

Planning Rationale, Design Brief and Public Consultation Strategy

Zoning By-Law Amendment & Site Plan Control Application

2345-2351 Mer-Bleue Road, Ottawa



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PLANNED UNIT DEVELOPMENT

2345 & 2351 Mer-Bleue, Orléans, ON.



J.L. Richards

ENGINEERS · ARCHITECTS · PLANNERS

Planning Rationale, Design Brief and Public Consultation Strategy

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1.0 INTRODUCTION

J.L. Richards & Associates Limited (JLR) has been retained by our clients Ziat Zamat & Joseph Zamat to prepare a Planning Rationale, Design Brief and Public Consultation Strategy in support of a Zoning By-Law Amendment Application and Site Plan Control Application for 2345 and 2351 Mer-Bleue Road, which shall henceforth be known as the “subject property”.

Our clients are proposing the redevelopment of the subject property for two, 3-storey low-rise apartment buildings in a planned unit development format, with each low-rise apartment building consisting of fifteen (15) 2-bedroom dwelling units, at five (5) dwelling units per floor. The proposed development is shown as **Figure 1** below.

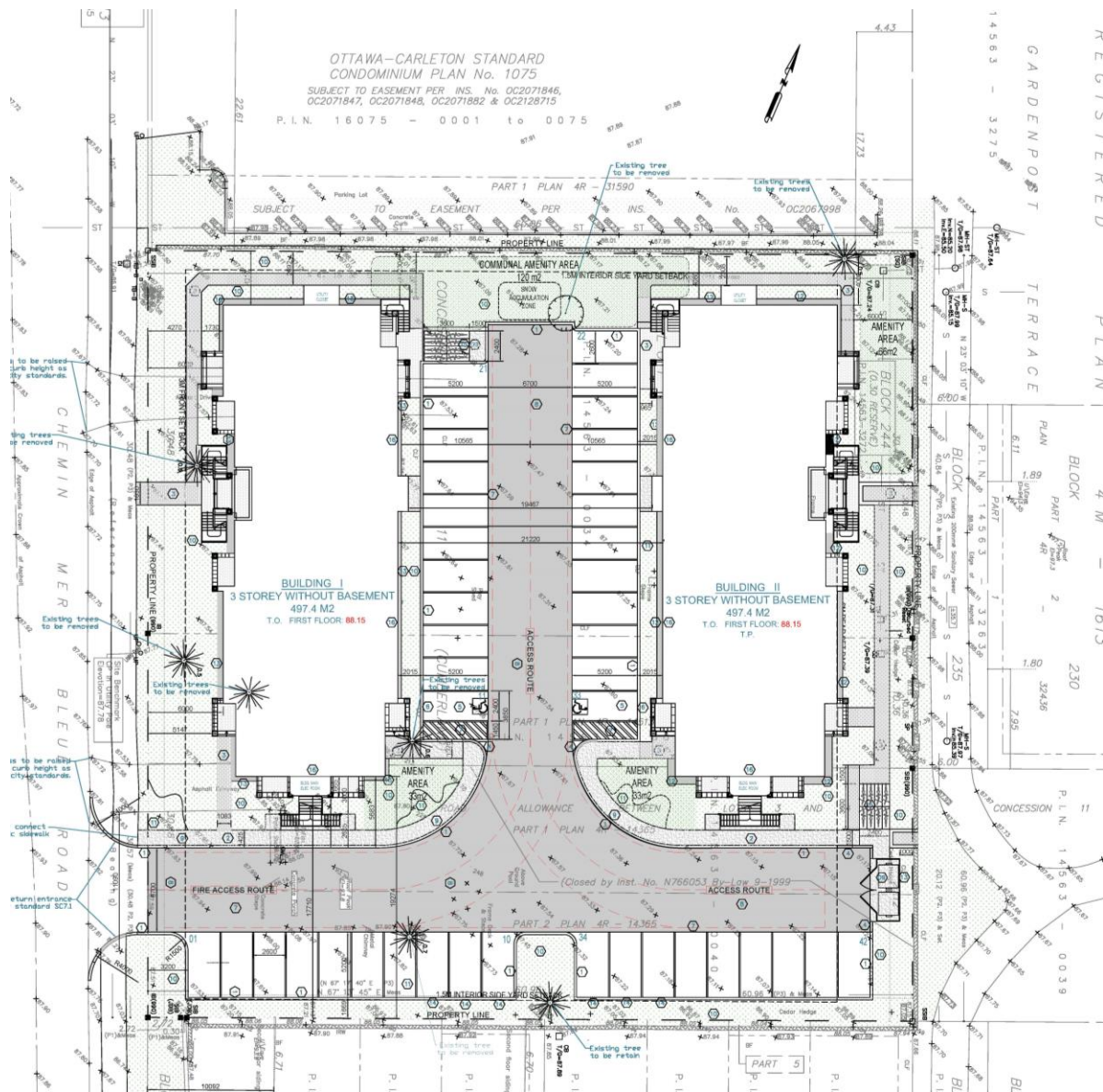


Figure 1: Site Plan, aerial view, prepared by Pierre Tabet Architecte and dated Feb. 28th, 2022

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A pre-application meeting between our client and the City of Ottawa took place on Tuesday, April 6th, 2021. Based on the minutes of that meeting, the City's interpretation of the proposed "use" is that it most likely fits within the definition of a "stacked dwelling" as provided in the City of Ottawa's Zoning By-Law No. 2008-250. We would agree with the City's interpretation that the proposed development consists of a multi-unit residential building of "stacked dwellings", divided vertically and horizontally, with independent entrances into the interior of the building.

In this Planning Rationale, we refer to the proposed development as a "low-rise apartment building" in many areas to explain our client's product, proposed built-form and relation to the surrounding context. The proposed Site Plan, prepared by Pierre Tabet Architecte and dated February 28th, 2022, provides a zoning table that demonstrates compliance with the zoning requirements based on the use being an "apartment dwelling, low-rise". We have reviewed the zoning requirements for both an "apartment dwelling, low-rise" and a "stacked dwelling" and have confirmed that the proposed development will conform to the provisions and requirements of Zoning By-Law No. 2008-250 based on both definitions.

The development of the subject property will also include:

- Substantial tree planting along Mer-Bleue Road and landscape buffering along the perimeter of the site;
- a private way providing access to each parking area proposed;
- two (2) large outdoor amenity areas (186 sqm. total);
- two (2) smaller outdoor amenity areas (33 sqm. each);
- sixteen (16) bicycle parking spaces; and
- a combined regular, visitor and accessible parking total of 42 parking spaces.

All of the proposed elements described above will meet the requirements as established within the City of Ottawa's Zoning By-Law No. 2008.

The proposed development represents an appropriate form of redevelopment that is consistent with the emerging character of the area. Additionally, the proposed building form and layout aims to complement the patterns of development, including the building typologies of low-rise apartments and townhouses, found on abutting and nearby lands.

Figure 2 below shows a view of the proposed development from Mer-Bleue Road.



Figure 2: Southeast facing view of the site, from Mer-Bleue Road

Within the framework of the existing City of Ottawa Official Plan No. 2003, as amended, the subject property falls within the Mer-Bleue Community Design Plan (CDP) and is therefore subject to the policies and guidelines prescribed therein. Based on the City's existing Official Plan, the underlying land use designation is General Urban Area, which permits the development of low-rise apartment buildings, with the maximum height prescribed being four (4) storeys.

As required by City of Ottawa Planning and Urban Design Staff, this Planning Rationale also integrates a Design Brief Section that demonstrates general conformity and adherence to the City of Ottawa Official Plan design-oriented policies and urban design guidelines. Together, these policies and guidelines provide general direction as it relates to massing, built-form, views and perspectives, public realm and landscaping. The proposed development satisfies all design requirements.

Since the submission of this application is being made following the adoption of the City of Ottawa's New Official Plan, which occurred on November 24th, 2021 as by-law 2021-386, but prior to the Minister's approval of the Plan, we have completed our analysis to confirm that there are no policies in the new Official Plan that would preclude the redevelopment of the subject property for standalone residential development. Under the New OP, subject property does not fall within a Community Design Plan or Secondary Plan.

Within the framework of the New OP, the subject property is however designated Minor Corridor within the Suburban Transect Policy Area. On lands designated Minor Corridor within the Suburban Transect Policy Area, the New OP prescribes a minimum building height of two (2)

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storeys and maximum height of four (4) storeys. This policy is more restrictive, as there is no existing policy found within the framework of the Old OP that requires a minimum building height for the subject property. The proposed development is three (3) storeys and will therefore conform to the allowable minimum and maximum heights for the subject property under the New OP.

Therefore, the proposed development will conform to both the existing OP and the New OP.

The subject property is currently zoned Development Reserve (DR) which limits the range of permitted uses to mostly existing uses, with the intent that they be rezoned in the future to allow for a development that conforms to the underlying land use designation. Given that the Old and New OP both permit standalone residential development, rezoning the subject property to a residential zone that permits an “apartment dwelling, low-rise” or “stacked dwelling” is considered appropriate.

We therefore propose to rezone the subject property from “Development Reserve (DR)” to “Residential Fourth Density, Subzone ‘Z’ (R4Z)” to permit “stacked dwellings” in a planned unit development format. A concurrent Site Plan Application is being filed with the City of Ottawa. The Site Plan will implement the requested zoning. The proposed development aims to comply with every subzone standard and general provision of Zoning By-Law No. 2008-250.

The proposed Zoning By-Law Amendment and Site Plan Application will allow for a low-rise development that adheres to the overall vision and objectives for land designated “low-rise residential”, as established in the Mer-Bleue CDP. The proposed development will also match the emerging character of the area by promoting walkability and activating the street front through tree plantings and greenspace that is required along a collector road. The proposed development will be compact in form.

A pre-consultation meeting with City staff was held on April 6th, 2021. Changes and edits to the proposal as well as site plan have been made in response to this meeting.

1.1 Site Location

The subject property (2351-2345) is found in the east end of the City of Ottawa, in the former City of Cumberland (Orleans), as shown in **Figure 3** below. The subject property is surrounded by residential development along its northern, eastern, southern borders. The westerly property line fronts along Mer-Bleue Road.



Figure 3: Aerial View Google Earth©

The subject property currently consists of two (2) detached homes (2345 and 2351 Mer-Bleue Road) with separate driveways and grassed areas, as shown in **Figure 4** below.



Figure 4: Street view showing the existing single detached dwellings

2345 Mer-Bleue also contains a garage at the rear of the lot. Given the changing nature of the east side of Mer-Bleue Road, the existing dwelling types are no longer appropriate. The subject property currently provides multiple driveways. The proposed redevelopment aims to minimize

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driveway entrances to the site, by reducing to one driveway entrance: therefore, increasing safety for future site users. The existing front yard setbacks result in a building location that no longer matches the building line that has been established along Mer-Bleue Road through recent developments.

The subject property currently consists of three (3) conveyable lots which are planned to be merged together in title. The legal descriptions are provided below:

- 2351 Mer Bleue Road (South Part) – PIN: 145630040
 - PT RDAL BTN LTS 3 & 4 CON 11, CUMBERLAND, CLOSED BY BYLAW N766053, PTS 1 & 2 4R14365; CUMBERLAND
- 2351 Mer Bleue Road (North Part) – PIN: 145630035
 - PT LT 3 CON 11 CUMBERLAND PT 1 4R14513; CUMBERLAND
- 2345 Mer Bleue Road – PIN: 145630034
 - PT LT 3 CON 11 CUMBERLAND AS IN RR20326B; DESCRIPTION MAY NOT BE ACCEPTABLE IN FUTURE AS IN RR20326B RE POC; CUMBERLAND

With the three (3) lots, the subject property has a total area of approximately 3719.96 m², with over 60 metres (m) of frontage (along the westerly lot line) along Mer-Bleue Road.

Generally, the surrounding area is considered suburban residential, made up of recently built-out subdivisions that offer a market-based range and mix of housing types that are more affordable and geared towards emerging demographics and new families. When evaluated in the context of the surrounding land uses, the existing single detached dwellings no longer match the emerging character of the area. The redevelopment of the subject property for higher density residential is more appropriate considering the surrounding context, which consists of mostly townhouses and low-rise apartments.

Figures 5 to 7 show views of the surrounding properties. The lots to the north of the subject property consists of low-rise apartments, while the lot to the south consists of mostly townhouses.



Figure 5: 2345 Mer-Bleue (Right) & North View

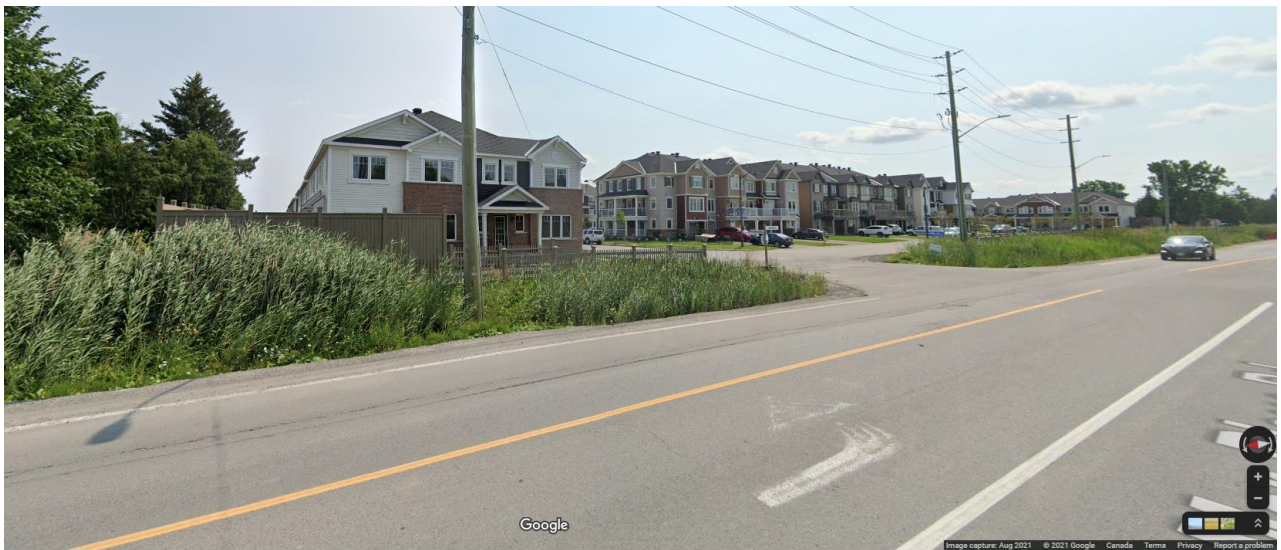


Figure 6: View of South Site from Across Subject Property

The easterly lot line abuts municipal land dedicated through a previous plan of subdivision. These lands are proposed to be redeveloped to provide a new street and a multi-use pathway which would ultimately strengthen connections to and from the subject property. Further west of Mer-Bleue Road are vacant lands.



Figure 7: View of West of Site

The subject property is surrounded by a healthy mix of parks and schools. As a result of several years of subdivision planning, there are several public parks and schools within walking distance of the subject property.

Additionally, within a 1-Kilometre radius, there are some auto-related and service commercial uses and a shopping plaza at the intersection of Brian Colburn Boulevard and Tenth Line Road. The Orleans Town Centre is found further North along Innes Road. The immediate surrounding area is no longer made up of single detached dwellings and the area has a sufficient supply of recreational, commercial, and public facilities that would support the addition of more people in the area through the redevelopment of the subject property.

Mer-Bleue Road is a north-south collector road that serves as a major artery in the City's transportation hierarchy and provides a critical north-south connection for residents in this area of the City to the Orleans Town Centre. Mer-Bleue Road is named after the bog found at the end of the road, the "Mer-Bleue Bog". This site has been designated as a world heritage site since 1995. Mer-Bleue provides a north-south connection from the area of the bog to Innes Road and beyond. The road abuts mainly residential properties. However, the lot fabric changes to more of a commercial format closer to the intersection of Innes Road and Mer-Bleue Road, which is further north of the subject property.

Within the framework of the City's current Official Plan, the Mer-Bleue Community Design Plan (CDP) aims to intensify and add more residential use along Mer-Bleue Road.

The subject property would benefit greatly from residential redevelopment that maximizes the highest and best use potential of the subject property. The surrounding area will continue to be developed as an evolving neighbourhood located in the City's east end with a mix of density types and uses. The redevelopment of the subject property for low-rise apartment buildings (stacked dwellings) will complement existing and future building typologies which are becoming the predominant form of housing in this area. Through the proposed site plan design, the proposed development will provide adequate building setbacks and tree plantings along the frontage to complement the built-form found along the east side of Mer-Bleue Road. The proposed development will logically fill the gap that currently exists between the abutting north and south properties with a similar building form and therefore create a coherent urban fabric.

The proposed redevelopment aims to align with the vision of the City's policies and guidelines, as well as compliment the overall character which has been redefined by the recent developments.

1.2 Supporting Plans and Studies

A pre-application meeting between our client and the City of Ottawa took place on Tuesday, April 6th, 2021. The City of Ottawa has provided the applicant with a list of required studies and plans. The list of studies was developed during the pre-application process with the City of Ottawa. All of the studies were developed using the City of Ottawa Guidelines for the preparation of studies. All of the studies below were required for the application for Zoning By-Law Amendment as well as the Site Plan Control Application.

Following the pre-application, the proponent also received a Design Brief Terms of Reference which identifies additional plans, elevations and studies required to demonstrate the overall design intent. These have been mainly developed by the Architect and integrated within this Planning Rationale.

The following studies have been completed to support these applications:

- Site servicing plan
- Site servicing study/assessment of Adequacy of public services
- Grade control and drainage plan
- Geotechnical study/ slope stability study
- Erosion and Sediment Control Plan / Brief
- Stormwater Management Report / Brief
- Phase 1 Environmental Site Assessment
- Planning Rationale, Design Brief and Public Consultation Strategy
- Landscape Plan
- Tree Conservation Report
- Site plan
- Concept Plan Showing Ultimate Use of Land
- Architectural Building Elevation Drawings (dimensioned)
- Colour image of proposed building/site
- Survey Plan
- Noise / Vibration Study

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All of the above noted plans and studies have been reviewed in the preparation of this Planning Rationale. There are no environmental, geotechnical and/or noise concerns that would preclude the redevelopment of the subject property for the proposed development of two (2) low-rise apartment buildings.

Please note the following plans and studies that have been referenced in this Planning Rationale:

1.2.1 Engineering Studies and Plans

The site plan for the proposed development was prepared by the architect, Pierre Tabet Architect Inc., and is dated October 14th, 2021. It is elaborated on below and is part of the submission package. Building elevations have been prepared by Pierre Tabet Architect Inc., dated December 1st, 2021.

The site servicing plan was completed by EAU Structural & Environmental Services and dated November 10th, 2021. The study concludes that municipal services and tie-ins are available and water and wastewater demands will be met. The grade control and drainage plan was completed by EAU Structural & Environmental Services, and dated November 10th, 2021.

The stormwater management report was completed by EAU Structural & Environmental Services, and dated December 2021, together with the erosion and sediment control brief. The drainage plan shows that the site has sufficient on-site storage and surface water in grassed areas will follow the pre-development natural drainage pattern. The foundation drain will be independently connected to a storm main on Stewart Street. Erosion and sediment control measures are recommended for on-site infrastructure (e.g. catch basins) and through construction.

1.2.2 Architectural Plans and Elevations.

The following plans and drawings were prepared by Pierre Tabet Architecte:

- Site Plan A-100, dated February 28th, 2022.
- Renderings (R01, R02), dated January 26th, 2022
- Floor Plans (A-310, A-320, A-330), dated January 26th, 2022
- Elevations (North, South, East, West, dated January 20th, 2022.
- Streetscape Sections dated February 2nd, 2022.

1.2.3 Landscape Plan and Tree Conservation Report (TCR).

A Tree Conservation Report (TCR) has been prepared by Ruhland & Associates Ltd. and is dated November 22, 2021. A Landscape Plan has also been prepared by Ruhland & Associated Ltd. and provides. The TCR concludes that no trees are proposed to be retained and, therefore, no preservation and protection measures are necessary. All existing trees would conflict with the proposed construction. All appropriate permits will be obtained to remove the thirteen existing trees, which mostly cedars and spruce conifers. Through the proposed development, the subject

property will be replanted with approximately nineteen (19) trees, 107 shrubs and 306 perennial, including a mix of coniferous and deciduous types.

1.3 Public Consultation Strategy

The Public Consultation process for this application will follow the requirements of the Planning Act in relation to the required notices for submission and Public Meeting as set out in the Act. These steps are the responsibility of the City of Ottawa and will be coordinated with our team.

A Public Consultation Strategy is planned to ensure adequate consultation of members of the community. At the time of application submission, the Province of Ontario is in a state of emergency due to the global COVID-19 pandemic. While in person meetings and open houses have either been very restricted, or not possible we will continue to meet as permitted.

Accordingly, some components of the strategy will likely be adjusted including more on-line type of events.

The clients, with the assistance of the project architect and J.L. Richards and Associates, will continue with their proactive engagement in the planning process for the subject property. The team has completed the required Pre-Application Meeting with the City of Ottawa staff to identify the studies required to support the applications, as noted in the section below. Our team will be reaching out to the Councillor's (Catherine Kitts) Office and nearby community associations to begin the discussions related to the project.

The following steps in the consultation strategy are proposed:

- Email notifications to the Councillor Kitts' Office;
- Email notifications to the community associations;
- Posting of public signage, to be completed by City staff;
- Ongoing outreach with the neighbours;
- Online submission of comments through the City's Development Applications Portal;
- Public Meeting, co-ordinated with Catherine Kitts, the Local Councillor
- Statutory public meeting at Planning Committee.

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. To start the process, our client will work with the City and the Councillor's Office to determine whether an Open House will be required and then, of course, assist in the preparation of the Statutory Public Meeting, which would likely take place at a Planning Committee to be determined.

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2.0 PROPOSAL

2.1 Development Proposal

The proposed development (shown in **Figure 5** below) consists of two (2) low-rise apartments with a total of thirty (30) residential units, fifteen (15) dwelling units each building.

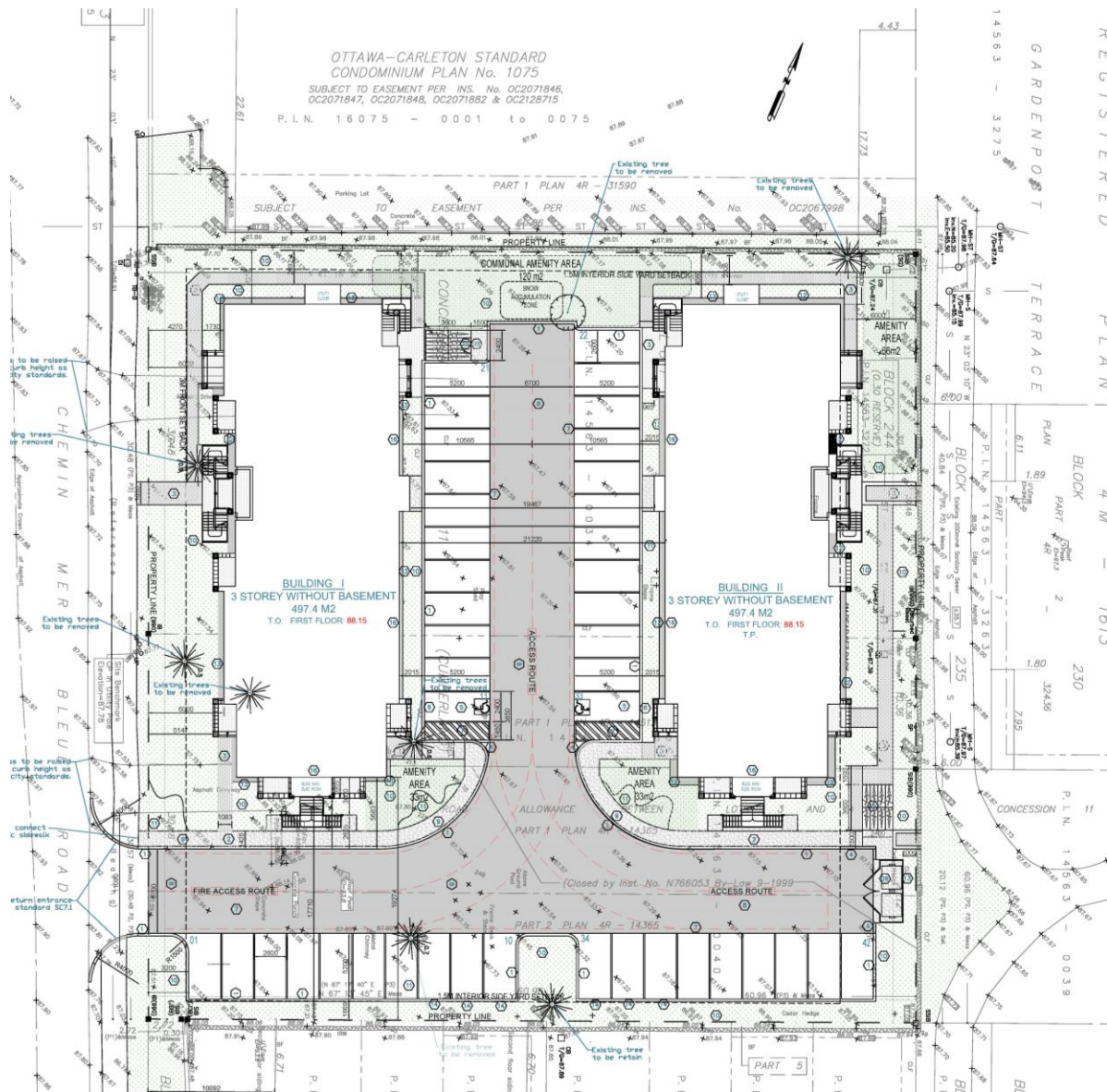


Figure 8: Site Plan, aerial view, prepared by Pierre Tabet Architecte and dated Feb. 28th, 2022

The gross floor area is approximately 1633 m² for each building. The proposed development consists of internalized parking areas that provides a total of forty-two (42) regular and visitor parking spaces, including the required two (2) accessible parking spaces as per Accessibility for

Ontarians with Disabilities Act (AODA) standards. The proposed parking will be mostly shielded from public view by either the building closest to Mer-Bleue Road or landscaping and tree plantings. The perimeter of the parking areas will be mostly landscaped and buffered from adjacent properties through setbacks that comply with the applicable zoning provisions being south through the proposed Zoning By-Law Amendment application. The proposal aims to meet all applicable R4Z zone provisions for both a “stacked dwelling” and an “apartment dwelling, low-rise” in a planned unit development format.

The first low-rise apartment building, closest to Mer-Bleue, is street facing. The second low-rise apartment building is parallel to the first building. The two (2) buildings are separated by the main parking area and landscaping which are found along the interior facing sides of each building and at near each building entrance. Access to the parking areas for the low-rise apartment buildings are provided by way of a private lane that connects to Mer-Bleue Road. There are two (2) large amenity areas proposed, one in the interior side yard along the northerly property line and one in the rear yard behind the building furthest from Mer-Bleue Road. Two (2) smaller amenity areas are proposed at the south ends of each building. These areas are more densely planted. All amenity areas are considered useable areas that will be accessible and open to future residents. Snow storage and waste enclosures are proposed on-site.

The proposed development aims to animate Mer-Bleue Road and connect to future planned roads, walkways and multi-use pathways (MUPs) to which the subject property abuts. In particular, the building proposed furthest from Mer-Bleue Road will face the MUP proposed by the City. On that same side, the waste enclosure will be hidden from public view and will be setback from the nearest lot line in accordance with the applicable zoning requirements. The location of the waste enclosure will provide convenient and immediate access for waste management services.

The proposed development also remains oriented to the street and will complement the public realm through tree plantings and well-lit walkways which will surround both of the proposed buildings. Building entrances are found on three (3) sides of each building. The planned amenity areas are proposed in convenient areas that will promote social gathering opportunities and provide a comfortable leisure environment.

The Design Brief section of this Report provides further details of the proposed development, as well as imagery which shows the proposed development embedded in its context.

2.2 Proposed Zoning By-Law Amendment (ZBA) & Site Plan Application

The redevelopment of the subject property requires a Zoning By-Law Amendment to permit “stacked dwellings” in a planned unit development format. The subject property is currently zoned Development Reserve (DR) in the City of Ottawa Zoning By-Law 2008-250, which restricts permitted uses to mainly existing uses until such time that it has been deemed appropriate to rezone the land to accommodate new development. The zoning is no longer appropriate for the subject property due to emerging development patterns in the area. The intent for redevelopment has been understood and is therefore anticipated.

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The proposed Zoning By-Law Amendment seeks to rezone the subject property from “Development Reserve (DR)” to “Residential Fourth Density, Subsection Z (R4Z)” to permit “stacked dwellings” in a planned unit development format. The R4Z zone and planned unit development requirements for both “stacked dwellings” and “apartment dwelling, low-rise” have been reviewed. No instances of zoning non-compliance have been identified that would need to be accommodated by a Site-Specific Zoning Exception, as the applicant aims to comply with all applicable zoning standards.

The general intent and purpose of the R4Z zone is to allow for a mix of residential building forms, including low-rise apartments, in the General Urban Area. The ‘Z’ subsection is chosen as the site would be considered Developing Area/ Community in the framework of the Official Plan.

The proposed Zoning By-Law Amendment would allow for the planned development, at the same time as conforming to the policies of the Mer-Bleue Community Design Plan (CDP) and the existing and new Official Plans for Ottawa. It is our opinion that, based on local context and emerging development patterns, this is the appropriate time to change zoning from DR Zone to R4Z.

The proposed development conforms to all zoning provisions of the Zoning By-Law No. 2008.

A Site Plan Application is being submitted concurrently with the proposed Zoning By-Law Amendment. We anticipate that Parkland Dedication may be required by the City for the proposed development based on the number of dwellings (30) proposed in relation to the total land area (0.37 ha). We understand that the City has a New Parks and Recreation Facilities Master Plan (PRFMP) that prescribes future rates for parkland dedication. As such, we anticipate that this will be one of the many Site Plan related-comments that our client will need to respond too. On-site dedication of Parkland is not available for this site. Instead, cash-in-lieu of parkland will be proposed. We understand from the pre-application meeting held with the City that the City’s Park’s Department will accept a Cash-in-Lieu of Parkland Dedication amount to be determined through the Site Plan Approval process.

The redevelopment of the subject property will not trigger a Section 37 contribution.

3.0 POLICY, GUIDELINES AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) was issued under section 3 of the *Planning Act* and came into effect May 1, 2020. The PPS provides policy direction on matters of provincial interest with regard to land use planning and development. Decisions made by all approval authorities in the Province on planning applications “shall be consistent with” the policies of the Statement.

Part IV: The PPS focuses growth within settlement areas and away from areas that are either significant resources or may pose a significant threat to public health and safety. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.

The following is a brief commentary on the application with regard to the policies of the Provincial Policy Statement.

Part V of the PPS sets out Provincial policies on land use.

Section 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses that 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.

Section 1.1.3.4 indicates that intensification and redevelopment should be promoted. The site is currently being used and would be both redeveloped and intensified in making the proposed development.

Section 1.4.1 states that developments need to provide a mix of housing options and densities to provide for the projected market needs. The low-rise nature of the buildings adds to the densities being offered in the area, with the 2-bedroom setup of units adding to the stock in the area.

Section 2.0 of the PPS calls for the protection of natural heritage, water, agricultural, mineral and cultural, and archaeological resources. No natural heritage features have been identified on the subject lands.

3.2 City of Ottawa Official Plan, no. 2003, as amended.

The City of Ottawa Official Plan, adopted by City Council in May 2003, has been updated and amended numerous times by both Council and the Ontario Municipal Board, now known as the Ontario Land Tribunal (OLT). For the purposes of this planning rationale, the on-line consolidated version of the Official Plan, including Amendments No. 150 and 180, were used.

The subject property is located within the urban boundary of the City of Ottawa and is part of the settlement area for the City. Schedule ‘B’ of the Official Plan shows the site designated as General Urban Area (refer to **Figure 9**).

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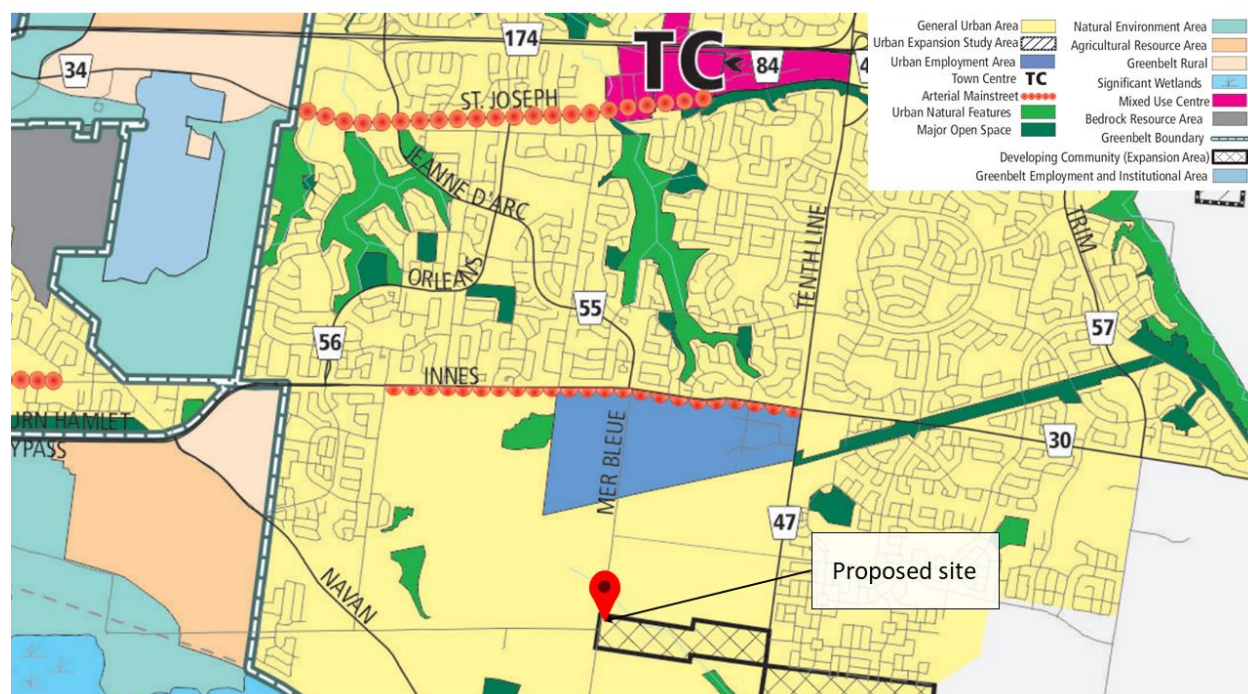


Figure 9: Location of subject property on Official Plan Schedule 'B'

The City's growth strategy supports infill development and other intensification within the Urban Area in a manner that enhances and complements existing desirable characteristics to ensure the long-term vitality of the many existing communities that make up the City. The Official Plan permits low-rise buildings of less than four (4) storeys without an Amendment to the Plan.

Section 2.1 of the Official Plan "Patterns of Growth" prescribes that development should aim to prioritize compact development that is walkable, has bicycle facilities, and remains within the existing urban area. The development offers a compact building form, fitting thirty (30) residential dwelling units on a property with a lot area of 3719.96m². The development adds walking paths around the buildings, which will also connect to a public sidewalk and the planned MUP. Superb access to the nearby Multi-Use Pathway will encourage the use of on-site bicycle parking that will be provided through the proposed development.

The intent of the Official Plan to keep low-rise as the prevalent form of development will be met through proposed Zoning By-Law Amendment which seeks a maximum building height of three (3) storeys, no more than 11 metres (m). The proposed development will match the built-form that has been recently established along Mer-Bleue Road, including consistency with the range of housing types found on adjacent lands. The proposed development is also suitable for collector roads. The character of the surrounding area will therefore be respected through the proposed development.

Section 2.4 looks at environmental integrity. Design elements of the development align with the principles laid out therein: compact form, intensification, energy efficiency in design, and

integrating greenspace. The development is also not interfering with any major natural processes or features, which means that Sections 2.4.2 and 2.4.3 of the Official Plan will also be regarded.

The subject property falls within the boundaries of the Mer-Bleue Community Design Plan (CDP). The CDP falls within the framework of the existing Official Plan and is considered policy. The CDP has been reviewed against the proposed development in Section 4.2 (Design Brief) of the Planning Rationale.

The proposed development reflects the guiding principles of the Community Design Plan, as follows:

- Creating a compact and mixed-use urban form from the existing infrastructure
- Make active transportation an easy alternative through pedestrian sidewalks and bicycle parking
- Create a mix of housing density and types, including more dense low-rise apartment buildings.

It is our opinion that the proposed development will conform to the general intent of the City's existing Official Plan.

3.3 City of Ottawa Official Plan 2048

The City of Ottawa's new Official Plan, adopted by City of Ottawa Council in November 2021, has been reviewed and evaluated to see if there were any policies that would preclude or be more restrictive to the redevelopment of the subject property for the intended use. There are no policies that would preclude the redevelopment of the site for residential use only. There is, however, a minimum building height for minor corridor designation, which adds a restriction that never previously existed under the existing Official Plan.

As per Schedule 'A' of the New Official Plan, the subject property falls within the urban boundary and is subject to the Suburban Transect policy area. Specifically, the site is subject to the 'Suburban East Transect' policy area, as displayed on the Official Plan's Schedule B8 shown as **Figure 10** below.

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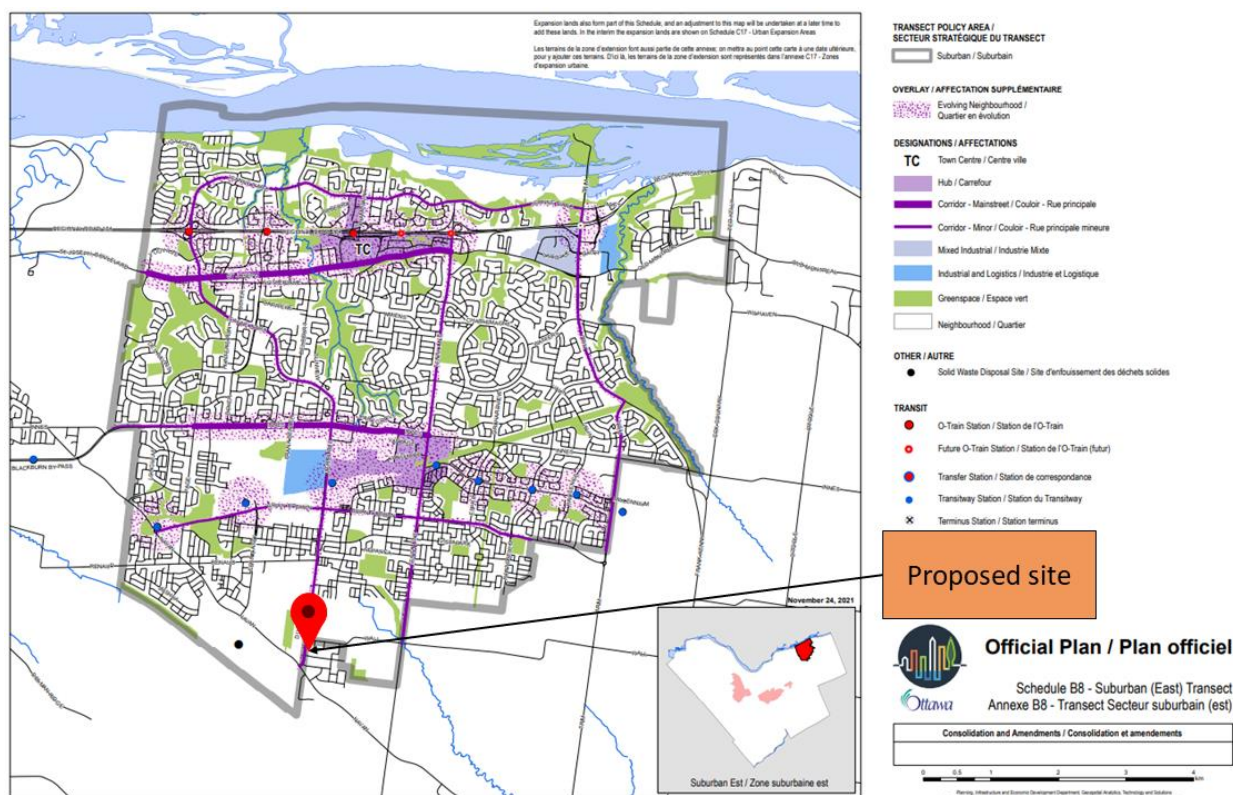


Figure 10: 2048 Official Plan's Schedule B8

The development still meets the goals of the new plan. As per section 5.4.1, the proposed development aims for density which would reflect the suburban character and offers low-rise multi-unit dwellings along Mer-Bleue, a collector road and minor corridor. The minor corridor designation extends 120 m from the centreline of the public road and therefore covers the full depth of the subject property.

The design of the site including access to the Multi-Use Pathway further into the new developments also works hand in hand with section 5.4.5, as it gives the site access and connection into the neighborhood area.

Given the minor corridor designation, the development must respect height transitions. As neighbouring properties contain similar typologies, heights will be comparable, and thus will not require transition between uses. Additionally, Table 7 of the OP points out that the minimum height for properties adjacent to minor corridors (in the suburban transect) is 2 storeys, and that the maximum is 4 storeys. The development will contain 3 storeys, which meets the minimum and does not exceed the maximum.

There are no policies that would preclude the redevelopment of the site for residential use only. It is therefore our opinion that the proposed development will conform to the general intent of the City's existing Official Plan.

3.4 City of Ottawa Zoning By-Law 2008-250

The subject property is currently zoned as Development Reserve (DR). The zone is mainly applied to areas intended to be used for future urban and suburban growth and development. The zone permits a limited range of uses, mainly existing uses, such as single detached dwellings, agricultural uses, environmental preserves, or marine facilities. The zoning boundary covers the entirety of the subject property, shown on **Figure 11**.

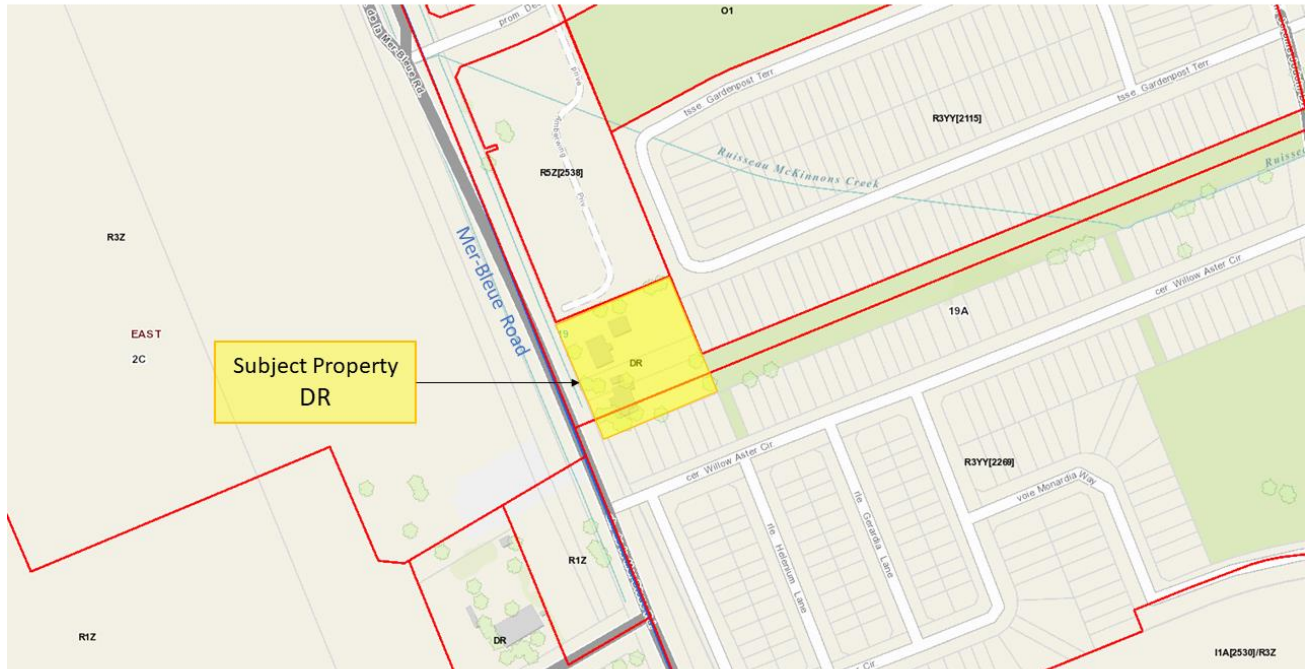


Figure 11: Zoning Map of Area Around Proposed Development

The zones found on abutting properties signify the trending development patterns in the immediate surrounding area. The emerging development patterns are the result of the vision and policies stemming from the Mer Bleue Community Development Plan and the City's general Official Plan policies which aim to increase residential intensification in the general urban area.

The site to the north of the subject property is zoned R5Z, which allows for a range of dwelling types from low-rise to high-rise. The sites to the south are zoned R3YY, which offers a more limited range of dwelling types, with townhouses being the densest dwelling type permitted. To the east are undeveloped municipal lands, which also reside within the R3YY. To the west, across Mer-Bleue Road, are vacant lands that are zoned R3Z.

A pre-application meeting between our client and the City of Ottawa took place on Tuesday, April 6th, 2021. Based on the minutes of that meeting, the City's interpretation of the proposed "use" is that it most likely fits within the definition of a "stacked dwelling" as provided in the City of Ottawa's Zoning By-Law No. 2008-250. The definitions for "Stacked Dwelling" and "Apartment Dwelling, Low-rise" are provided below:

1. **Stacked Dwelling** means a residential use building of four or fewer storeys in height containing four or more principal dwelling units where the units are divided horizontally

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and vertically, and in which each dwelling unit has an independent entrance to the interior. (une habitation superposée) (By-law 2019-410)

2. **Apartment Dwelling, Low Rise** means a residential use building that is four or fewer storeys in height and contains four or more principal dwelling units, other than a townhouse dwelling or Stacked Dwelling. *(un immeuble d'appartements de faible hauteur) (By-law 2013-54) (By-law 2012-334) (By-law 2014-189)*

We would agree with the City's interpretation that the proposed development consists of a multi-unit residential building of "stacked dwellings", divided vertically and horizontally, with independent entrances into the interior of the building. A "Stacked Dwelling" is not an "Apartment Dwelling, Low Rise" as per the definitions above, as access to each unit is not provided by a common vestibule.

In this Planning Rationale, we refer to the proposed development as a "low-rise apartment building" in many areas to explain our client's product, proposed built-form and relation to the surrounding context. The proposed Site Plan, prepared by Pierre Tabet Architecte and dated February 28th, 2022, provides a zoning table that demonstrates compliance with the zoning requirements based on the use being an "apartment dwelling, low-rise". We have reviewed the zoning requirements for both an "apartment dwelling, low-rise" and a "stacked dwelling" and have confirmed, as displayed in the tables below, that the proposed development will conform to the provisions of Zoning By-Law No. 2008-250 based on both definitions.

To complement the character of the immediate surround area, the subject property is proposed to be rezoned from "Development Reserve (DR)" to "Residential Fourth Density, subsection Z (R4 Z)" to permit stacked dwellings in a planned unit development format. This selected zoning would allow for proposed dwelling types which are further consistent with those permitted on adjacent lands. The requested zoning change implements the vision of the Mer-Bleue Community Design Plan.

The R4Z zone allows both "stacked dwellings" and an "apartment dwelling, low-rise" in a planned unit development format, as per Table 162A of the Zoning By-Law. **Table 1** below shows the proposed performance standards versus the zoning requirements for a "stacked dwelling" or "apartment dwelling, low-rise" in a planned unit development.

Table 1: Applicable Zone Provisions from Zoning By-law 2008-250 for the proposed development (R4Z)

Current Zoning for R4Z (By-Law 2020-290)			
Description	Required	Proposed	Compliance
Minimum Lot Area	1,400 m ²	3,719.96m ²	✓
Minimum Lot Width (Frontage)	18m	61.05m	✓
Minimum Front Yard Setback	3.0m	6.0m	✓

Minimum Interior Side Yard Setback	1.5m	2.3m	✓
Minimum Rear yard Setback	6.0m	6.0m	✓
Maximum Building Height	4 Storeys	3 Storeys	✓
	15m	11m	✓

Table 2 and **Table 3** below shows how the proposed development conforms to the general provisions of Zoning By-Law 2008-250 for the proposed development.

“Stacked dwellings” and “Apartment Dwelling, Low-rise” have the same zone-specific requirements. However, the zoning requirements for amenity space different slightly for each use. According to Section 137, Table 137, a “Stacked Dwelling of 9 or more dwelling units” requires slightly less amenity space than a Low-rise apartment dwelling in a residential zone. This discrepancy has been noted in the table below. The parking requirements are the same for a “stacked dwelling” and an “apartment dwelling, low-rise”.

Table 2: Compliance with general zoning provisions based on the proposed development				
Description	Rate	Required	Proposed	Compliance
Residential	1.2 / Dwelling	36	36	✓
Visitor	0.2 / Dwelling	6	6	✓
Accessible Parking (Type B)	1 for 13-25 spaces	2	2	✓
Bicycle Parking	0.5 / Dwelling	15	15	✓
Amenity Area ⁽¹⁾⁽²⁾	-	180m ²	200m ²	✓
Communal Amenity Area	-	120m ²	120m ²	✓
Minimum width of Landscape Area Around A Parking Lot Abutting A Street	-	3m	3.2m	✓
Minimum width of Landscaped Area Around a Parking Lot not Abutting A Street	-	1.5m	1.6m	✓
Minimum Landscaping Provided for Parking Lots	-	190.5m ²	239m ²	✓
Minimum Total Soft & Hard Landscaped Area (Coverage)	-	1116m ²	1317.1m ²	✓

(1) Section 137, Table 137(11) Low-rise Apartment Dwellings (Planned Unit Development):

- 15 sqm. per dwelling unit up to eight units, plus 6 sqm. per unit in excess of eight (8) units
- 100% of the amenity area required for the first eight units is to be communal
- It is our interpretations that Table 137(11) allows for a communal amenity area for the first eight (8) units in “one” of the interior side yards abutting the rear yard and the interior side yard. The proposed amenity area therefore meets the zoning requirement.

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(2) *The minimum amenity space requirements for a Stacked Dwelling are less than what is required for a Low-rise apartment dwelling and is therefore met. Section 137, Table 137(6), Stacked Dwelling (Planned Unit Development):*

- 6 sqm. per dwelling unit
- Communal Area: a minimum of 50% of the required total amenity area
- Aggregated into areas up to 54 sqm., and where more than one aggregated area is provided, at least one must be a minimum of 54 sqm.

Table 3: Planned Unit Development requirements for proposed development (Section 131)			
Description	Required	Proposed	Compliance
Minimum Width of Private Way	6m	6.7m	✓
Minimum Setback for any Wall of a Residential Use Building to a Private Way	1.8m	2.01m	✓
Minimum Separation Between Buildings Within a Planned Unit Development	1.2m	19.4m	✓
Minimum Rear Yard for an Abutting Lot	6m	6m	✓
Parallel Visitor Parking on Private Way	Permitted (8.5m private way)		✓

As shown in **Tables 1-3** above, the proposed development conforms to all relevant provisions of Zoning By-Law 2008-250.

4.0 DESIGN BRIEF

4.1 Design Proposal

To reiterate, the proposed development consists of two (2) low-rise apartment buildings in a planned unit development format with a total of thirty (30) residential units, fifteen (15) dwelling units each. **Figure 12** shows the Site Plan.

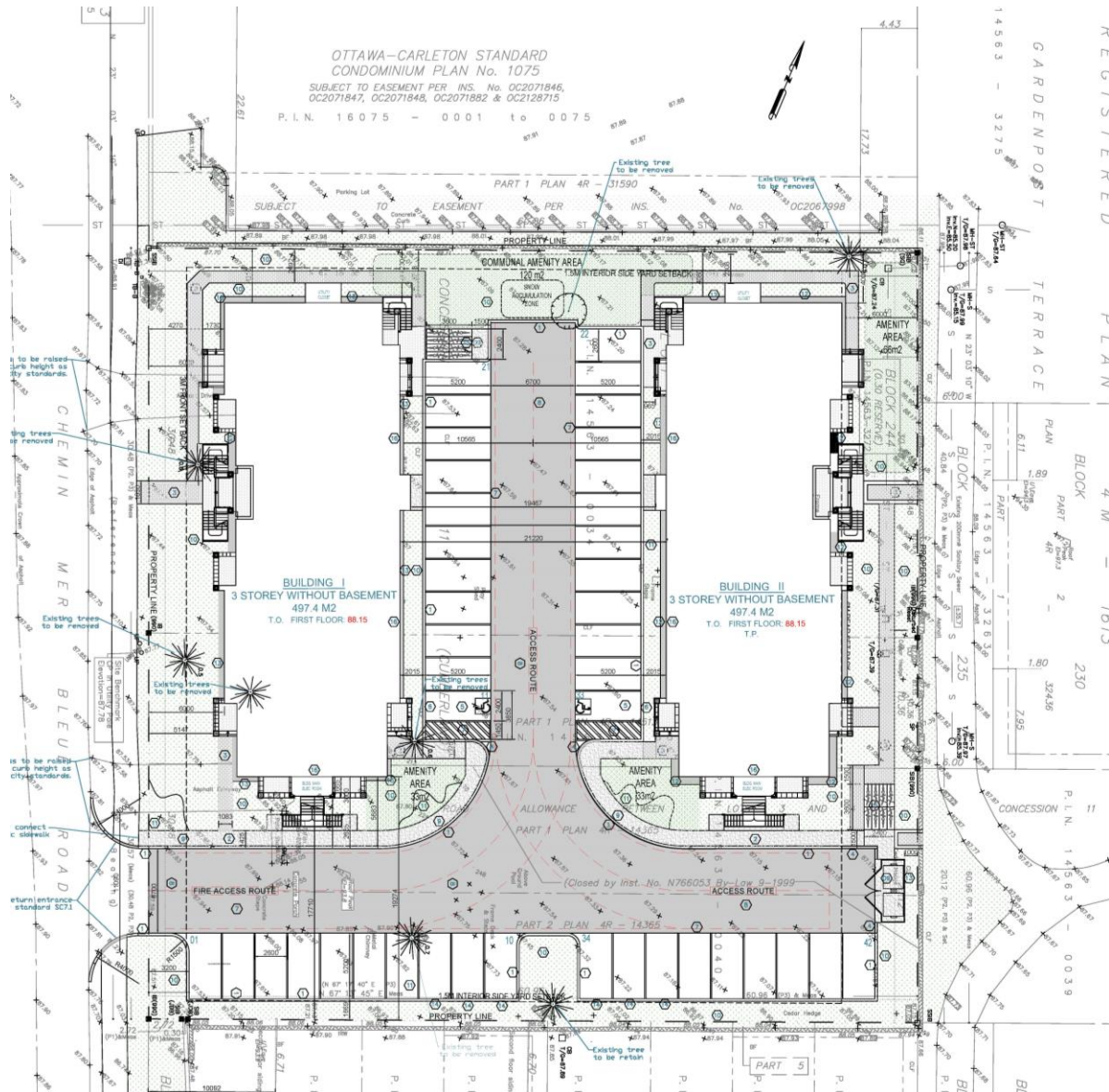


Figure 12: Site Plan, aerial view, prepared by Pierre Tabet Architecte and dated Feb. 28th, 2022

As previously mentioned, the proposed Zoning By-Law Amendment will permit the stacked dwellings in a planned unit development format and conform to all relevant provisions. This Section of the Planning Rationale provides the Design Brief which meets the requirements of the Terms of Reference provided to our client. The City of Ottawa has not updated the Design Brief

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Terms of Reference based on the New OP; however, we have added in a Section that speaks to how the proposed development will conform to the Urban Design policies of the New Official Plan.

4.1.1 Massing and Scale

Various massing approaches were explored in collaboration with the City of Ottawa urban design staff. As shown in **Figure 9** below, the original concept presented to City Staff had considered interior facing low-rise apartment buildings that did not orient to the street, nor did they promote a strong relationship relationship to planned and existing public realm facilities, including connection to planned walkways and MUPs.



Figure 13: Alternative Massing Layout 1 (City of Ottawa, 2021)

The original massing would have placed parking closer to the neighbouring properties to the east with only minimal buffering and landscaping. **Figure 9** above further shows a site entrance that is too wide and exposed to the public realm along Mer-Bleue Road. The arrangement would not be consistent with the emerging built-form along Mer-Bleue Road, nor would it be consistent with the requirements stemming from design-oriented policies and guidelines.

Figure 14 below shows the Alternative Massing Layout 2.



Figure 14: *Alternative Massing Layout 2 (City of Ottawa, 2021)*

In contrast to **Figure 13**, the second alternate massing option (**Figure 14**) does propose street facing low-rise apartment buildings that better relate to the existing and planned public realm. This proposed scheme does a better job at hiding parking from public view and respects neighbouring development through better landscaping and buffering around the perimeter of the site and the parking areas. The greened area and walkway along the southerly lot line will provide some level of continuity with the planned walkways that run east-west. However, by staggering the buildings in this way, the scheme reduces the potential for on-site amenity areas, convenient waste collection and provides more surface parking area.

Finally, in **Figure 14** the private entrance and way would be located too close to the private way on the abutting property to the north, as shown on the image. The selected massing option is shown on **Figure 15** below.

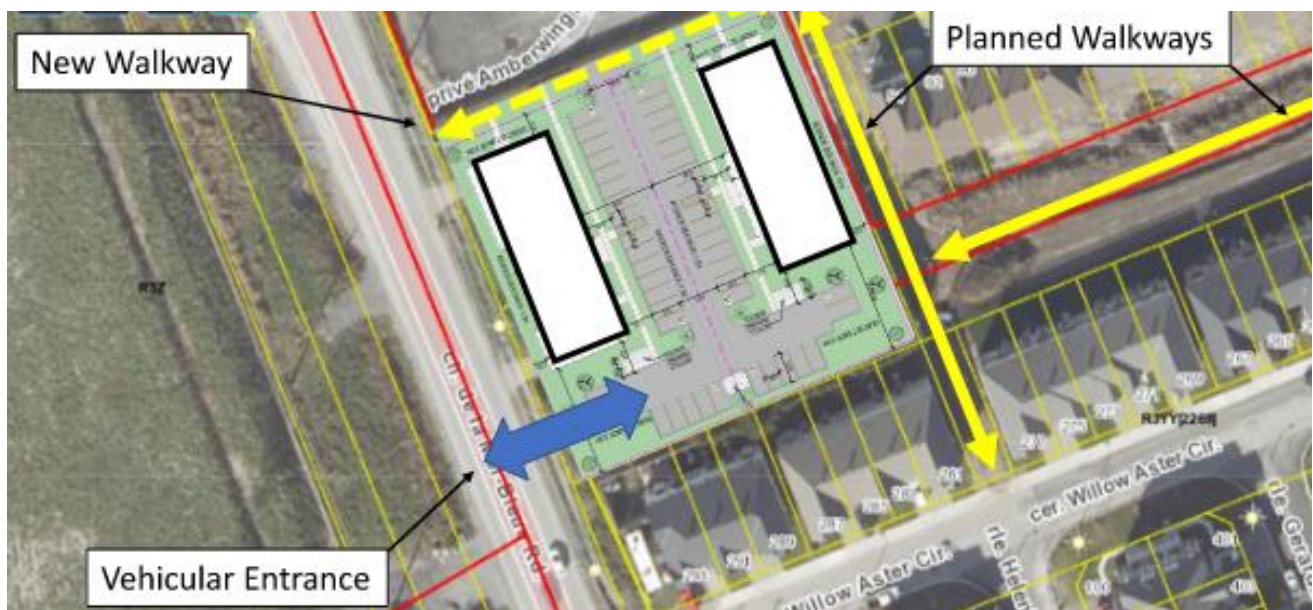


Figure 15: *Alternative Massing Layout 3 (City of Ottawa, 2021)*

Figure 15 shows the best redevelopment potential for the subject property. This option provides street facing building form and internalizes parking on-site. The option limits the surface parking

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area, provides easier access to the waste disposal and allows for convenient and private outdoor communal amenity area. Finally, the proposed development limits potential conflicts between potential users of the subject property (once fully developed) and the abutting property to the north.

4.1.2 Public Realm

Streetscape sections showing the relationship between the proposed development and the abutting context is shown on **Figure 16** below.



Figure 16: Streetscape cross-sections of proposed development (Pierre Tabet Architect)

The sections displayed above generally show the proposed tree plantings; connections to and from the site; and continuity with the existing (emerging) built form. Pedestrian walkways are available on both the east and west sides of the subject property. Building details such as windows and balconies meet the permitted projection requirements as established in the Zoning By-Law.

Figure 17 shows the landscape plan provided by Ruhland & Associates, which details the proposed layout of landscaping around the site.

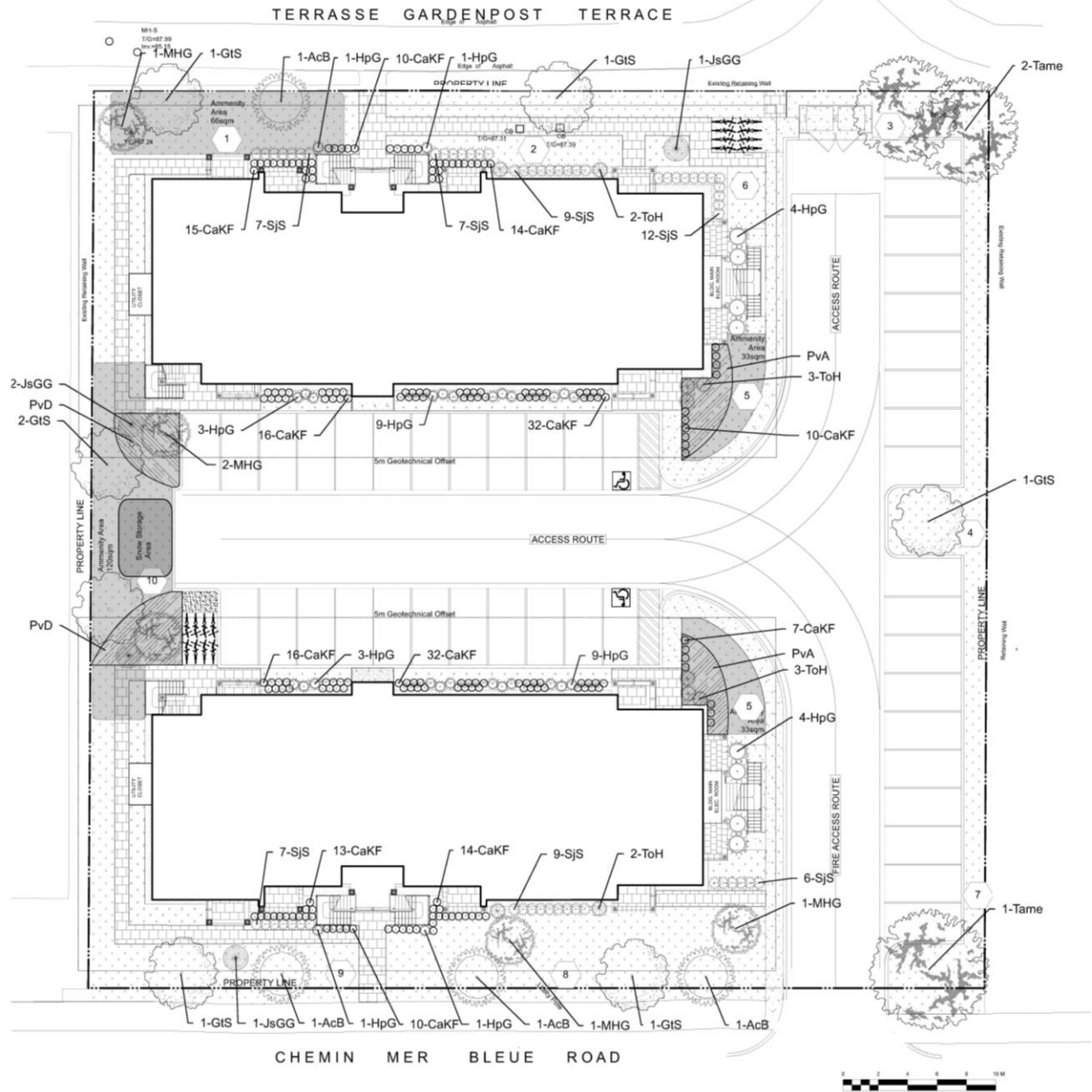


Figure 17: Landscape Plan for 2345-2351 Mer-Bleue

The Landscape Plan shows that a mix of deciduous and coniferous landscaping materials will be provided through the proposed development. The Landscape Plan provides plant materials and planting details for each of plant types proposed (trees, shrubs and perennials), including the specific breakdown of plant beds per area with sizing and depth. The location of retained existing trees and new plantings are also provided. The plan also specifies other aspects of the site, such as where the snow storage on the site is planned, as well as the planned locations of ground features like sods, perennial beds, and precast and concrete pavements.

The landscape palette offers native species and species able to handle the site's conditions, including trees such as the Ballerina Serviceberry, shrubs like Shirobana Spirea, and a general mix of perennials.

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The base of each low-rise apartment building is greened to soften the look of the building and integrate it seamlessly with other greened areas on-site.

The landscape plan offers buffering around the site itself through trees while still maintaining sightlines and visibility through the planned canopies, as tree heights are detailed. The planned walkways around the site also aim to delineate from the parking and private way area, which enhances safety for site users and pedestrians. A large American Linden planted at the entrance of the site will create a distinct entrance focal point but also divert attention from the parking spaces behind it.

Overall, the landscape plan emphasizes safety and accessibility. The proposed development has been designed to compliment the adjacent public realm and increase the local tree canopy.

4.1.3 Building Design

The proposed buildings are designed to be practical and street oriented. The building layout and internalization of useable amenity areas will provide a sense of place for future site users.

Entrances into the buildings are available on all sides, although the primary entrance reside on the west side of the western building, accenting the façade of the building facing the public right of way. Windows and balconies are designed to provide greater visibility of the public-realm, which is a strong Crime Prevention Through Environment Design (C.P.T.E.D) element of the proposed design.

Building design therefore emphasis safety and respect to adjacent sites in addition to providing interesting facades that are expressive and vary in the building materiality applied.

Figures 18 and **19** show the proposed development embedded in its context.



Figure 18: Northeast view rendering of 2345-2351 Mer-Bleue proposed development

The proposed development continues the built-form established on the lands further north and is compatible with the low-rise character of the adjacent lands to the south; therefore, providing transition between city blocks along Mer-Bleue Road, but also reinforcing the recently established building line along the east side of Mer-Bleue Road.

Through fencing, landscaping and buffering, the privacy of established developments is respected and maintained. The renderings also show the vegetation around the building, which provides a comfortable pedestrian experience and serves as an accent to the architectural style of the buildings.



Figure 19: Southeast view rendering of 2345-2351 Mer-Bleue proposed development

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The parking lot sits between the two buildings, along with an amenity space along the northern property line in the interior side yard abutting the site's rear yard. Much like the east façade, the windows promote visibility and safety.

The buildings offer a style, form and materials which fit the use and design of the building, consistent with other forms of development found on adjacent lands. The buildings mainly consist of stone and brick veneers, accented by cement panels along the corners, and lighter vinyl siding at the third story and above. Guardrails, handrails and parts of the roofing (fascia and soffit) are made of aluminium.

The building elevations (shown in **Figures 20 and 21**), shows the details and features of the buildings proposed. These images show the grand entrance along the west side facing Mer-Bleue, and the more subtle entrance on the east side, which leaves space for the windows and outdoor amenity space next to the public pathway.

The facades along the north and south also follow this theme: the south side has a more open and accented entrance with larger balconies; the north side is more subtle, with windows and smaller balconies. The elevations also show the varying rooflines, giving the building depth and variety in appearance.

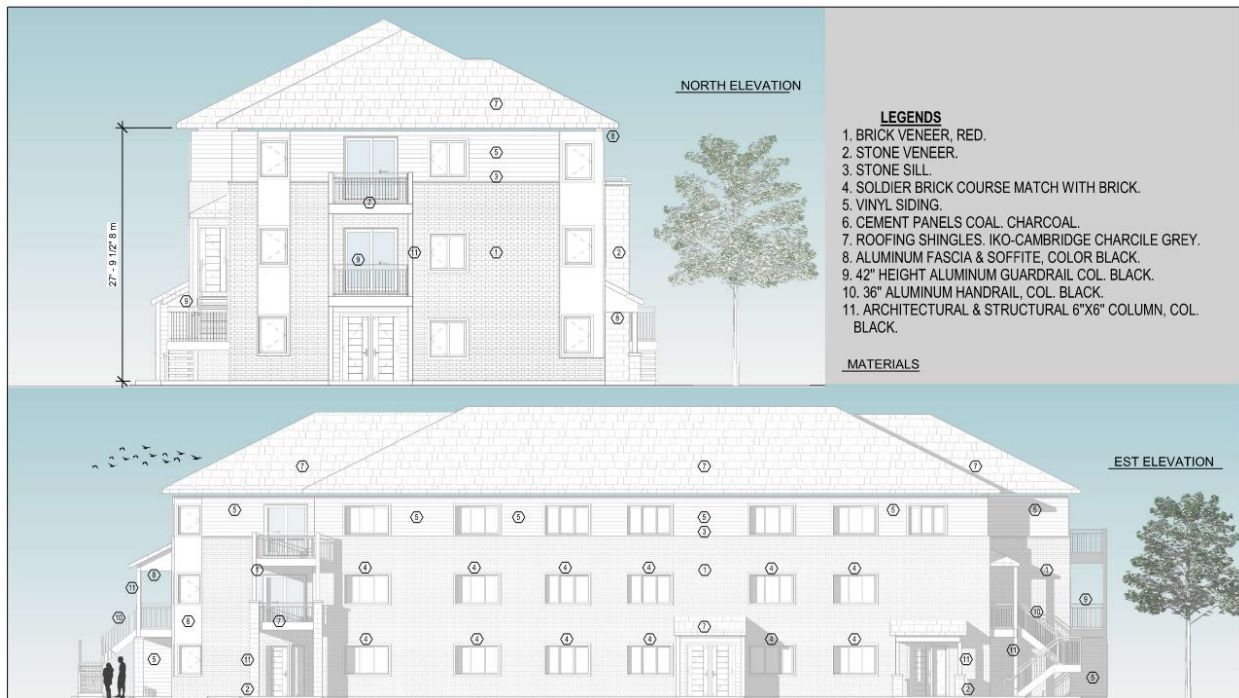


Figure 20: Elevations of the proposed buildings (north and east)

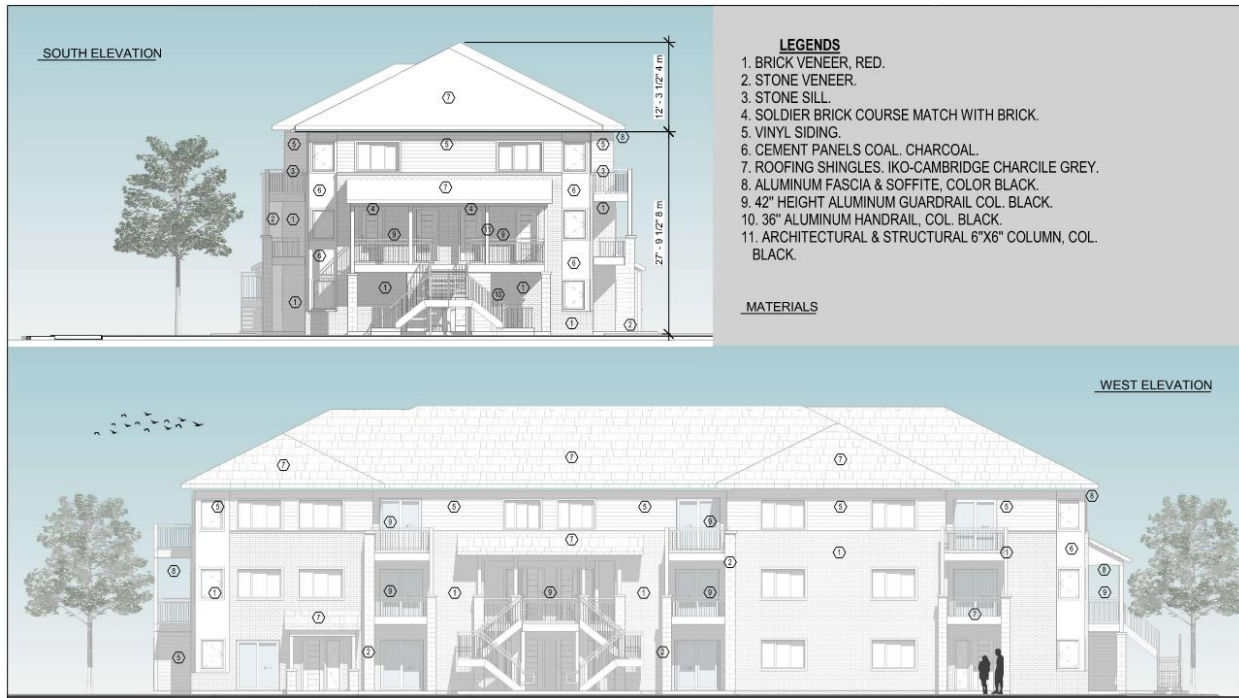


Figure 21: Elevations of the proposed buildings (south and west)

The floor layouts are shown on **Figure 22**, **Figure 23**, and **Figure 24**. The buildings offer a similar layout on all floors, maximizing efficiency of construction. The units offered are all 2-bedroom units, giving space within the compact form of the buildings. The layouts of the units differ from unit to unit, which allows a variety of styles and setups for users.

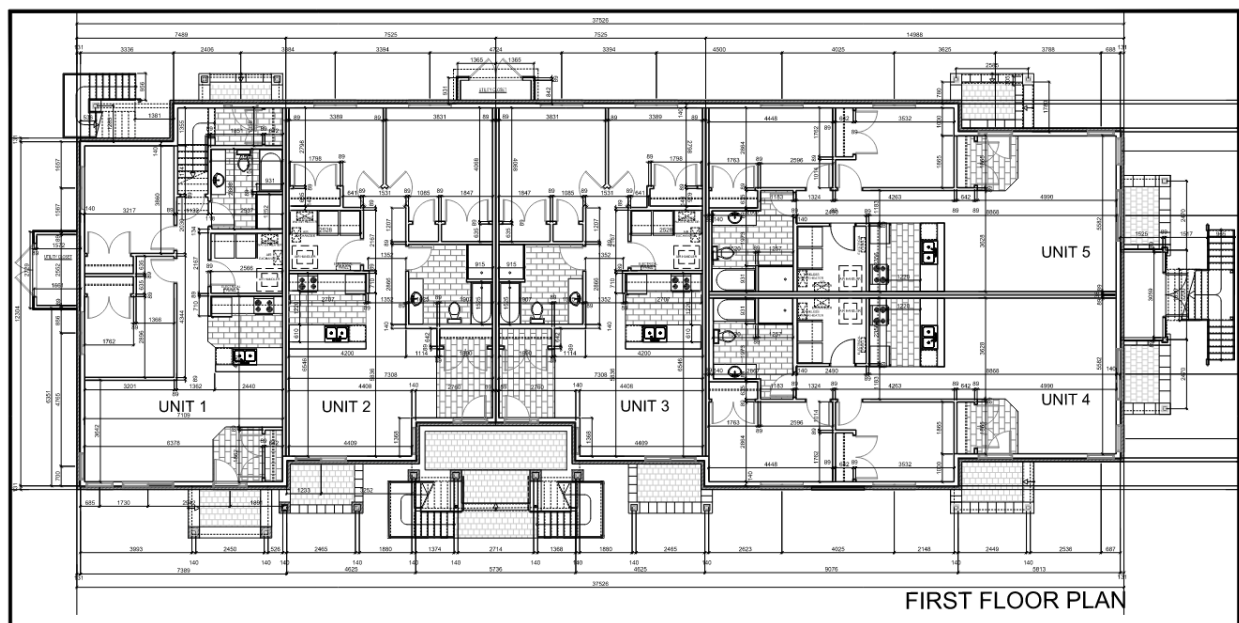


Figure 22: Floor plans, first floor (Pierre Tabet Architect)

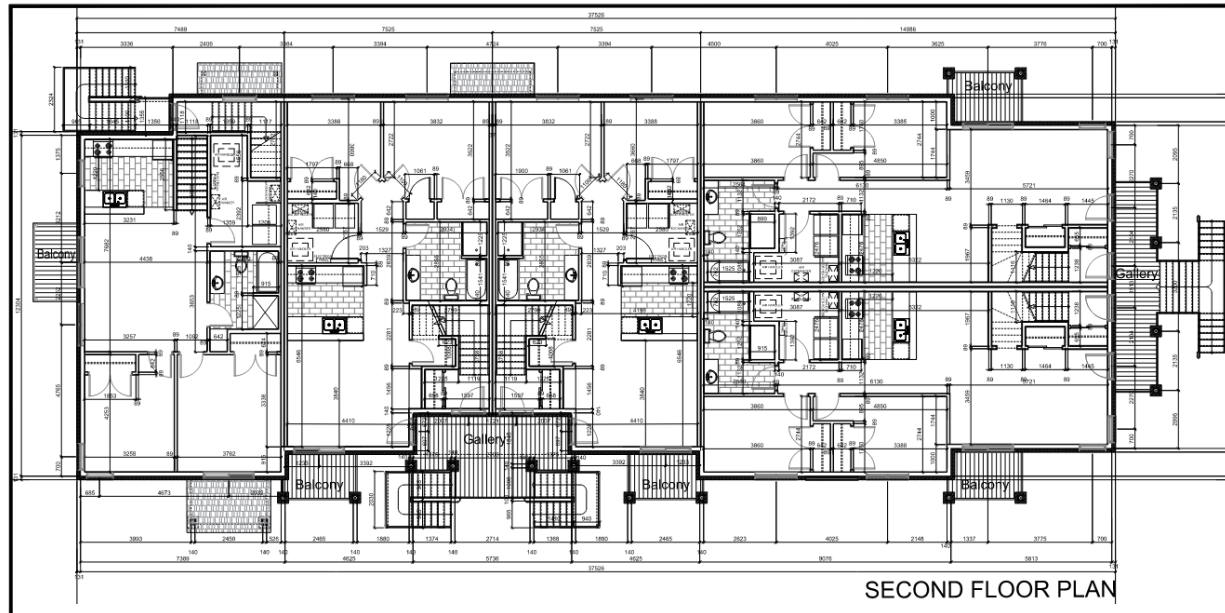


Figure 23: Floor plans, second floor (Pierre Tabet Architect)

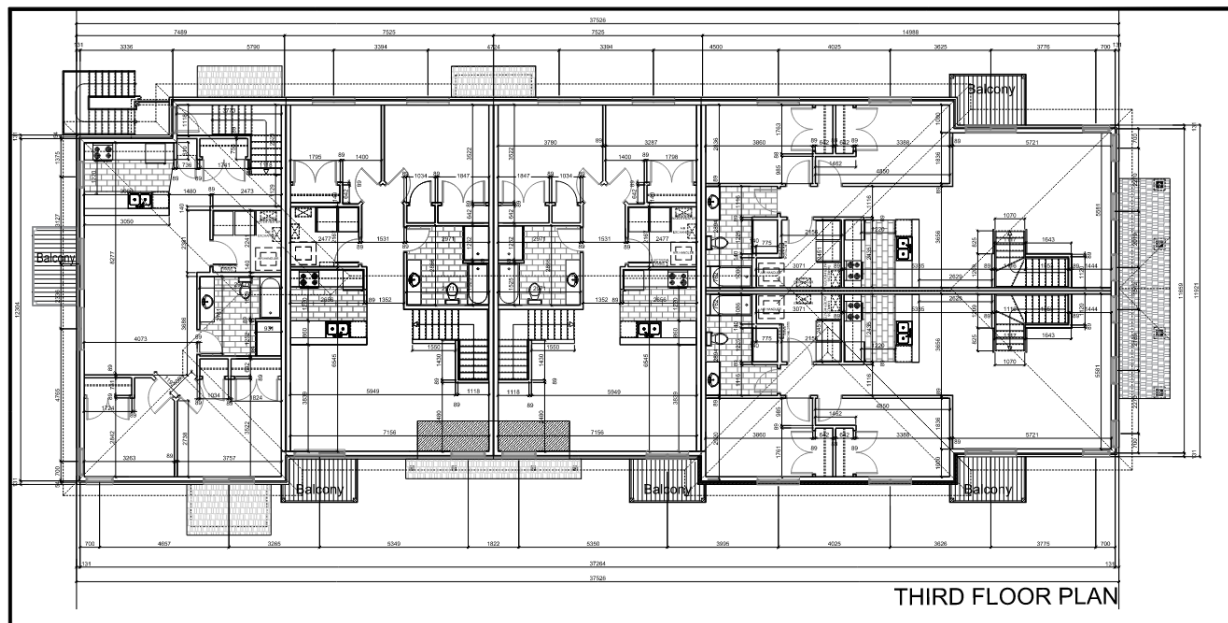


Figure 24: Floor plans, third floor (Pierre Tabet Architect)

4.1.4 Sustainability

The development includes vegetation and landscaping which offers natural local climate regulation, as well as carbon sequestration. The trees and bushes also assist in placemaking, as well as additions to the amenity areas. Trees also provide shade to said areas, as well as along the public sidewalk along Mer-Bleue and the multi-use pathway behind the site.

Lighting will be done using LED lights for efficiency, and the materials for the buildings themselves will meet sustainability standards. Sustainable construction methods will be applied and adhered to through the proposed development.

4.2 Mer-Bleue Community Design Plan

The subject property resides within the Mer-Bleue Community Design Plan (CDP) within the framework of the City's existing (current) Official Plan, 2003, as amended. The CDP is a local Design Plan which spans from the hydro corridor further north to the subject property, and from Mer-Bleue Road in the west to Tenth Line Road in the east. The plan lays out the design vision, land use and design principles development within this boundary.

Figure 25 below shows the CDP's land uses and boundaries, where the proposed development sits in the low-density residential designation.

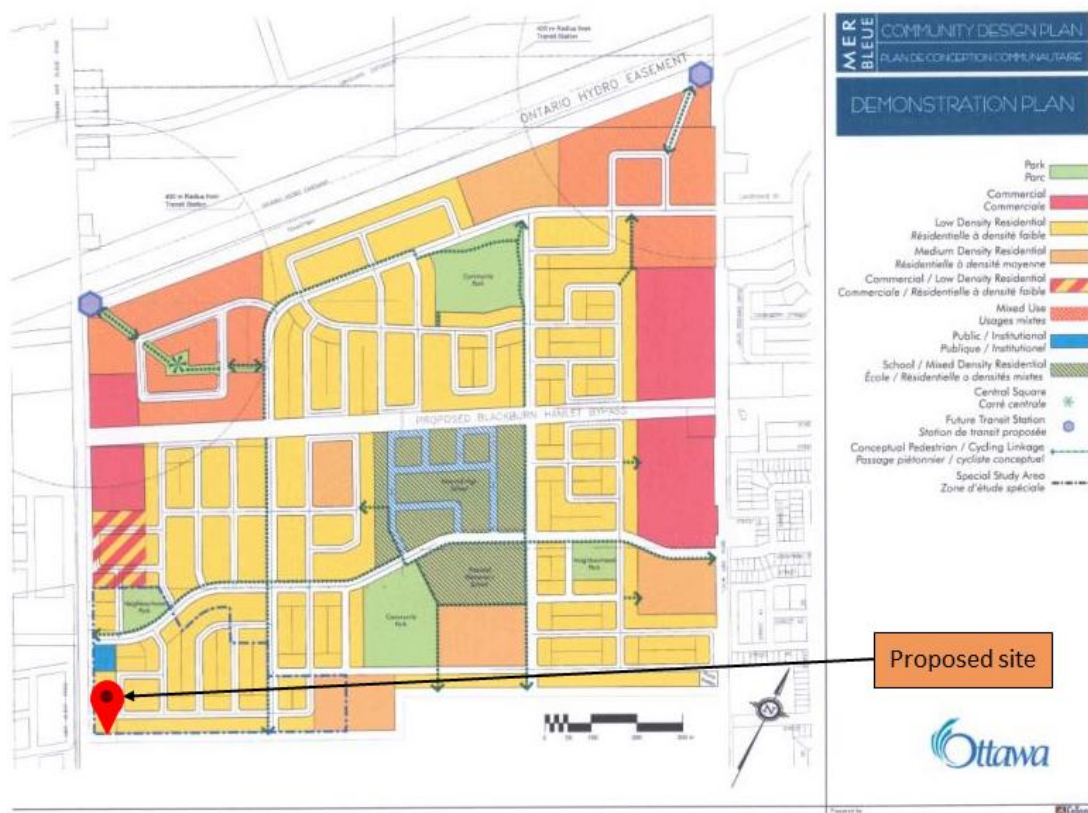


Figure 25: Subject Property Location within the Mer-Bleue Community Design Plan

Section 4.1 of the CDP provides the principles. The proposed development is an example of intensification that meets the Plan's objective to create compact and efficient development forms. Connectivity to adjacent paths and cycling infrastructure on the site meet another key principle, which is to focus development on connectivity to and integration of active transportation. While the proposed development itself focuses on only one housing type, it does create a mix of housing types in the area, with the south lots being composed of townhouses.

The land use designations of the CDP are detailed in section 5.1, where the site fits in the low density residential designation at the southwest corner of the Plan. The proposed development aligns with the underlying designation and helps to achieve the requirement that 10% of

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development be apartment dwellings. The proposed development also exceeds the minimum requirement of 29 units per hectare, with the proposal of 30 units based on 3719.96 m² of land.

Section 6.2 goes over the relevant design guidelines stemming from the CDP. The guidelines from Section 6.2.3.10 are detailed in **Table 4**.

Guidelines 6.2.3.10-12 provide the guidelines for development proposed along collector roads:

Table 4 – Conformity with Mer-Bleue CDP Section 6.2 Guidelines	
Guideline	Measures taken
6.2.3.10 Direct access to collector roads from adjacent properties will be permitted where such access will not introduce traffic safety or capacity concerns.	The site's private way and entry will limit general traffic by providing one entry point and internalizing building servicing and parking on-site, keeping it safe and within capacity.
6.2.3.11 Landscaping along collectors should include tree plantings, at 7 to 10 metres intervals on centre (or the approved City standard) using species that will form a canopy at maturity.	The site offers landscaping within the front yard, including trees within the 7-10 metre interval range.
6.2.3.12 Rear-lotting shall not be permitted along collector Roads.	The entrances to the buildings are kept at the front of the site, and parking is internalized on-site, keeping the buildings closer to the street.
6.2.3.13 A minimum 2 metres sidewalk, inside the boulevard, will be provided on both sides of the street.	Sidewalks will be rebuilt to city standards with the proposed development.
6.2.3.14 Poles, lights, signs and other services should be located along the street tree planting line to minimize clutter and disruption of the road's character.	Lighting and posts along the streetline will be aligned with tree plantings. Clutter will be mitigated as much as possible through the proposed development.
6.2.3.15 Lighting design should have regard to road and pedestrian requirements; the size, height and style of lighting should reflect the hierarchy of the road.	Tree planting, lighting and sidewalks will be appropriate for this Collector Road as per the Section provided as Figure 21 below.

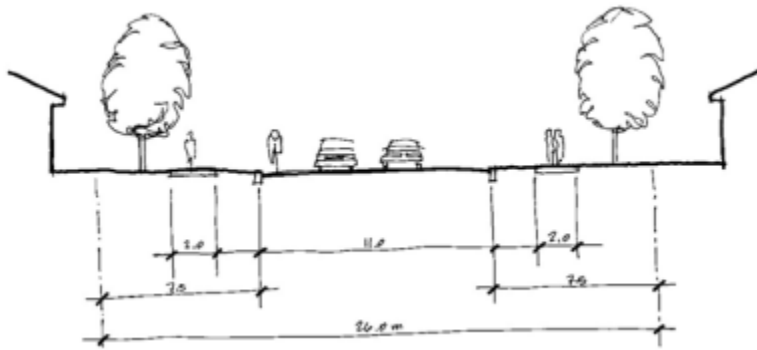


Figure 26: Collector roads in Ottawa (from Mer Bleue CDP)

Guidelines 6.2.5.1 through to 6.2.5.13 apply to all residential developments:

Guideline	Measures taken
<p>6.2.5.1 Each neighbourhood will include a variety of housing types, with a range of design features. Variations in unit type and/or style along the same street is encouraged.</p>	<p>The proposed development offers 2-bedroom units in varied configurations, which give different options of unit type and style to users.</p>
<p>6.2.5.2 Ensure that façades, which face and flank streets and parks add interest through architectural details such as windows, balconies, and corner treatments.</p>	<p>Windows, entrances and balconies are available on the street-facing side of the building.</p>
<p>6.2.5.3 A strong street edge should be defined with consistent, minimum front yard setbacks in the range of 3-6 metres.</p>	<p>The proposed development meets the zoning requirement with a 6-metre front yard setback.</p>
<p>6.2.5.4 Avoid large blank walls on side and rear facades, particularly if they are visible from the street, public spaces or adjacent properties.</p>	<p>All walls facing the public realm have windows, and some have balconies and entrances, leaving none of them blank.</p>
<p>6.2.5.5 Attached garages should generally not protrude more than 2 metres beyond the main front wall of the dwelling and should preferably be flush or set back from the main front wall or front porch.</p>	<p>The development will not contain garages, all parking is kept at grade, hidden from public view.</p>
<p>6.2.5.6 Attached garages will generally not occupy more than 50% of the width of the façade of</p>	<p>The development will not contain garages, and will keep the parking at grade, buffered and placed away from the walls.</p>

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<p>the wall in which it is located. For townhouses or row units where the 50% goal can be difficult to achieve, the visual dominance of the garage should be downplayed by using windows, projecting balconies, living space and landscaping as the dominant elements facing the public street.</p>	
<p>6.2.5.7 Dwellings abutting and facing parkland should:</p> <ul style="list-style-type: none"> • be carefully designed to provide a sense of security, and • have consistent setbacks and fencing or low walls so as to clearly define both the park edge and make the distinction between the public and private realm. 	<p>The property does not face or abut parkland. However, the relationship with the future planned walkways and MUP will be respected and strengthened through the proposed development.</p>
<p>6.2.5.8 Tree planting guidelines will be prepared as part of the Subdivision approval process in accordance with the Geotechnical Reports for the study area. A target of a minimum of one tree per unit on private property should be considered, when soil conditions permit.</p>	<p>While the lot may have not enough surface area to provide one tree per unit, trees will be planted on the site in as high capacity as will be permitted within green / landscaped areas. Spacing between trees is required to provide good soil depths and allow for critical roots to grow.</p>
<p>6.2.5.9 The flankage of dwellings on corner lots should be designed with architectural treatments complementary to the front elevation.</p>	<p>The property will not contain corner buildings, and is not on a corner lot.</p>
<p>6.2.5.10 Above-ground utilities in front and flanking side yards of singles, semis and towns, will be incorporated into the streetscape to ensure their visual integration, while respecting operational utility requirements for access and setbacks.</p>	<p>The proposed development does not propose any utilities at the front of the site, most are internalized.</p>
<p>6.2.5.11 Landscaping on corner lots should treat both the front and side yards with equal attention.</p>	<p>The lot is not a corner lot.</p>

<p>6.2.5.12 All dwellings should be located within 400 m of greenspace including formal parkland and community facilities such as schools.</p>	<p>The lot is within the 400 metre range of Georges Dassyva Park and many other parks created by subdivisions in the area.</p>
<p>6.2.5.13 Addition guidelines for townhouses and low to mid-rise apartments follow. Guidelines for high-density residential units are contained in Section 6.2.7.</p>	<p>See section below.</p>

Guidelines 6.2.5.19 to .23 focus on guidelines for low- and mid-rise apartments:

Guideline	Measures taken
<p>6.2.5.19 Buildings should be oriented to a public street.</p>	<p>The two buildings each face outward to a pedestrian path and orient to the street/public realm, with the front facing Mer-Bleue Road, and the rear facing the multi-use pathway.</p>
<p>6.2.5.20 Main building entries must face onto the public sidewalk and be directly accessible from the sidewalk.</p>	<p>The main entrance faces Mer-Bleue Road and is accessible via the public sidewalk.</p>
<p>6.2.5.21 Building façades should be well articulated with entry features, window detailing and variation of rooflines.</p>	<p>The entrances along the buildings offer covering and awnings, making them project from the façade, showing variation. The roof height and angulation both change along the building. Therefore, the variety of architectural details and building materials applied creates a well-articulated and defined building.</p>
<p>6.2.5.22 Permanent parking, loading and service areas for stacked townhomes and apartments will be located at the rear and side of buildings, setback from any street facing façade and screened from view.</p>	<p>The parking for the development is internalized and mostly hidden from public view from the street, through the use of landscaping and buffering.</p>
<p>6.2.5.23 Internal storage for garbage waste and recycling will be provided. Additionally, a hard surface area at the curb will be provided to accommodate bins and boxes on waste collection day.</p>	<p>A waste and recycling enclosure is available at the rear of the site, which is accessible via the walkways for users and the private way for vehicles.</p>

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4.3 Official Plan Section 2.5.1

Section 2.5.1 – Designing Ottawa provides direction on patterns, locations of land uses and issues related to urban design. The intent is for development to be sensitive to and compatible with existing communities that have developed over long periods of time. The Official Plan requires that all development applications be evaluated in the context of Section 2.5.1. **Table 5** offers a response to how the proposed development addresses the City’s design objectives:

Table 5: Conformity to City of Ottawa 2021 OP Section 2.5.1 Policies	
Design Objectives	How the Proposed Development Meets the Objectives
1. To enhance the sense of community by creating and maintaining places with their own distinct identity.	The proposed development follows the existing low-rise and low-density character of the area and matches the similar low-rise apartment style found in recent developments.
2. To define quality public and private spaces through development.	The open green space along Mer-Bleue, as well as the multi-use pathway (MUP) offers quality space that relates well to the public realm. The outdoor amenity areas provided on-site are usable and will provide a comfortable environment for building users.
3. To create places that are safe, accessible and are easy to get to and move through.	The on-site walkways connecting to the public sidewalk, as well as to the multi-use pathway, all encourage safe and convenient movement through and around the site and adjacent area.
4. To ensure that new development respects the character of existing areas.	The massing and style of the buildings match the adjacent recent developments without over-massing the streetside; respecting the front yard setback as required by the zoning by-law and as required for collector roads. The building do not overshadow adjacent developments.
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.	The arrangement of the dwellings units offers standard sizing, but with layouts which can be adapted by users over time.
6. To understand and respect natural processes and features in development design.	The proposed development does not propose to retain any trees, as tree retention would prevent the redevelopment of the subject property as proposed.

	<p>Instead, the proposed development will integrate more trees and shrubs than what currently exist on-site and the proper tree demolition permits will be obtained from the City through the applicable processes. Landscaping will be added around the perimeter of the site, with planned outdoor amenity areas.</p>
<p>7. To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment.</p>	<p>Energy efficient building materials and systems will help to minimize the energy impact of this development.</p>

4.4 Official Plan Section 4.11

Section 4.11 provides direction on how to assess development applications for compatibility with, existing or planned community character. The proposed development will meet the policies as follows:

Views

- Buildings will be sufficiently set back from the road with landscape buffers and tree plantings. CPTED concepts are integrated throughout. Buildings are spaced out at the site’s corners to define the public realm edge and to lessen the impact on adjacent properties
- Views will be preserved, and shadowing will be mitigated on proposed internal public spaces (amenity areas)

Building Design

- The buildings are placed in the front and rear of the lot, which allows the street-facing side to have a front which is consistent with the recently established built-form along Mer-Bleue Road. The proposed development has a variation in building materials applied; is public facing; and is generally inviting without overmassing the street front.
- Buildings will be connected to public realm on both sides (Mer-Bleue and Multi-use pathway) and adjacent to green spaces. Windows and entrances oriented to the public realm.
- Buildings will follow appropriate setbacks from the street while using the buffer as greenspace to connect to the public realm.
- Servicing and on-site parking are kept internal and are integrated to continue permitting accessibility and walkability in the site itself.

Massing and Scale

- The buildings are placed in the front and rear of the lot, massing both ends properly without leaving an open gap in the streetfront
- Building heights will be comparable to the existing recent adjacent developments and of a similar style, matching and creating relative consistency in height

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Outdoor Amenity Areas

- The proposed development will meet the required amenity space. Private (balconies) and communal areas are adequately designed to accommodate a variety of leisure activities
- Lighting and landscaping will be used to keep spaces safe and accessible to use

4.5 Section 5.2.1 – Site Plan Control Area

The proposed development is subject to Site Plan Control and will meet the requirements of this section of the City of Ottawa Official Plan. A Site Plan Application is being submitted concurrently with the Zoning By-Law Amendment application.

4.6 Section 4.6 – Urban Design (New OP)

The Urban Design policies of the New OP were also evaluated for conformity.

Table 6 covers the Urban Design policies that the planned development will adhere to:

Table 6: Conformity to City of Ottawa 2048 OP section 4.6 (Urban Design) Policies	
Urban Design Policy	How the Proposed Development Meets Policy
4.6.4: Encourage innovative design practices and technologies in site planning and building design	
1) Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.	City has not applied the Standard, but the site meets some of the needs regardless: <ul style="list-style-type: none"> • Trees and shaded areas • Areas for recycling and waste management on site
2) The City shall assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. Local integrated energy solutions that incorporate renewable energy such as district energy in high-thermal density areas, geothermal and waste heat energy capturing systems and energy storage are supported.	The development is outside of any known high-thermal density area.

<p>3) The installation of photovoltaic panels on expansive roof structures, such as large-format retail buildings and large-scale institutions and facilities are encouraged. Alternative rooftop designs or interventions that promote climate and energy resiliency such as greenhouses, green roofs or rooftop gardens are also permitted.</p>	<p>The development does not feature photovoltaic panels or alternate rooftop designs.</p>
<p>4) To mitigate health risks associated with air pollution caused by traffic, outdoor children's play areas associated with a child care facility, school or park (excluding sportsfields) should avoid locations adjacent to an Arterial Road, Provincial Highway or City Freeway as identified on Schedule C4. Where no alternatives exist, an opaque screen or a landscape buffer that consists of a contiguous row of shrubs and trees, or a hedge will be required between the play area and the street.</p>	<p>Children's play areas not used on site, and site does not meet the designations (school, childcare facility or park).</p>
<p>4.6.5: Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes</p>	
<p>1) Development throughout the City shall demonstrate that the intent of applicable Council approved plans and design guidelines are met.</p>	<p>The development is not part of any secondary plans, and meets the guidelines set by the Mer-Bleue Community Design Plan (see section 4.5)</p>
<p>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.</p>	<p>The proposed buildings will fit within the local context, and the requested zoning requirements will be met. Utilities and other visual hindrances are internalized on-site, hidden away from the public realm / street.</p>
<p>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.</p>	<p>All servicing and vehicle infrastructure (including parking) is kept internally on site. Trees and landscaping are planned for the site (see landscape plan). Internalized parking is mainly kept between buildings, and out of the public realm.</p>

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<p>Where underground parking is not viable, surface parking must be visually screened from the public realm.</p>	
<p>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.</p>	<p>The development will follow Accessibility Design Standards.</p>
<p>4.6.6: Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all</p>	
<p>1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:</p> <ul style="list-style-type: none"> a) Between existing buildings of different heights; b) Where the planned context anticipates the adjacency of buildings of different heights; c) Within a designation that is the target for intensification, specifically: <ul style="list-style-type: none"> i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor. 	<p>Transitions between buildings will be minor, as adjacent properties mainly consist of other low-rise apartment buildings and townhouses.</p> <p>The project does not provide Mid-rise or High-rise development.</p>
<p>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.</p>	<p>Multiple amenity areas are proposed on-site through the proposed development. They remain accessible for all at all times of the year (snow storage is planned to be adjacent without taking up too much area).</p>
<p>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</p>	<p>The buildings are context-appropriate (including following the guidelines from the Mer-Bleue CDP), include landscaping, accented entranceways at grade, and</p>

<p>balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.</p>	<p>balconies, which meet the permitted projections from the Zoning By-Law. The buildings also follow general architectural styles of similar nearby recent developments.</p>
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5.0 CONCLUSION

The redevelopment and intensification of the subject property for two (2) low-rise apartment buildings is appropriate based on local context and meets the overall design vision, objectives and policies from the Official Plan (Old/ New) and the Mer-Bleue Community Design Plan.

The character of the surrounding area will be respected through the redevelopment of the site. The building types will match the existing built-form recently established along Mer-Bleue Road and respect the use of adjacent lands.

The proposed Zoning By-law Amendment seeks to rezone the subject property from “Development Reserve (DR)” to “Residential Fourth Density, Subzone Z subsection Z (R4 Z)” to permit stacked dwellings in a planned unit development format. The proposed development provides parking, amenity space, bicycle parking, and measurements that conform to all relevant provisions of Zoning By-Law 2008-250.

It is our professional opinion that the proposed residential development is appropriate and fits within the framework of the Mer-Bleue Community Design Plan, along with other applicable policies, further implementing the vision that has been strategically planned for this area of the City.

The proposed development is therefore representative of good land use planning.

Should you have any questions, comments or concerns, please do not hesitate to contact the undersigned.

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