



## 1001 Noëlla LeClair Street and 4200 Innes Road

Planning Rationale + Design Brief  
Site Plan Control  
March 1, 2023



Prepared for Extencicare

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# 1.0 Introduction

Fotenn Consultants Inc. (“Fotenn”) have been retained by Extendicare to prepare this Planning Rationale and Design Brief in support of a Site Plan Control to facilitate the redevelopment of for the property municipally known as 1001 Noëlla Leclair Street and 4200 Innes Road (“the subject property”) with a four (4) storey Residential Care Facility.

## 1.1 Application History

The subject property was created by severing land from two existing parcels for the purpose of permitting the lands to be developed into a Long Term Care home.

1001 Noëlla Leclair Sreet was subject to a Consent to Sever application (File No. D08-01-22/B-00120), approved by the Committee of Adjustment on May 27, 2022. The purpose of this application was to sever a portion of the land from 1001 Noëlla Leclair Street with a portion of the abutting property to the south, known municipally as 4200 Innes Road. 4200 Innes Road was subject to a concurrent lot line adjustment application (File No. D08-01-22/B-00119), approved by the Committee of Adjustment on May 27, 2022. The purpose of this application was to convey a portion of the property to the proposed new lot.

A Plan of Subdivision application (D07-16-18-0006) was submitted for 4200 Innes Road in April 2018, and is now approved. The proposed lot dimensions in the draft-approved Plan of Subdivision correspond with the parcel fabric created through the approved Consent application (D08-01-22).

## 1.2 Required Application

The purpose of this Site Plan Control application is to permit the development of a four (4) storey Residential Care Facility and will address the detailed design of the site and building.

A Lifting of Holding Zone application will be required prior to Site Plan Approval.

## Site Context and Surrounding Area

### 2.1 Subject Property

The subject property was created through a Consent to Sever application, approved by the Committee of Adjustment on May 27, 2022. The property was created by severing land from two existing parcels, as seen in Figure 1 below.



Figure 1: Aerial photo of the subject property (outlined in orange), the original parcels it was severed from (outlined in blue) and the surrounding area.

The newly created parcel, outlined in orange in Figure 1, has an area of 16,195 square metres, with a lot depth of approximately 175.8 metres, a lot width of approximately 67 metres, and a frontage of 42 metres on Noëlla Leclair Street. Noëlla Leclair Street currently only extends as far as Roger Pharand Road. Per the plans submitted in support of the Plan of Subdivision application for 4200 Innes Road, this Right-of-Way will be extended south, and provide frontage along the entirety of the west side of the subject property. The supporting plans also indicate a new municipal right-of-way – Lady Pellatt Street – that will bound the southern lot line of the subject property.

### 2.2 Surrounding Area

The following land uses are found in proximity to the subject property.

**North:** The subject property is bound by a vacant parcel that fronts on Innes Road to the north. North of Innes Road is the Queenswood Heights neighbourhood, which is characterized by detached townhouse dwellings.

**East:** The subject property abuts the Trinity Crossing Mall to the east, which consists of a mix of commercial retailers and restaurants. Further east, the lands are similarly developed with large-format retail.

Southeast, south and northeast of the subject property are lands municipally known as 4200 Innes Road. These lands are currently vacant and are subject to draft-approved Plan of Subdivision. The supporting plans for the Subdivision Application propose industrial uses generally southeast of the subject property, consistent with the current Official Plan designation and zoning for these lands.

**South:** Directly south of the subject property is 4200 Innes Road. The draft-approved Plan of Subdivision proposes high-density residential buildings directly south of the new Lady Pellatt Street abutting the subject property. South of this is 2127 Mer-Bleue Road, which is an undeveloped parcel. Further south is the hydro corridor. A future transitway station is proposed approximately 700 metres south-southwest of the subject property.

**West:** The subject property is bound by Noëlla Leclair Street to the immediate west, which provides access to Innes Road. Roger Pharand Drive provides access to Mer-Bleue Road, which is developed with retail and service commercial uses served by large surface parking lots.

West of the subject property, Innes Road is generally developed with large-format retail and service commercial uses on the south side of the road, and predominately low-rise residential uses on the north side of the road.

### 2.3 Active Transportation Network

As seen in Figure 2, the subject property is well connected to the City's Active Transportation Network as the subject property fronts on to Noëlla Leclair Street, a designated north-south Major Pathway which is planned to provide access to several east-west Major Pathways to the south.

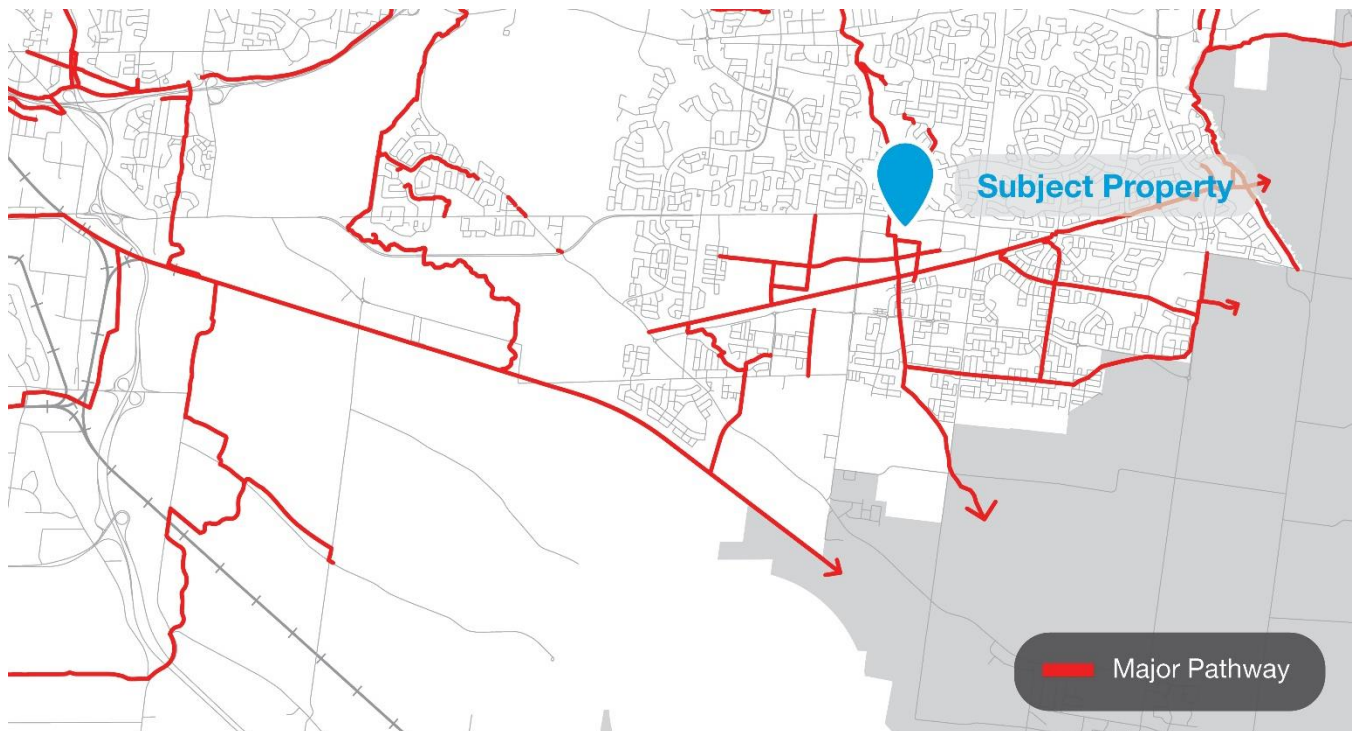


Figure 2: Subject property on Schedule C3 – Active Transportation Network of the City of Ottawa Official Plan.

## 2.4 Transit Network

As seen in Figure 3, The subject property is within approximately 150 metres of Innes Road, which is classified as a Transit Priority Corridor. Mer-Bleue Road, to the east of the subject property, is also a Transit Priority Corridor. Transit Priority Corridors are defined as corridors where frequent street transit is provided, and which are planned to be equipped with a set of transit priority measures that give transit vehicles preferential treatment over other vehicles.

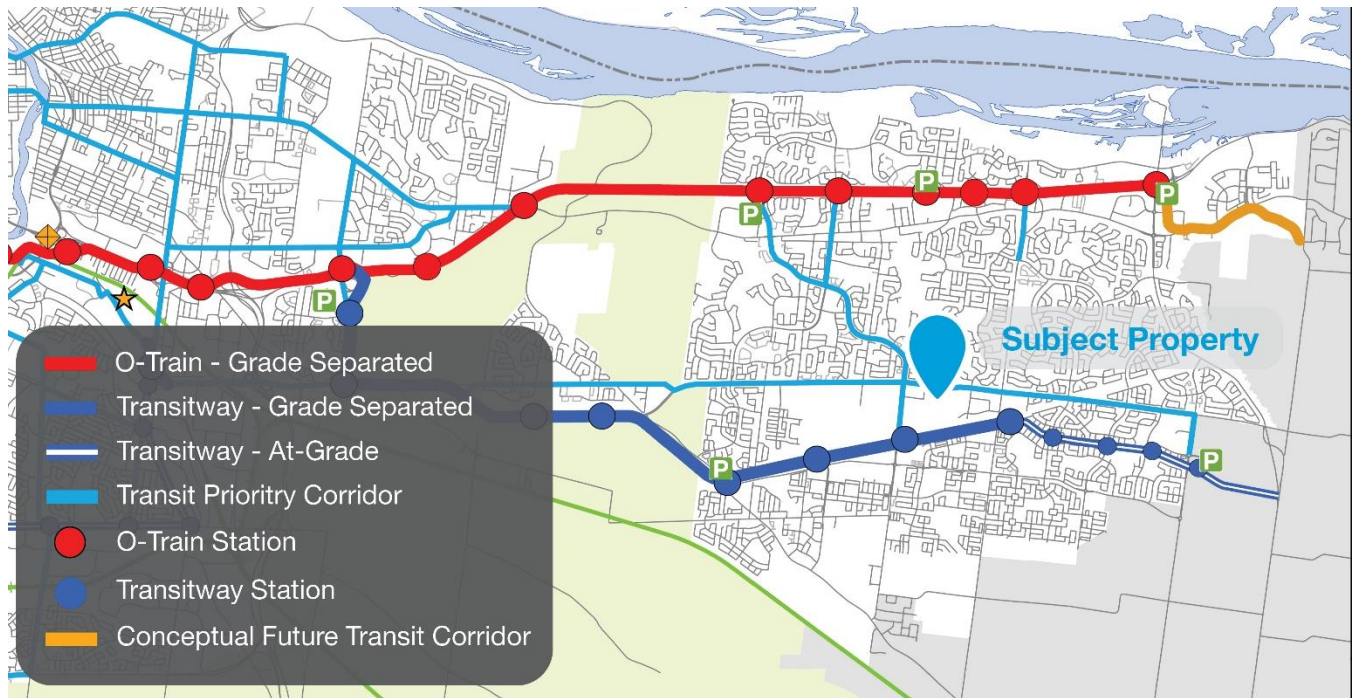


Figure 3: Subject Property on Schedule C2 – Transit Network (Ultimate) of the City of Ottawa Official Plan.

Approximately 700 metres southwest of the subject property is the future Mer-Bleue Transitway Station, which provides access to an east-west Bus Rapid Transit (BRT) connection from Orleans, through the Greenbelt to the rest of the City. BRTs are rapid-transit facilities in the form of a roadway, designed for the exclusive use of buses and other authorized vehicles.

## 2.5 Road Network

As seen in Figure 4, the subject property has frontage on Noëlla Leclair Street, a local road. Noëlla Leclair Street and Roger Pharand Road are local roads that provide direct access to Innes Road and Mer-Bleue Road. Innes Road is an east-west Arterial Road that crosses through the Greenbelt and connects Orleans to the rest of the City when heading westbound. Mer-Bleue Road is a north-south Arterial Road which transitions into Jeanna D'Arc Blvd South to the north of Innes Road. These roads are designated as Arterial Roads in Schedule E of the Official Plan. Arterial roads are the major roads of the City that carry large volumes of traffic over the longest distance.

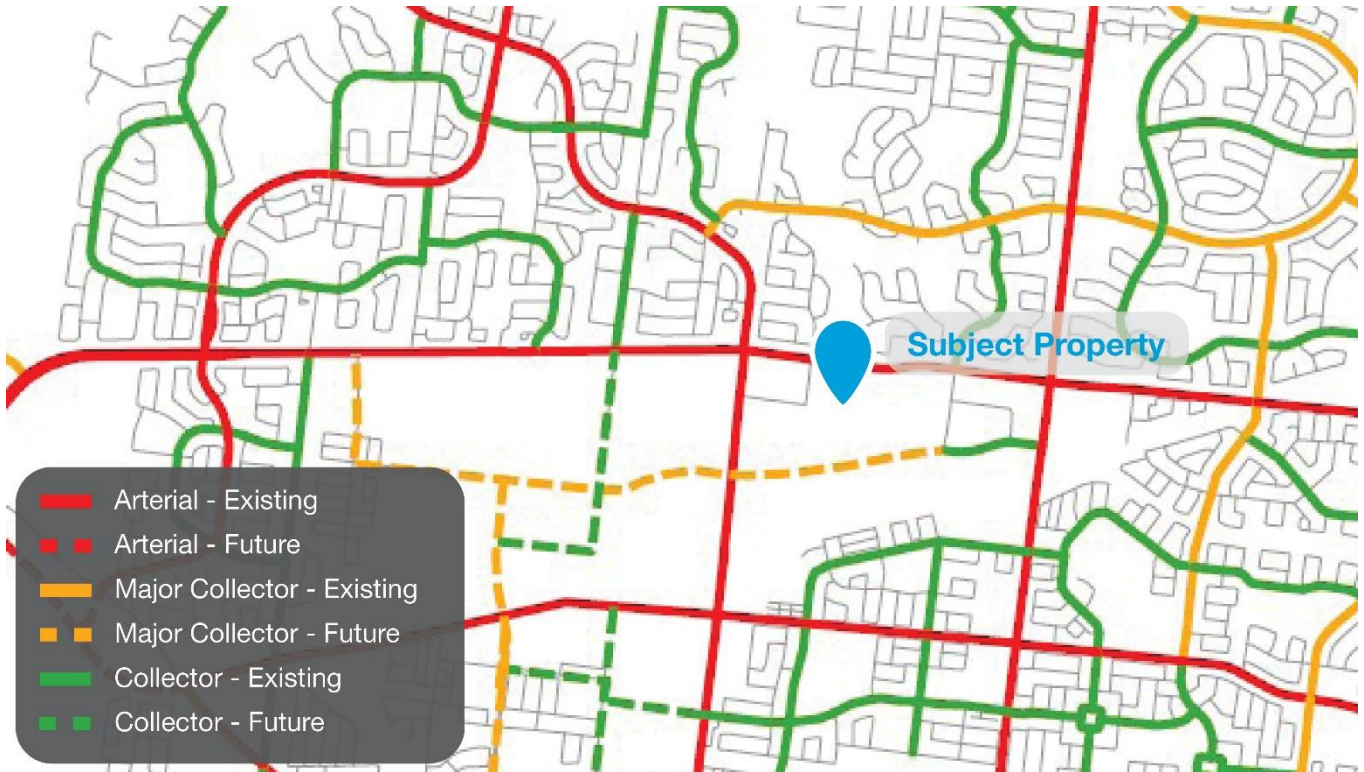


Figure 4: Subject Property on Schedule C4 – Urban Road Network of the City of Ottawa Official Plan.

South of the subject property is a proposed Collector Road which will provide connectivity within the Portobello Neighbourhood. Major Collectors serve travel across neighbourhoods, providing the link between collectors and arterial roads.



## 3.0 Proposed Development

### 3.1 Program and Site Layout

The proposed four (4) storey Long Term Care Home consists of a rectangular building oriented around a central courtyard. Private rooms will accommodate 256 residents, along with supporting facilities including dining spaces, a chapel, and medical facilities. The development will house vulnerable and elderly adults who need significant support with their daily needs, at a density of approximately 160 residents per net hectare.

The building is set back three metres from the corner side lot line to frame Noëlla Leclair Street. The setback is proposed to be landscaped with low-growing flowering shrubs, which will provide visual interest to pedestrians and residents, and privacy for the residents whose rooms face the street. Direct entrances to the street cannot be accommodated in a Long Term Care Home, due to Ministry of Long Term Care requirements to consolidate resident and visitor access in a single secure entry. Visual interest is created through strategic setbacks of the façade and variation in materiality.

In addition to the interior landscaped courtyard and the secured outdoor patio, which provide secure outdoor space for residents in compliance with Ministry of Long-Term Care requirements, the rear of the property is landscaped with a 0.2-hectare green space with winding paths and trees for residents and visitors to enjoy.

The majority of the 117 vehicular parking spaces are located in the rear and interior side yards as shown in Figure 5 below. Two loading spaces are strategically placed on the eastern side of the property away from the main access points of the property.

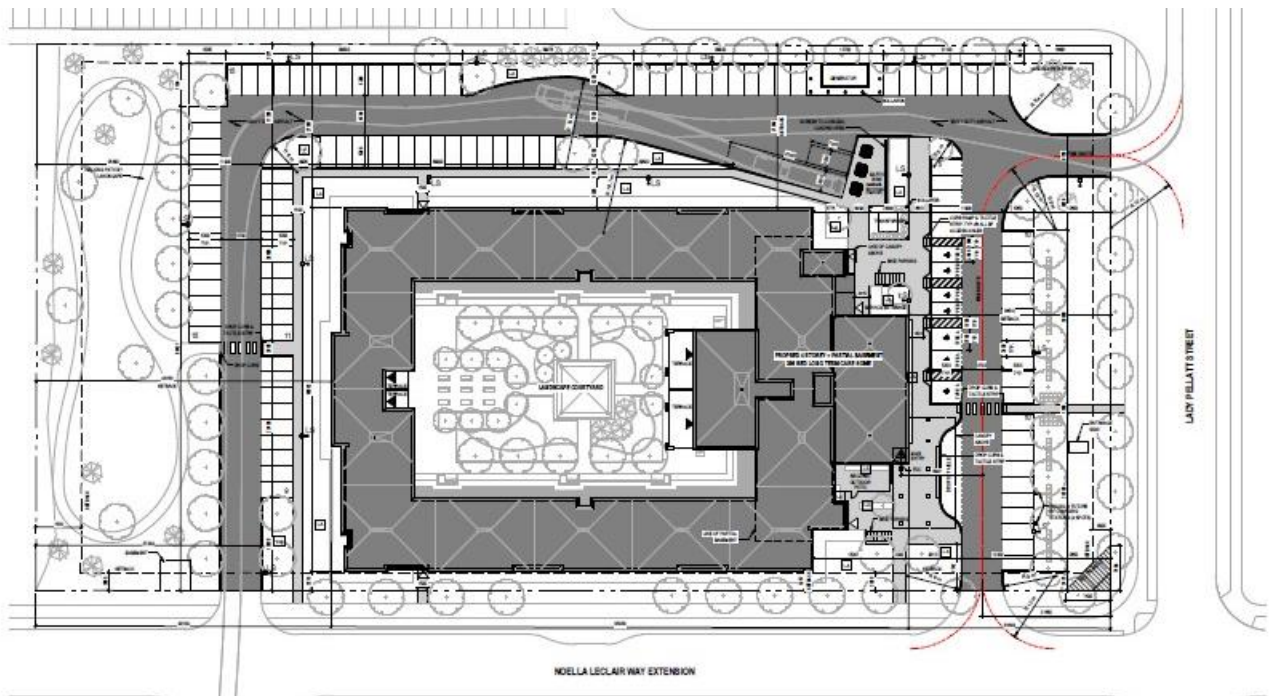


Figure 5: Site plan of the proposed development.

The principle entrance is oriented towards the front yard on Lady Pellatt Street. Vehicular access for barrier-free resident transport and easy medical transport is provided via a pick-up/drop-off loop, with one entrance/egress along Noëlla Leclair Street to southwest section of the property and the other along Lady Pellatt Street to the South. A third vehicular access is provided further north on Noëlla Leclair Street. Direct



flanked on the other three sides, accessed by a central corridor. This layout responds to requirements set out by the Ministry of Long-Term Care.

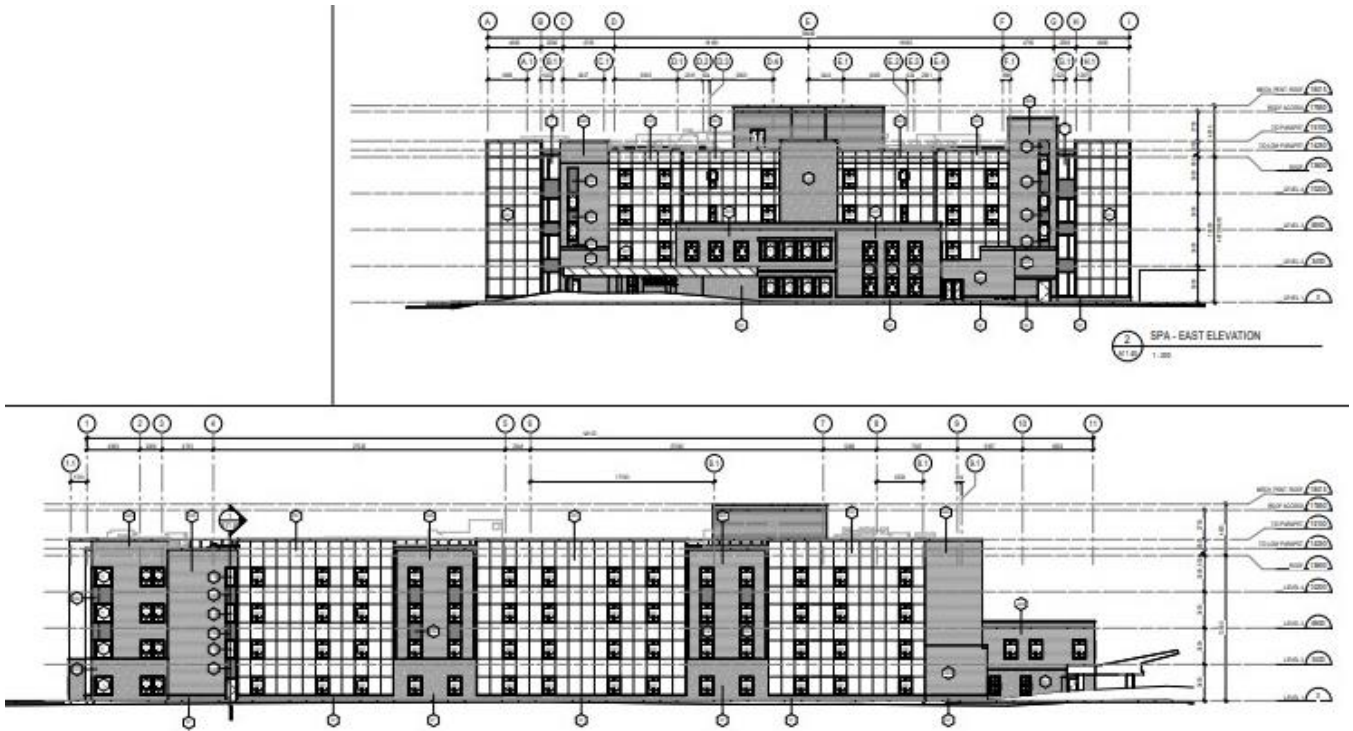


Figure 8: Front (top) and Corner Side (bottom) Building Elevations.



Figure 9: The floor plan of the first floor.

### 3.3 Sustainability

The proposed building includes a number of design features that will offer significant energy efficient and sustainability measures:

- / A high-performance building envelope with continuous insulation and thermal breaks for all cladding;
- / All make up air units with Heat Recovery wheels (at about 70% overall sensible and latent energy recovery efficiency);
- / Interior adhesives/sealants, paints, flooring, wood and laminates composed of Low VOC emitting materials;
- / LC performance class vinyl windows;
- / Glazing in most corridors to provide natural lighting;
- / Prefabricated wall panels to reduce on-site waste;
- / Durable long-lasting material specified to reduce waste from replacement;
- / Variable Frequency Drives for the Energy Recovery Ventilators and Air Handling Units;
- / 95% efficient condensing boilers;
- / All lighting LED for low electricity use; and
- / Low flow plumbing fixtures throughout the development for increased water conservation.

The site design also incorporates a number of features that support sustainability and resilience:

- / The number of parking spaces has been significantly reduced from the original concept, allowing for more soft landscaping;
- / Rough-ins for future electrical vehicle charging stations are proposed;
- / Significant outdoor amenity space is soft landscaped, shaded, and programmed for use by the target population, contributing to resident wellbeing;
- / Planting of native canopy trees and flower/fruited plant species which enhance urban habitat and provide cooling, shading and stormwater absorption services; and
- / Central air conditioning to ensure resident safety during extreme heat events.

## 4.0 Policy and Regulatory Review

### 4.1 Provincial Policy Statement (2020)

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

The PPS emphasizes intensification in built-up areas to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment. The relevant policy interests to the current application are as follows:

- 1.1.1 Healthy, liveable and safe communities are sustained by:
  - a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - b) accommodating an appropriate affordable and market-based range and mix of residential types [...], employment [...], institutional (including [...] **long-term care homes**), recreation, park and open space, and other uses to meet long-term needs;
  - c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
  - e) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society; [and]
  - g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs[.]
- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - a) efficiently use land and resources;
  - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - e) support active transportation; and
  - f) are transit-supportive, where transit is planned, exists or may be developed;
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities

**The proposed development is located within the City of Ottawa settlement area, on a serviced lot, in close proximity to transit priority corridors to north and west and a transit-way at-grade to the south. The site presents an opportunity for efficient use of land in proximity to existing amenities and services including parks, schools, employment, retail and transit. The development ensures proper accessibility measures are met through site plan design for the persons with disabilities and the elderly.**

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- b) permitting and facilitating **all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;**
  - c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
  - d) requiring transit-supportive development [...] in proximity to transit[.]

**The proposed long-term care facility will provide housing and services for a vulnerable segment of Ottawa's population, at a higher densities than nearby residential neighbourhoods, filling a critical housing need in the southern part of Orleans. Employees and visitors will have easy access to the Innes Road and Mer -Bleue transit priority corridors. The proposed use and density have the potential to be transit-supportive, subject to provision of reliable, frequent transit service.**

- 1.8 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- (a) promote compact form and a structure of nodes and corridors;
  - (b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
  - (e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

**The proposed development provides additional density within an existing community close to transit priority corridors. Development of higher-density uses within an already built up area reduces pressure for new greenfield development areas which, in turn, helps to safeguard lands that serve important ecological functions. Adding a mix of uses and housing types within an existing community can help to reduce travel distances and enable use of sustainable modes, improving air quality and reducing greenhouse gas emissions.**

**In summary, by developing a serviced lot that is currently underutilized and located in proximity to transit, with a use that serves the housing needs of a vulnerable population, the proposed development is consistent with the objectives and intent of the Provincial Policy Statement.**

## 4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan 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 set out the policies to guide the development and growth of the City.

### 4.2.1 Strategic Directions

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

- 1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**

- 2) **By 2046, the majority of trips in the city will be made by sustainable transportation.**
- 3) **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.**
- 4) **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**
- 5) **Embed economic development into the framework of our planning policies.**

**The proposed development responds to the Strategic Directions of the Official Plan by developing a large, previously undeveloped property which is surrounded by located in the City's existing built-up area. The proposed efficient development of the subject property will locate greater density and create new jobs in an area with existing services and amenities, supporting reduced vehicle trip lengths.**

#### **4.2.2 Transect and Land Use Designation**

##### **Suburban Transect**

The subject property falls within the 'Suburban Transect' on Schedule B8 – Suburban (East) Transect of the New Official Plan. The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt and is characterized by the separation of land uses, stand-alone buildings, generous setbacks, and low-rise building forms. The focus in the suburban transect is to complete those neighbourhoods in a way that supports their gradual evolution to becoming 15-minute neighbourhoods.

Policy 2 of Section 5.4.1 states that the Suburban Transect is generally characterized by Low- to Medium-density development. Development shall be:

- Low-rise (up to four storeys) within Neighborhoods and along Minor Corridors.
- Generally mid-rise (five to nine storeys) along Mainstreet Corridors.

However, Policy 2 of Section 6.3.1 permits taller heights in Neighbourhoods where existing zoning allows for greater building heights.

Policy 3 b) of Section 5.4.1 states that the Official Plan shall support a range of housing types to accommodate individuals not forming a part of a household in Hubs and on Corridors. Policy 1 of Section 5.4.5 states that Neighbourhoods in the Suburban Transect shall accommodate residential growth, and a wide variety of housing types are supported.

Policy 1 of Section 5.4.4 states greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- A planned arrangement of buildings, green spaces and other urban elements that create a sense of place and orientation.
- Treed corridors and screened parking lots, and
- Planned design which optimizes the efficient use and conservation of energy.

**The proposed development will accommodate individuals not forming part of a household in close proximity to the Innes Corridor and East Urban Hub Designation. The development contributes to the promoting a sense of place by proposing an appropriate scale of development, framing the longest street frontage, and providing enhanced landscaping along all yards.**

##### **Neighbourhood Designation**

Although the existing zoning for the subject site is Arterial Mainstreet, which suggests a designation of Mainstreet Corridor for the entire property, the majority of the subject property lies outside the definition for Corridor set out in Section 6.2.1 of the Official Plan. The Mainstreet Designation applies to lots abutting the corridor, to a maximum depth of 220 metres from the centreline of the Mainstreet Corridor. Where a side

street intersects with a Corridor, the designation may apply to lots not abutting the corridor to extend the Corridor designation to the average depth of the Corridor.

**The subject property does not front on Innes Road and is set back 180 metres from the centreline of the Corridor. The front lot line is Lady Pellatt Street, and only the rear of the property – which is proposed to be mostly landscaped as amenity space – is potentially within the Mainstreet Corridor designation. The remaining 77 percent of the property is located farther than 220 metres from the centreline of Innes Road.**

**Given this context, it is Fotenn’s opinion that the ‘Neighbourhood’ designation with an ‘Evolving Neighbourhood Overlay’ is appropriately applied to the subject property.**

Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development; where the Evolving Overlay applies, development should result in the gradual well-planned transformation of the neighbourhood.

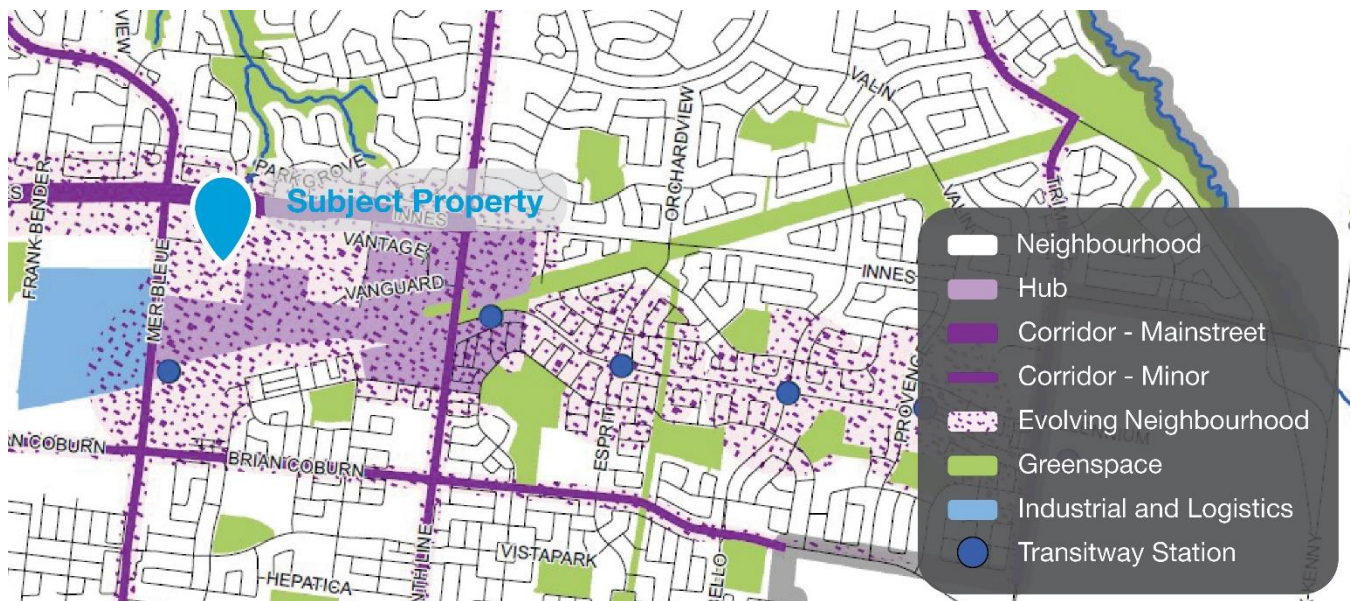


Figure 10: Subject property on Schedule B8 – Suburban (East) Transect of the New City of Ottawa Official Plan.

Policy 2 of Section 6.3.1 states development in the neighbourhood designation shall be low-rise, but taller buildings are permitted in areas like the subject property where the existing Zoning allows for greater building heights. Policy 1 of Section 5.4.5 further states directs the Zoning By-law to permit up to three storeys, and where appropriate up to four storeys to allow for higher-density low-rise residential development.

Policy 4 of Section 6.3.1 states that in line with the Zoning By-law and the Planning Act, the Neighbourhood designation shall allow for a range of residential and non-residential built forms including a full range of low-rise housing options sufficient to meet the density goals of the New Official Plan with the predominant new building form being missing middle housing.

Policy 5 of Section 6.3.1 states the Zoning By-law will distribute permitted densities in the Neighbourhood by allowing higher densities and permitted heights, including shared accommodation forms, in areas closer to Corridors.



**The Official Plan permits the proposed building height of four storeys, as well as taller buildings based on the existing zoning provisions. The proposed Long Term Care Home (residential care facility use) is permitted in the Neighbourhood designation, and as a form of higher-density shared accommodation, is in fact encouraged in locations, like the subject property, which are closer to Corridors. The proposed built form conforms to the Neighbourhood designation policies.**

Table 3b of the Official Plan sets out minimum densities and large dwellings requirements for Neighbourhood and Minor Corridors. For Neighbourhoods in the Suburban Transect, the minimum residential density requirement for intensification is 40 to 60 Dwellings per Net Hectare.

**The proposed development consists of rooming units rather than dwelling units, but will have a residential density of approximately 160 people per net hectare, which exceeds the target densities for Neighbourhoods in the Suburban Transect.**

#### **4.2.3 Evolving Neighbourhood Overlay**

The Evolving Neighbourhood Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to “allow new built forms and more diverse functions of land”.

The New Zoning By-law shall provide development standards for the built form and buildable envelope within the Evolving Neighborhood Overlay and will apply minimum density targets. Form-based regulation will provide for built form and site development characteristics that are urban, as opposed to suburban.

**The proposed development adheres to the direction of the Evolving Overlay by proposing an urban and compact built form and site design.**

#### **4.2.4 Other Policy Directions**

##### **Mobility**

Transportation policies in the Official Plan reflect Council's commitment towards more equitable, safe and healthy communities and climate change action. The City will rely primarily on space- and cost-efficient modes of transportation to accommodate the projected population growth and intensification targets of this Plan.

Policy 6 of Section 4.1.2 states new developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.

Policy 1 of Section 4.1.3 states the street and road network shall support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees and/or shade corridors and contribute to the overall quality of the urban environment.

**The proposed development is within a 200-metre walking distance to the nearest bus stops on the Innes Road Transit Priority Corridor, and just beyond a 600 metre walking distance to the Mer-Bleue Transitway Station. Additionally, Noëlla Leclair Street is identified as a Major Pathway on the Official Plan's Active Transportation Network. Visitors and employees of the Long Term Care Home will have options for sustainable modes of travel. Furthermore, the project will develop a currently vacant lot with a building format that will frame Noëlla Leclair Street, enhancing the pedestrian environment.**

##### **Greater Supply and Diversity of Housing Options**

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope

Policy 1(a) of Section 4.2.3 states that the city shall provide for long-term housing for individuals who do not part of a household by permitting, in any zone where residential uses are permitted, alternative, cooperative or shared accommodation forms including residential care facilities.

**The proposed development contributes to a diversity in housing options in the area.**

#### **4.2.5 Parks and Recreation Facilities**

The City of Ottawa has created a classification system to define park typologies, outline standards related to park size, location, configuration, management and amenities in order to inform the selection and design of park blocks. Parks are distributed throughout a neighbourhood, and across the City, to enable residents to meet recreational needs.

Per policy 4.4.1.2, all development, regardless of uses, shall:

- a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
- b) Prioritize land for parks on-site over cash-in-lieu of parkland.

**The required parkland dedication for the majority of the subject property has been addressed through the draft-approved Plan of Subdivision for 4200 Innes Road. Cash-in-lieu will be provided for any additional parkland dedication obligations.**

#### **4.2.6 Urban Design**

Urban Design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6.5 and 4.6.6 of the Official Plan identify urban design requirements applicable to the proposed development:

- / Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by, where possible, internalizing all servicing and loading areas and accommodating space on the site for trees.
- / Surface parking must be visually screened from the public realm.
- / 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.
- / Low-rise buildings shall be designed to respond to context and transect area policies, and shall include areas for soft landscaping and main entrances at-grade.

**The proposed development advances the urban design policies of the Official Plan by locating servicing and the majority of parking within the interior side yard, providing enhanced landscaped buffers along all lot lines, creating well-landscaped, shaded amenity in excess of minimum zoning requirements and locating the main entrance so that it connects directly to the street.**

**Overall, the proposed development conforms to the policies of the Official Plan.**

### 4.3 East Urban Community Phase 3 Secondary Plan

As seen in Figure 11, the southern portion of the subject property, generally south of the alignment of Roger Pharand Road, is within the East Urban Community Phase 3 Secondary Plan ('Secondary Plan'). The East Urban Community (EUC) Phase 3 Area is located at the south end of Orléans and is one of the last remaining greenfield areas in eastern Ottawa.

The Secondary Plan is a translation of the East Urban Community Phase 3 Community Design Plan ('EUC Phase 3 CDP') into statutory planning policy. The EUC Phase 3 CDP, discussed below, contains design guidelines and policy interpretations, and the Secondary Plan should be read in conjunction with the CDP.

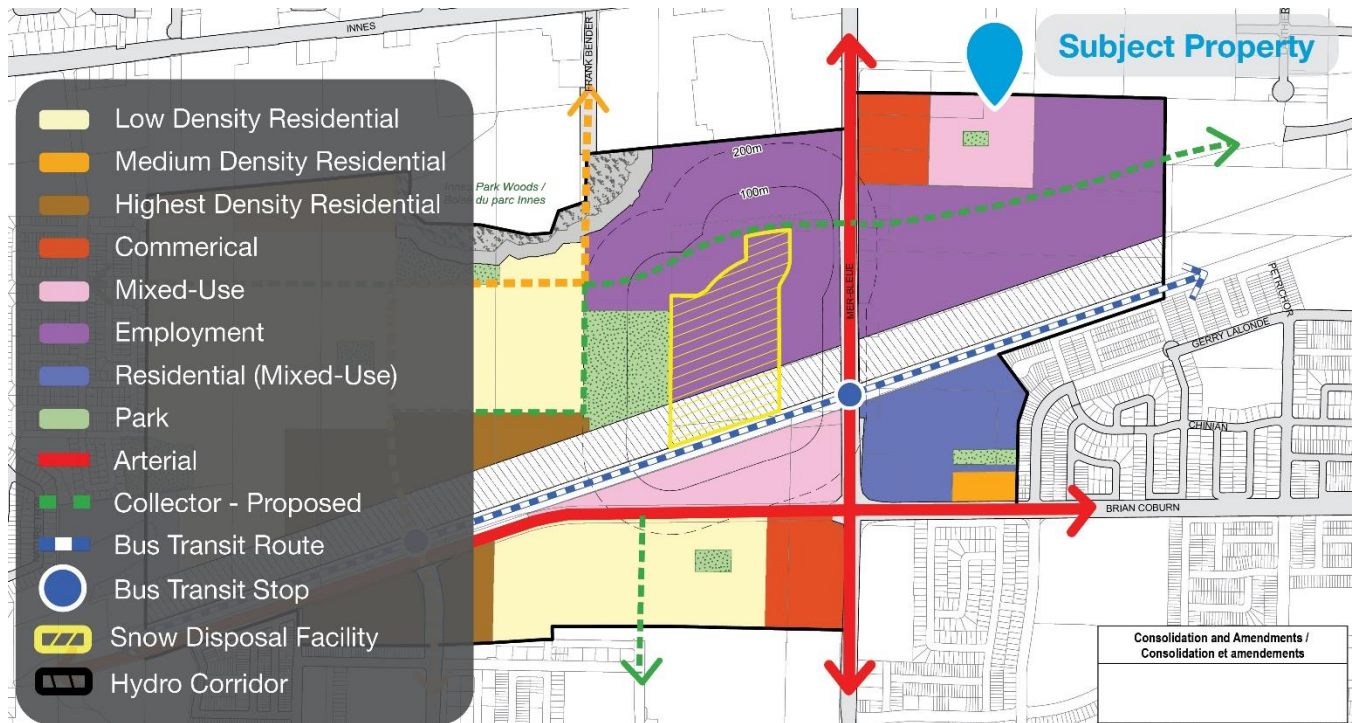


Figure 11: Schedule A – Land Use Concept Plan of the East Urban Community Phase 3 Secondary Plan.

The intent of the Secondary Plan and EUC Phase 3 CDP is to facilitate and shape the growth of a new neighbourhood, that will be an attractive place to live, work and play by virtue of its mix of housing, employment, institutional and commercial services, leisure and recreational opportunities.

Schedule A of the Secondary Plan identifies the southern portion of the subject property as "Mixed-Use". The Secondary Plan defers to the policy directions of the EUC Phase 3 CDP.

The proposed development conforms to the following general policies:

- / Overall residential development shall meet the minimum average density target of 34 units per net hectare.
- / **The** frontage of lands along public streets will feature buildings with active frontages regardless of the land uses contained therein.
- / Surface parking areas should primarily be to the side or rear of buildings.

The proposed development conforms to the policies of the East Urban Community Phase 3 Secondary Plan through a residential care facility that exceeds the target density of the plan, provides an active entrance facing the front yard, places parking along the rear and interior sides portions of the lot, and provides a variety of tree planting and landscaping measures.

#### 4.4 East Urban Community (EUC) Phase 3 Area Community Design Plan (2020)

Development of the EUC Phase 3 Area will provide a liveable community based on implementation of a Land Use Plan, Demonstration Plan, Area Parks Plan, Master Servicing Study, Master Transportation Study, and design guidelines. The CDP will serve as a guiding policy document for the City of Ottawa when reviewing applications for development within the Study Area.

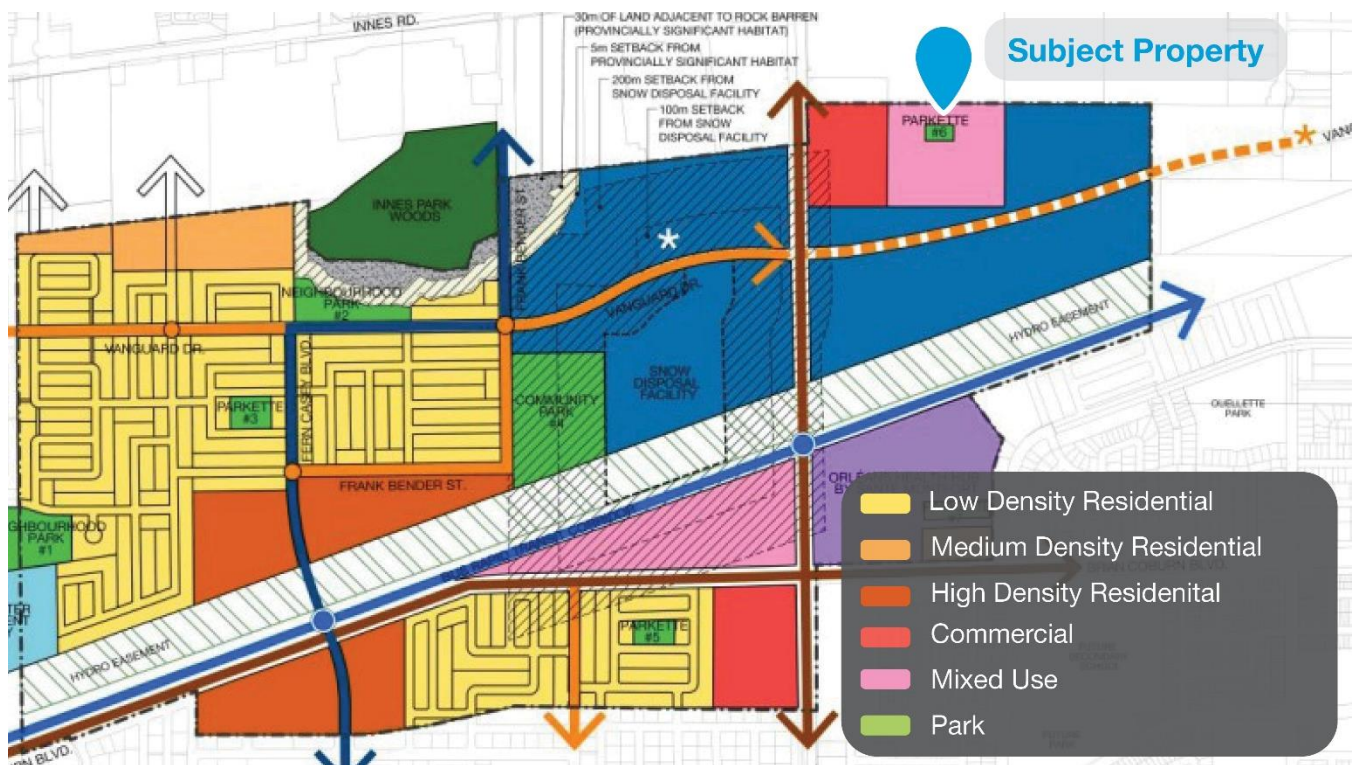


Figure 12: Land Use Plan of the East Urban Community (EUC) – Phase 3 Area Community Design Plan.

##### 4.4.1 Mixed-Use Designation and Policies

The subject property lies within the Mixed-Use designation. The goal of the Mixed-Use designation is to allow for the development of a range of commercial and service-oriented land uses served by public transit in proximity to residential areas, office uses, and medium and highest density residential uses. Permitted heights in the Mixed-Use Designation are a minimum of three (3) storeys and a maximum of 12 storeys. Uses may be mixed in individual buildings or occur side by side in separate buildings. Permitted uses include residential care facilities.

**The proposed residential care facility complies with the building typology, building height, and permitted use policies of the CDP.**

##### 4.4.2 Community Design Policies and Guidelines

The goal of this section of the CDP is to provide design policies and guidelines that contribute to the overall identity of the EUC Phase 3 Area.



The Arterial Mainstreet zone permits a wide range of uses, including residential care facilities. A Long-Term Care Home fits within the definition of a Residential Care Facility.

A holding zone is applied to the southern portion of the subject property. The details of the holding zone are outlined in exception 2414. The provisions state that the holding symbol may not be removed until such time as there is a draft approved Plan of Subdivision over the subject property which addresses the following:

- Proposes a public street network to the satisfaction of the General Manager of Planning Infrastructure and Economic Development, including a public street traveling south from Wildflower Drive to the southern property line within the AM [2414] H(40) zone.; and,
- / Provides sufficient parkland on site, to the satisfaction of the General Manager of Planning Infrastructure and Economic Development.

It is our understanding from City staff that these conditions have been met.

Exceptions 2413 and 2414 also prohibit several primarily automobile-focused uses. Exception 2414 contains provisions which apply to high-rise buildings and are not applicable to the proposed development.

The proposed development is compared to the provisions of the AM zone below.

Zoning Mechanism (AM)	Requirement	Proposed	Compliance
<b>Minimum Lot Area</b>	No minimum	16,195 m <sup>2</sup>	<b>YES</b>
<b>Minimum Lot Width</b>	No minimum	90.67 m	<b>YES</b>
<b>Minimum Front yard and Corner Side Yard</b>	Non residential building or mixed-use building: No minimum Residential use building: 3 m	Front Yard Setback (south): 33.5 m Corner Side Yard (west): 3.25 m	<b>YES</b>
<b>Minimum interior side yard</b>	Abutting non-residential: No minimum	19.1 m	<b>YES</b>
<b>Minimum rear yard</b>	Residential use building/abutting residential: 7.5 m All other cases: No minimum	49.1 m	<b>YES</b>
<b>Maximum Building Height</b>	AM[2413] H(21) zone: 21 m AM[2414] H(40)-h zone: 40 m	13.6 m (4 storeys)	<b>YES</b>
<b>Amenity Area</b>	10% of area of rooming units = 1,272 m <sup>2</sup>	Rear yard: 1,675 m <sup>2</sup> Courtyard: 1,600 m <sup>2</sup>	<b>YES</b>
<b>Maximum Floor Space Index</b>	Innes Road from Page Road to Tenth Line Road: 2.0 FSI	0.8 FSI	<b>YES</b>
<b>Landscaping Provisions for Parking Lots</b>	Abutting a street: 3 m Not abutting a street: / Parking lot containing 100 or more spaces: 3 m Minimum 15% of parking lot area must be landscaped.	North: 25.3 m East: 3.0 m West: 3.25 m South: 3.0 m Landscaped area of parking lot: 31.9%	<b>YES</b>

Zoning Mechanism (AM)	Requirement	Proposed	Compliance
<b>Parking Space Requirements Area C on Schedule 1A</b>	Residential care facility: 0.25 spaces per unit plus 1 per 100 square metres of gross floor areas used for medical, health, or personal services = 256 beds @0.25/unit = 64 + 1,542 GFA/100 = 15 spaces	110 standard spaces, 7 barrier-free spaces	<b>YES</b>
<b>Vehicle Parking Space Dimensions</b>	Minimum 2.6m by 5.2m	5.2 m x 2.6 m	<b>YES</b>
<b>Aisle and Driveway Provisions</b>	Single lane of traffic: 3.0 m Parking lot: min 6.7 m	6.7 metres	<b>YES</b>
<b>Bicycle Parking</b>	Other non-residential uses: 14,261 m GFA/1500 m <sup>2</sup> = 10	16	<b>YES</b>
<b>Bicycle Parking Space Dimensions</b>	Horizontal: 0.6m wide x 1.8m length Vertical: 0.5m wide x 1.5m length	0.6 x 1.8 m	<b>YES</b>
<b>Loading Space Provisions</b>	1,000-1,999m <sup>2</sup> of GFA: 1 space 2,000m <sup>2</sup> + GFA: 2 spaces	2 spaces	<b>YES</b>
<b>Outdoor Refuse Collection</b>	All outdoor refuse collection and refuse loading areas contained within or accessed via parking lot must be:  / Located at least 3.0m away from any other lot line  / Screened from view by an opaque screen with a minimum height of 2.0m	15.3 m Earth bins proposed to meet screening requirement.	<b>YES</b>

**As demonstrated by the table above, the proposed development complies with all the zoning provisions of the zone.**

#### 4.6 Bird-Safe Design Guidelines

The purpose of these guidelines is to inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions. As a medium-scale institutional use, the Bird-Safe Design Guidelines will be applied to the proposed development. Development should address the following guidelines:

- / Reducing the transparency and reflectivity of glazing, including by avoiding large areas of undistinguished glazing, choosing lower-reflectivity glazing, choosing bird-safe glass or integrated protection measures (e.g. louvers, exterior-installed screens) for the first 16 metres of height.
- / Eliminating design traps, such as interior courtyards framed by heavily-glazed walls, or parallel/perpendicular glazing (e.g. glassed walkway, transparent glass railings, fully glazed corners).

- / Minimizing other structural hazards, such as antennae, guy wires, and grates located below potential nesting sites or collision locations.
- / Choosing landscaping that will not attract birds towards potential collision locations.
- / Avoiding uplighting, light spill from exterior lighting, and light spillage from the interior of buildings.

**The proposed development avoids large areas of glazing in favour of punched styles windows throughout, with bird-safe glazing ceramic frit. Structural hazards and design traps are avoided in the building and site design.**



## 5.0 Supporting Studies

The following plans and studies have been prepared in support of the Site Plan Control application, summarized as follows.

### 5.1 Site Servicing Report

WSP was retained by Extendicare to provide servicing and grading design services for the proposed development through a servicing report, dated February 17, 2023. The report addresses water distribution, wastewater disposal, site storm servicing, and sediment and erosion control requirements identified by the city. The report made the following findings:

- / Water distribution: the report confirmed the adequate domestic supply and pressure of water demand, adequate fire flow, and capability of major infrastructure to supply sufficient water.
- / Wastewater disposal: The 200 mm diameter sanitary service from the sanitary monitoring manhole 200 to the building will have a slope of 1.0 %, and a capacity of 32.80 l/s, with a velocity of 1.04 m/s. The servicing pipe capacity exceeds the estimated peak sanitary flow rate of 2.53 l/s for the proposed development site.
- / Site storm servicing: The proposed stormwater management works for the site will restricted the 100-year flow to the pre-development 5-year runoff rate, capacity in the minor system is not a concern. The detailed design for this site will maintain the existing 525mm diameter storm sewer to the intersection of Roger-Pharand Street and Noëlla LeClair Street northwest of the development site. The proposed on-site storm sewers were sized accordingly.
- / Sediment and erosion control: A number of construction techniques designed to reduce unnecessary construction sediment loadings will be used including the installation of temporary infrastructure, trench dewatering, buffering, and stockpiling sediment accordingly.

The report concluded that the proposed development meets all provided servicing constraints and associated requirements.

### 5.2 Stormwater Management Report

WSP was retained by Extendicare to prepare a Stormwater Management Report for the proposed development, dated February 17, 2023. The report examines the potential water quality and quantity impacts of the proposed development and summarizes how each will be addressed. The design criteria were divided into the following categories, based on the information provided by the City during the Pre-Application Consultation:

- / Stormwater Quality
  - Enhanced level of protection is required (80% TSS Removal) as the site is within the Bilberry Creek watershed.
- / Stormwater Quantity
  - Minor system inflow to be restricted for all contributing areas to 50L/s/ha
  - Ensure no overland flow for all storms up to and including the 100-year event. Provide

The report concluded, first, an OGS unit (Stormceptor EFO4, or equivalent) is proposed near the outlet to the Noëlla Leclair Way sewer to meet MOE Enhanced treatment standards (80% TSS removal) when it comes to stormwater quality. Second, runoff will be controlled by surface storage on the parking lot and rooftop storage on the building. Flow from the parking area will be controlled with an ICD, and roof drainage will be controlled with adjustable roof drains when it comes to stormwater quantity.

### 5.3 Transportation Impact Assessment

Stantec was retained Extencicare to prepare a Transportation Impact Assessment, dated February 22, 2022. The screening report determined that none of the triggers were satisfied.

### 5.4 Geotechnical Investigation

Pinchin Ltd. (Pinchin) was retained by Extencicare (Canada) Inc. (Client) to conduct a Geotechnical Investigation and provide subsequent geotechnical design recommendations for the proposed Residential Care Facility. Pinchin completed additional supplementary borehole investigation following issuance of the final version of the report, issued on June 29, 2022. Pinchin's geotechnical comments and recommendations are based on the results of the Geotechnical Investigation, the Supplementary Field Investigation, and their understanding of the project scope.

The purpose of the Geotechnical Investigation was to delineate the subsurface conditions and soil engineering characteristics by advancing a total of fourteen (14) sampled boreholes (Boreholes BH1 to BH14) at the Site. In addition, the supplemental field investigation was completed which consisted of advancing an additional two (2) sampled boreholes (Boreholes BH101 and BH102) at the Site.

The report offered engineering design recommendations for the following categories:

- / A detailed description of the soil and groundwater conditions;
- / Site preparation recommendations;
- / Open cut excavations;
- / Anticipated groundwater management;
- / Site service trench design;
- / Lateral earth pressure coefficients and unit densities;
- / Foundation design recommendations including soil bearing resistances at Ultimate Limit States (ULS) and Serviceability Limit States (SLS) design;
- / Horizontal and uplift capacity if designing using concrete caissons;
- / Potential total and differential settlements;
- / Foundation frost protection and engineered fill specifications and installation;
- / Seismic Site classification for seismic Site response;
- / Basement design;
- / Concrete floor slab-on-grade support recommendations;
- / Asphaltic concrete pavement structure design for parking areas and access roadways; and
- / Potential construction concerns.

Overall, the report recommended that all geotechnical aspects of the project be reviewed and confirmed under the appropriate geotechnical supervision, to routinely check such items.

### 5.5 Tree Conservation Report

A Tree Conservation Report was prepared for SmartCentres in support of development applications for 2500 Mer Bleue and 4200 Innes Road in December 2016. Through correspondence with staff, it was determined this report was sufficient for the purposes on this application.

The landscape proposal forwarded a generous planting of deciduous and coniferous trees, shrubs and groundcovers to complement the site design and compensate for the loss of the existing vegetation due to the prospective development. Furthermore, the TCR advanced a tree protection barrier, surface treat through a protective root buffer, evacuation and root pruning measures, treatment of exposed roots, fertilization, and tree wells as mitigation measures to promote maximum tree survival on site.

## 5.6 Phase 1 Environmental Site Assessment

Pinchin Ltd. (Pinchin) was retained on January 21, 2022 to conduct a Phase I Environmental Site Assessment (ESA) of the property located at 3900 Innes Road, Ottawa, Ontario. The purpose of the Phase I ESA was to assess potential issues of environmental concern in relation to the potential acquisition and financing of the Site.

The Phase I ESA was completed in general accordance with the Canadian Standards Association (CSA) document entitled "*Phase I Environmental Site Assessment, CSA Standard Z768-01*" dated November 2001 (reaffirmed 2016), including a review of readily-available historical records, a review of readily accessible regulatory records, a Site reconnaissance, interviews, an evaluation of information and reporting, subject to the limitations outlined in Section 8.0 of the report. Exceptions to following CSA Standard Z768-01 include access to historical City Directories, as these were not available for Pinchin's review due to current government information repository closures.

Based on the results of the Phase I ESA completed by Pinchin, nothing was identified that is likely to result in potential subsurface impacts at the Site. As a result, no subsurface investigation work (Phase II ESA) was recommended.

An updated Phase I ESA, conducted to O-Reg standards, is being prepared.

## 6.0 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
  - A formal Pre-Application Consultation Meeting was held with City Staff and the applicant team on November 14, 2022.
  
- / Notification of Ward Councillor
  - The applicant emailed Councillor Kitts to inform her of the upcoming applications.
  - The Ward Councillor will also be notified by the City of Ottawa’s “Heads Up” e-mail once the applications are received.
  
- / City of Ottawa Public Notification Process
  - A ‘Heads Up’ notification to local registered community associations will be completed by the City of Ottawa during the application process.
  - Signs will be posted on the subject property by the City.
  
- / Community Information Session
  - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
  - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
  - It is anticipated that the community information session may be held via an online format such as a Zoom webinar or another similar platform.

## 7.0 Conclusion

In considering the proposed development and applicable policy framework, it is our professional opinion that the enclosed Site Plan Control application to permit a four-storey, 256-bedroom Long Term Care Home (Residential Care Facility) represents good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the intent of the Provincial Policy Statement 2020, proposing the development of a property within the built-up area with housing serving a vulnerable population, where existing infrastructure and services are available;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding development, urban design, and the land use policies for the Suburban Transect and the Neighbourhood Designation;
- / The proposed development complies Arterial Mainstreet Zone of the City of Ottawa Zoning By-law (2008-250);
- / The proposed development complies with the EUC Phase 3 Secondary Plan and meets the intention of the EUC Phase 3 Area CDP;
- / The proposed development advances the City's urban design objectives as outlined in the Official Plan, EUC Phase 3 CDP and Bird-Safe Design Guidelines;
- / The proposed development is supported by the submitted plans and technical studies.

Sincerely,



Bipin Dhillon, MPA M.PL  
Planner



Bria Aird, MCIP RPP  
Senior Planner