



400 Jessie Chenevert Walk

Planning Rationale
Zoning By-law Amendment
November 18, 2025



Prepared for Extendicare Canada

Prepared by Fotenn Planning + Design
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Ottawa, ON K2P 1W4

November 2025

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1.0

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Extendicare Canada (“Extendicare” or the “Owner”) to prepare a Planning Rationale in support of the Zoning By-law Amendment application for the property legally described as Block 1, Plan 4M-1766, City of Ottawa, and municipally known as 400 Jessie Chenevert Walk in the City of Ottawa (“the subject site”).

1.1 Application Summary

The Owner proposes to construct a four (4) storey long-term care home with 256 beds, communal amenity space, and 94 surface parking spaces.

To permit the development as proposed, applications for a Minor Zoning By-law Amendment and Site Plan Control Approval are required. The Site Plan Control application has been submitted in parallel with the ZBLA application to resolve site specific design considerations.

To facilitate the proposed development, a Zoning Amendment is proposed to rezone the property from its current “Mixed-Use Centre Zone, Subzone 19, Urban Exception 2952” (MC19[2952]) zoning to “Mixed-Use Centre Zone, Subzone 19, Urban Exception XXXX” (MC19[XXXX]). The details of this Exception will be established collaboratively with City Planning Staff.

The intent of this Planning Rationale is to assess the proposed application against the applicable policy and regulatory framework and to demonstrate how the application is appropriate for the subject site and compatible with surrounding land uses and existing infrastructure.

1.1.1 Public Consultation Strategy

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. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the months after the application has been submitted.

- / **This application constitutes the formal submission of application information and materials for Official Review.**
- / **Community “Heads Up” to local Community Association, where applicable, to be completed by the City of Ottawa during the application review process.**
 - / Extendicare engaged with Councillor Steve Desroches prior to submitting the Zoning By-law Amendment application.
- / **Community Information Session.**
 - / If requested, a community information session will be held to discuss the proposed development following this submission if requested by the Community Association or Councillor Steve Desroches.
- / **Planning Committee Meeting Advertisement and Notice of the public meeting.**
 - / Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / **Statutory Public Meeting for the Zoning By-law Amendment application at Planning and Housing Committee.**
 - / The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee meeting.

2.0

Subject Site & Surrounding Context

2.1 Subject Site

The subject site is located in Ward 22, Riverside South-Findlay Creek, in the City of Ottawa. The subject site is bounded by Earl Armstrong Road to the north, Portico Way to the west, and Jessie Chenevert Walk to the south. The subject site is irregularly shaped and has a frontage of approximately 160 metres on Earl Armstrong Road, approximately 125 metres on Portico Way, and approximately 107 metres on Jessie Chenevert Walk. The total lot area is 16,323 square metres (1.63 hectares).

The subject site is partially within the 600-metre buffer from Limebank Station located on the Trillium Line of the O-Train. As part of the development of the surrounding lands, the property south of the subject site (south of Jessie Chenevert Walk) is planned to be developed as a district park. Construction of Jessie Chenevert Walk is currently underway.

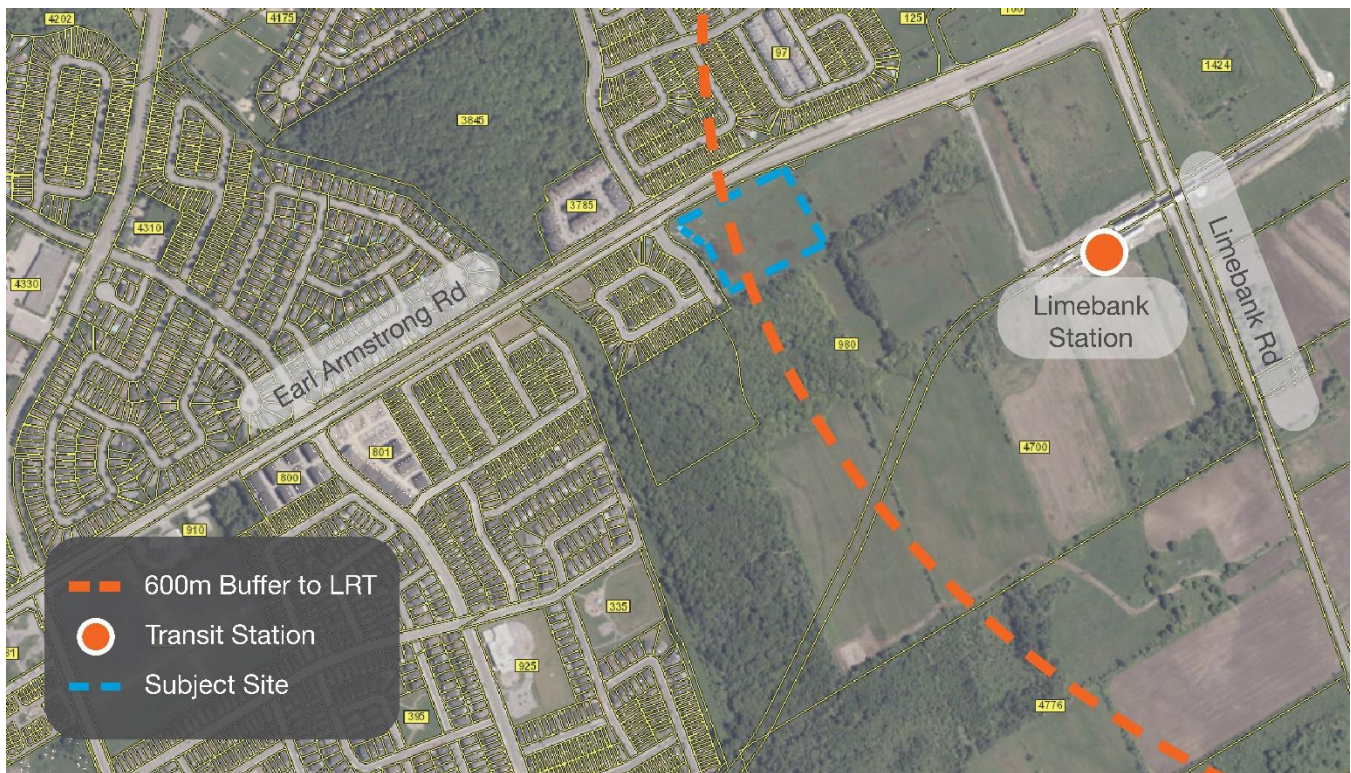


Figure 1: Aerial image of subject site.

2.2 Property Location and Context

North: Facing the subject site on the north side of Earl Armstrong Road is a predominantly residential neighbourhood characterized by semi-detached, townhouse, and stacked townhouse dwellings, which was largely constructed between the mid 1990s and 2010s.

East: Immediately east of the subject site are vacant, undeveloped and/or agricultural lands which are planned for urban development. The Limebank Light Rail Transit (LRT) Station, which represents the current terminus of Line 2 of the O-Train, is located approximately 550 metres to the subject site.

South: Along the southern edge of the subject site is a land parcel planned for future development including a district park and a Bus Rapid Transit corridor that connects to Limebank Station, extending from the lower southwest corner to the southeast corner of the subject site. Beyond this is undeveloped treed or agricultural land, zoned for future development. The urban boundary is located approximately 1.3 kilometres south of the subject site.

West: West of the subject site, across Portico Way, is a subdivision characterised by townhouse dwellings. Further west is a watercourse, on the other side of which is a low-rise residential neighbourhood which also includes an elementary school and a park. Southwest of the subject site are environmentally protected lands and lands zoned for future development.



Figure 2: Aerial images of the surrounding area.

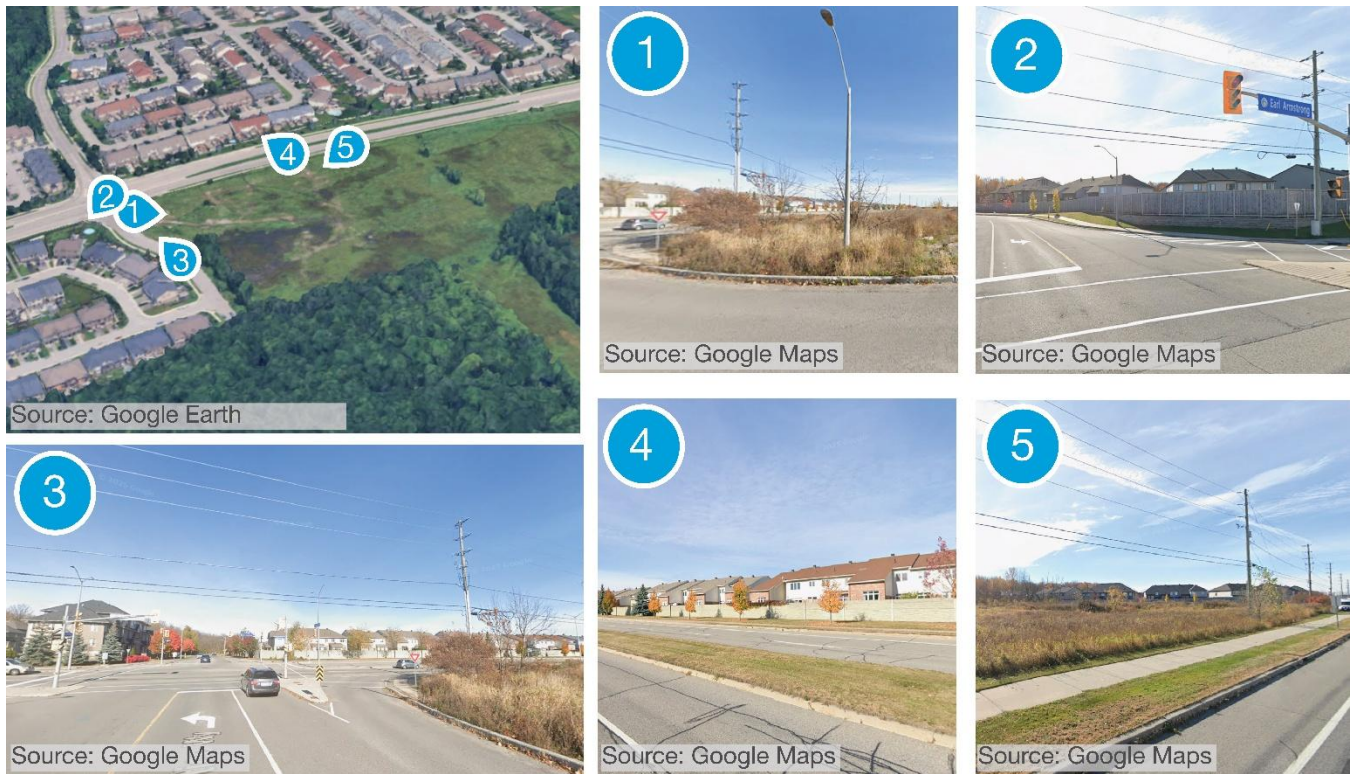


Figure 3: Photographs of the subject site with a map identifying the location and direction of each image.

2.3 Transportation

As per Schedule C4 – Urban Road Network of the Official Plan, the subject site has frontage onto an arterial road (Earl Armstrong Road to the north) and is in proximity to another arterial road (Limebank Road to the east) (Figure 4 below). Three existing or future collector roads are planned to be located near the subject site, including Portico Way (a north-south road abutting the subject site's west boundary) and Jessie Chenevert Walk (an east-west road abutting the subject site's south boundary). The north-south collector roads will connect to a future east-west major collector road further south of the subject site.

Per Schedule C2 – Transit Network of the Official Plan, the subject site is less than 600 metres from Limebank Station and the City's LRT network. There is also a proposed Bus Rapid Transit (BRT) route to the south of the subject site connecting to Limebank Station, which will serve as a connecting point between the O-Train Line 2 and BRT (see Figure 5).

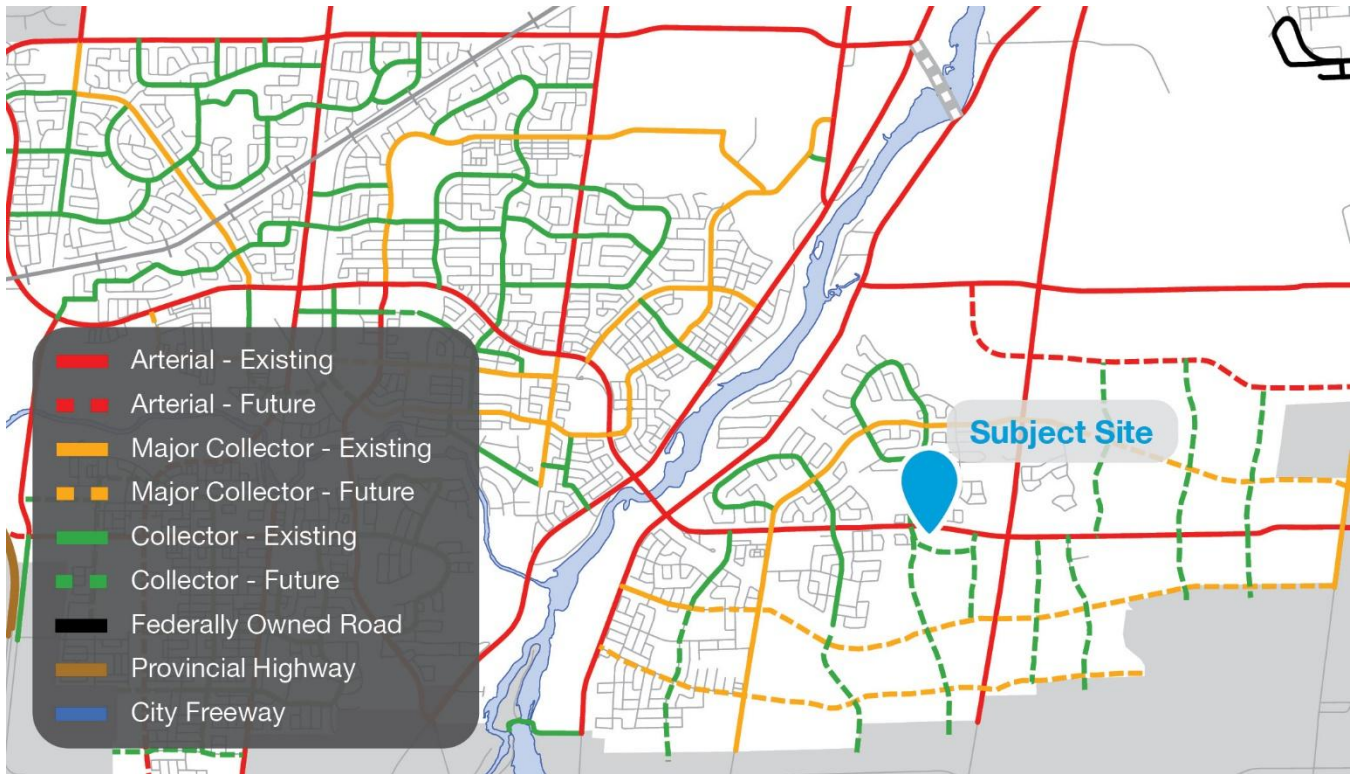


Figure 4: Urban road network.

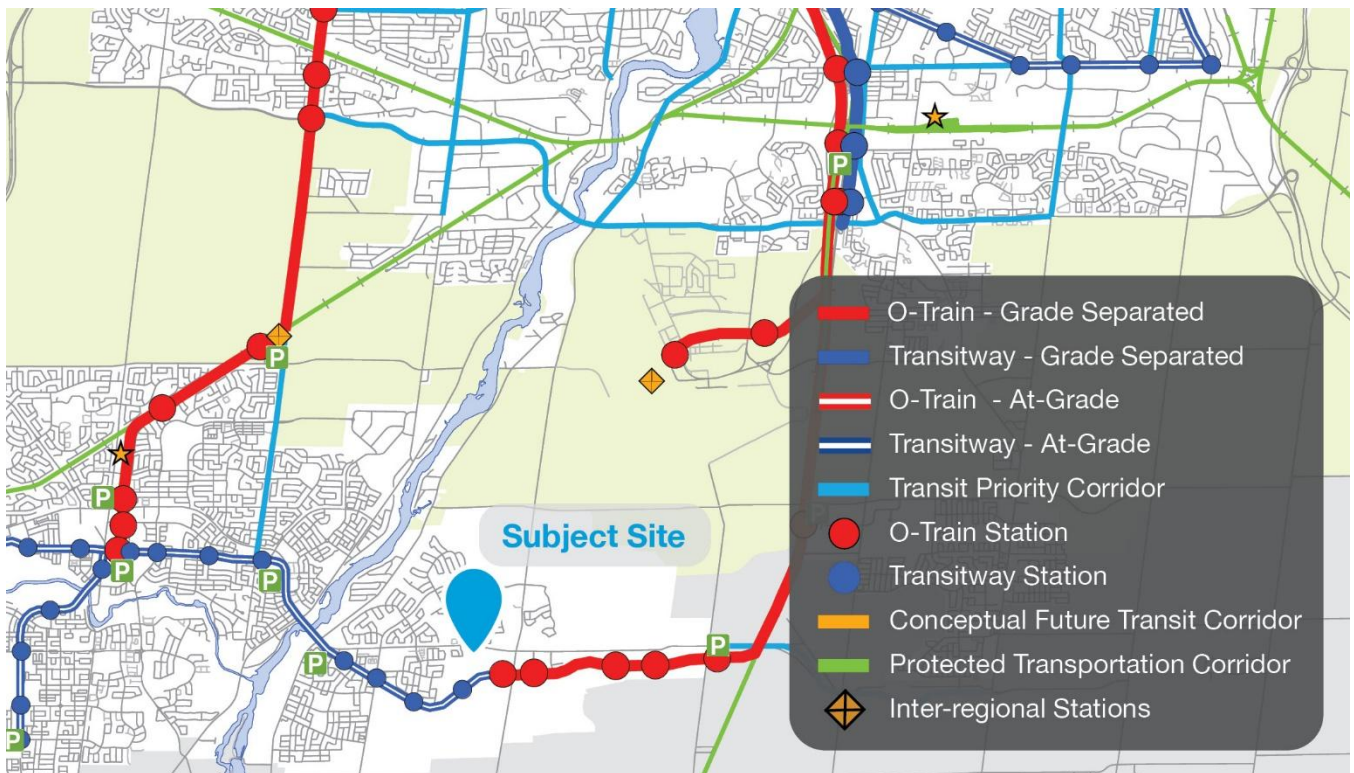


Figure 5: Transit network.

Proposed Development

The proposed development consists of a four (4) storey long-term care home which will feature a central courtyard for residents and ample landscaping abutting Earl Armstrong Road, Portico Way, and Jessie Chenevert Walk. The main entrance of the building is oriented towards Portico Way with prominent landscaping and pedestrian walkways at the corner of Earl Armstrong Road and Portico Way. The drop-off area in front of the main entrance is covered by a canopy for the comfort and safety of future residents and visitors.

The proposed 256-bed facility includes communal amenity space for residents and staff in the interior courtyard. The courtyard provides connection between the front entrance area and the communal dining space located on the ground floor of the east wing of the building. A secure outdoor patio is also proposed on the west side of the building. The landscaped feature at the corner of Earl Armstrong Road and Portico Way will provide space for staff and family members of residents to rest and walk outdoors and an enhanced pathway connection from north of Earl Armstrong Road to the future park to the south of the subject site.

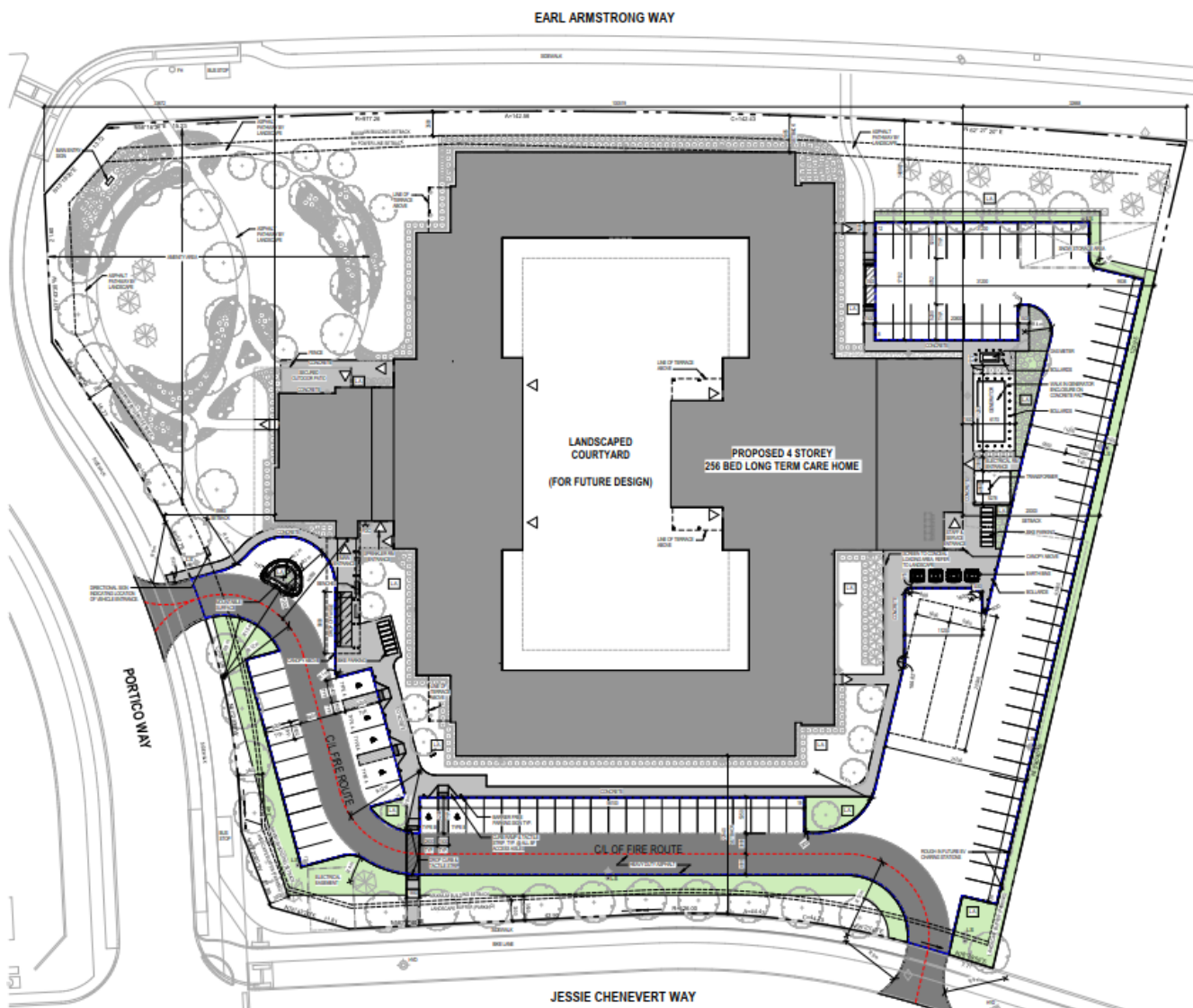


Figure 6: Proposed Site Plan, prepared by Montgomery Sisam Architects Inc.

There are dual accesses and egresses to the subject site on Portico Way (right-in/right-out) and Jessie Chenevert Walk. Directional signage indicating the location of vehicle entrance to the site is proposed on Portico Way, to be determined during the Site Plan Control process. Surface parking is proposed abutting Jessie Chenevert Walk, Portico Way and in the interior side yard to the east of the building, with a soft landscaped buffer being provided between the parking and abutting lot lines. Accessible parking spaces, Type A and B, are proposed closest to the main entrance. Bicycle parking is proposed near the main entrance and on the east side of the building adjacent to the staff and service entrance. Two proposed loading spaces are located east of the building, and are screened from the building with soft landscaping and a screen.

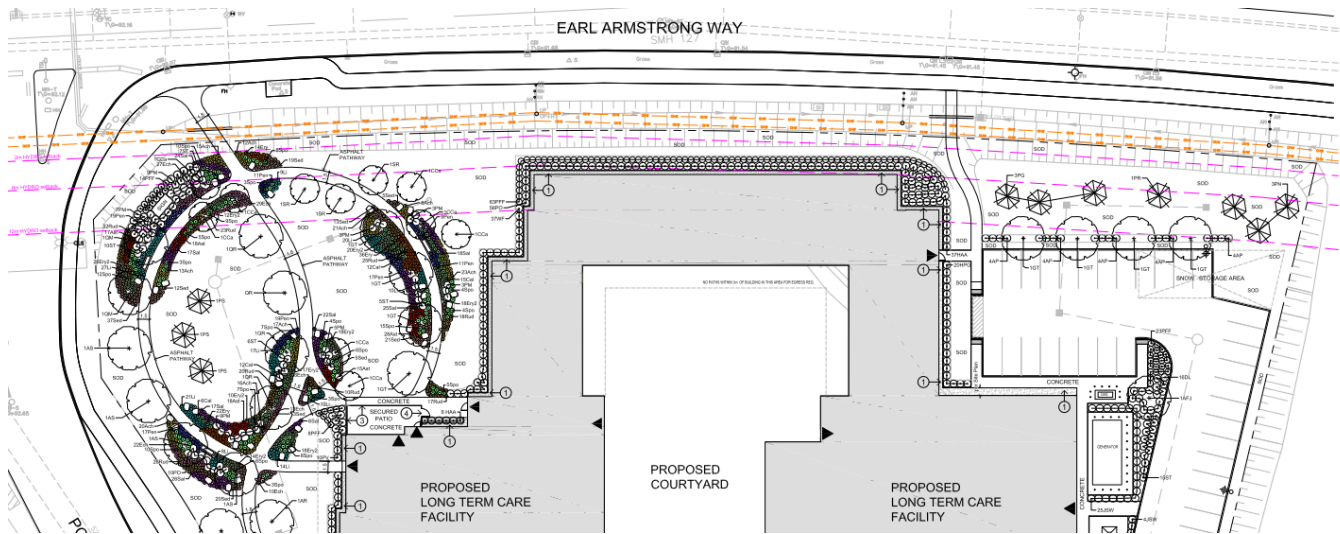


Figure 7: Excerpt of the proposed Landscape Plan, prepared by Levstek Consultants Inc.

Policy & Regulatory Framework

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) 2024 is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. The document came into effect October 20, 2024. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS 2024 aims to increase the supply and mix of housing in Ontario and to “support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity.” The policies also aim to sustain strong and competitive communities. This section will discuss relevant policies of the PPS 2024.

Section 2.1, Policy 6 states that Planning authorities should support the achievement of *complete communities* by:

- a. accommodating an appropriate range and mix of land uses, *housing options*, transportation options with *multimodal* access, employment, *public service facilities* and other institutional uses (including schools and associated child care facilities, *long-term care facilities*, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b. improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c. improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

In the PPS 2024, the definition of *housing options* states that the term can also refer to a variety of housing arrangements and forms such as institutional uses, for instance long-term care homes.

Section 2.2, Policy 1 states that planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by:

- a. establishing and implementing minimum targets for the provision of housing that is *affordable* to *low and moderate income households*, and coordinating land use planning and planning for housing with Service Managers to address the full range of *housing options* including *affordable* housing needs;
- 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 *additional needs housing* and needs arising from demographic changes and employment opportunities; and
 2. all types of residential *intensification*, including the *development* and *redevelopment* of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new *housing options* within previously developed areas, and *redevelopment*, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c. promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation*; and
- d. requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations.

Section 2.4.1, Policy 1 states that to support the achievement of *complete communities*, a range and mix of *housing options*, *intensification* and more mixed-use development, *strategic growth areas* should be planned:

- a. to accommodate significant population and employment growth;
- b. as focal areas for education, commercial, recreational, and cultural uses;

- c. to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d. to support *affordable*, accessible, and equitable housing.

Section 2.4.2, Policy 2 states that within *major transit station areas* on *higher order transit corridors*, planning authorities shall plan for a minimum density target of:

- a. 200 residents and jobs combined per hectare for those that are served by subways;
- b. 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or
- c. 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.

Section 2.4.2, Policy 3 states that planning authorities are encouraged to promote *development* and *intensification* within *major transit station areas*, where appropriate, by:

- a. planning for land uses and built form that supports the achievement of minimum density targets; and
- b. supporting the *redevelopment* of surface parking lots within *major transit station areas*, including commuter parking lots, to be *transit-supportive* and promote *complete communities*.

The proposed development is consistent with the PPS 2024 as it will help develop a complete community through contributing to a range and mix of land uses such as institutional uses, including long-term care facilities. The proposed long-term care facility would expand the type of land uses in the community and provide employment. Long-term care homes are included in the definition of housing options. As such, the proposed development is consistent with PPS 2024 policy to provide housing options which meet social, health and well-being requirements of current and future residents. The proposed development would provide housing for aging residents and people who require increased supports to live in the community, and will contribute to residents' well-being through high-quality design.

The proposed development is also consistent with PPS 2024 policy to be transit supportive as it is located within 600 metres of both an existing and planned rapid transit station. The proposal is consistent with policy to achieve complete communities within Strategic Growth Areas as the proposed development will contribute to population and employment growth in a major transit station area. The proposed land use and built form is consistent with PPS 2024 policy to achieve a density target of 160 residents and jobs per hectare for lands served by light rail or BRT as the proposed 256-bed facility on a property with an area of approximately 1.63 hectares is anticipated to meet the target density, particularly when taking into account the proposed use's employment opportunities.

4.2 City of Ottawa Official Plan (2022, as amended)

The Official Plan for Ottawa provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan includes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These policy objectives include the following:

- a) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
- Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions.

As an institutional development within an evolving residential community in the Suburban Transect, the proposed development advances the objective to achieve more growth through intensification of residents and employment.

- b) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.

The proposed development is supported by a range of current and future proposed transportation options including the Limebank LRT station, local bus service, and a future BRT station. This project supports the objective to ensure the majority of trips in the city will be made by sustainable transportation by 2046.

- c) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city.

The proposed low-rise building reflects the scale of development found in the Suburban Transect and incorporates a context-sensitive design for an institutional building within the existing low-rise residential context. Promoting a transition to increased density, improvements to the public realm, and environmentally responsive design approaches, the proposal contributes towards a stronger and more inclusive neighbourhood.

- d) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

The introduction of a residential care facility within the existing community, and the subject site's location in close proximity to existing and future public transportation, encourage future staff and visitors to utilize public transportation over vehicles to access the proposed development. The ample landscaping will enhance the climate resiliency of the community, reduce the overall loss of open green space to development avoid natural habitat loss.

- e) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The proposed development will contribute to economic vibrancy in the Suburban Transect, increasing employment opportunity in the community. Further, development in an already established and serviced area is proven as a more efficient and cost-effective development pattern for municipalities.

4.2.2 Cross-Cutting Issues

The Official Plan also establishes a number of cross-cutting issues. Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

These cross-cutting issues are implemented through the policies in multiple sections of the Official Plan.

As discussed above, the proposed development implements and complements several of the Official Plan's Cross-Cutting Issues. The proposed development contributes to creating a healthy and inclusive community, increasing economic opportunity, and intensification within the Suburban Transect that is in close proximity to higher-order transit infrastructure.

4.2.3 Growth Management Framework

The City of Ottawa Official Plan contains a growth management framework, which contains policies to direct growth within designated areas which increase the efficient use of sustainable transportation and existing infrastructure. The policies aim to support intensification, meet employment needs, and design new neighbourhoods to be 15-minute neighbourhoods. Policies within the growth management framework that relate to the subject site are as follows:

Policy 3.3.4) New greenfield neighbourhoods shall be designed to include and if necessary, reserve land for a mix of uses that ensures their development into 15-minute neighbourhoods. A mix of residential dwelling types and sizes shall also be provided and if necessary, reserved to provide a range of housing over time. New developments adjacent to existing neighbourhoods or vacant lands that are part of an approved secondary plan shall consider the existing and planned uses within a 15-minute walk as part of an appropriate mix of uses for a complete neighbourhood.

Policy 3.3.5) New neighbourhoods shall be designed around the notion of easy pedestrian access to a rapid transit station, or frequent street bus route leading to a station on the high-frequency transit network, so that its first residents can have easy transit access to areas of the city that already are 15-minute neighbourhoods while their new neighbourhood develops the critical mass needed to become one itself, and so that residents have easy transit access to services, amenities and major cultural venues.

Policy 3.5.1) Employment uses that can mix with residential uses are permitted within Hubs and Corridors. Generally, employers with the highest densities are preferred to locate in proximity to rapid transit stations. These uses tend to be office-based or regional scale retail-focused facilities.

The proposed development conforms with Official Plan policy to permit a mix of uses in new greenfield neighbourhoods to support the development of 15-minute neighbourhoods. The proposed use is appropriate for the existing and planned context in the existing neighbourhood and vacant lands within the Riverside South Secondary Plan. A pedestrian connection is proposed between the staff entrance to the proposed building and Earl Armstrong Road, conforming with policy for easy pedestrian access to a rapid transit station. A pedestrian connection to Jessie Chenevert Walk further conforms to policy to provide easy pedestrian access to a rapid transit station. As a long-term care home, employment at the proposed development is compatible with the surrounding residential area and is located in proximity to an existing and future rapid transit station.

4.2.4 Transect and Designation

The subject site is located in the Suburban Transect, identified below in Schedule A - Transect Policy Areas of the Official Plan (Figure 8). Schedule B6 – Suburban (Southwest) Transect below identifies that the subject site is designated Minor Corridor within a Hub (see Figure 9 below).

Per **Policy 6.1.1.6**, where Corridors intersect or overlap with Hubs, the building height policies governing Hubs shall prevail.

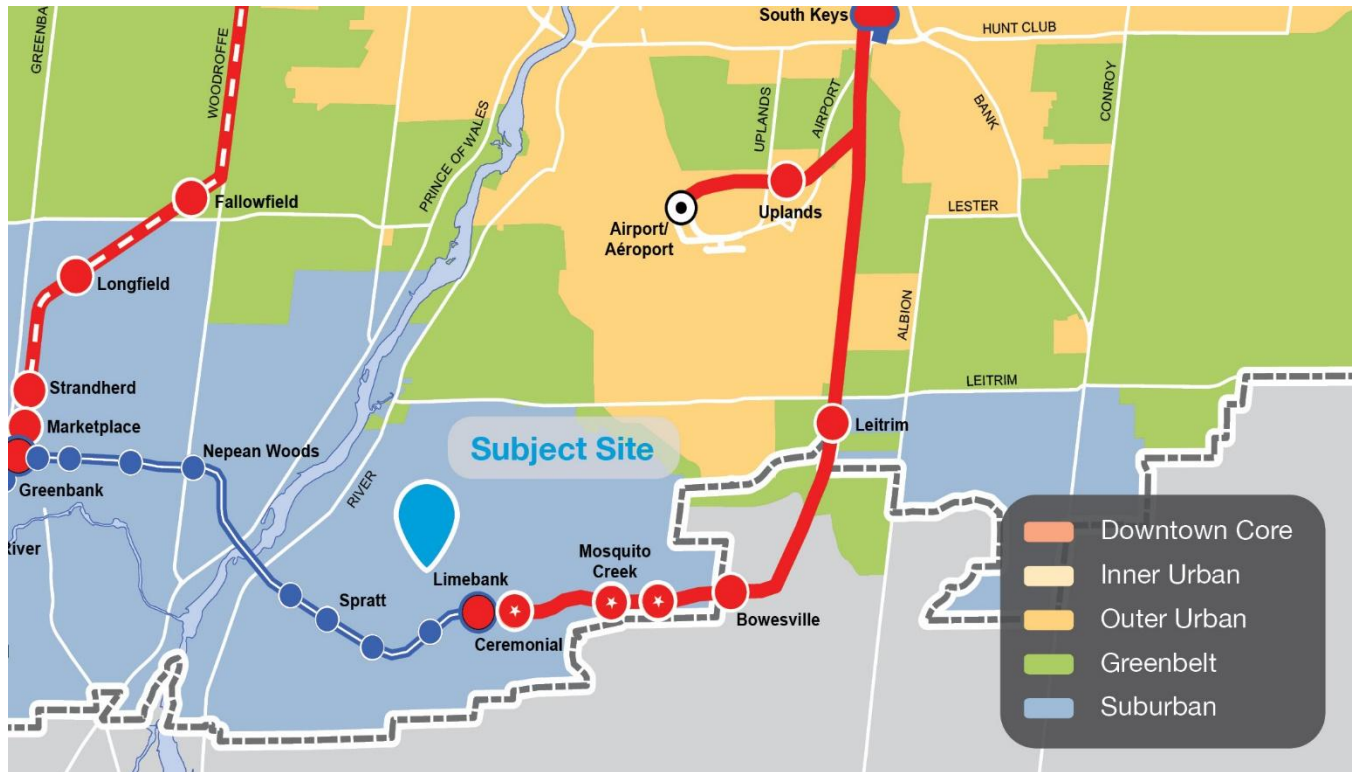


Figure 8: Schedule A - Transect Policy Areas.

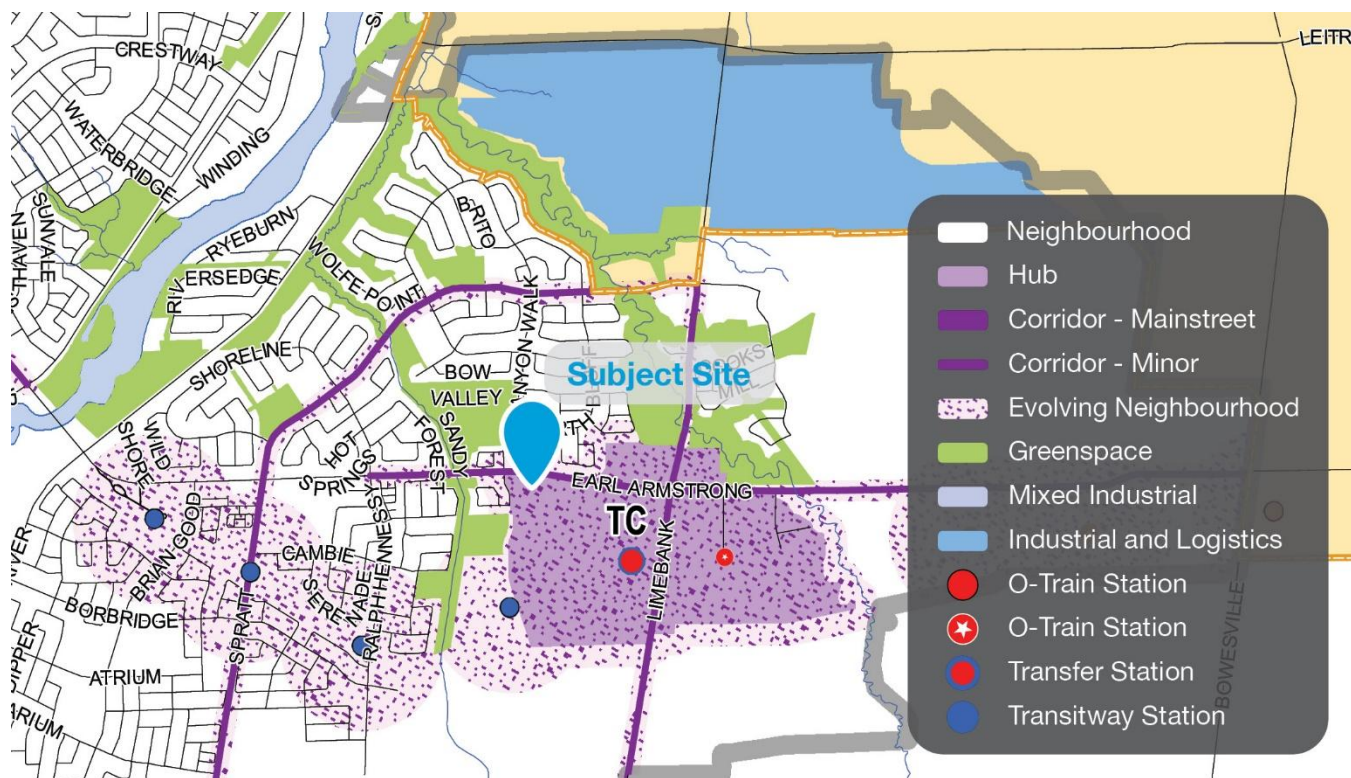


Figure 9: Schedule B6 – Suburban (Southwest) Transect.

4.2.4.1 Suburban Transect

The Suburban Transect is characterized by the separation of land uses, stand-alone buildings, generous setbacks, and low-rise building forms. Within the Suburban Transect, the City aims to:

- / Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods (Section 5.4.1);
- / Enhance mobility options and street connectivity in the Suburban Transect (Section 5.4.2);
- / Provide direction to the Hubs and Corridors located within the Suburban Transect (Section 5.4.3);
- / Provide direction for new development in the Suburban Transect (Section 5.4.4); and
- / Provide direction to Neighbourhoods located within the Suburban Transect (Section 5.4.5).

The following Suburban Transect policies are relevant to the proposed development.

Policy 5.4.1.2) The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:

- d) In Hubs, the following heights will apply:
 - a) High-rise in the central area of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 400 metres of a rapid transit station;
 - b) Mid-rise in the periphery of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 800 metres of a rapid transit station; and
 - c) Low-rise buildings may be required in the Zoning By-law for a Hub, including Town Centre, on lots which are too small to accommodate an appropriate height transition towards a Low-rise area.

Policy 5.4.4.1) Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- e) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;
- f) Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;
- g) Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;
- h) Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;
- i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and

The proposed low-rise development conforms with Suburban Transect policy for permitted height and will provide a transition between the abutting low-rise neighbourhood (generally two to three storeys) and the central area of the Town Centre. The proposed development will contribute to the neighbourhood and regional need for long-term care homes within the community and conforms with Official Plan policy to contribute to the evolution towards a 15-minute neighbourhood. The proposed building is oriented to reinforce the neighbourhood-focused function of streets, providing for vehicle and pedestrian access primarily on Jessie Chenevert Walk and Portico Way, with additional pedestrian access to Earl Armstrong Road to provide convenient access to rapid public transit. Vehicle access to the subject site is proposed on Jessie Chenevert Walk and Portico Way to minimize interruptions on Earl Armstrong Road, an arterial road with higher traffic street. The visual impact of surface parking on the subject site is proposed to be mitigated by landscaping and location onsite.

4.2.4.2 Land Use Designations

In the Official Plan, the Hub designation applies to areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres. The City is pursuing a strategy that would ensure the implementation of more compact, higher density and mixed-use communities around transit stations.

The northern edge of the subject site is bounded by a Minor Corridor. The Minor Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

Additionally, the Riverside South Town Centre is identified as a Protected Major Transit Station Area (PMTSA) on Schedule C1 of the Official Plan. The *Planning Act* permits municipalities to implement additional policies for identified PMTSAs, including inclusionary zoning, set minimum densities and identify specific permitted land uses, and restricts rights of appeal related to permitted densities and heights.

Hub Designation

The following section reviews Hub designation policies relevant to the proposed development.

As stated above, **Policy 6.1.1.6)** states that where Corridors intersect or overlap with Hubs, the building height policies governing Hubs shall prevail; however:

- a) Vehicular traffic along the Corridor shall be managed with street design and measures including traffic calming so as not to undermine the pedestrian-, cyclist- and transit user-focused environment of the Hub; and,
- b) Subject to a), transit shall be prioritized along Corridors.

It is Fotenn's understanding from previous correspondence with City staff that for sites abutting Corridors and located within Hubs, the majority of the Corridor policies are to apply aside from the building height policies governing Hubs prevailing.

Vehicular access to the proposed development is proposed on Portico Way and Jessie Chenevert Walk to minimize conflict between vehicular traffic and active and public transportation on Earl Armstrong Road. There are no proposed modifications to Earl Armstrong Road as part of the proposed development.

As identified in Schedule C1 of the Official Plan (see Figure 10 below), the Riverside South Town Centre, and subject site, are located within a Protected Major Transit Station Area (PMTSA). Section 6.1.2 of the Official Plan sets out the direction for Protected Major Transit Station Areas.

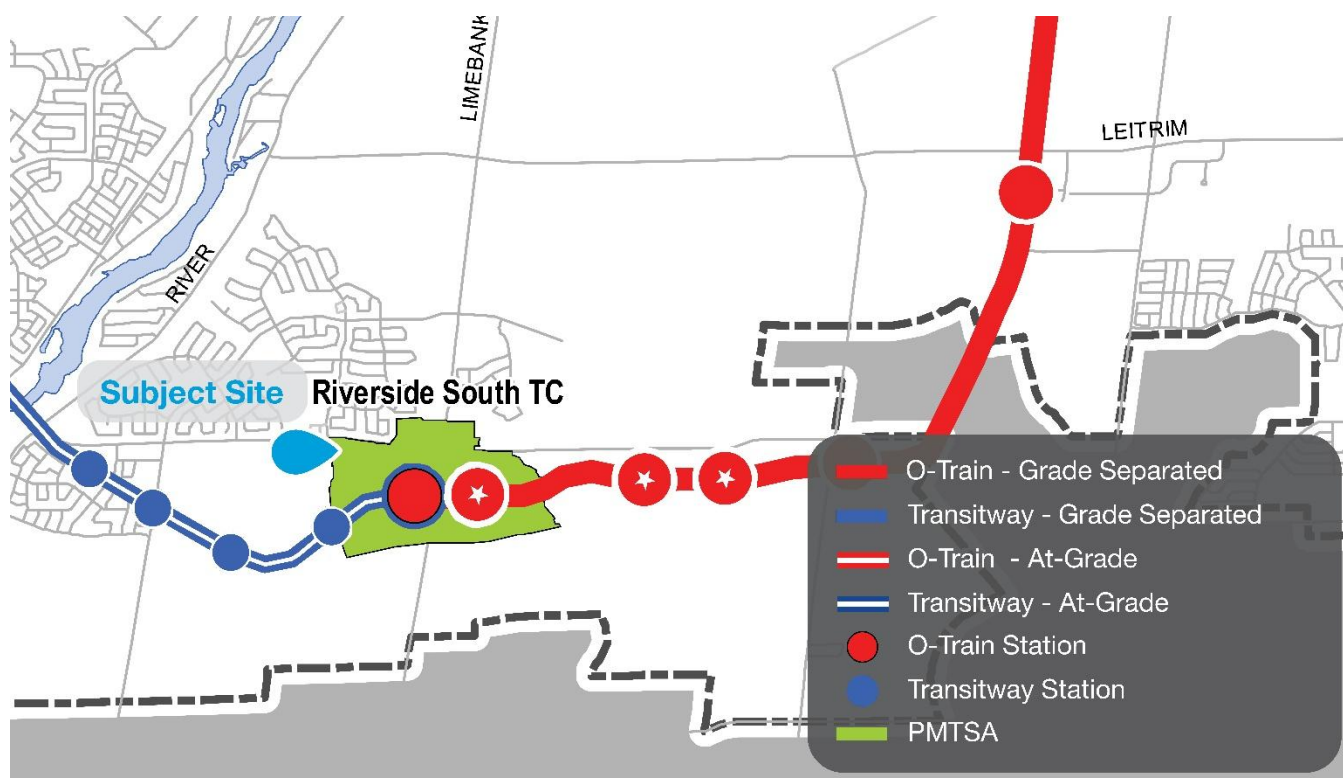


Figure 10: Schedule C1 - Protected Major Transit Station Areas.

Policy 6.1.2.3) Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those low-density employment and auto-oriented uses listed in Policy 2).

Policy 6.1.2.4) The minimum building heights within PMTSAs except as specified by a Secondary Plan, are as follows:

- a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys and

- b) Outside the area described by a) not less than 2 storeys.

The proposed long-term care home, which is an institutional use, conforms with policy for PMTSA. The proposed four (4) storey design meets the minimum required building height for a property within a PMTSA.

Minor Corridor Designation

Policy 6.2.1.2) Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building step backs where appropriate. Further, development:

- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
 - ii) Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and
- d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

Policy 6.2.1.3) Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
- c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

Policy 6.2.1.4) Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors and Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
- b) Vehicular access shall generally be provided from the parallel street or side street.

The proposed use is permitted in the Corridor designation, as well as in the Hub designation. The proposed 256-bed facility will contribute to the residential density target of 100 residents and jobs per net hectare for the Riverside South Town Centre, as outlined in Table 3a of the Official Plan. The proposed four (4) storey building provides built form transition from the surrounding low-rise residential area to the designated Hub. The proposed development conforms with policy to permit non-residential uses in the Corridor designation that integrate with a dense, mixed-use urban environment. The proposed building is oriented to frame Earl Armstrong Road and Portico Way, and ample landscaping will enhance pedestrian comfort along the public sidewalks.

4.2.5 City-Wide Policies

Section 4 of the City of Ottawa Official Plan contains city-wide policies relating to mobility, housing, cultural heritage and archaeology, urban design, and natural heritage, greenspace and the urban forest among others. This section reviews policies relevant to the proposed development.

4.2.5.1 Urban Design Policies

Section 4.6 of the Official Plan contains policies for Urban Design in the City of Ottawa. Table 5 in Section 4.6 identifies Design Priority Areas (DPAs) and as outlined in the table, Tier 3 DPAs include local areas identified as Hubs and Corridors outside of the Downtown Core. Schedule C7A below illustrating urban DPAs identifies Riverside South Town Centre as a DPA. Development within DPAs shall consider four season comfort, enjoyment, pedestrian amenities and interest, including through the provision of colour, provision of pedestrian amenities, context-appropriate lighting and mitigation of micro-climate impacts in winter and during extreme heat conditions.

The following section reviews urban design policies relevant to the proposed development.

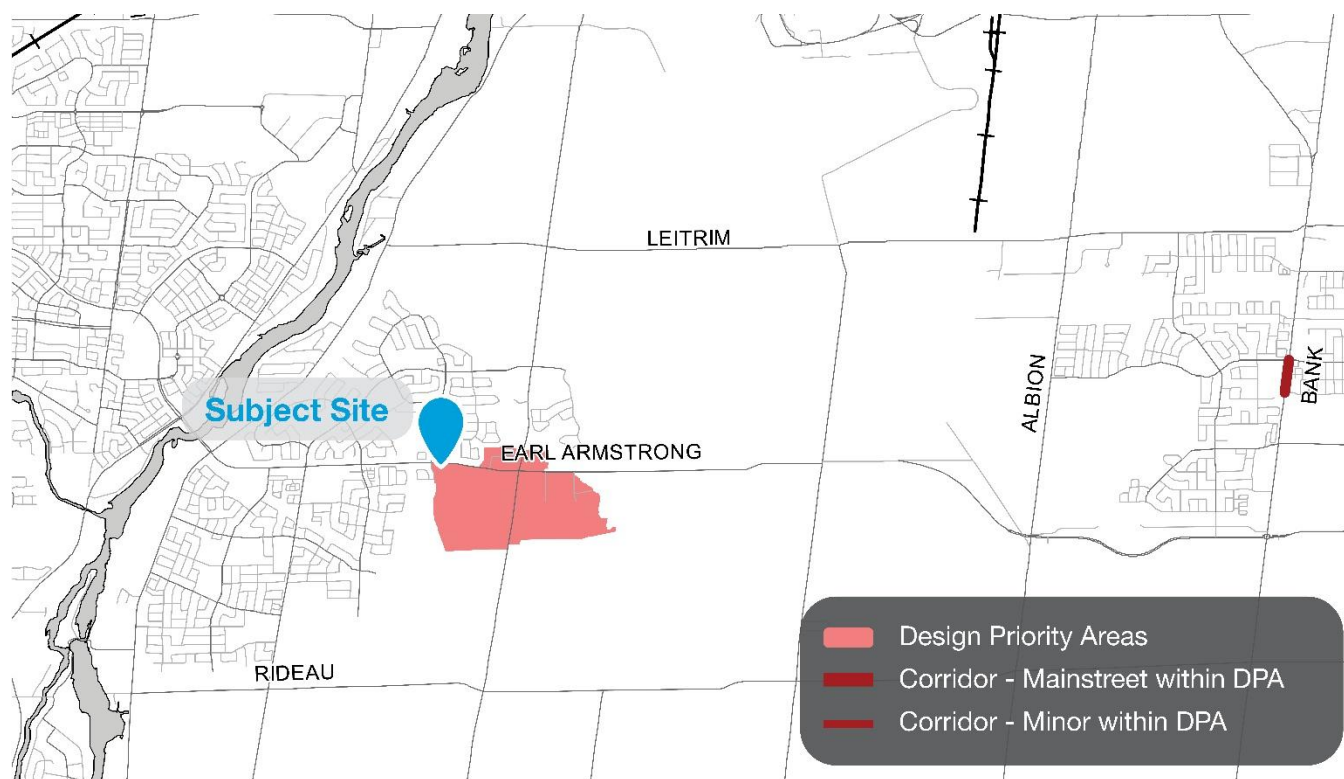


Figure 11: Excerpt of Schedule C7A - Design Priority Areas – Urban.

Policy 4.6.5.2) Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

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.

Policy 4.6.5.4) 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.

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.

Policy 4.6.6.6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed building design frames both Earl Armstrong Road and Portico Way and includes ample landscaping abutting the three public sidewalks. The main entrance of the building is clearly visible from public sidewalks and oriented towards Portico Way with pedestrian connections proposed from Earl Armstrong Road and Portico Way. Due to Ministry of Health facility requirements, only one active entrance is provided to the building which is located on Portico Way. However, a staff entrance and pedestrian connection will be provided from the staff /service entrance on the east façade of the building to Earl Armstrong Road. Surface parking and utilities will be visually screened with soft landscaping from the abutting public roads.

The proposed design includes ample landscaping which is both visually appealing, functional, and contributes to environmental objectives. Various plantings are proposed to screen utilities and parking. Ornamental landscaping and pathways are proposed at the northwest corner of the subject site as a calm and inviting feature for residents, their visitors and staff. The proposed design conforms to the policy for universally accessible design.

The proposed amenity areas, including the central courtyard and secure patio on the north-west corner of the building, will provide protection from heat, wind, noise and air pollution. The proposed building design responds to the surrounding context, and includes ample soft landscaping, an at-grade main entrance and balconies on the west façade of the building.

4.3 Riverside South Secondary Plan

The Riverside South Secondary Plan guides growth and development in the community over a 25-year period. The Secondary Plan contains policies for street network, permitted land uses, maximum building heights, and location of parks and Stormwater Management Facilities, building on Official Plan policy to support high-density transit-oriented development and the evolution of walkable 15-minute neighbourhoods.

The subject site is designated Town Centre by Schedule A – Designation Plan – of the Riverside South Secondary Plan (see Figure 12 below). **Section 2.4** of the Secondary Plan contains policies for the Town Centre designation.

The following policies are applicable to the proposed development.

- / Support a variety of housing types to accommodate diverse household needs.
- / Insist on an urban built form with sufficient density and variety of land uses to create an efficient and lively community with local amenities.
- / Provide direction for an attractive public realm.
- / Ensure that building facades define, frame, and animate the public realm.

Policy 2.4.1 states that permitted uses in the Town Centre include residential, retail, commercial, medical, personal services, offices, schools, entertainment facilities, parks, patios, places of assembly, uses per the Institutional designation in **Section 2.6** of this Plan, and other compatible uses that will draw people and/or jobs to the Town Centre.

Policy 2.4.3 states that heights of up to 12 storeys are permitted in the Town Centre designation, beyond an approximate 400-metre walking distance of funded rapid transit. The policy also states that where a proposed building is greater than four storeys, a stepback shall be required at or below the fourth storey. Buildings must also not exceed the maximum height set out in the Airport Zoning Regulations, expressed as 151.79 metres above sea level.

Policy 2.4.4 states that buildings in the Town Centre shall have a minimum height of two storeys beyond a 400-metre walking distance from funded rapid transit.

Policy 2.4.5 states that all buildings must:

- a) Locate close to the front lot line to frame the public street with an active frontage [... and]
- b) Provide a clear visual and functional connection to uses across the street or on abutting parcels, such as a consistent street wall.

Policy 2.4.6 states the number of curb cuts will be minimized by consolidating access to parking, servicing, and loading, where possible.

Policy 2.4.7 states that for all uses, surface parking areas, where provided, within the Town Centre will:

- a) Locate within the interior of blocks;
- b) Coordinate driving aisles, driveway entries and landscaped buffers between separate ownerships, where appropriate; and
- c) Locate behind a building to be visually obstructed from the main street and Transit Street.

Policy 2.4.8 All development along lot lines adjacent to public streets will be designed to animate the public spaces they face, including:

- a) Buildings that frame the street edge and animate the public realm with shallow setbacks;
 - i) Greater setbacks may be permitted along minor sections of a building facade to accommodate atriums, outdoor patios, or amenity spaces;
- b) Buildings that have active entrances facing the street with at-grade glazing and no blank walls. All facades facing the public realm will be articulated with architectural details, ornamentation, and materials that enhance visual interest and the sense of pedestrian safety; and
- c) Prohibit individual driveway access from collector streets within the Town Centre by providing primary access from a side street, rear lane and/or providing shared driveways to limit conflict points with active modes of transportation.

Per **Policy 3.2.8(b)** Earl Armstrong Road (between Collector “A” and Bowesville Road) is recognized as an Interior Arterial Road. Per **Policy 3.2.5 (b)** Buildings fronting onto arterial roads are to have shallow and urban setbacks to ensure buildings have a clear relationship to the public realm to reflect the planned and intended context. Surface parking will be located to the rear of a building, or, where not feasible, the side of a building.

Policy 3.2.10 states that buildings will front Interior Arterial Roads with pedestrian entrances facing sidewalks and the public realm.

The proposed development contributes to the Guiding Principles noted above, including increasing the variety of land uses and density within the Plan area. The proposed 256-bed facility on a property with an area of approximately 1.63 hectares is anticipated to meet the target density of 160 people and jobs per gross hectare, particularly when taking into account the proposed use’s employment opportunities. Residential care facility is a permitted use within the Town Centre designation, and the proposed building height conforms with the policies of the designation.

The subject site abuts three public roads and low-rise low-density residential lots back onto both Earl Armstrong Road and Portico Way opposite from the subject site. In response to this existing context the proposed development includes ample soft landscaping and pedestrian connections. The project aims to frame Earl Armstrong Road with a limited setback. Outdoor amenity area and a secure patio for residents are proposed on the northwest corner of the subject site. The proposed building façade will be articulated with architectural details and materials that enhance visual interest. Parking, access to the site, and loading are coordinated with the ongoing construction of Jessie

Chenevert Walk; and the majority of the parking spaces, waste storage and loading spaces are proposed to be along the interior of the lot.

4.4 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject site is designated Mixed-Use Centre Zone, Subzone 19, Urban Exception 2952 (MC19[2952]) in the City of Ottawa Comprehensive Zoning By-law (2008-250). The purpose of the MC zone is to:

- / ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses; (By-law 2015-293)
- / allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and
- / impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.



Figure 13: Zoning map.

Permitted uses in the MC19 zone are:

/ amusement centre	/ park
/ animal care establishment	/ parking garage
/ animal hospital	/ parking lot
/ apartment dwelling, low rise	/ payday loan establishment
/ apartment dwelling, mid rise	/ personal brewing facility
/ apartment dwelling, high rise	/ personal service business
/ artist studio	/ place of assembly
/ bank	/ place of worship
/ bank machine	/ planned unit development
/ bar	/ post office
/ broadcasting studio	/ post-secondary educational institution
/ cinema	/ production studio
/ click and collect facility	/ recreational or athletic facility
/ community centre	/ research and development centre
/ community health and resource centre	/ <u>residential care facility</u>
/ convenience store	/ restaurant
/ court house	/ retail food store
/ day care	/ retail store
/ diplomatic mission	/ retirement home
/ dwelling units	/ retirement home, converted
/ emergency service	/ rooming house,
/ group home	/ school
/ home-based business	/ service and repair shop
/ home-based day care	/ shelter
/ hospital	/ sports arena
/ hotel	/ stacked dwelling
/ instructional facility	/ storefront industry
/ library	/ technology industry
/ medical facility	/ theatre
/ municipal service centre	/ townhouse dwelling
/ museum	/ training centre
/ nightclub	/ urban agriculture
/ office	

The applicable zoning provisions are summarised in the table below.

Table 1: MC19[2952] Zoning Provisions Table.

Zoning Provision	Requirement	Provided	Compliance
Principal Land Use(s) S. 191	Residential care facility	Residential care facility	Yes
Lot Width S. 191	No minimum	~ 107 m	Yes
Lot Area S. 191	No minimum	16,323 m ²	Yes
Front Yard and Corner Side Yard Setback S. 191	No minimum	Jessie Chenevert Wlk – 22.9 m Portico Way – 16 m	No

Zoning Provision	Requirement	Provided	Compliance
S. 192(19)(f)	Maximum 3.5 m for the first two storeys of the building		
Interior Side Yard Setback S. 191	No minimum	20 m	Yes
Rear Yard Setback S. 191	No minimum	Earl Armstrong Rd – 5.3 m	Yes
Minimum Building Height Schedule 269	2 storeys	4 storeys 16.6 m	Yes
Maximum Building Height Schedule 269	12 storeys	4 storeys 16.6 m	Yes
Minimum Frontage S. 192(19)(i)	Where 1 st storey building wall is within 3.5 metres of a lot line abutting a public street, a building frontage must occupy the entirety of the lot frontage, minus the greater of: <ul style="list-style-type: none"> – the combined width of permitted driveways and walkways giving access to the back of the lot, or – 10% of the lot frontage. 	Not applicable; as the proposed building is minimum 5.3 m from lot line abutting street	Yes
Front Façade Glazing S. 192(19)(h)	A minimum of 50% of the surface area of the ground floor façade of a non-residential or mixed-use building abutting a public street must be comprised of transparent glazing.	Less than 50%	No
Active Entrance S. 192(19)(k)	The building façade of the length of the front wall abutting Earl Armstrong Road must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor.	Active entrance is located on Portico Way	No
Amenity Space Section 137	Residential Care Facility: 10% of the gross floor area of each rooming unit, all of which must be communal 10% rooming units = 390 m ²	1,300 m ² (walking path area) + 1,800 m ² (communal courtyard) = 3,100 m ² total	Yes
Landscaped Area S. 191	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor	The provided yards are landscaped except for when occupied by parking, loading, or driveways/aisles	Yes

Zoning Provision	Requirement	Provided	Compliance
	commercial patio, the whole yard must be landscaped.		
Parking & Landscaping Provisions			
Minimum Required Parking Spaces S. 101	Residential Care Facility 0.25 x 256 beds + 1 per 100 m ² of GFA used for medical, health or personal services = 79 parking spaces <i>Maximum parking provisions set out in Section 103 do not apply to the residential care facility use.</i>	94 parking spaces	Yes
Parking Space Dimensions S. 106	Standard Size: 2.6 x 5.2 m	2.6 x 5.2 m	Yes
Minimum Driveway Width S. 107	Double Traffic Lane: 6 m	6 m	Yes
Minimum Drive Aisle Width - Providing access to parking spaces in a parking lot S. 107	Angle of parking space 71-90°: 6.7 m	Minimum 5.8 m Maximum 6.8 m	No
Location of Parking S. 109	Parking is not permitted: / in a required front yard; / in a required corner side yard; or / in the extension of a required corner side yard into a rear yard.	Parking is not located in a required yard	Yes
Landscaping Provisions for Parking Lots S.109 & 110	/ all portions of front, and corner side yard not occupied by parking spaces, driveways, aisles, permitted projections, accessory buildings or structures or walkways must be landscaped with soft landscaping / all portions of any other yard not covered by parking spaces, driveways, aisles, permitted projections, walkways, buildings or structures must be landscaped	514.5 m ²	Yes

Zoning Provision	Requirement	Provided	Compliance
	/ 15% of the area of any parking lot, must be provided as perimeter or interior 15% of parking area = 353 m ²		
Minimum Required Width of a Landscaped Buffer of a Parking Lot	For a parking lot containing more than 10 but fewer than 100 spaces: / Abutting a street: 3 m / Not abutting a street: 1.5 m	/ Abutting a street: > 3 m / Not abutting a street: 1.5 m	Yes
Minimum Number of Vehicle Loading Spaces Required Table 113A(d)	GFA 10,000 – 14,999 m ² : 2	2 loading spaces	Yes
Minimum Width in Metres of Driveway Accessing Loading Space S. 113	Single traffic lane – 3.5 m Double traffic lane – 6 m	6 m	Yes
Minimum Width in Metres of Aisle Accessing Loading Space S. 113	60° to 90°: 9 m	6 m	No
Minimum Size of Loading Space Table 113B	Width: 3.5 m Length: 7 m Parallel Space Length: 9 m	5 m wide 20 m long	Yes
Permitted Location of Loading Space Table 113B	Permitted in all locations other than in a required front yard or required corner side yard, or in a required yard abutting a residential zone	Loading space is not located in a required yard	Yes
Refuse Collection S. 110	All outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be: / located at least 9 m from a lot line abutting a public street; / located at least 3 m from any other lot line; and / screened from view by an opaque screen with a minimum height of 2 m	Earth bins are located on the interior of the property / Located >9 m from a lot line abutting a public street; / Located >3 m from the interior lot line / Screened from the building with 1.5 m opaque wall and soft landscaping	No
Bicycle Parking Rates S. 111	1 per 1,500 m ² of GFA = 10 required	15 bicycle parking spaces	Yes
Minimum Bicycle Parking Space Dimensions S. 111	Horizontal - 0.6 m x 1.8 m Vertical - 0.5 m x 1.5 m	All provided bicycle parking spaces are horizontal	Yes

Zoning Provision	Requirement	Provided	Compliance
	Minimum 50% must be ground level, horizontal		
	Minimum width of access aisle - 1.5 m		

4.4.1 Proposed Zoning By-law Amendment

Although the proposal generally conforms to the MC19 provisions, a Minor Zoning By-law Amendment application is required to facilitate the proposed re-development.

Maximum Front Yard and Corner Side Yard Setback

The maximum front yard setback zoning provision in the Mixed-Use Centre Zone is intended to encourage development to frame public streets and sidewalks, contributing to a compact and pedestrian-oriented built form. Due to site-specific development constraints including the irregular shape of the lot, and facility requirements from the Ministry of Health, a rectilinear building shape is most appropriate for the proposed residential care facility. Furthermore, policy in the Official Plan and Riverside South Secondary Plan direct development to address the Corridor/ arterial road, in this case Earl Armstrong Road, and have a clear relationship to the public realm. To offset the impact of the increased front yard and corner side yard setbacks, the proposed design includes ample landscaping to enhance the respective yards and frame the public streets. The main building entrance abuts the corner side yard, Portico Way. Trees and other soft landscaping are proposed along Jessie Chenevert Walk and Portico Way to improve the public realm and to provide visual interest and screening.

Front Façade Glazing

Relief from the provision for 50% of the surface area of the ground floor façade to be glazed is requested for the privacy of future residents. While a residential care facility is deemed to be an institutional land use and therefore a non-residential building, people will be living in the long-term care home and residents' rooms significant portions of the building's ground floor. For the residents' privacy and comfort, the proposed front façade glazing is designed in accordance with Ministry of Health standards and through thoughtful design by the architect and Owner.

Active Entrance

Relief is requested from the provision requiring an active entrance on Earl Armstrong Road. Due to operational requirements, the residential care facility, which will operate as a long-term care home, is restricted to one active building entrance. The main entrance to the building is oriented towards Portico Way and multiple pedestrian connections are proposed from the main entrance to Earl Armstrong Road and Jessie Chenevert Walk. Furthermore, Earl Armstrong is a high-speed road, marked at 80 km/hr abutting the subject site. Having one entry/exit is critical for residents' safety, particularly since the facility will include secure wards.

Minimum Drive Aisle Width

Relief is requested from the provisions requiring a minimum drive aisle width of 6.7 metres. The proposed driveway width is 6 metres where it extends from Portico Way to Jessie Chenevert Walk. The drive aisle on the east edge of the subject site is 5.8 metres where parking spaces are proposed on one side of the drive aisle, leading to the northeast parking area where the drive aisle is 6.7 metres. The requested relief represents a minor reduction from the provision. Where the drive aisle is 5.8 metres wide, potential conflict between vehicles is minimized because parking spaces are only provided on one side.

Loading Space Aisle Width

Relief is requested from the provision for a 9-metre drive aisle leading to the loading spaces. The reduced drive aisle width minimizes paved area on the subject site and increases parking availability. A detailed review of the plans will ensure there is sufficient space for truck turning and access to the loading spaces.

Refuse Collection Screening

Relief is requested from the provision for in-ground refuse containers to be screened with 2-metre soft landscaping or a 2-metre opaque screen. The proposed in-ground waste bins are screened from the proposed building with soft landscaping, Eastern Red Cedars and Pee Gee Hydrangeas, and a 1.5-metre opaque screen. The waste bins are located on the interior of the lot and away from the building main entrance, minimizing the impact on the public realm and residents of the long-term care home and reducing the need for a 2-metre-high screen encircling the entire enclosure.

4.5 Parkland Dedication By-law No. 2022-280

City staff confirmed that no parkland dedication, nor cash-in-lieu of parkland will be required for this project. Parkland dedication was provided as part of the previous Plan of Subdivision approval for the property formerly known as 980 Earl Armstrong Road.

5.0 Conclusion

It is Fotenn's professional opinion that the proposed Zoning By-law Amendment application and by extension, the Site Plan Control Application submitted under separate cover, represent good planning and are in the public interest for the following reasons:

- / The proposed development is consistent with the intent of the Provincial Planning Statement (2024), proposing a long-term care facility within the built-up area where existing infrastructure and public service facilities are available, with strong connections to active transportation and public transit. The proposed development will contribute to the achievement of a complete community;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding growth management and the applicable land use policies for the Hub and Minor Corridor designations within the Suburban Transect;
- / The proposed development conforms to the guiding principles and policies of the Riverside South Secondary Plan;
- / The proposed amendments are reasonable for the proposed use and design, particularly in light of the site-specific context.

Based on the above analysis, it is our professional opinion that the proposed development represents good planning and is therefore in the public interest.

Sincerely,



Nico Church, RPP MCIP
Senior Planner



Genessa Bates, M.Pl.
Planner