



Schlegel Villages Seniors Continuum of Care Project 1967 Riverside Drive

Planning Rationale + Design Brief
Site Plan Control
October 25, 2021



Prepared for Schlegel Villages

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1.0 Introduction

On behalf of Schlegel Villages, Fotenn Planning + Design ('Fotenn') has prepared the following Planning Rationale in support of the Site Plan Application to permit a Seniors Continuum of Care community at The Ottawa Hospital Riverside Campus ('Riverside Campus'), municipally known as 1919 Riverside Drive.

This Planning Rationale also fulfills the requirements of a Design Brief in concert with the urban design brief prepared by CSV Architects/Cornerstone.

1.1 Application Purpose

The purpose of the enclosed Site Plan Control application is to permit the redevelopment of an underutilized portion of the Riverside Campus into a community consisting of a Long Term Care home, a licensed Retirement Home, and a range of accessory services and amenities. The Seniors Continuum of Care community will support and be supported by The Ottawa Hospital's operations at the Riverside Campus, while providing new amenities and services both to residents and the broader community.

The area intended for redevelopment ('subject lands') will remain part of the Riverside Campus, both functionally and legally, while a long-term lease exceeding 21 years will permit Schlegel Villages to develop and operate a seniors care community on the subject lands. The new community will be developed in two distinct phases, as further discussed below. The enclosed Site Plan Control application is for both phases and it is requested to permit phasing of construction through the Site Plan Agreement. Minor zoning relief will also be required as discussed below.

Therefore, in addition to the enclosed Site Plan Application, future Consent and Minor Variance applications will be submitted to the Committee of Adjustment following initial technical review of the enclosed Site Plan Control application.

Subject Lands and Site Context

2.1 Subject Lands

The subject lands are located within the Riverside Campus of The Ottawa Hospital. As shown in Figure 1 below, the Riverside Campus is a large parcel, approximately 7.76 hectares in area, which extends from Smyth Road in the North to the Beachburg Subdivision Rail Corridor ('VIA line') to the East, Sarah Billings Place to the South, and Riverside Drive to the West. The Transitway partially bisects the Riverside Campus, but stratified ownership connects the campus into one contiguous parcel for zoning purposes.



Figure 1: Site Context

The Ottawa Hospital's services are currently consolidated in a single building at the centre of the Campus ('Hospital Building'), with an above-grade link to a separate medical office building ('Medical Building'). The existing Riverside bus rapid transit ('BRT') station is integrated into the Hospital Building, which projects over the Transitway.

The two portions of the Riverside Campus west of the Transitway are not currently developed, and are landscaped with lawn, mature trees and shrubs. The majority of the remainder of the Riverside Campus is largely occupied by surface parking lots.

A private driveway connects Smyth Road and Riverside Drive through the existing campus. A bicycle route runs along part of the driveway, before connecting to a multi-use pathway ('MUP') that crosses the VIA line to Billings Avenue. Existing pedestrian connectivity across the Campus is limited, although pedestrian access to the campus from Riverside Drive is provided along the private driveway and through the Riverside BRT Station and Hospital Building.

The Riverside Campus is characterized by significant grade changes, from a high of approximately 69 metres above sea ('ASL') level adjoining the VIA line, to a low of approximately 63 metres ASL along the Transitway. Some of the most dramatic grade changes are found along Smyth Road, where the land steeps slowly upwards from the municipal sidewalk towards the top of slope near the edge of the parking area.

The subject lands, intended for redevelopment, are located on the north easternmost portion of the Riverside Campus, fronting Smyth Road, as shown in Figure 1. The subject lands currently accommodate 386 parking spaces in 4 access-controlled lots. Vegetation on the subject lands consists of lawn and trees on the perimeter of the property, as well as trees lining the drive isles and within parking islands.

One key feature of the subject lands are municipal services which bisect the development area from east to west. Municipal water and wastewater services and hydro lines are located on the property, the legacy of an unopened road allowance across the Riverside Campus.

2.2 Land Use Context

The surrounding community is characterized by a mix of land uses, including residential, institutional, and open space. The Riverside Campus is located between the Rideau River and the neighbourhood of Alta Vista. Along this stretch of land between the Rideau River and Alta Vista there are several high-rise bar buildings. These are predominantly residential buildings similar in size and bulk to the proposed development. To the east is a predominantly low-rise residential community with few commercial uses.

The Riverside Campus is fortunate to have a beautiful view overlooking the Rideau River and adjacent open space. This open space provides a great place for residents to walk and bicycle along the Multi Use pathway. This ecological corridor provides a green connection to ecological features throughout the Ottawa region.

The proposed buildings fill in a gap in a corridor of mid- and high-rise buildings that runs between the Riverside Hospital Campus and the Riviera Condominiums to the north where the Transitway turns to run east-west (highlighted in yellow/orange below).



Figure 2: Site Context Showing Building Corridor

Surrounding Land Uses:

North: To the immediate North of the Riverside Campus, across Smyth Rd is a twelve storey (12) residential building zoned Fifth Residential - R5.

East: On the other side of the Via rail line is a residential community with single detached dwellings zoned First Residential - R1.

South: To the south on the other side of the Hospital building, the lands are zoned First Residential - R1.

West: The lands to the immediate west, between the Riverside Campus and the Rideau River are zoned Open Space – O1.

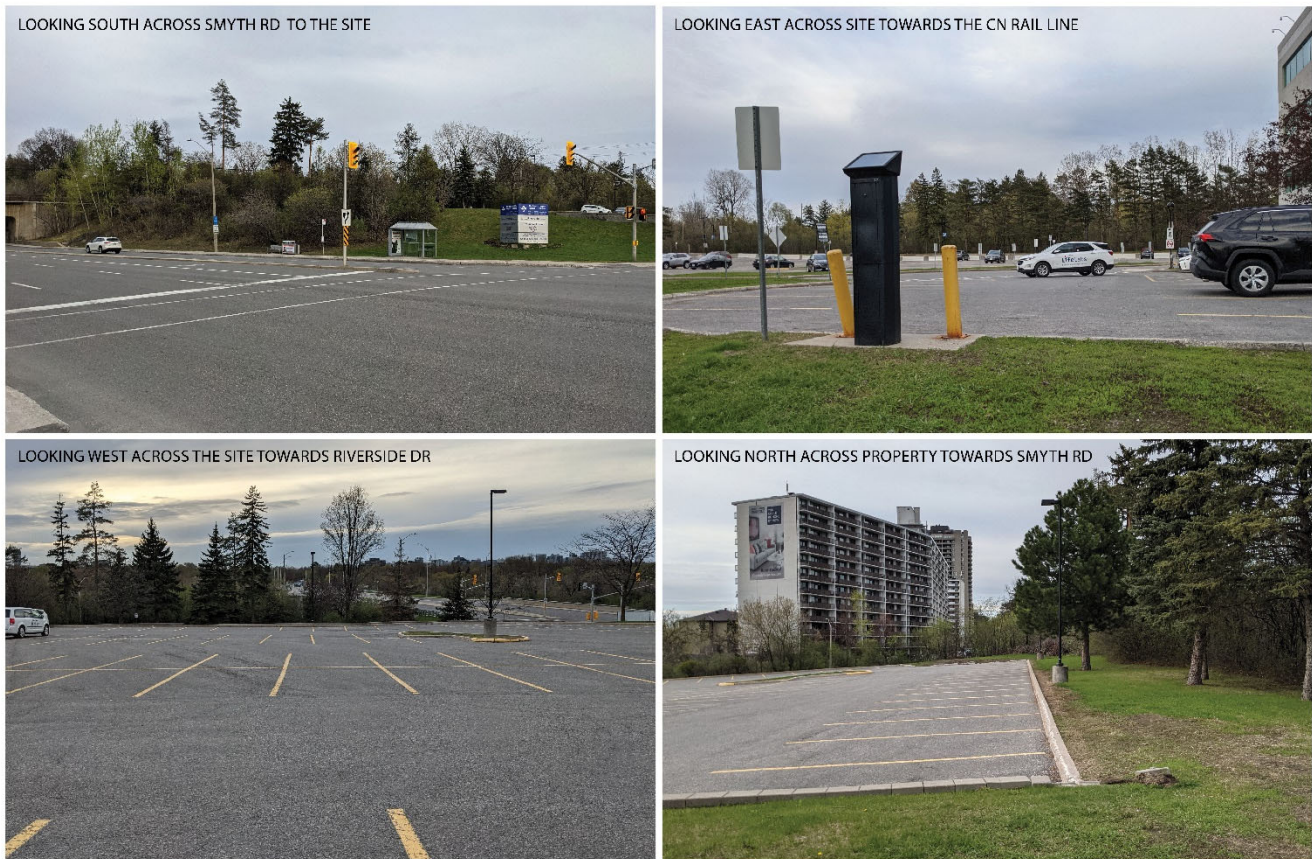


Figure 3: Site Photos

2.3 Transportation Context

The Subject property is well serviced with respect to the existing road network. Smyth Road is designated as an existing Collector Roadway on Schedule E: Urban Road Network, which intersects Alta Vista Drive, a transit priority Corridor on Schedule D: Rapid Transit Network, and within the General Urban Area outlined in Schedule B: Urban Policy Plan of the Official Plan. Collector Roads are designed and intended to facilitate a moderate traffic flow and serve to move traffic towards higher-order roadways such as Arterials and Highways.

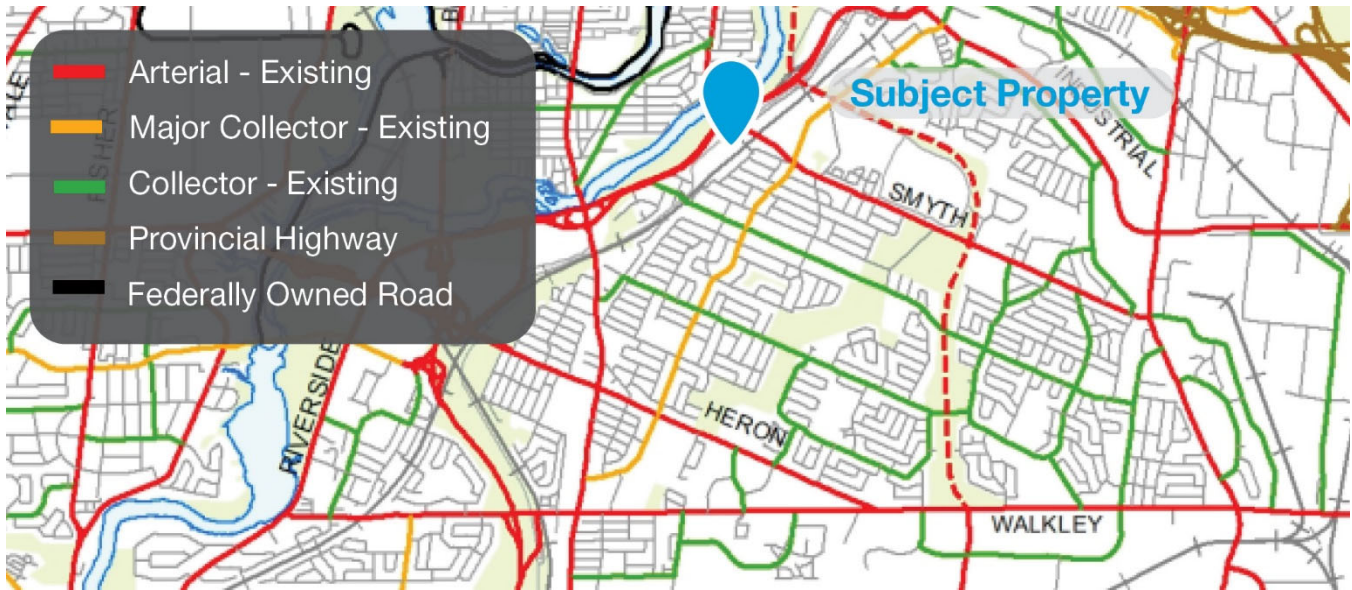


Figure 4: Ottawa Official Plan Schedule E - Urban Road Network

2.3.1 Transit

The Riverside Campus is well serviced by public transit. The Riverside BRT station is integrated into the existing Riverside Campus, providing close access to higher-order transit. All of the subject lands are within 300 metres of the BRT station entrance. The Transitway provides connections to the LRT transfer station at Hurdman Station (three stations north), the future BRT transfer station at Heron Station (three stations south), and the bus transfer node at Billings Bridge Station (two stations south). While the Riverside BRT station is accessible across the Riverside Campus, barriers created by the VIA line and the Transitway itself, make access and use of Riverside BRT Station by the surrounding residential communities less convenient.



Figure 5: City of Ottawa Official Plan Schedule D - Rapid Transit and Transit Priority

2.3.2 Cycling

The existing driveway functions as a suggested cycling route in the existing cycle network, and as a Local Route in the Cycling Plan. Cycling safety improvements along Smyth Road, which are planned for construction in 2021/2022, will connect the Riverside Campus to the Complete Street along Main Street and the MUP along the Rideau River, both of which provide good connections to the protected cycle network in Ottawa. The existing MUP connection to Billings Avenue provides a good connection to shared cycling facilities/local routes on local streets in the Alta Vista neighbourhood.

2.3.3 Walking

The pedestrian network surrounding the Riverside Campus is adequate, with sidewalks generally on at least one side of nearby roads. Walking may be discouraged by longer distances to destinations and a tendency towards monolithic land uses, as well as high traffic volumes and wide pavement widths along Smyth Road and Riverside Drive. Within the Riverside Campus, existing sidewalks connect from abutting roads to the main entrances of the Medical Building and Hospital Building, but do not traverse the entire site. Complete site navigation presently requires pedestrians to navigate vehicular driveways or along desire lines over landscaping.

3.0

Proposed Development

The Applicant, Schlegel Villages Inc. is proposing to develop a seniors retirement community that will include an eight (8) storey, 256 bed Long Term Care Home and an adjoining fifteen (15) storey Retirement home with 270 suites. Under the City of Ottawa Comprehensive Zoning By-law (2008-250), a Long Term Care Home is classified as a “Residential Care Facility”, a non-residential use which is defined in the comprehensive Zoning By-law (2008-250) as:

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

The proposed Long Term Care Home and Retirement Home are based on the Schlegel Villages model that has been developed across Ontario over the past 30 years. The model incorporates Long Term Care with Retirement Care in a “village” setting that is aimed at enhancing social interaction between residents, family members, and the surrounding community. The proposed design of the building has been shaped around a central “main street” design to connect residents to amenity spaces, the adjacent hospital and medical building.

The Ontario Ministry of Long Term Care sets strict requirements for the design and operation of Long Term Care Homes, including the arrangement of interior space, minimum amenity space for residents, and the minimum area per resident. The Schlegel model for Long Term Care far exceeds these requirements, by providing 100% private accommodation and more than doubling the amenity space per resident.

The multiple buildings that make up this development will be linked to provide connectivity between the Long Term Care Home, Retirement Home, existing medical building adjoining the hospital. The Long Term Care Home and Retirement Home will flank a central “town square” which will act as a gathering and amenity space for residents, family, and visitors. The Town Square provides amenities to both long term care residents, retirement residents and community members. These include dining, lounge, and activity spaces which serve the retirement home and are also made available to the surrounding community.

The Town square and Main Street features are designed to evoke a small-town Ontario Main Street by using new urbanism design principle to create a familiar and welcoming environment.



Figure 6: Example of a Schlegel “Main Street”

The building's main entrance will be oriented towards the west with the main ingress/egress on Smyth Road, as indicated in figure 7 below. The Main entrance will have a pick-up/drop-off loop allowing for carpooling, taxi services, charter buses and ambulance access.

Despite being built out in two phases, the individual phases will have a unified architectural theme which includes a traditional base-middle-top facade. The main 'Town Square' will be focal point in the centre with its steeped roofline and clerestory windows which will be framed by the two taller buildings on either side. The architectural design employed in the elevations will consist of a traditional tripartite composition consisting of a stone base, a masonry main body with a variety of patterns, and an articulated roofline incorporating stepped parapets.

Landscaping

Due to the construction requirements for this development many of the mature trees on the property will need to be removed. The excavation for the below grade parking, the need to relocate municipal services, and the necessary grade changes associated with this work will impact the entire property. A Tree conservation Report was prepared for the proposed development which documents the current trees on the property and the measures to ensure their conservation. A landscape plan has also been prepared for this application which proposes new tree plantings to mitigate the loss of the existing mature trees.

Parking

Currently there are 744 parking spaces on the Riverside Campus. The proposed development will reduce the number of parking spaces for the hospital and medical building to 393 spaces. A parking study was prepared for this application which outlines the parking considerations for the proposed development.

Phasing

The Long Term Care Facility and Retirement Home will be built out in two phases as follows:

Phase I: 8 storey Long Term Care Facility accommodating 256 beds.

Phase II: 15 storey Retirement Home accommodating 270 suites The Village 'Town Square' main entrance and community hub.

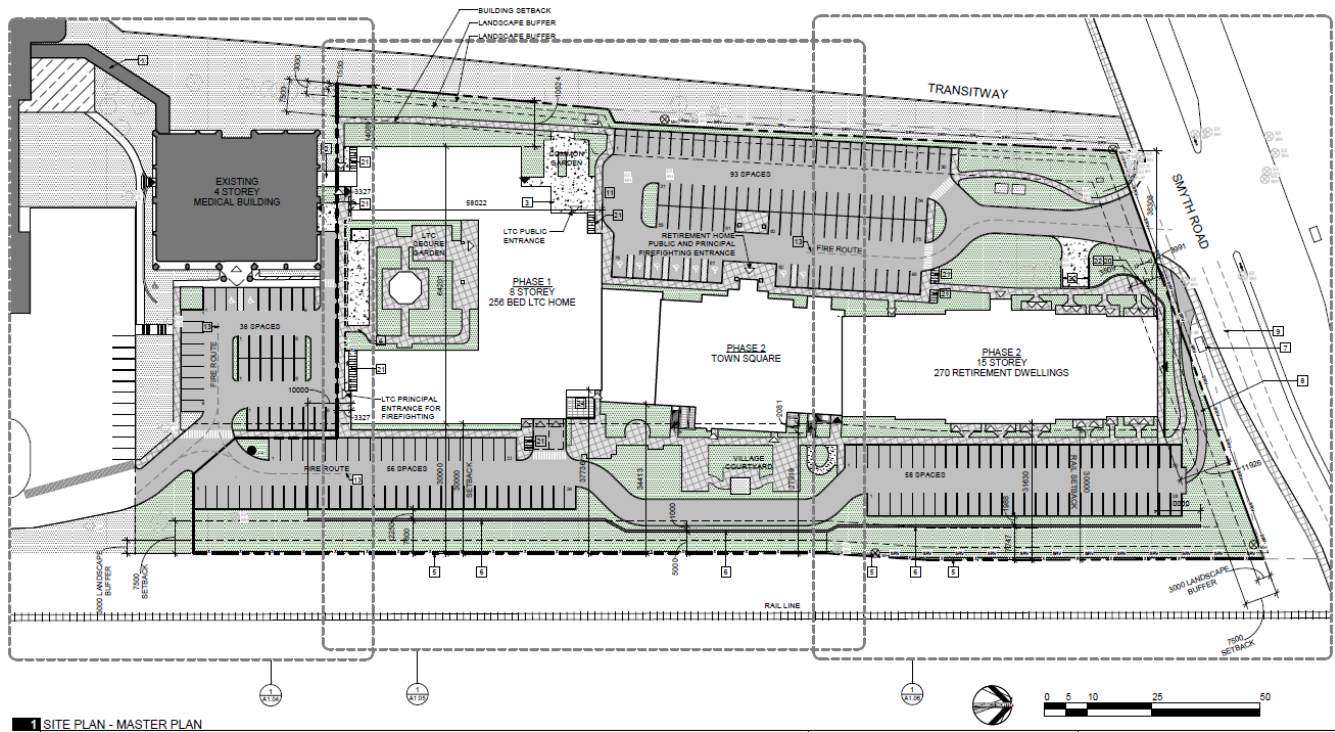


Figure 7: Site Plan showing phase 1 and 2

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement, 2020

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

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

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

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

Overall, the proposed development is consistent with the policies of the Provincial Policy Statement (2020). As part of the overall concept, the development offers an efficient, cost-effective pattern of growth, capitalizing on the site's proximity to the adjacent hospital, transit station, and open space. The proposed development contributes to an appropriate range and mix of housing options by providing long term housing for persons with disabilities and older persons. The property is also in close proximity to significant transportation options to promote walking and cycling as an alternative to personal vehicle use for residents, visitors, and employees.

4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan is composed of eight (8) sections, each addressing a different aspect of the planned function of the City as a whole, with Section 2 providing strategic directions for growth and development within the City.

Growth will be directed towards key locations with a mix of housing, shopping, recreation and employment and that are easily accessible by transit while also promoting and encouraging walking and cycling.

The Official Plan recognizes that concentrating growth to specific areas is required to support a high-quality transit service and to make better use of existing roads and other municipal infrastructure. Intensification at higher densities in nodes around transit terminals and along corridors served by transit is recognized as the most affordable form of development.

4.2.1 Managing Growth (OP Section 2.2)

Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Growth will be distributed throughout the urban area to strengthen liveable communities through intensification and infill, and new development on vacant land in designated growth areas.

In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. Transit service is to be accessible by other active modes of transportation (i.e. walking and cycling) and densities will be highest adjacent to transit stations. A mix of uses in close proximity to transit routes and stations will also ensure that residents can meet many of their daily needs within the community or nearby. Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Official Plan employs a hierarchy of nodes and corridors for managing growth.

Policy 1 of Section 2.2.2 defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use;

The proposed development is considered residential intensification as defined by the Official Plan. The planned development efficiently intensifies a previously under-utilized parking lot. The site is well served by community facilities including transit, parks, and medical services. The redevelopment and intensification of the subject property will further complement the existing neighbourhood and services while contributing to the creation of a complete community.

4.2.2 Land Use Designation

The subject property is designated “General Urban Area” on Schedule B – Urban Policy Plan of the City of Ottawa Official Plan (2003), as shown in Figure 6 below. [TF1] The General Urban Area designation fosters the development of complete and sustainable communities that provides for a full range of housing options to meet the needs of all ages, incomes and life circumstances.

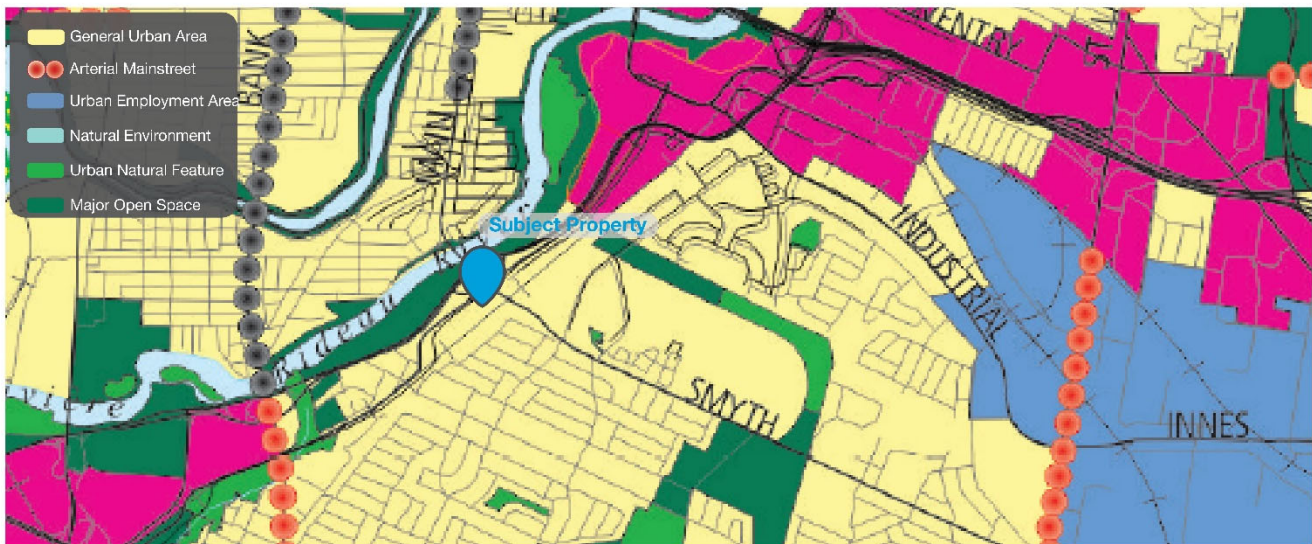


Figure 8: Ottawa Official Plan Schedule B - Urban Policy Plan

Policy 1: General Urban Area areas are designated on Schedule B. 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.

The proposed development will provide additional housing opportunities in the community including both independent as well as assisted living options. This range of housing typologies and the associated services and amenities included will promote and encourage aging in place. The proposed development also includes an opportunity to increase employment options in the form of medical services, maintenance and housekeeping staff, and employment opportunities in the numerous programmed amenity options included within the proposed building design.

Policy 3: 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. Secondary plans or zoning that currently permit building heights greater than four storeys will remain in effect.

The proposed development is consistent with the vast majority of the existing zoning and performance standards. The building design, including the massing and height, are considered appropriate and compatible given the large size of the site, allowing for an appropriate transition to neighbouring properties.

Policy 5: When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a) Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- b) Apply the policies of Section 2.5.1 and Section 4.11;
- c) Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;

While the proposed height of the Retirement Home is taller than the surrounding buildings, the proposed buildings respect the permitted heights for the property and fill in a gap in a corridor of mid- and high-rise buildings that runs between the Riverside Hospital Campus and the Riviera Condominiums to the north where the Transitway turns to run east-west.

Overall, the proposed development contributes to the continued development of a compact mixed-use neighbourhood by adding a higher-density residential building in proximity to a range of existing employment and service commercial uses. Given the existing mix of uses in proximity to the subject property, residents and employees will be able to access convenient transit and meet many of their daily needs by walking or cycling, reducing reliance on personal vehicles and promoting opportunities for active transportation. The proposed development conforms to the policies outlined in the Official Plan.

4.3 Draft New City of Ottawa Official Plan (2021)

The City of Ottawa's new Official Plan provides an updated vision to guide the future growth of the city. The new Official Plan incorporates updated growth projections, innovative ideas, and stronger policies to address climate change and meet greenhouse gas emission targets. Some of the new initiatives include the promotion of 15-minute neighbourhoods, and a transect approach to planning designations.

At the time of writing this Planning Rationale, the new Official Plan has been drafted and considered by Planning and Agriculture and Rural Affairs Committee but not yet officially considered and approved by City Council. Some of the key policies in the final draft most relevant to the proposed development are as follows:

4.1.2 Promote healthy 15-minute neighbourhoods

3) Where public pedestrian and cycling routes or facilities intersect roads, appropriate traffic control devices shall be provided to accommodate pedestrian and cycling movements.

10) Cycling facilities may still be required including safe and convenient routes and separated facilities as identified in the TMP and associated plans.

25) The City shall require new development on land adjacent to all existing and former rail corridors and facilities to follow rail safety and risk mitigation best practices to determine appropriate development setbacks. The objective in determining the development setback is to ensure new development is compatible with the long-term purposes of the corridors and facilities. New development adjacent to such corridors must be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities. Where the applicant has demonstrated the use of mitigation measures are not technically or practically feasible, alternative measures that are safe and offer the same or greater level of risk mitigation as the standard mitigation measures can be proposed in an engineering report. The report may be peer reviewed by an expert third party, at the applicant's expense.

a) For freight rail corridors, the FCM-RAC Guidelines for New Development or its successor in Proximity to Railway Operations apply; or

b) For transit rail corridors an engineering report shall be submitted as part of the development application; or

c) Where a rail corridor is used for both freight and transit rail, the more stringent requirements apply.

26) The City shall protect the corridors and expand the transit network as detailed in Schedule C2 and implement transit priority measures in other appropriate locations. Schedule C2 illustrates the network for which the City will pursue funding.

The proposed development is in close proximity to transit and other services to achieve a 15-minute community and foster resident mobility. The proximity of the hospital, transit station, open space, commercial services, and cycling routes helps the development meet the policies in section 4.1 of the new Official Plan. The proposed development also meets the required setback from the CN rail corridor to facilitate rail safety and mitigate risk due to derailment.

4.6.1 Promote design excellence in Design Priority Areas

- / Within a “Tier 3” design priority area (4.6.1), development shall consider four season comfort, enjoyment, pedestrian amenities and beauty through range of measures.
- / Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets, these areas provide a high-quality pedestrian environment. The areas within Hubs around existing rapid transit stations are locations for higher densities and regeneration.

4.6.4 Apply innovative design practices and technologies in site planning and building design

- / The High-Performance Development Standards would apply (4.6.4).
 - 1) The High-performance Development Standard shall be applied to development and local plans in accordance with the thresholds listed in the Standard. The Standard shall apply innovative sustainable and resilient design practices and technologies in site planning and building design in order to ensure that high quality urban design is aligned with climate change mitigation and adaptation goals and objectives, as follows: a) Reducing emissions from transportation; b) Reducing emissions from building construction and operations; c) Building resilience to the effects of climate change; d) Conserving water and manage stormwater; e) Protecting and enhancing natural systems and increase biodiversity; f) Reducing and managing construction and operational waste; g) Supplying energy from renewable sources; and h) Protecting community health and wellbeing.

4.6.5 Ensure efficient planning that supports the vibrancy of Ottawa’s Hubs and Mainstreets that respects the character of our neighbourhoods, villages and rural landscapes

- / Development shall achieve universal accessibility (4.6.5).
 - 4) Site Plan applications that include commercial or institutional uses shall demonstrate universal accessibility, in accordance with the City’s Accessibility Design Standards, with respect to parking, passenger loading zones, exterior paths of travel, curb ramps / depressed curbs, and accessible pedestrian signals, on both private property and within the adjacent public realm. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

4.6.6 Enable the compatible development of low-rise, mid-rise and high-rise buildings to ensure Ottawa meets its regeneration targets while considering livability for all

- 9) High-rise buildings and skyscrapers shall be composed of a well-defined base, middle, and top, and shall ensure a high quality of life for their residents while mitigating impacts to adjacent or nearby properties:
 - c) The middle portion of the building shall step back from the base and will consist of a floorplate size generally no larger than 750 m² for residential buildings and 2000 m² for commercial buildings, located and oriented in a manner that relates to the base and to adjacent buildings.

The overall design of the proposed development addresses the general design guidelines found in section 4.6 of the City of Ottawa’s new Official Plan. These include the design for seasonal comfort through adequate indoor and outdoor amenity space; accessible design that meets the City’s Accessibility Design Standards to meet the mobility needs of all ages; and the floor plate size policies listed above.

Inner Urban Transect (OP Section 5.2)



Figure 9: New Official Plan Schedule A - Transect Policy Areas

5.2.1 Enhance or establish an urban pattern of built form, site design and mix of use

3) The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- a) Proximity and access to frequent street transit or rapid transit;
- b) Limits on building heights and massing, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations, and urban design policies in Section 4.6, or as a result of the application of heritage conservation policies in Section 4.5;

The subject site falls within the Inner Urban Transect as outlined on Schedule A of the new Official Plan. The proposed development represents a mid-to high density development that is in close proximity to rapid transit. The development has been designed to meet the required design established for high-rise buildings including tower separation, floor plate size, and other design guidelines.

Overall, the proposed development is consistent with the policies of the new Official Plan and helps to achieve the goals set out in the Plan. As part of the overall concept, the development offers an appropriate housing options for an aging population by utilizing the lands adjacent to the Riverside Campus of The Ottawa Hospital.

4.4 Urban Design Guidelines

4.4.1 Urban Design Guidelines for High-rise Buildings

These urban design guidelines are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The guidelines provide specific guidance in the design of high-rise buildings to among other things: respect the character of the existing area, create and maintain a sense of place, and to promote sustainable design.

Some of the key guidelines most relevant to the proposed development are as follows:

2.4 A high-rise bar building may be appropriate when:

- It is oriented along the north-south direction to provide greater opportunities to minimize shadow impacts and allow for better access to natural light.

The proposed development is oriented along the North-South Access to align with the Rideau River and the neighbouring buildings. This will minimize the shadows and provide more natural light.

2.9 A bar building should follow the base-middle-top approach in design.

The proposed development will employ a base-middle-top approach, consisting of a stone base, masonry main body and articulated roofline.

2.25 Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of sky views, and allow for natural light into interior spaces:

- The minimum separation between towers should be 23m.

The 8 storey Long term care home and the 15 storey retirement home will be separated by over 50 m.

3.28 Protect pedestrians from wind, rain, snow and intense sun with features such as arcades, canopies, arbours or other elements to moderate the microclimate and facilitate year-round use.

The proposed development will employ several features including a portico over the front entrance.

3.30 Coordinate pedestrian weather protection with neighbouring building for continuous shelter and compatibility.

The proposed development will include a covered walkway to the neighbouring medical building.

Overall, the proposed development is consistent with the guidelines established for high-rise buildings and adds to the existing character of the neighbourhood. These guidelines have shaped the overall aesthetic and functional design of the proposed development to foster a space that is welcoming, accessible, and meets the needs of residents, the public, and employees.



Figure 10: Proposed Built Form Configuration

4.4.2 Transit Oriented Design Guidelines

Transit-Oriented Development (TOD) is a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use.

The Transit Oriented Development Guidelines provide guidance to assess, promote and achieve appropriate Transit-Oriented Development with the City of Ottawa. Since the subject site is located within a 600 metre walking distance of the BLANK transit stop, these guidelines apply to the proposed development.

Some of the key guidelines most relevant to the proposed development are as follows:

- / Guideline 1: Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop.
- / Guideline 2: Discourage non-transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user.
- / Guideline 12: Create highly visible landmarks through distinctive design features that can be easily identified and located.
- / Guideline 14: Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.
- / Guideline 16: Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit.
- / Guideline 36: Design access driveways to be shared between facilities. This helps to improve the pedestrian environment by limiting the number of depressed curbs across public sidewalks and reduces potential points of conflict between pedestrians and vehicles.
- / Guideline 49: Provide seating along walkways and sidewalks greater than 50 metres in length and at key scenic viewing locations. Ensure benches and other amenities are located as to provide at least two metres of unencumbered sidewalk.

Due to its proximity to existing transit infrastructure, the proposed development was designed to maximize transit-oriented development using the above guidelines. The site plan has incorporated several TOD elements including dedicated pedestrian walkways, landscaping/hardscaping, and lighting. These elements will foster safe and accessible mobility for staff, residents, and visitors to and from the subject site.

4.4.3 Design Guidelines for Bird Friendly Buildings

The City of Ottawa recognises that birds are an essential part of our environment, and that their ability to survive in our city is threatened in part by its buildings and structures. The purpose of these guidelines is to inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions.

Some of the key guidelines most relevant to the proposed development are as follows:

- / Guideline 1: Consider the environmental context
- / Guideline 2: Minimize the transparency and reflectivity of glazing
- / Guideline 3: Avoid or mitigate design traps
- / Guideline 4: Consider other structural features
- / Guideline 5 Create safe bird-friendly landscaping

- / Guideline 6: Design exterior lighting to minimize light trespass at night
- / Guideline 7: Avoid nighttime light trespass from the building's interior

The overall design of the proposed development has incorporated these guidelines to minimize bird strikes. The design includes solid stone/brick walls that minimize the amount of reflective glass used on the exterior of the buildings.

4.5 Comprehensive Zoning By-law (2008-250)

The subject property is zoned “I2 - Major Institutional Zone” in the City of Ottawa Comprehensive Zoning By-law (2008-250), as shown in Figure 11. The purpose of the I2 zone is to:

- / Ensure that major institutional uses such as hospitals, colleges and universities are located at appropriate locations within areas designated as General Urban Area in the Official Plan;
- / Ensure that these large scale, high traffic generating institutions locate only on large parcels of land, with direct access to an arterial road and near rapid transit stations;
- / Impose regulations which ensure that the size and integrity of these uses is compatible with adjacent uses; and
- / Permit minor institutional uses and provide for a range of ancillary uses.

A Hospital, Residential Care Facility and a Retirement Home are all permitted uses within the I2 Zone.

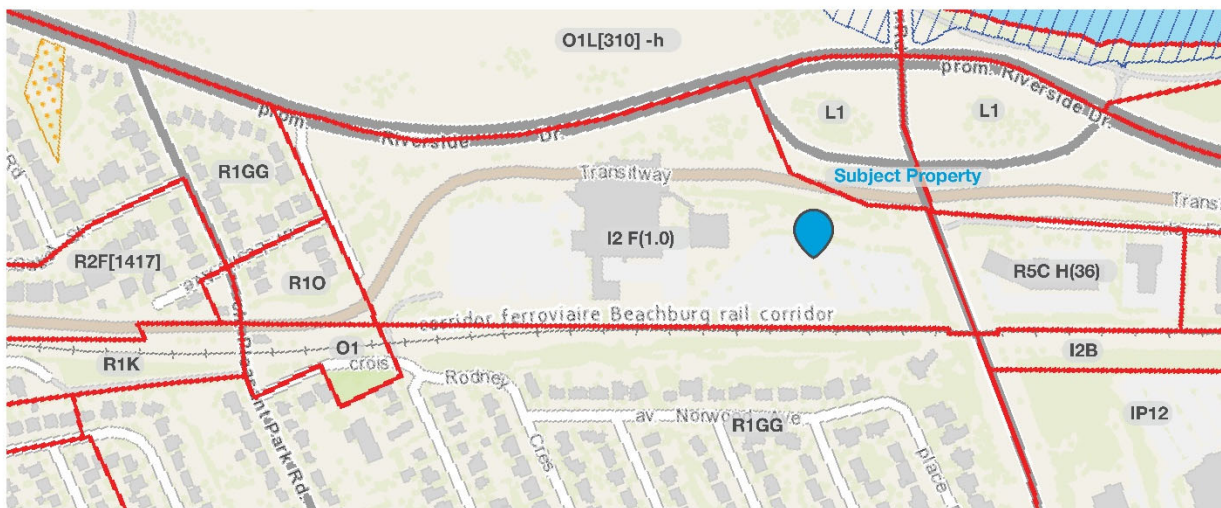


Figure 11: The subject property is zoned 12 F(1.0) in the City of Ottawa’s Consolidated Zoning By-law 2008-250

The following table summarizes the proposal's compliance with the current zoning:

Provision	Required	Proposed	Conformity
Minimum lot width	No minimum	100.5 m	Yes
Minimum lot area	No minimum	21423 m ²	Yes

Minimum front yard setback	7.5 m	3.99 m	No
Minimum rear yard setback	7.5 m	n/a	n/a
Minimum Interior Side Yard Setback	7.5 m 30 m from all rail lines	10.48 m 27.92 m	Yes
Minimum width of landscaped area along all lot lines	3 m	1.5 m	No
Maximum Height	15m within 12 m of an R1, R2 or R3 zone no maximum	96 m	Yes
Maximum Floor Space Index	1.0	0.80	Yes
Minimum required amenity area	Retirement Home: 6 m ² /unit, 50% must be communal Residential Care Facility: 10% of the GFA of each unit, 100% must be communal May not be located in a required front yard.	Retirement Home: 1500 m ² Residential Care Facility: 1010 m ²	Yes
Driveway	Minimum 6.0 m	6.0 m	Yes
Minimum Aisle width	Accessory to residential use: 6.0 m Accessory to other uses: 6.7 m	6.0 m	No
Minimum Required bicycle parking	Horizontal: 0.6*1.8 m Vertical (max 50% total): 0.5*1.5 m Access aisle: min 1.5 m	127	Yes
Minimum Required Loading Spaces	non-residential uses (LTC home, 10,100 m ²): 2	2	Yes
Minimum Loading Space Dimensions	Driveway width: 6 m (double traffic) Aisle width: 9 m (for 90° parking) Space size: 3.5*7 m	6 m	Yes

The proposed development complies with the vast majority of the zoning provisions and the intent of the I2 Zone. However, to facilitate the proposed development, relief from the following zone provisions is being sought:

- / Whereas the Zoning By-law requires a minimum 7.5 m front yard setback, 3.99 m is being sought;
- / Whereas the Zoning By-law requires a minimum 3 m width of landscape area along all lot lines, 1.5 m is being sought;
- / Whereas the Zoning By-law requires a minimum aisle width of 6.7 m for non-residential uses, 6.0 m is being sought.

The following table summarizes the required variances:

Provision	Required	Proposed	Required Relief
Minimum front yard setback	7.5 m	3.99 m	3.51 m (representing a 46.8 % reduction)
Minimum width of landscaped area along all lot lines	3 m	1.5 m	1.5 m (representing a 50% reduction)
Minimum aisle width	6.7 m	6.0m	0.7 m (representing a 10% reduction)

The proposed variances are appropriate and desirable for the development of the lands, as they will enable a design that fosters a more vibrant and engaging street frontage in a built form that supports improved internal programming as well as accessibility objectives without encroaching on existing developments.

Where the front yard setback is being reduced the subject lot line is angled such that the reduced setback is from one point of the building. In fact, the average setback of the façade is setback 7.9 m thereby mitigating potential concerns regarding this relief.

The proposed width of the landscape area of 1.5 m is only being sought along the west property line that abuts the transitway. The reason for this reduction is the narrow nature of the subject lands which is exacerbated by the required setback from the rail line to the east. A wide landscaped area and grade separation to the adjacent transitway already exist between the subject lands and Riverside Drive augmenting the intended buffering of the proposed parking area. Furthermore, the remaining and reduced buffer is sufficient to permit retention of existing trees and the provision of an intensified landscape design. Due to the nature of the abutting use, there are no negative impacts to the transitway, and the existing buffer and grade change mitigate any potential concerns about noise and vibrations from the transitway affecting residents.

The proposed aisle width of 6 metres is being sought only for the staff parking lot, which is access controlled with assigned parking spaces. This parking lot is not expected to see more significant traffic than a residential use. Therefore, the same aisle width is being sought as required for residential uses. The reason for this reduction is the narrow nature of the subject lands and the required setback from the rail line.

5.0 Supporting Plans and Studies

5.1 Site Servicing and Storm Water Management Study

A Site Servicing and Storm Water Management Study is being prepared by McIntosh Perry Consulting Engineers Ltd. to assess the water, sanitary and storm servicing requirements for the proposed development.

5.2 Site Servicing Plan

A Site Servicing Plan will be prepared by McIntosh Perry Consulting Engineers Ltd. to assess water servicing requirements for the proposed development. This plan will be completed as design development continues.

5.3 Grade Control and Drainage Plan

A Grade Control and Drainage Plan is being prepared by McIntosh Perry Consulting Engineers Ltd. and will be completed as design development continues.

5.4 Erosion and Sediment Control Plan

McIntosh Perry Consulting Engineers Ltd. is also preparing an Erosion and Sediment Control Plan that will be completed as design development continues.

5.5 Sewer Flow Management Plan

McIntosh Perry Consulting Engineers Ltd. is in the process of preparing a Sewer Flow Management to assess the impact of sewer servicing for the proposed development.

5.6 Transportation Impact Assessment

A transportation Impact Assessment is being prepared by CGH Transportation Inc. and will be made available once completed.

5.7 Wind Analysis

A Wind analysis will be prepared by Gradient Wind Engineering Inc. as design development continues and will be made available once completed.

5.8 Noise and Vibration Study

Paterson Group is in the process of preparing a Noise and Vibration Study to assess the potential impact that noise and vibrations will have on the proposed development.

5.9 Electrical Site Lighting Plan

An electrical Site Lighting Plan is in the process of being prepared by MNE Engineering Inc. and will be completed as design development continues and will be made available once completed.

5.10 Rail Safety Report

A letter was prepared by Entuitive that has informed the design of the proposed development. A full rail safety report will be prepared as design development continues.

5.11 Tree Conservation Report

A tree Conservation Report (September 30, 2021) prepared by IFS Associates, identifies necessary tree removals. Unfortunately, these trees cannot be retained due to the construction and grading requirements for the entire site.

5.12 Urban Design Brief

Cornerstone Architecture has completed an urban design brief that which outlines the building design in further detail. This includes a shadow analysis to assess the impact that the proposed development will have on shadowing surrounding properties. Due to the large size of the site and the orientation of the buildings there is minimal impact due to shadows.

5.13 Parking Study

CGH Transportation prepared a parking memorandum that outlines the parking requirements for the entire Riverside Campus and the impact the proposed development will have on these requirements.

5.14 Phase I Environmental Site Assessment

An Environmental Site Assessment (October 15, 2021) prepared by Paterson Group, to identify any environmental concerns with the potential to have impacted the subject site. It recommends that a Phase II Environmental Site Assessment is required.

5.15 Geotechnical Report

Paterson Group is in the process of conducting a Geotechnical Investigation for the subject property to assess the appropriateness of the proposed 15-storey and 8 storey buildings. This report will address concerns relating to the relocation of municipal infrastructure.

5.16 Slope Stability Analysis

A slope Stability Analysis is being prepared by Paterson Group to assess the stability of the subject site.

6.0

Public Engagement Strategy

A Public Engagement Strategy is planned to ensure adequate consultation of members of the community. At the time of application submission, due to the global COVID-19 pandemic, and in-person meetings and open houses are not in keeping with public health recommendations. Accordingly, some components of the consultation will be held in a virtual format.

The following steps in the consultation strategy are proposed:

- / Email notification to Councillor Cloutier's office and the Alta Vista Community Association following application submission;
- / Notification of neighbouring property owners and posting of public signage, to be completed by City staff;
- / Hosting of an informal public information meeting using a virtual format, with details to be determined in consultation with Councillor Cloutier and City of Ottawa staff;
- / Statutory public meeting for the future Consent and Minor Variance applications at the Committee of Adjustment.

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

7.0 Conclusions

It is our professional planning opinion that the proposed development, as permitted by the enclosed Site Plan Control application, is appropriate and represents good development for the following reasons:

- / The proposed development is consistent with the Provincial Policy Statement by providing housing options for people of all ages;
- / The proposed Long Term Care Home (Residential Care Facility) and Retirement Residence uses conform with the policies of the Official Plan and are appropriate in the “General Urban Area” designation;
- / The proposed Long Term Care Home (Residential Care Facility) and Retirement Residence uses conform with the policies of the new Official Plan (2021) and are appropriate in the Inner Urban Transect;
- / The proposed development conforms with the Urban Design Guidelines for High-rise Buildings and Transit Oriented Development;
- / The proposed development complies with all but three provisions of the I2 F(1.0) zoning in the Comprehensive Zoning By-law (2008-250); and
- / The proposed development is supported by technical plans and studies submitted as part of this application.

Sincerely,



Thomas Freeman,
Planner



Bria Aird, RPP MCIP
Planner



Brian Casagrande, RPP MCIP
Partner