporte Avenue. The building service lines are split prior to entering the building into a 100mm diameter domestic service, and a 150mm diameter fire service. A backflow preventer will be installed inside the building mechanical room.
 - Two (2) new fire hydrants and 150mm diameter leads are proposed for the site. One is located in the south parking area to be in close proximity to the building FDC connection, the second is located in the north boulevard. Both fire hydrants will be connected to the existing main on Famille-Laporte Avenue.
 - All water crossing of Famille-Laporte Avenue will be completed via directional drill, with no open cuts to the roadway.

Overall, the review of the adjacent services have been found to be sufficient for the proposed development.

Section 1.6.7 Transportation Systems

Policy 1.6.7.1 states that *transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*

Evaluation: The subject lands are located in proximity to eight existing bus stops serviced by the 221 Blair bus route, along Famille-Laporte Avenue, Mishawashkode Street and Cardinal Creek Drive. The bus route provides transit in an east-west direction from Cardinal Creek Village to Trim Station, then from Trim Station to Blair Station. Blair Station provides accessible light rail transit westward towards downtown Ottawa via the O-Train Confederation Line.

Policy 1.6.7.2 states that *efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

Evaluation: The proposed development will make efficient use of the existing infrastructure. In addition, the Transportation Impact Study discusses the transportation demand management strategies including the following:

- i. Pedestrian connections;
- ii. Bicycle parking;
- iii. Communications packages;
- iv. Transit incentives;
- v. Proximity and connection to existing and future transit;
- vi. Proposed reduced parking;
- vii. Carpooling.

Policy 1.6.7.4 states that *a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

Evaluation: The proposed development provides a transit supportive density that is comprised of approximately 224 RHA units.

Section 1.7 Long-Term Economic Prosperity

Policy 1.7.1 states that *long-term economic prosperity should be supported by:*

- a) *promoting opportunities for economic development and community investment-readiness;*
- b) *encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) *optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- d) *maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- e) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character;*
- g) *providing for an efficient, cost-effective, reliable multimodal transportation system, that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support movement of goods and people;*
- h) *providing opportunities for sustainable tourism development;*
- j) *promoting energy conservation and providing opportunities for increased energy supply;*
- k) *minimizing negative impacts from a changing climate and considering ecological benefits provided by nature.*

Evaluation: The subject lands are located within the Cardinal Creek Village neighbourhood, within the Orleans community in the City of Ottawa. The proposed development offers a range of Resident

Home Areas and seniors living spaces, thereby offering housing and employment opportunities in an area of the City that is currently experiencing growth. The proposal introduces uses that are complementary to the surrounding commercial, residential and open space uses. The proposed long-term care home and future retirement home development supports the optimization, enhancement and vitality of available land in the City of Ottawa by promoting the redevelopment of the subject lands, which is currently vacant. In addition, the added population accommodated by the proposal will support the existing and proposed commercial uses in the area and will optimize land use, infrastructure and community services. The proposed built form will assist in creating a sense of place in the Cardinal Creek Village neighbourhood through the pedestrian-friendly, street-oriented frontage proposed along Famille-Laporte Avenue. The proposed landscaping treatments at grade will further elevate the streetscape environment for use by pedestrians. The proposed building creates an opportunity to provide sustainable building materials and this can be further defined at the detailed design stage during Site Plan Approval.

Section 1.8 Energy, Conservation, Air Quality and Climate Change

Policy 1.8.1 states that *planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

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

Evaluation: The proposed building represents an efficient use of the subject lands and makes an efficient use of land and infrastructure at an appropriate density. The proposed built form will be consistent with the existing built form of the surrounding residential neighbourhood. In addition, the proposed development will be well-served by the existing public transportation and active transportation systems. Bicycle and pedestrian amenities are proposed to encourage reduced automobile dependency and congestion. Further, the proposed development's proximity to public transit will provide an alternative to vehicle dependency for residents, visitors and staff to, thereby helping to reduce commute time and emissions. The proposed development can maximize energy efficiency and conservation through energy conservation measures and low-carbon solutions. Together, the proposed development will assist with efficient use of resources and land as it is contributing to a growing community.

Section 2.6 Cultural Heritage and Archaeology

Policy 2.6.2 states that *development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*

Evaluation: A Stage 1 and 2 Archaeological Resource Assessment was conducted on the property. Should archaeological features be found during construction, the appropriate authorities will be contacted.

Based on the above analysis, the proposed Zoning By-law Amendment is consistent with the PPS.

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Appendix B

**CITY OF OTTAWA
OFFICIAL PLAN
ANALYSIS**

Appendix B: City of Ottawa Official Plan Analysis

The City of Ottawa Official Plan (OP) was originally approved on May 14, 2003 by City Council. The policy sections of this Official Plan analysis are as current as of September 2021.

The OP designates the subject lands as “**General Urban Area**” on **Schedule B – Urban Policy Plan**. The following is a summary of the policies applicable to the proposed development.

Section 2.2 Managing Growth

Policy 2.2.1 states that *the City will accommodate approximately 90% of its growth in urban areas shown on Schedule B, where urban services already exist or can be efficiently provided or upgraded.*

Evaluation: The proposed development will contribute an additional 224 long-term care units and future retirement home suites GFA to a designated urban area.

Section 2.2.2 Managing Intensification Within the Urban Area

Policy 2.2.2.10 states that *intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Low-rise intensification will be the predominant form of intensification in the General Urban Area.*

Evaluation: The proposed development will provide a long-term care facility with a height of 4 storeys, which is classified as a “low-rise building” in Figure 2.4 of this section, within a General Urban Area. The proposal will be compatible with the surrounding low-rise residential neighbourhood in terms of built form and height.

Policy 2.2.2.22 states that *the City supports compatible intensification within the urban boundary, including areas designated General Urban Area. Intensification that is compatible with the surrounding context will also be supported: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; site that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area.*

Evaluation: The proposed long-term care and future retirement home development provides for intensification on underutilized land that is compatible with the surrounding context.

Policy 2.2.2.23 states that *the interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings. The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area’s desired character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, and setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties. The City will consider these attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications or undertaking comprehensive zoning studies.*

Evaluation: The proposed development will maintain the low-rise character of an established residential neighbourhood, Cardinal Creek Village, and will enhance and complement its desirable characteristics of the surrounding area through building and landscape design, providing for an enhanced frontage along the walkway on Famille-Laporte Avenue. The proposed development has been designed in accordance with the Cardinal Creek Village Community Design Guidelines and policy direction in mind. The proposed building height, massing and setbacks are appropriate to the context of Cardinal Creek Village while being sensitive to the lower-scale surrounding neighbourhood.

Parking spaces have been appropriately located away from the pedestrian walkway on Famille-Laporte Avenue, with a landscaped buffer maintaining an appropriate and safe separation. Two vehicular access points to/from Famille-Laporte Avenue are provided at the northwest and southwest portions of the subject lands, providing convenient and safe vehicular movement.

Section 2.4.1 Air Quality and Climate Change

Policy 2.4.1.1 states that *the City will reduce GHG emissions in the development and building sector by:*

- a. *Promoting compact urban form and an energy efficient pattern and mix of land uses through the strategic direction for managing growth and related intensification targets and community design plans.*
- b. *Encouraging energy efficient and sustainable site and building design through subdivision and site plan approval.*
- c. *Facilitating and encouraging use of renewable sources in development, and allowing for appropriate renewable energy utility and accessory use installations.*

Evaluation: The proposed development meets the intent of Policy 2.4.1.1 through the following:

- The proposal provides a development that is transit-supportive and optimizes the use of public transit in the Cardinal Creek Village neighbourhood. The proposed long-term care home and future retirement home will be located within a 50-metre walking distance to the nearest bus stop and within a 700-metre walking distance to a future LRT station, Trim Station. In addition, bicycle parking is proposed and also allows residents, visitors, and staff to commute to/from the subject lands in using sustainable alternatives to vehicular travel.
- The proposed building design will provide visual interest through a mixture of high-quality, durable, and sustainable façade materials. The soft landscaping proposed will incorporate plant species that will be selected based on their attractiveness and sustainability, and will include native, drought tolerant species, withstanding seasonal changes and road-side conditions.
- In addition to the above, the proposed development will incorporate lighting on-site that will meet sustainability standards to reduce energy consumption and minimize light-trespassing.

Section 2.5.1 Designing Ottawa

Section 2.5.1 contains design objectives which are qualitative statements of how the City wants to influence the built environment as the City matures and evolves. These design objectives are broadly applicable, to plans and development in all land use designations, and from city-wide to a site-specific basis.

The design objectives are as follows:

1. *To enhance the sense of community by creating and maintaining places with their own distinct identity.*
2. *To define quality public and private spaces through development.*
3. *To create places that are safe, accessible and are easy to get to, and move through.*
4. *To ensure that new development respects the character of existing areas.*
5. *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*
6. *To understand and respect natural processes and features in development design.*
7. *To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*

Policy 2.5.1.1 states that *in the preparation of community design plans, the review of development applications, studies, other plans and public works undertaken by the City, the Design Objectives set out above will apply, as applicable. Proponents of new development or redevelopment will also be required to demonstrate how their proposal addresses the Design Objectives.*

Evaluation: The proposed development addresses the Design Objectives as follows:

1. The proposed development will be located in an established residential community, Cardinal Creek Village, and will built upon the community by adding to and diversifying the housing supply for seniors in the Cardinal Creek Village and City of Ottawa as a whole.
2. The proposed development will include quality indoor and outdoor shared spaces, and add 224 Resident Home Areas (RHAs), consisting of 90 basic bed units and 124 private bed units. Future retirement suites will also be added through the future retirement home facility.
3. The proposed development follows and is in keeping with the design guidelines set out in the Ontario Ministry of Health and Long-Term Care Home Design Manual, and will incorporate adequate building systems, as well as communication and response systems to ensure the comfort and safety of residents, visitors and staff.
4. The proposed development supports a pedestrian-friendly, transit-supportive, street-oriented and well-articulated design that maintains the general character of the Cardinal Creek Village neighbourhood by providing a 4-storey building with no impacts on adjacent properties.
5. The proposal will introduce a greater mix of uses in the immediate and surrounding area, contributing a long-term care facility and future retirement home in proximity to residential and

commercial uses, and to transit. The proposed long-term care facility and future retirement home will help provide a greater mix of housing choices in the Orleans area, which consists predominantly of low-rise residential housing forms such as detached dwellings and townhouses.

6. The proposed development will be located outside of all identified environmental setbacks (e.g., separation distances from floodplains and high water marks) as is addressed in the Environmental Impact Assessment prepared by Dillon Consulting.
7. The proposed development is in proximity to bus stops connected to rapid transit, which will help encourage a greater public transit mode share, thus resulting in a reduction in resource consumption, energy use and carbon footprint.

Section 3.6.1 General Urban Areas

Policy 3.6.1.1 states that the *General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.*

Evaluation: The proposed development provides an institutional use in the form of a 4-storey long-term care facility and future retirement home.

Policy 3.6.1.3 states that *building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area.*

Evaluation: The height of the proposed long-term care facility is 4-storeys, which is identified as a “Low-Rise Building” as per Figure 2.4 of Section 2.2.2 of the Official Plan. The proposed building provides an appropriate built form that achieves a compatible relationship with the existing buildings in the surrounding area.

Policy 3.6.1.8 states that *throughout the General Urban Area, the City will encourage the provision of a variety of small, locally-oriented convenience and service uses that complement the adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas. The City will ensure that these uses:*

- a. *Are compatible and complement the surrounding land uses;*
- b. *Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;*
- c. *Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;*
- d. *Are situated to take advantage of pedestrian and cycling patterns;*
- e. *Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.*

Evaluation: The proposed development will add to the mix of land uses and housing in the Orleans region and Cardinal Creek Village by proposing a long-term care facility that provides assisted and independent living spaces. Residents of the facility will require personal care service and help with everyday activities by facility staff. The long-term care facility will complement the scale of the surrounding the Cardinal Creek Village neighbourhood by providing a low-rise building of a conservative built form. The proposed development further addresses Policy 3.6.1.8 as follows:

- a. The proposal is complementary to the surrounding residential neighbourhood and open spaces in the area. The proposal ensures that a diverse housing supply is added to the area to support and complement the existing and proposed residential uses in the Cardinal Creek Village community.
- b. The proposed development is street-oriented and intended to accommodate a diverse range of transportation methods, such as cycling and the use of nearby public transit. The proposed building fronts onto Famille-Laporte Avenue, which is located adjacent to the neighbourhood gateway at Famille-Laporte Avenue and Old Montreal Road, providing for convenient and immediate pedestrian access once entering the Cardinal Creek Village neighbourhood.
- c. The proposed development is located within a 5-minute walking distance to Millstone Park. The subject lands front onto Famille-Laporte Avenue which is a multi-use pathway, featuring bus stops, vehicular circulation and a pedestrian walkway. The proposed development is street-oriented and pedestrian friendly, facilitating interaction among residents, visitors and the pedestrians, creating a sense of community.
- d. The Cardinal Creek Village neighbourhood contains an integrated network of multi-use pathways, cycling facilities and sidewalks that facilitate pedestrian movement and provides connections to adjacent communities. The proposed development takes advantage of these features as it will be located along Famille-Laporte Avenue, which is a north-south collector road intended to provide a wider pathway for pedestrians using a variety of transportation methods that are offered.
- e. The proposed development is not proposing a mix of uses that attract large volumes of vehicular traffic and maintains the low-rise character of the Cardinal Creek Village neighbourhood.

Section 4.11 Urban Design and Compatibility

Policy 4.11.5 states that *compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:*

- a. *Setbacks, heights and transition;*
- b. *Façade and roofline articulation;*
- c. *Colours and materials;*

- d. *Architectural elements, including windows, doors and projections;*
- e. *Pre- and post-construction grades on site;*
- f. *Incorporating elements and details of common characteristics of the area.*

Policy 4.11.6 states that *the City will require that all applications for new development:*

- a. *Orient the principal façade and entrance(s) of main building(s) to the street;*
- b. *Include windows on the building elevations that are adjacent to public spaces;*
- c. *Use architectural elements, massing, and landscaping to accentuate main building entrances*

Evaluation: The proposed development meets the intent of Policy 4.11.5 and Policy 4.11.6 through the following:

- The proposed height and setbacks ensure that the proposed development provides an appropriate proportional relationship to the pedestrian realm, provides adequate light, sky views and protection of privacy for adjacent low-rise residential properties, and mitigates wind and shadowing impacts.
- The proposed building design will provide visual interest through a mixture of façade materials that include glass, glazing and brick. The proposed façade design will be animated and articulated by incorporating a consistent street-wall along Famille-Laporte Avenue. The front façade of the building will be designed to be an active frontage that will promote a vibrant and pedestrian-friendly environment. Roofline structure and articulation is consistent and generally flat on all sides of the building to minimize adverse shadow impacts on adjacent residential properties.
- The proposed design will incorporate a mixture of contemporary colours on all sides of the proposed building to enhance visual interest. As mentioned, an attractive architectural design and range of materials will be provided to reflect a high level of quality and contribute to the existing and planned low-rise residential character of the Cardinal Creek Village neighbourhood.
- The proposed long-term care facility has been designed to utilize natural light through extensive windows. The primary entrance for the building has been located along the Famille-Laporte Avenue frontage to be accessible from the sidewalk. The street-level design will be further defined by providing a mixture of landscaping in the form of shrubs, trees and plantings to enhance the frontage and generate visual interest.
- A Site Grading Plan prepared by Dillon Consulting is included with this submission. Surface parking spaces are being proposed along a driveway that provides access to and from Famille-Laporte Avenue and wraps around the north, east and south sides of the proposed

building. Parking areas will be screened from the street through landscaping, ensuring safe pedestrian movement along Famille-Laporte Avenue.

- The proposed development will be sited and designed to support and reflect the overall residential image and character of the Cardinal Creek Village. As mentioned, the building façade will incorporate windows that overlook the street in order to maintain the character of a safe and pedestrian-friendly community. The proposed building supports a transit-supportive, street-oriented and well-articulated design that maintains the general character of the Cardinal Creek Village neighbourhood.

Policy 4.11.7 states that *the intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community. The City will encourage development proposals at such locations to include the following:*

- d. Strong architectural design elements that feature the corner or street axis by: locating buildings close to the street edge, and/or orienting the highest and most interesting portion of a building (e.g., the main entrance) to the corner or axis which has a view of the terminus;*
- e. Capitalizing on design possibilities for both street facades (by wrapping the materials used on the front façade around the building where any facades are exposed to the public realm); and*
- f. Soft landscaping features, special paving materials, and/or curb extensions to shorten the distance across the street and larger sidewalk area to accommodate sidewalk activity.*

Evaluation: The proposed development is located adjacent to a Neighbourhood Gateway, as identified on Figure 4 – Gateway and Views of the Cardinal Creek Village Concept Plan. The proposed development meets the intent of Policy 4.11.7 through the following:

- The proposed development has been designed to enhance the pedestrian environment at the corner of the Famille-Laporte Avenue and Old Montreal Road. The built form, massing and architectural elements of the proposed building will provide a sense of identity for the neighbourhood gateway and promote the image of the community from Old Montreal Road, as well as create a focal point into the Cardinal Creek Village neighbourhood.
- The proposed building design will capitalize on its location along Famille-Laporte Avenue and its close proximity to Old Montreal Road, an arterial road, by providing visual interest through a mixture of façade materials that include glass, glazing and brick. As mentioned, the proposed façade design will be animated and articulated by incorporating a consistent street-wall along Famille-Laporte Avenue. The front façade of the building will be designed to be an active frontage that will promote a vibrant and pedestrian-friendly environment.
- The proposal includes high quality soft landscaping design that will provide streetscape and landscape improvements along Famille-Laporte Avenue to enhance the landscape character of the site and the surrounding neighbourhood. Soft landscaping features will include plant species that will be selected based on their attractiveness, sustainability, and City requirements, and will include native, drought tolerant species to withstand season changes and roadside conditions.

Policy 4.11.8 states that *to maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences, etc.) and are to be acoustically dampened where possible. The location and operation of these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.*

Evaluation: The proposed development will include two loading spaces located at the rear (east side) of the proposed building, containing a width of 3.5 metres. The location of the loading spaces allows the proposal to improve the pedestrian environment around the subject lands, minimize conflicts between pedestrians and vehicular traffic, and provide an appropriate streetscape next to Famille-Laporte Avenue.

Policy 4.11.9 states that *roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building. [Amendment#150, LPAT July 19, 2019].*

Evaluation: The proposed development will incorporate roof-top mechanical equipment and shared spaces for seniors in the form of terraces located along the upper floors of the building. The terraces will be located along the front façade of the building to overlook Famille-Laporte Avenue and the along the interior wall facing the facility-wide courtyard.

Policy 4.11.11 states that *the City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, except where identified in the Wind/Shadow Terms of Reference. The study(s) will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.*

Evaluation: A Sun/Shadow Study was prepared by Montgomery Sisam Architects Inc. and is included with this submission. The Study indicates that the proposed development will mitigate shadowing impacts on adjacent properties and maintain appropriate sunlight within and around the subject lands.

Based on our analysis, the proposed Zoning By-law Amendment conforms to the City of Ottawa Official Plan.

Appendix C

**NEW CITY OF
OTTAWA OFFICIAL
PLAN ANALYSIS**

Appendix C: New City of Ottawa Official Plan Analysis

The New City of Ottawa Official Plan (New OP) was approved on November 24, 2021 by City Council. The New OP is in-effect, however modifications and final approval by the Ministry of Municipal Affairs and Housing is still pending and expected in April 2022.

The New OP designates the subject lands to be within the “**Suburban**” land use designation on **Schedule A – Transect Policy Areas**. The subject lands are further designated as “**Neighbourhood**” on **Schedule B8 – Suburban (East) Transect**.

Section 2.2.3 Energy and Climate Change

Policy 2.2.3.1 states that *Ottawa will meet the demands of the 21st Century by planning sustainable, liveable and resilient communities which consume less energy for transportation and housing. Given 90 per cent of the city’s total emissions originate from the building and transportation sectors, higher-density development will be encouraged in areas that are close to transit and within walking distance of a wide range of services. Promoting compact urban built form with a mix of land uses and housing options will ensure both energy efficient and sustainable patterns of development over the long term.*

Evaluation: The proposed development will promote a compact urban environment within an established residential neighbourhood by providing a facility within walking distance of various bus stops connected to higher order transit. The proposal’s proximity to transit will allow future employees and visitors of the long-term care facility living within the downtown core of Ottawa to travel using alternative means of transport to the motorized vehicle (i.e., the O-Train to Trim Station).

Policy 2.2.3.2 states that *buildings are the largest energy consumer in Ottawa and account for the largest share of greenhouse gas emissions. Site design also influences healthy communities and sustainable transportation choices. To achieve both climate mitigation and adaptation objectives, sustainable and resilient design measures will be applied as part of site planning and exterior building design, in order to:*

- *Conserve energy and improve the energy and emission performance of buildings with a target of net zero emission homes by 2030;*
- *Support the adaptive reuse or retrofit of existing buildings;*
- *Shift the economy by supporting new low carbon technologies and trades such as geothermal systems and district energy systems in areas of the city containing higher thermal energy density;*
- *Reduce peak demand and build resilience to power disruptions;*
- *Protect health by reducing the urban heat island effect and improving access to shade and other cooling amenities;*
- *Reduce flood risks and manage increased stormwater runoff; and*
- *Enable active transportation, transit use and outdoor recreation in all weather conditions.*

Evaluation: The proposed building design will provide visual interest through a mixture of high-quality, durable, and sustainable façade materials. The proposed design will incorporate a mixture of building materials, fenestration patterns and vegetative plantings on all sides to further enhance visual interest.

Furthermore, as the Functional Servicing and Stormwater Management Report, prepared by Dillon Consulting in support of this application, indicates, the stormwater runoff associated with the

sewer within the Famille-Laporte right-of-way along the east side of the road, heading northwards, which eventually outlets to the Ruisseau Cardinal Creek and ultimately discharges to the Ottawa River. The Stormwater Management report concludes that adjacent servicing has been found to be sufficient for the proposed development, and the design of the proposed internal services will be finalized during the detailed design stage of the Site Plan Approval process.

Additionally, the proposed landscape design will provide a practical balance between hardscaped decorative paving and softscape planting beds to ensure resiliency in use while also reducing the urban heat island effect.

Section 2.2.4 Healthy and Inclusive Communities

Policy 2.2.4.2 states that the policy intent is to *build accessible, inclusive communities, and design for all ages, including children and older adults.*

Healthy, inclusive communities:

- Integrate age-friendly design by considering the needs of children and older adults, and support aging-in-place;
- Are designed to be universally accessible;
- Provide housing across the city for a range of ages, income levels and backgrounds, and help meet housing needs across the lifespan;
- Support, and prioritize, active transportation for all ages and abilities. This includes the needs of children and older adults in the design of safe, convenient active transportation infrastructure and sustainable mobility options that can be used all seasons, including winter;
- Support placemaking features that consider the needs of women, children and older adults and cultural groups. This could include child-friendly urban design, inclusive public gathering places and cultural assets.

Evaluation: The proposed development is consistent with Policy 2.2.4.2 as follows:

- The proposed development will include a diverse range of common areas where residents can interact in a relaxed atmosphere with other residents, family members and visitors. Common areas are in keeping with the directions of Ontario's Long-Term Care Home Design Standards by including resident lounges and program/activity space, dining areas and other shared indoor space, as well as an outdoor facility-wide courtyard serving as the resident shared space. The outdoor shared space will provide for appropriate sky-views and sunlight conditions as well as soft and hard landscaping. Additional outdoor space is being provided to residents through individual balconies and shared terraces.
- The proposed building will incorporate five (5) barrier-free parking spaces adjacent to the main entrance to the facility, in addition to signage and a rolled curb that comply with municipality accessibility design standards.
- As is mentioned in Section 1.2.3 of the Planning & Urban Design Rationale Report, the subject lands are located approximately 40 metres south of the De La Famille-Laporte/Mishawashkode Bus Stop located at the northeast corner of the intersection at Famille-Laporte Avenue and Mishawashkode Street. It is one of several bus stops located

within the Cardinal Creek Village neighbourhood, which is serviced by the 221 Bair bus route. The 221 Blair bus route provides bus transit in an east-west direction from Cardinal Creek Village to Trim Station, and then from Trim Station to Blair Station. Careful consideration has been given to the location of this facility and ensuring quick and convenient access to public transit is provided to people of all ages, abilities and income levels.

Section 4.6 Urban Design

Policy 4.6.5 states that:

- Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.
- Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

Evaluation: The proposal seeks to provide two vehicular access points to/from Famille-Laporte Avenue at the northwest and southwest portions of the subject lands. Access is provided via a driveway that wraps around the north, east and south sides of proposed building. The driveway contains a width of 6.7 metres and provides access to two (2) loading spaces located at the rear (east side) of the building. The location of these facilities allows the proposal to improve the pedestrian environment around the subject lands, minimize pedestrian/vehicular conflicts, and provide an appropriate streetscape next to Famille-Laporte Avenue.

Furthermore, the proposed building will incorporate five (5) barrier-free parking spaces adjacent to the main entrance to the facility, in addition to signage and a rolled curb that comply with municipality accessibility design standards.

Section 6.3 Neighbourhoods

Section 6.3.1.4(d) states that *The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:*

- *To provide for a range of local services and promote the emergence or strengthening of 15- minute neighbourhoods, the Zoning By-law may permit compatible and complementary small scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:*
 - Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;*
 - Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;*

- iii. *Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;*
- iv. *May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;*
- v. *Limits such uses to prevent undue diversion of housing stock to non-residential use*

Evaluation: The proposed development addresses Policy 6.3.1.4(d) as follows:

- The proposed development will ensure the necessary transitions are provided to the low density area surrounding the subject lands and providing for compatible relationships with redevelopment lands within the Cardinal Creek Village neighbourhood.
- The proposed building provides an appropriate built form that achieves a compatible relationship with the existing buildings in the surrounding area.
- Landscaping will be designed adjacent to the pedestrian walkway to create an inviting public realm and to protect against adverse weather conditions to enhance pedestrian comfort. The proposed façade design will be animated and articulated by incorporating a consistent streetwall along Famille-Laporte Avenue. The front façade of the building will be designed to be an active frontage that will promote a vibrant and pedestrian-friendly environment. The proposed design achieves this by providing tree planting and attractive softscaping features along the pedestrian walkway.
- The proposed massing and scale of the proposal is appropriate to the context of the Cardinal Creek Village while being sensitive to the lower scale neighbourhood surrounding the subject lands. The general character of the immediate area maintains a low-rise approach to built form and massing, adhering to the policy directions of the General Urban Area, which encourage building heights to be predominantly low-rise. The proposed development is in keeping with and complements the existing pattern and scale of development and planned function of the Cardinal Creek Village neighbourhood by providing 14.40 metres (4 storeys) of height along all building facades.

Based on our analysis, the proposed Zoning By-law Amendment conforms to the New City of Ottawa Official Plan.

