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Site Plan Control Application

119 Ryan Reynolds Way

Planning Rationale and Design Brief

Prepared for: 2797503 Ontario Ltd.

Engineering excellence.

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Site Plan Control Application
119 Ryan Reynolds Way
Planning Rationale and Design Brief

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1.0 INTRODUCTION

Please note this is a revised version of the Planning Rationale submitted with the application on August 22, 2023. The conclusion (Section 6.0) has been corrected. We confirm that the remainder of the document is correctly written and applies to this application. Since the original version of the Planning Rationale was submitted, the Subject Site has been given a municipal address. The proposal has also been slightly revised. This revised Planning Rationale incorporates these changes.

Novatech has been retained by 2797503 Ontario Ltd. (part of Broadstreet Properties Inc.) to prepare this Planning Rationale and Design Brief in support of an application for Site Plan Control for their property municipally known as 119 Ryan Reynolds Way. A mid-rise (six storey) mixed use building with 121 low-rise apartment units and a 375m² Medical Facility use on the ground floor is proposed.

This Planning Rationale and Design Brief outlines the proposed development and demonstrates that the proposal is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan and complies with the provisions of Zoning By-Law 2008-250.

2.0 SITE DESCRIPTION AND SURROUNDING USES

The Subject Site comprises approximately 6,799 m² of land on the southeast corner of Mer Bleue Road and Brian Coburn Boulevard. Currently it comprises all of one parcel legally described as:

BLOCK 27, PLAN 4M1726 SUBJECT TO AN EASEMENT IN GROSS OVER BLOCK 27
PLAN 4M1726 AS IN OC2642814 CITY OF OTTAWA

To the **north** of the Subject Site across Brian Coburn is the Orléans Health Hub. Further north, approximately 300 m north of the Subject Site is a future Bus Rapid Transit (BRT) line with a future station where the BRT line crosses Mer Bleue Road.

To the **east** is a low-rise subdivision built around three years ago. Six detached dwellings back onto the Subject Site. Further east within 600 m walking distance is Don Boudria Park which has playground, baseball diamond, basketball courts / ice rink and a dog run. Also further to the east is a large parcel zoned Institutional, likely to be a future school site.

To the **south** is the same Draft Plan approved subdivision that the Subject Site is part of. Abutting the Subject Site are the rear and side yards of townhouses. The Subject Site has frontage to the same street as these townhouses, Ryan Reynolds Way although only pedestrian access is proposed here.

To the **west** across Mer Bleue Road is vacant land zoned Development Reserve (DR).



Figure 1: Subject Site and Surrounding Area

3.0 DEVELOPMENT PROPOSAL

Broadstreet Properties Inc. is proposing to develop a six storey mixed use building containing a total of 121 units and a 375m² Medical Facility on the ground floor addressing the intersection of Mer Bleue Road and Brian Coburn Boulevard. The unit mix includes one-, two- and three-bedroom units. A full 18% of the units are three bedroom. The units have a balcony or ground level terrace as private open space. There are communal amenity areas throughout the site, including a dog run and community garden in the south of the Subject Site.

A network of pathways is provided for pedestrian circulation throughout the site and to the broader public realm. Pedestrian accesses are provided from both street frontages. Extensive pathways connect through the parking lot to all building entrances. A total of 66 bicycle parking spaces are provided, 32 are on the surface and close to the building entry and the remainder are in the secure underground parking.

Vehicular access is from Brian Coburn Boulevard to a surface parking lot and underground parking. A total of 155 parking spaces are proposed, 122 for the residential tenants, 24 for visitors and 9 for the medical facility.

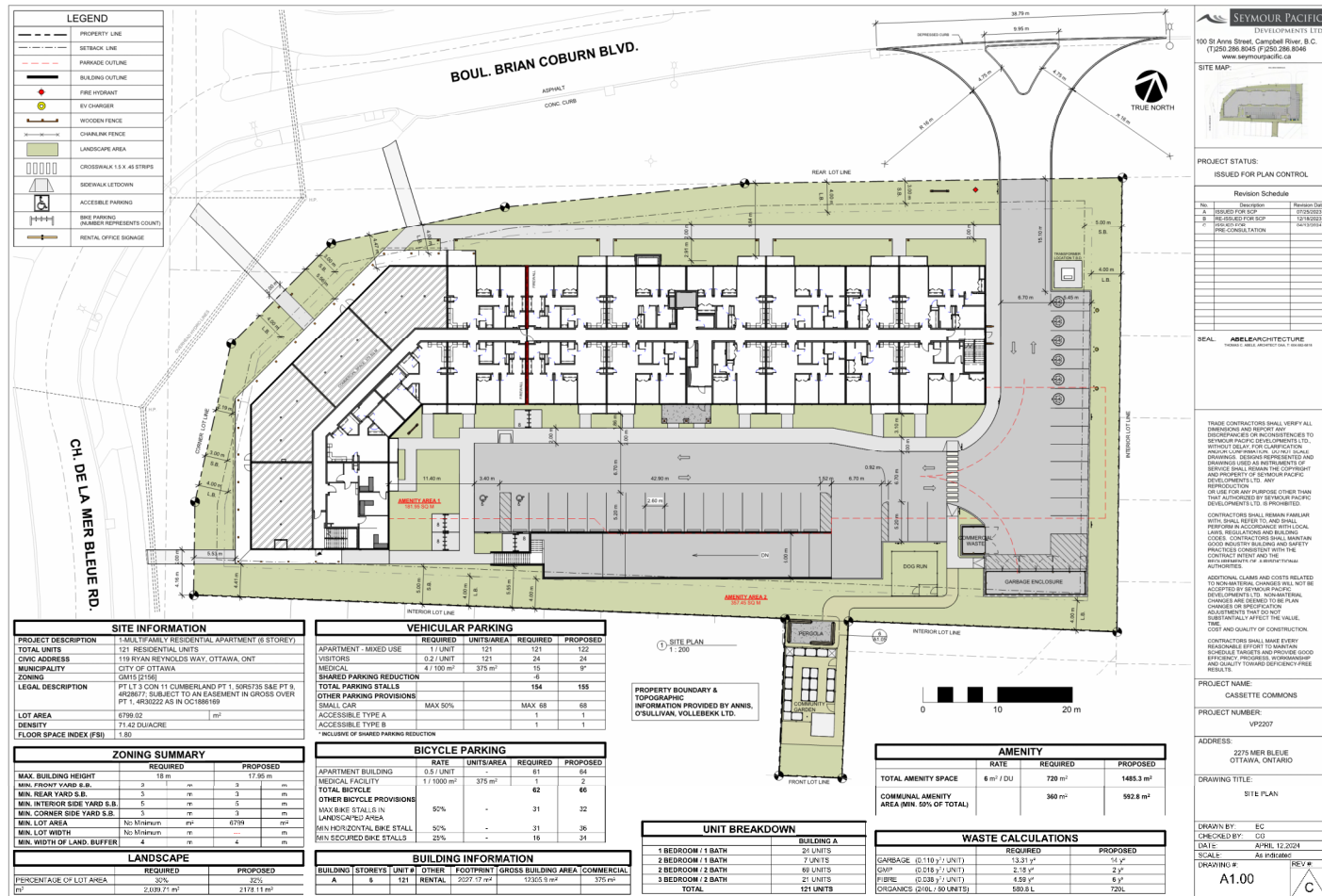


Figure 2: Site Plan dated April 12, 2024

4.0 PLANNING ASSESSMENT

4.1 Provincial Policy Statement 2020

The Provincial Policy Statement, 2020 (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. The PPS provides policy direction on matters of provincial interest and sets the foundation for regulating the development and use of all land. All decisions affecting planning matters must “be consistent with” policies of the PPS.

The proposed development is consistent with the following applicable policies of the PPS:

Building Strong Healthy Communities

Policy 1.1.1

Healthy, liveable, and safe communities are sustained by:

- 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 to or close to settlement areas;*
- e) 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;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.*

Policy 1.1.3.1

Settlement area shall be the focus of growth and development.

Policy 1.1.3.2

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*
- f) *are freight-supportive.*

Policy 1.1.3.3

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.

Policy 1.1.3.6

New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.3

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:

- 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.*

- The proposed development is located within a settlement area of the City of Ottawa that has existing and planned infrastructure and public service facilities. The proposed development will achieve an efficient land use pattern by using vacant land within the urban area for residential development with underground parking. The apartment dwelling units cater to the needs of a range of individuals and families in the community and contribute to the availability of housing choice in the community. The residential intensification of this parcel increases potential transit ridership for existing routes and supports the future BRT Transitway and station planned north of the Subject Site. The proposed development will be served by municipal infrastructure including water, stormwater, and sanitary services.

Wise Use and Management of Resources

Policy 2.1.1

Natural features and areas shall be protected for the long term.

- **Per Schedule C11-C – Natural Heritage System (East) of the Official Plan, the Subject Site is not located within or adjacent to natural features.**

Policy 2.2.2

Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

- **Per Schedule C11-C and Schedule C15 – Environmental Constraints of the Official Plan, the Subject Site is not located within or adjacent to sensitive surface or ground water features.**

Policy 2.3.1

Prime agricultural areas shall be protected for long-term use for agriculture.

- **The Subject Site is located within the urban boundary and will not impact prime agricultural areas.**

Policy 2.4.1

Minerals and petroleum resources shall be protected for long-term use.

- **The proposed development will not impact mineral or petroleum resources.**

Policy 2.5.1

Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.

- **The proposed development will not impact mineral aggregate resources.**

Policy 2.6.2

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.

- **Per the “Archaeological Potential” layer on the City of Ottawa’s GeoOttawa website, the Subject Site is not identified as having archaeological potential.**

Protecting Public Health and SafetySection 3.1 Natural Hazards

The policies of Section 3.1 direct that development and site alteration shall not be permitted within hazardous lands. The PPS defines “hazardous lands” as: *property or lands that could be unsafe for development due to naturally occurring processes.*

- **The Geotechnical Investigation by Paterson Group dated January 30, 2023 concludes that no geotechnical concerns were identified, and development can proceed using standard engineering practices. Refer to the report for further details.**

Section 3.2 Human-Made HazardsPolicy 3.2.1

Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.

- **Pinchin prepared a Phase I Environmental Site Assessment dated April 1, 2022. The report concluded that no environmental concerns were identified, and a Phase II Environmental Site Assessment was not required.**

Based on the foregoing, the proposed development is consistent with the Provincial Policy Statement, 2020.

4.2 City of Ottawa Official Plan

Schedule B8 – Suburban (East) Transect designates the entire Subject Site as Minor Corridor with the Evolving Overlay:

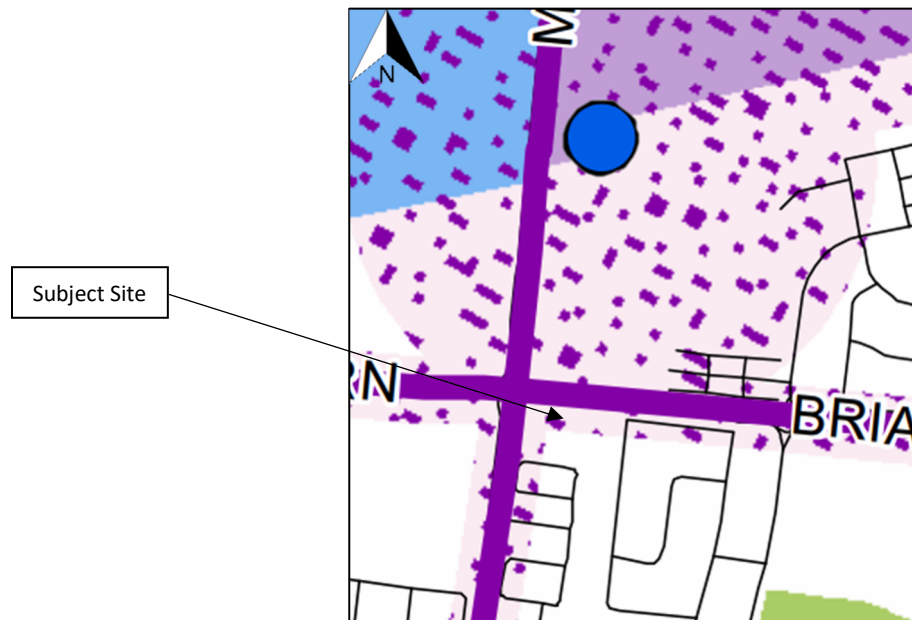


Figure 3: Schedule B8

Schedule C2 - Transit Network Ultimate shows a future BRT 300m north of the Subject Site:

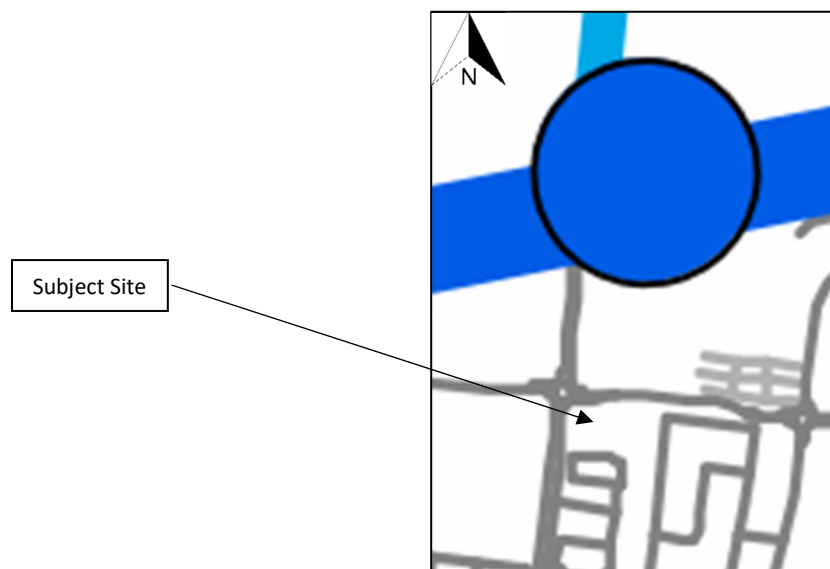


Figure 4: Schedule C

Schedule C3 - Active Transportation Network shows Major Pathways (red) to the north (future BRT), west (Ascender Avenue) and east (future school site and existing park):



Figure 5: Schedule C3

Schedule C4 – Urban Road Network identifies Mer Bleue Road and Brian Coburn Boulevard as Arterials (red) and Jerome Jodoin Drive and Découper Drive as Collectors (green):



Figure 6: Schedule C4

The following Schedules are not shown here:

- C7-A - Design Priority Areas – Urban does not include the Subject Site.
- Schedule C11-A - Natural Heritage System (East) designates the Subject Site as Urban Area. It is not affected by any of the Overlays or Sub-Designations which represent Natural Heritage features.
- Schedule C12 - Urban Greenspace shows Don Boudria Park 600 m walking distance southwest of the Subject Site.
- Schedule C15 - Environmental Constraints does not designate the Subject Site as having any environmental constraints.
- Schedule C16 identifies 37.5 m ROW protection for this section of Mer Bleue Road and 40 m ROW protection for this section of Brian Coburn Boulevard. The required widenings were taken as part of the recent subdivision that created the Subject Site.

Evolving Overlay Policies

The proposed development conforms to the following applicable Evolving Overlay policies of Section 5.6 of the Official Plan:

Policy 5.6.1.1(6)

Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.

Table 6 – General Characteristics of Urban Built Form and Suburban Built Form and Site Design

Urban	Suburban
<i>Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm</i>	<i>Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way</i>
<i>Principal entrances at grade with direct relationship to public realm</i>	<i>Principal entrances oriented to the public realm but set back from the street</i>
<i>Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios</i>	<i>Larger lots, and lower lot coverage and floor area ratios</i>
<i>Minimum of two functional storeys</i>	<i>Variety of building forms including single storey</i>
<i>Buildings attached or with minimal functional side yard setbacks</i>	<i>Generous spacing between buildings</i>
<i>Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing</i>	<i>Informal and natural landscape that often includes grassed areas</i>
<i>No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage</i>	<i>Private automobile parking that may be prominent and visible from the street</i>

- The proposed development meets the relevant urban characteristics described in Table 6 above, consistent with the intent of the Evolving Neighbourhood Overlay:
- The proposed buildings comply with the minimum required yard setbacks of the zoning by-law and provide appropriate vehicular and pedestrian circulation through the site, and opportunity for amenity areas and landscaping.
- Principal building entrances have a direct relationship to the public realm including connections to Mer Bleue Road and Brian Coburn Boulevard. Inward site-facing entrances are well connected to proposed site amenities and parking, and to the public realm via a series of pathways throughout the site.
- The proposed building is six storeys.
- Landscaped areas, tree planting, and pathways are proposed throughout the proposed development. Please refer to the Landscape Plan submitted with this application for further detail.

City-Wide Policies

The proposed development conforms to the following applicable city-wide policies of Section 4.0 of the Official Plan:

Mobility

Policy 4.1.2(2)

Provide safe and convenient pedestrian routes and facilities in Hubs and Corridors and, within the following distances from transit:

- a) 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations*

- **The Subject Site is approximately 300 metres south of the future Mer Bleue Bus Rapid Transit (BRT) Station.**

Policy 4.1.2(6)

New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.

- **The proposed Site Plan includes several direct pathway connections from building entrances and the site's internal network of pathways to Mer Bleue Road and Brian Coburn Boulevard.**

Policy 4.1.2(9)

Proponents of development shall provide an adequate number of bicycle parking facilities as follows:

- a) *Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and*
- b) *Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.*
- **Bicycle parking is provided in accordance with the Zoning By-law 2008-250 and includes a combination of at-grade bicycle parking for visitors and underground secured bicycle parking for residents.**

Policy 4.1.4(2)

The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:

- b) *Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations*
- **Resident and visitor parking and parking for the Medical Facility will be provided as per the Zoning By-law.**

Policy 4.1.4(11)

Surface parking lots should be designed to meet all of the following:

- a) *Minimize the number and width of vehicle entrances that interrupt pedestrian movement; and Provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings, and between all buildings within the site; and*
- b) *Landscaping requirements shall be in addition to landscaping requirements for the right of way around the perimeter of parking lots; and*
- c) *Include regular spacing of tree islands that support the growth of mature shade trees and incorporate Low Impact Development measures for stormwater management where feasible; and*
- d) *Be designed to anticipate redevelopment of the site over time and facilitate future intensification, severance and infill; and*
- e) *Encourage the provision of electric vehicle charging spaces and dedicated car share spaces.*
- **The proposed surface parking lot is accessed via one vehicular connection to Brian Coburn Boulevard to reduce conflicts between pedestrian and vehicles, and a network of sidewalks are provided throughout the site to provide well-defined and safe pedestrian connections throughout the site and to the public realm.**
- **The proposed development meets the landscaping requirements for parking lots per the Zoning By-law. Please see the Landscape Plan submitted with this application for further detail.**

Housing

Policy 4.2.1(1)

A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;*
 - c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure*
- **The proposed mid-rise apartment buildings contribute to the diversity of housing types, densities, and tenure options within the neighbourhood, including the range of bedroom count availability with 1-, 2-, and 3-bedroom unit options. Fully 18% of the units are three bedroom.**

Urban Design

Per *Schedule C7A – Design Priority Areas - Urban* of the Official Plan, the Subject Site is not located within a Design Priority Area (DPA). As such, policies associated with DPAs are not applicable and the proposed development is not subject to review by the Urban Design Review Panel.

Per *Schedule C13 – Scenic Routes* of the Official Plan, none of the streets abutting or in proximity to the Subject Site are designated as “Scenic Routes”. As such, policies associated with designated Scenic Routes are not applicable to the proposed development.

Policy 4.6.5(3)

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.

- **The proposed development minimizes conflicts between vehicles and pedestrians by providing a network of on-site pathways throughout the proposed development and to the broader public realm. Vehicular access to the Subject Site is provided via one connection to limit interruptions to the public sidewalk to one location. Mechanical and service equipment is located within the proposed buildings and underground parking is provided to limit the amount of surface parking. Surface parking is visually screened from the public realm by the proposed buildings and landscaping.**

Policy 4.6.6(4)

Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and*
 - b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.*
- **The proposed development provides amenity area in accordance with the Zoning By-law, as set out in the zoning table on the Site Plan.**

Policy 4.6.6(7)

Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;*
 - b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;*
 - c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and*
 - d) Provide sufficient setbacks and step backs to:*
 - i. Provide landscaping and adequate space for tree planting;*
 - ii. Avoid a street canyon effect; and*
 - iii. Minimize microclimate impacts on the public realm and private amenity areas.*
- **The proposed building frames the public streets and provide an active street frontage. The proposed six-storey buildings are proportionate in height to the width of the neighbouring streets.**

Drinking Water, Wastewater and Stormwater InfrastructurePolicy 4.7.1(23)

Applications for new development will demonstrate, to the City's satisfaction, that adequate services are available and can be allocated to support the proposal:

- a) Where adequate services do not exist or cannot yet be provided to support a development, the City may use holding provisions in accordance with Zoning By-law to regulate the timing of development*
- **The Servicing and Stormwater Management Report prepared by Novatech confirms that the proposed development can be adequately serviced by municipal services.**

Natural Heritage, Green Space and the Urban Forest

Per *Schedule C11C – Natural Heritage System (East)* of the Official Plan, the Subject Site is not located within or in proximity to the Natural Heritage System or features. As such, policies associated with the Natural Heritage System are not applicable to the proposed development.

Policy 4.8.2(3)

Growth, development and intensification shall maintain the urban forest canopy and its ecosystem services, in accordance with Subsection 4.8.2, Policy 6) and the following:

- a) Preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil;*
- b) On urban properties subject to site plan control or community planning permits, development shall create tree planting areas within the site and in the adjacent boulevard, as applicable, that meet the soil volume requirements in any applicable City standards or best management practices*

Policy 4.8.2(6)

When considering impacts on the urban forest and trees, approvals and Tree Permits shall not be denied for development that conforms to the Zoning By-law or for Zoning By-law amendments, variances and consents that conform to the Official Plan. Council or the Committee of Adjustment may refuse a planning application if it fails to provide space and adequate volume of soil for existing and/or new tree(s). Approvals granted by Council or Committee of Adjustment may include conditions to support tree protection, removal and replanting. The City and the Committee of Adjustment may refuse a development application where it deems the loss of a tree(s) avoidable. This policy shall also apply to a community planning permit approved through delegated authority or Council.

- **The proposed development a portion of its parking areas underground and provides generous landscape buffers, islands, and outdoor amenity space to maximize the space available for tree planting. Please refer to the Landscape Plan for details about the proposed landscaping.**

Based on the foregoing, the proposed development conforms to the applicable policies of the Official Plan.

4.3 Mer Bleue Community Design Plan

The Mer Bleue Community Design Plan (CDP) is undated. The Land Use Plan designates the Subject Site for Mixed Density Residential with Commercial at the intersection of Mer Bleue Road and Brian Coburn Boulevard:



Figure 7: CDP Land Use Plan

The designations are set out at Section 5 of the plan:

5.1.1 Mixed Density Residential

This land use designation envisions the creation of a community that provides a variety of housing forms and types in order to attract a diverse and vibrant population. This designation aims to create an urban fabric that is heterogeneous, avoiding large pockets of a similar housing type. The overall residential density will be at least 29-units/net hectare for single-detached, semi-detached and townhouses, with higher density residential uses located in close proximity to the Mixed Use areas and in areas of constrained soils as appropriate. Mixed Density Residential can include:

- *Single-detached dwellings;*
- *Semi-detached dwellings;*
- *Townhomes;*
- *Stacked Townhomes;*
- *Low-Rise Apartments (up to 4 storeys)*

The Official Plan requires a certain mix of housing types for developing communities such as the Mer Bleue area. This mix is as follows and is further illustrated in the Demonstration Plan provided in Section six:

- *Maximum 60% single-family and semi-detached dwellings;*
 - *Minimum 10% apartments dwellings;*
 - *The remainder as multiples, other than apartments. Community and Neighbourhood Parks are permitted in this designation as well.*
- **The proposed apartments diversify the range of housing types available in the community and are close to the mixed use designation north of Brian Coburn Boulevard. Mid-rise of six storeys is appropriate based on its proximity to transit (300m to a future BRT) and lack of off-site adverse impacts. The density is 179 units per hectare. The broader subdivision that created the Subject Site is comprised of townhouses and back to back dwellings. Taken with the recent development to the east which comprises detached dwellings, the Mer Bleue areas is developed with a range of dwelling types and densities consistent with this policy.**

5.1.3 Commercial

The intent of the Commercial land use designation is to provide supporting commercial uses such as food service, retail serving the Orleans community, financial services, hotel, gymnasiums and child care, which have the potential to reduce vehicle trips generated by the residents of the area. Qualifying commercial uses will be developed in accordance with the applicable Design Guidelines in Section 6.

- **A 375m² medical facility is proposed. It is an example of a use that reduce vehicle trips generated by the residents of the area.**

4.4 City of Ottawa Zoning By-law 2008-250

The Subject Site is zoned General Mixed Use subzone 15 with an exception (GM15 [2156]). The purpose of the GM – General Mixed-Use Zone is to:

1. *allow residential, commercial and institutional uses, or mixed use development in the **General Urban Area** and in the **Upper Town, Lowertown and Sandy Hill West Character Areas** of the **Central Area** designations of the Official Plan;*

2. *limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;*
 3. *permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and*
 4. *impose development standards that will ensure that the uses are compatible and complement surrounding land uses.*
- **Low-rise apartment dwelling and medical facility are both permitted uses in the GM zone. Sub-zone 15 adds additional permitted uses that are not proposed here.**

Urban Exception 2156 provides the following:

- *In addition to any other requirements for landscaping, a minimum 4 m wide landscaped area must be provided along any lot line abutting a residential zone and abutting Mer Bleue Road and Brian Coburn Boulevard.*
 - *All buildings on the lot must have commercial space on the ground floor.*
 - *Driveways providing access to the lot, may be located within the landscaped area described in above.*
 - *For all buildings on the lot where a wall faces a public street it must have a minimum of 50% clear glazing at the first floor level.*
 - *Building is to be setback no further than 14m from both Mer Bleue Road and Brian Coburn Boulevard.*
 - *Building faces along Mer Bleue Road and Brian Coburn Boulevard are either a minimum of 5 m in height, or contains a parapet a minimum height of 5 m measured from grade*
- **The proposal complies with the provisions of the base zone and the exception. Please refer to the submitted Zoning Compliance Report for details.**
 - **Note that the provisions of Section 104 – Shared Parking Provision of the Zoning By-law are applicable. The amount of parking spaces able to be shared between the residential visitor and medical facility uses (resident parking cannot be shared) is calculated as six spaces. Therefore the parking requirement is reduced by this amount. Accordingly, the parking requirement for the Subject Site is met.**

5.0 PUBLIC CONSULTATION STRATEGY

It is proposed to consult with the public through the legislated public consultation requirements. The public consultation strategy will involve a variety of methods as follows:

- Signage posting on the Subject Site which provides the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).
- Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City of Ottawa staff.

6.0 CONCLUSION

It is our assessment that the proposed development is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan and the Mer Bleue Community Design Plan, and complies with the Zoning By-Law 2008-250. This Planning Rationale along with the associated technical studies supports the proposed development.

The proposed development functions well within the surrounding context. It is an appropriate and desirable addition to the community and represents good planning.

NOVATECH

Prepared by:



James Ireland, MCIP, RPP
Project Manager