



221 Centrum Avenue

Planning Rationale
Official Plan Amendment + Zoning By-law Amendment + Site Plan Control
November 25, 2020

Prepared for Groupe Maurice

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1.0

Introduction

Groupe Maurice (the “owner”) has retained Fotenn Consultants Inc. (“Fotenn”) to prepare a Planning Rationale and Design Brief for the proposed development of a retirement home at 211 Centrum Avenue (“the subject property”) in the Orleans community of the City of Ottawa.

The intent of this Planning Rationale and Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the subject property and compatible with existing, adjacent developments and the surrounding community. This review also includes an analysis of how the proposed development achieves the City’s applicable design guidelines, specifically related to high-rise towers in close proximity to Place d’Orleans Station, a rapid transit station soon to become a full LRT station.

Site Context and Surrounding Area

2.1 Subject Property

The subject property is located in Ward 1 (Orleans) in the City of Ottawa. The property is generally bound on all sides, except for the northeast corner, by public roads including Place d'Orleans Drive (west), Centrum Boulevard (south), Brisebois Crescent (east) and Regional Road 174 (north). The property has a total lot area of 15,279 square metres.



Figure 1: Aerial image of the subject property and the surrounding neighbourhood. The subject site is generally bound on all four (4) sides by public roads and streets, with the exception of the northwest corner.

The subject property currently contains a two-storey building, small surface parking area and an elevated parking structure located on the southwest corner at Centrum Boulevard and Place d'Orleans Drive. Formerly the location of an RBC bank branch, the existing buildings are to be demolished as part of the proposed development. The remainder of the site is vacant, but contains some considerable elevations and slopes in topography.



Figure 2: View of the subject site from the northeast corner, looking southwest towards the site. Regional Road 174 is visible on the right side of the image.



Figure 3: View of the subject property from the intersection of Place d'Orleans Drive and Centrum Boulevard, looking northeast.

2.2 Surrounding Area and Community Amenities

- / **North** of the subject property is Regional Road 174, a major east-west highway which passes through westward Ottawa (becoming Provincial Highway 417) and eastward towards Clarence-Rockland. Across the highway to the north is an existing residential community containing predominantly single-detached dwellings and townhouses, and also includes an elementary school, several parks as well as scattered commercial properties along major roads.
- / **East** of the subject property is a Holiday Inn Hotel and the Shenkman Arts Centre, multi-use facility that hosts live performances, classes, exhibits and other special events. Continuing east along Centrum Boulevard is the Orleans Client Service Centre, the Ruddy Family YMCA as well as several commercial uses including restaurants and retail stores, and other community services. Further east is an existing residential community containing predominantly single-detached dwellings with some townhouses.
- / **South** of the subject property is Place Centrum, a small commercial plaza containing personal services, medical clinics, restaurants and other similar uses, as well as a gas station. Further south is an existing residential community containing predominantly single-detached dwellings, as well as schools, parks and other open spaces.
- / **West** of the subject property is the Place d'Orleans Shopping Centre, the largest shopping centre in the Orleans community. Place d'Orleans rapid transit station is located on the north side of the shopping centre, close to Regional Road 174, and includes a Park-and-Ride lot on the north side of the highway, connected by an enclosed pedestrian bridge. Place d'Orleans Station is planned to become a full LRT station as part of the Stage 2 East program.



Figure 4: Image showing the surrounding area, including the street network and amenities in proximity to the proposed development. Image prepared by Hobin Architecture.

2.3 Transportation

The subject property fronts onto Centrum Boulevard, which is designated as a Collector Road on Schedule E – Urban Road Network in the City of Ottawa’s Official Plan. The property also has 457m of frontage on Place d’Orleans Drive (Arterial road), Brisebois Crescent (Local road) and Regional Road 174 (City Freeway).



Figure 5: Schedule E - Urban Road Network, City of Ottawa Official Plan.

Centrum Boulevard is a short east-west Collector Road generally linking Place d’Orleans Drive (west) with St. Joseph Boulevard (south). Place d’Orleans Drive is an Arterial Road which circles the Place d’Orleans Shopping Centre, and also provides a connection between the subject property and Regional Road 174 directly (eastbound) or via Champlain Street (westbound). Brisebois Crescent is a short Local Road starting and ending at Centrum Boulevard and Regional Road 174 forms part of the Queensway (417), the major east-west highway in the City of Ottawa.

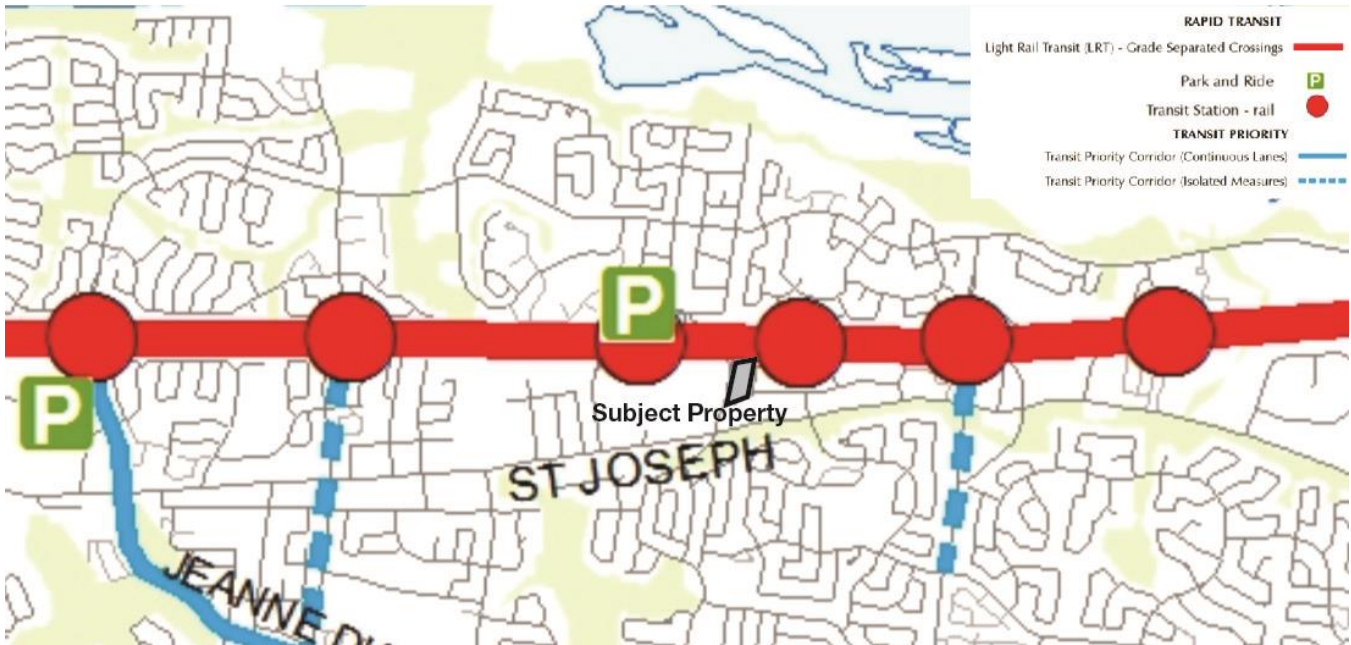


Figure 6: Schedule D - Rapid Transit and Transit Priority Network, City of Ottawa Official Plan.

The subject property is located in close proximity (<600m) to Place d’Orleans Station, which includes a Park-and-Ride, as well as a planned potential rail station to the east of the subject property along Brisebois Crescent. The station at Place d’Orleans is to be converted to a Light Rail Transit (LRT) station as part of the Stage 2 East of the Confederation Line.

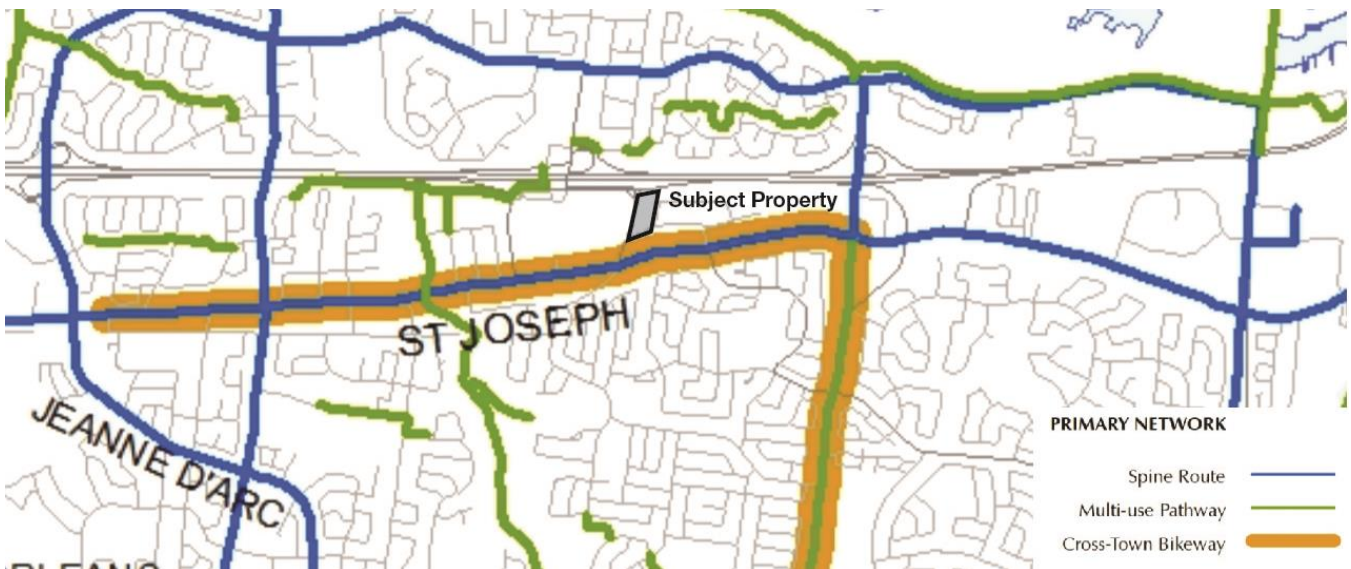


Figure 7: Schedule C - Primary Urban Cycling Network, City of Ottawa Official Plan.

For pedestrians and cyclists, the site is generally well serviced. Sidewalks are located on all public frontages (excluding Regional Road 174) and provide connections to the shopping centre, grocery stores, community facilities and other amenities. With regards to cyclists, there is no dedicated cycling infrastructure adjacent to the site, however, cyclists can make their way via the road network approximately 150 metres south to St. Joseph Boulevard, which is part of the Cross-Town Bikeway, as per Schedule C – Primary Urban Cycling Network and the Ottawa Cycling Plan (2013).

Proposed Development

The proposed development on the subject property consists of a retirement home containing a total of 397 units with large indoor and outdoor amenity spaces. The building includes a one-to-four storey podium with two (2) towers; the west tower has a building height of nine (9) storeys while the north tower has a building height of 17 storeys. The proposed development has a total gross floor area of 30,421 square metres. Two (2) levels of underground parking are proposed, in addition to a small surface parking lot for visitors, containing a total of 311 parking spaces and 39 bicycle parking spaces.



Figure 8: Aerial view looking northwest across the subject property.



Figure 9: Aerial view from the Queensway (Highway 174).

Vehicular access is located only on Brisebois Crescent to minimize vehicular disruptions to pedestrians along Centrum Boulevard. The northern entrance provides access to the underground parking garage which contains spaces for tenants and employees. Waste collection is also located adjacent to the underground parking lot entrance at the rear of the property. The U-shaped pick-up and drop-off point near the main entrance also includes 21 surface parking spaces for visitors and other short-term parking, including four (4) barrier-free spaces.



Figure 10: View of the east interior courtyard, main entrance plaza, and pick-up/drop-off loop.

A combination of private and public amenity spaces are available to residents, in the form of private balconies, several indoor amenity spaces and two (2) large outdoor amenity courtyards on the east and west sides of the four-storey podium at the centre of the development. In total, the development boasts 5,037m² of total amenity space, of which 2,775m² is communal amenity space available to all residents.



Figure 11: East elevation.



Figure 12: West elevation.



Figure 13: North (left) and South (right) elevations.

4.0 Design Brief

4.1.1 Massing and Transition

The proposed development consists of two (2) towers set upon a common podium. The two (2) towers have a height of 9 storeys (mid-rise) and 17 storeys (high-rise) respectively, while the podium is articulated and has varying heights of one, two and four-storeys. The proposed development has a base-middle-top design, where the podium provides predominantly ground-oriented, common uses for the residents and a low-rise profile to relate to the existing streetscape context along Centrum Boulevard. The middle and top of the towers are similar, but strong architectural features such as framing, colours and materiality help break up the massing of the larger buildings.

The tallest building (17 storeys) is located on the northern portion of the site, adjacent to the Queensway, to ensure that shadowing, overlook and other impacts associated with height and massing are shifted away from the existing, surrounding community. Between the two towers, the podium has a height of four storeys which continues under the mid-rise building, stepping down to two storeys on the southwest corner, adjacent to the intersection of Centrum Boulevard and Place d'Orleans Drive.



Figure 14: View of the subject property from the intersection of the 174 and Place d'Orleans Drive.

4.1.2 Streetscape and Public Realm

The proposed development has frontage on four (4) separate rights-of-way: the Queensway (north), Brisebois Crescent (east), Centrum Boulevard (south) and Place d'Orleans Drive (west). Each streetscape has a unique context and treatment, and the proposed development is designed to respect and enhance the public realm.

The frontages along Place d'Orleans Drive and the Queensway are generally oriented towards vehicles entering/exiting the Queensway and are less conducive to pedestrians than their counterparts. These sides of the development feature strong building facades and utilizes the site's topography through the extensive landscaping plantings and features, such as large stone elements and trees.

The building design is L-shaped to create a strong edge along the more vehicle-friendly frontages and opens up to the more pedestrian-oriented Brisebois Crescent and Centrum Boulevard. The main entrance to the facility is located on Centrum Boulevard but is set back from the street as it is located closer to the centre of the development – a seamless pedestrian connection to the street ensures a streetscape presence. All vehicular entrances are located on Brisebois Avenue to eliminate any potential conflicts between pedestrians and vehicles along Centrum Boulevard, and to locate the pick-up / drop-off area at the main entrance for accessibility purposes. At the corner of Brisebois Crescent and Centrum Boulevard is a lushly landscaped seating area, creating a new feature across from the Shenkman Arts Centre and enhancing the overall pedestrian realm.



Figure 15: Main entrance.

The southwest corner of the building, closer to the intersection of Place d'Orleans Drive and Centrum Boulevard, features a two-storey podium containing amenity areas and other active spaces. This area also includes lush landscaping and a pathway for residents around the building, adding "eyes on the street" for safety and security for residents and pedestrians alike.



Figure 16: The southwest corner of the building is a library / lounge, providing important amenity space adjacent to the public realm for eyes on the street and an active street frontage.

4.1.3 Materiality

The proposed development utilizes materiality and colour to break up the building facades, providing articulation and architectural interest. The base of the proposed development uses a mix of lighter and darker stone and a high degree of fenestration to provide the appearance of a solid foundation while ensuring the base is ground-oriented and friendly to pedestrians. Metal panelling in imitation-wood finish provides a natural tone to complement the stone and the surrounding landscaped areas. The upper floors are generally framed with panelling at the top to break up the massing of the building, while the mix of lighter and darker stone provides weight and contrast to the wood.



Figure 17: View of the west courtyard terrace and low-rise podium.

4.1.4 Landscaping

The proposed development features multiple frontages that require different landscaping treatments. As previously discussed, the Queenway and Place d'Orleans Drive frontages are landscaped to take advantage of the sloping topography of the site and include several trees, large stone features and other elements.

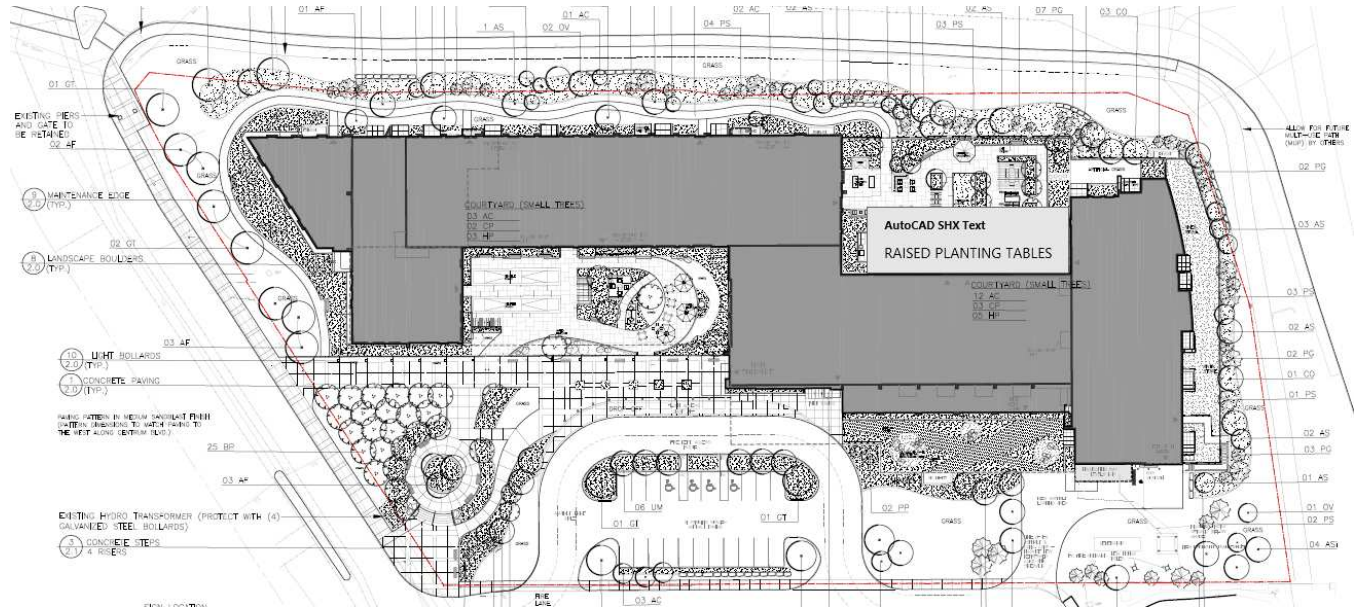


Figure 18: Landscape Plan.

The interior courtyards and the portions of the site facing the pedestrian-oriented streets are extensively landscaped, including a pedestrian pathway that circles the southern portion of the building with shrubs, trees and other plantings. The interior courtyards are extensively landscaped and feature planting beds, trellises and outdoor seating for residents.



Figure 19: Landscaping along Centrum Boulevard looking towards the main entrance.

5.0 Policy and Regulatory Environment

5.1 Provincial Policy Statement, 2020

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act. It provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns...”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies for achieving the vision of the PPS address efficient development and land use patterns; accommodating an appropriate range and mix of residential types to meet long-term needs; promoting cost-effective development patterns; and supporting transit and active transportation. Furthermore, the policies direct development to locations that have been identified for intensification and redevelopment by the municipality.

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

Section 1.1.1 – Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

Section 1.1.3.3 – Settlement Areas

- / Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Section 1.4.3 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- b) permitting and facilitating:
 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

Section 1.6.1 - Infrastructure and Public Service Facilities shall be provided in an efficient manner than prepares for the impacts of climate change while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and,
- b) available to meet current and projected needs.

The proposed development is consistent with the Provincial Policy Statement, 2020. As a site located in close proximity to several amenities including a major shopping centre a major transit station (and future Light Rail Transit station), the redevelopment of an underutilized property advances the provincial goals of healthy, livable and safe communities that efficiently use infrastructure, improve the range and mix of housing types, and support transit use.

5.2 City of Ottawa Official Plan

The City of Ottawa Official Plan provides the policy framework for strategic growth and development of the City to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support liveable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

5.2.1 Managing Growth

Section 2.2 of the Official Plan addresses how growth is to be managed within Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies.

The policies in Section 2.2.2 deal specifically with the management of intensification within the urban area. Residential intensification is defined as "the development of a property, building or area that results in a net increase in residential units or accommodation". It is recognized that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit and other infrastructure, and can be provided through redevelopment, the development of vacant or underutilized lots, infill development, and conversions. Mainstreets are identified as a target area for intensification (Policy 3).

Policy 10 of Section 2.2.2 recognizes that intensification may occur in a variety of built forms, from low-rise to high-rise, provided urban design and compatibility objectives are met. Denser development, often meaning taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. Policy 11 further specifies that the distribution of appropriate building heights will be determined by:

- a) The location in a Target Area for Intensification or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
- b) The design and compatibility of the development with the surrounding existing context and planned function, with buildings clustered with other buildings of similar height.

The proposed development represents residential intensification through the redevelopment of an underutilized property within an existing mixed-use community and in a Target Area for Intensification. The development provides a compatible design and an appropriate building height and scale as further discussed herein.

5.2.2 Land Use Designation

The subject property is designated 'Mixed-Use Centre', as shown on Schedule B – Urban Policy Area of the Official Plan. Mixed-Use Centres are located on strategic lands along the Rapid-Transit network and act as central nodes of activity within their surrounding communities and the City as a whole. A critical part of the City's growth management strategy, these areas have the potential to achieve high densities and compact and mixed-use development oriented to rapid transit. It is

anticipated that more jobs and housing in these locations will drive transit ridership and, in the longer-term, will create complete, liveable communities.

The subject property is also identified as a 'Town Centre' on Schedule B. Town Centres are mixed-use communities and the long-standing cores of the suburban areas outside of the Greenbelt. Starting in the 1970s, the suburban communities of Orleans, Kanata and Barrhaven were envisioned to have a centre for employment, shopping and other activities essential to communities. They stand out physically from the surrounding suburbs, are more diverse, are well connected to the rest of the City by rapid transit, and have larger roles as centres for the communities around them.

Transit-oriented development in Town Centres includes, but is not limited to, more density and transit. Transit-oriented development means encouraging a mix of transit supportive uses, including employment, residential (including multi-unit and affordable housing) and recreational uses, while connecting transit to alternative modes of transportation, such as cycling. These elements are further discussed in this report in the section on Transit-Oriented Development Guidelines.

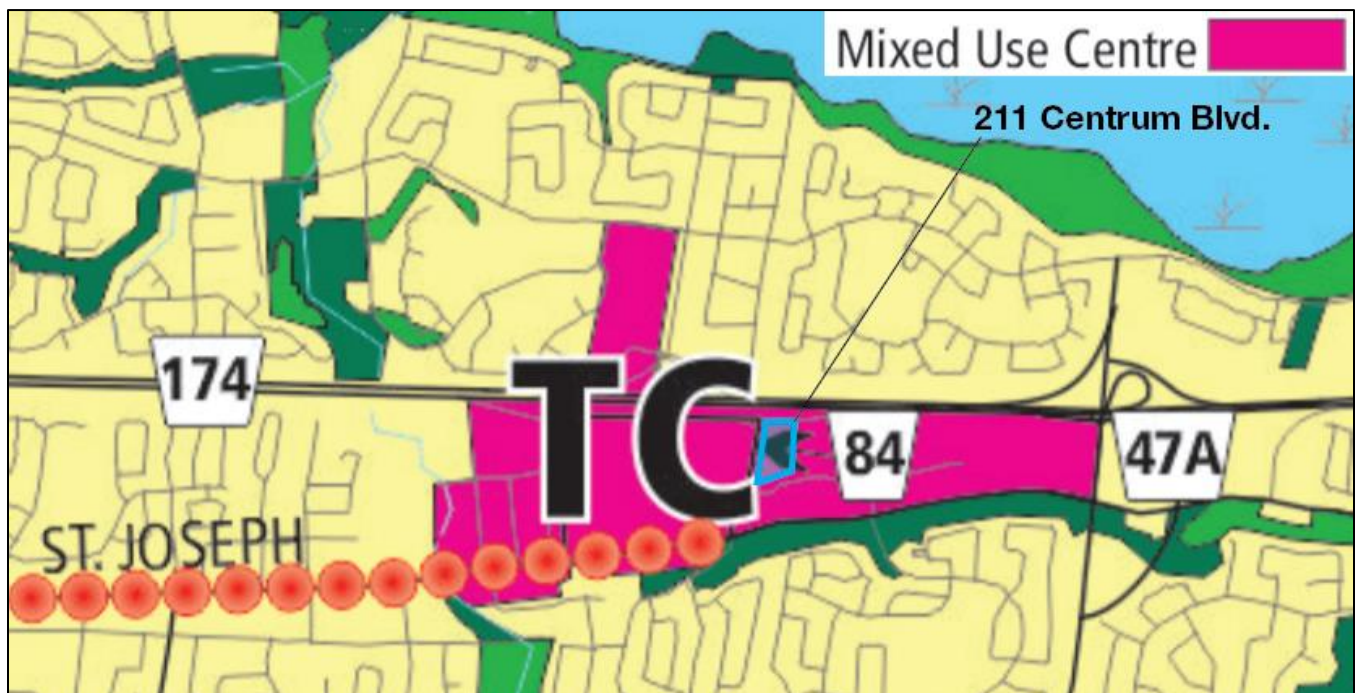


Figure 20: The subject property is designated "Mixed-Use Centre" on Schedule B - Urban Policy Area in the City of Ottawa Official Plan.

The policies of Section 3.6.2 (Mixed-Use Centre and Town Centres) provide further direction for new development. Policy 1 states that Town Centres meet the following criteria:

1. Most of the centre is within an 800m walking distance of one or more rapid transit stations, and contains one or more arterial roads with all day, frequent transit service;
2. There is opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land;
3. High-Rise Buildings of 10 storeys and more can be accommodated in a manner that provides appropriate transition to the surrounding area;
4. Employment targets of at least 5,000 jobs can be achieved in Mixed Use Centres and at least 10,000 jobs can be achieved in Town Centres;
5. The area is or can become transit-oriented, as described in this section;

6. The area is suitable for a mix of uses and could be linked within the area's greenspace

Policy 4 states that to achieve the target density within walking distance of existing and proposed rapid transit stations, a range of building heights, including high-rise, may be considered. At the periphery, where the Mixed-Use Centre abuts low to mid-rise areas, appropriate transitions are to be provided. Further, Policy 5 states that Mixed-Use Centres will permit a broad variety of land uses at transit-supportive densities, including high-density residential uses.

Policy 9 states that all development applications within Mixed-Use Centres will be reviewed in the context of the Official Plan, and in particular, will be evaluated in the context of the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11. The goal is to achieve a compact, mixed-use, transit-oriented, pedestrian-friendly environment and a place with visual interest.

The proposed development meets the policies for Mixed-Use Centres by providing a high-density, transit-supportive development which contributes to the diversity of dwelling types and employment in the Town Centre. The proposed use is permitted in the Mixed-Use Centre designation and the development is consistent with the direction for Town Centres in the Official Plan. The design and compatibility of the proposed development are further discussed below.

5.2.3 Designing Ottawa

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it "fits well" within its physical context and "works well" among those functions that surround it.

The following Design Objectives, which are intended to influence Ottawa's built environment as it grows, are applicable to the subject property and proposed development:

- / Enhances the sense of community by creating and maintaining places with their own identity;
- / Defines quality public and private spaces through development;
- / Creates places that are safe, accessible and are easy to get to, and move through;
- / Ensures that new development respects the character of existing areas; and
- / Considers adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.

Mixed-Use Centres are recognized as 'Design Priority Areas' (Policy 2c), which are required to participate in an enhanced review by the Ottawa Urban Design Panel (Policy 4) to understand how the proposed development will contribute to the Design Objectives and achieve good urban design.

The proposed development occupies an entire block, which allows the site to be developed with its own identity while using strong landscaping and other treatments along the edges to blend with the existing surrounding community. The private spaces are well defined to ensure the safety of the residents, while spaces open to the public, such as the proposed public seating area at the corner of Centrum Boulevard and Brisebois Crescent, stitch and blend together the proposed development and the existing streetscape context. The proposed development is well connected to the sidewalk along Centrum Boulevard with a wide, well-lit and safe promenade leading to the main entrance, adjacent to one of the outdoor resident amenity areas. As vehicular access is entirely on Brisebois Crescent, the active frontage along Centrum Boulevard is maintained and enhanced. Overall, the proposed development meets the Design Objectives of Section 2.5.1.

5.2.4 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
Building Design	
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ol style="list-style-type: none"> Setbacks, heights and transition; Façade and roofline articulation; Colours and materials; Architectural elements including windows, doors and projections; On site grading; and Elements and details that reference common characteristics of the area. 	<p>The site is designed with a podium/tower design which provides setbacks, stepbacks and transition, both between the two (2) towers on site and to the larger community. The architectural articulation and stepbacks from the building façade create visual interest and an appropriate building transition to surrounding development in the area.</p> <p>Architectural treatments such as materiality, colours, and projections have been carefully chosen to be compatible with the surroundings while contributing to high-quality design. The building design creates visual interest in the area and reduces the impact of massing.</p> <p>The proposed development makes use of the existing grade changes on site, including the access to the underground parking garage.</p>
<p>6. Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>The principle façade, while set back from Centrum Boulevard, faces the street and is well defined through strong landscaping elements and a large, well-lit promenade leading to the front doors. Further, the portion of the building facing the street is characterized by large windows and for the amenity uses at grade adjacent to the public realm. The main entrance, while set back from the street, is set within lush landscaping and a privately-owned public seating area.</p>
<p>7. The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community.</p>	<p>Schedule D – Urban Road Network in the Official Plan identifies Place d’Orleans Drive as an Arterial Road and Centrum Boulevard as a Collector Road. The subject property is well suited for high-density residential development, includes well-designed pedestrian connections and minimizes traffic impacts on this intersection by locating the vehicular ingress/egress on Brisebois Crescent, a Local Road.</p>
<p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be</p>	<p>The servicing and loading areas are located at the rear (northwest) of the property on Brisebois Crescent, and are integrated into the design of the north building podium. These areas are located away from and do not impede the</p>

Policy	Proposed Development
<p>internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>pedestrian environment, on-site amenity areas and neighbouring uses.</p>
<p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.</p>	<p>The mechanical penthouses are sensitively designed to be incorporated into the design of the building and are stepped back from the edge of the building to minimize any potential visual impacts as well as to reduce impacts related to noise.</p>
<p>Massing and Scale</p>	
<p>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <ol style="list-style-type: none"> a. Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street; b. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development; c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section. 	<p>The Orleans Town Centre Secondary Plan is currently being revised as part of the Orleans Corridor Secondary Plan Study. Under the current plan, the proposed building height, massing and scale is appropriate for the subject property. The subject property is not adjacent to any existing or planned low-rise residential areas, and is located in a target intensification area adjacent to a major transit station.</p>
<p>11. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned</p>	<p>As previously discussed, building height within the proposed development is sensitively designed and located adjacent to major rights-of-way to minimize any potential impacts related to shadowing or overlook on adjacent, existing neighbourhoods. The portions of the building located closest to the street, such as the southwest corner at the intersection of Place d'Orleans, are stepped down to respect the surrounding planned context and pedestrian streetscape environment. Further, the buildings are set back from each other at a distance approximately equal to the height of the</p>

Policy	Proposed Development
context, such as a stepping down or variation in building form has been incorporated into the design.	south tower, ensuring proper building transition to reduce impacts between the two (2) towers.
<p>12. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down); b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); c. Building setbacks and step-backs. 	<p>The proposed building includes appropriate building setbacks, step backs at the second and fourth storeys, incremental transitions in height across the site. The two (2) towers are separated by approximately 40 metres further contributing to the overall architectural aesthetic and quality of life for tenants.</p>
Outdoor Amenity Areas	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>The proposed development is not located adjacent to any private outdoor amenity areas. Nevertheless, the towers have been sensitively located to minimize impacts related to overlook or other potential impacts for the adjacent hotel along Brisebois Crescent. On the site, the towers are designed to provide two (2) large outdoor amenity areas for tenants, ensuring options for tenants who prefer sunny or shaded areas.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.</p>	<p>The proposed development includes two (2) large outdoor amenity areas that include programmed (i.e. shuffleboard) and un-programmed (i.e. seating area) spaces. In addition to these areas, the residential units within the building each have access to a private balcony or terrace.</p>
Design Priority Areas	
<p>22. The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features.</p>	<p>As the building is set back further from Brisebois Crescent, and as the active entrance faces Centrum Boulevard, the portion of the building along Centrum Boulevard includes architectural features such as large windows and awnings to provide a pedestrian-friendly experience from the street.</p>
<p>23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.</p>	<p>In addition to the above, the portion of the property at the intersection of Centrum Boulevard and Brisebois Avenue, across the street from the Shenkman Centre for the Arts, is lushly landscaped and includes public seating areas that enhance the public realm.</p>

Policy	Proposed Development
24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).	The development is appropriately scaled and includes both public and private landscaped spaces to create a sense of place and importance along the streetscape.

The proposed development conforms to the policy direction of Section 4.11. The proposed development will positively contribute to the Orleans Town Centre and the surrounding neighbourhood through streetscape improvements and a high-quality design. The development has been designed in a manner that will minimize impacts to surrounding properties by sensitively locating tall buildings, providing appropriate height transition, separating vehicular and pedestrian entrances, providing important streetscape and landscaping upgrades and creating a sense of place within the community.

5.3 New Ottawa Official Plan (Anticipated 2021-2046)

The City of Ottawa is currently undertaking the preparation of a new Official Plan, to apply to a 25-year planning horizon from 2021 to 2046. The City has released key preliminary policy directions, which are oriented around the “Five Big Moves” that include:

- / Growth Management;
- / Mobility;
- / Urban and Community Design;
- / Climate, Energy and Public Health; and
- / Economic Development.

Preliminary policy directions applicable to the proposed development include:

- / Achieve an intensification target of 60%-70%;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

In summary, the new proposed Official Plan policies trend toward a greater focus on transit-oriented development, intensification, and urban design. The proposed development is consistent with these directions.

5.4 Orleans Town Centre Secondary Plan (Former City of Cumberland)

5.4.1 Town Centre Objectives

The Orleans Town Centre includes several general policy guidelines to direct development within the Town Centre:

1. That the Town Centre be promoted as a prominent place of significant symbolic and physical interest to the City of Ottawa and the Community of Orléans.
2. That a significant employment centre be established through private and public sector office and business development. The provision of approximately 4,500 - 5,500 jobs is an objective in the Orléans Town Centre (former

- City of Cumberland portion). Accordingly, the mix of uses and density provided in zoning by-laws and site plan agreements, established in accordance with the Town Centre design guidelines, shall satisfy this objective.
3. That administrative and institutional functions be provided.
 4. That a major commercial shopping environment be created which comprises the full range of retail and personal service uses. This will be in the form of a Regional Shopping Centre and other retail/services uses in the remaining portion of the Orléans Town Centre (former City of Cumberland portion).
 5. That medium and high-density residential development be provided to increase population density within the centre, to minimize travel distances to work, and provide a central location for people to live. The maximum population range in the Town Centre area shall be 1,800-2,400. This is made up of approximately 1,500-2,000 people in the Urban Residential designation and 300-400 elsewhere in the Town Centre.
 6. That a convenient and efficient pedestrian and vehicular system with access to transit facilities from all land uses be provided.
 7. That the visual impact of the Town Centre be increased by providing an open space system to serve the needs of the community and to function as a link between various land uses.
 8. That a policy framework be provided to ensure that all future development exhibits a high standard of urban design.
 9. That a "main street" focus be provided along Centrum Boulevard which will provide a more intense interaction of commercial, office and institutional uses.
 10. That a concentration and variety of businesses, offices and residences be combined to provide a "downtown" environment for Orléans.

The proposed development meets several of the above objectives, especially Guideline 5. A high-density residential use, while not located in the Urban Residential designation (see below section), will increase the overall population density of the Town Centre, adding to the vitality of the surrounding area. The frontage along Centrum Boulevard is designed in alignment with a "main street" design, being pedestrian-friendly, well landscaped (hard and soft) and with vehicular access located to the rear or sides to preserve the streetscape. With regards to transit, the objectives do promote development with access to transit facilities, but due to the age and vintage of the Secondary Plan, there are no references to the rapid transit network, including the new LRT line to arrive at Place d'Orléans Station as part of Stage 2 of the Confederation Line. New guidelines for Transit-Oriented Development were developed by the City of Ottawa in 2007 and are referenced in a later section of this report, providing further guidance for the subject property.

5.4.2 Land Use Designation

The subject property is located within the Orleans Town Centre Secondary Plan Area, formerly part of the City of Cumberland Official Plan. Schedule A-1 shows the subject property contains two (2) land use designations, being 'Business District' (north) and 'Major Commercial' (south). See Figure 14 below.

The Business District land use designation was created in order to help achieve the Town Centre objective of establishing a significant employment centre in close proximity to residential, institutional, or commercial uses without resulting in land use conflicts. Permitted uses generally include light industrial uses, professional and business offices, hotels and accessory retail uses. Accessory residential uses may be permitted as part of an office building.

The Major Commercial land use designation delineates the main business and activity area providing a high density concentration of retail, service and office commercial activities. Permitted uses also generally include government facilities, hotels, institutions, recreation, cultural, entertainment and social uses. Office development is encouraged along Centrum Boulevard, integrated with retail commercial uses. Architectural design shall ensure the Town Centre is pedestrian-oriented and visually and functionally related to the urban streetscape. Similar to the Business District designation, accessory residential housing may be developed in conjunction with office and/or commercial uses, particularly senior citizens apartments, but exclusively-residential buildings are not permitted.

While the proposed use of ‘retirement home’ is permitted in the Mixed-Use Centre designation under the Official Plan, it is considered a standalone residential use and therefore is not currently permitted under the Secondary Plan. An application to amend the Secondary Plan through an Official Plan Amendment has been submitted to permit the proposed use of a retirement home on the subject property.

The proposed retirement home is consistent with several of the Town Centre objectives identified in the Secondary Plan, as described above. Overall, the development provides a high-density residential use with some employment (70 full and part-time employees) on an underutilized site in close proximity to a future LRT station (2024). Consistent with the overall goal of a mixed-use community with shopping, employment, residential and other uses, the proposed retirement home is appropriately located, contributes to the “main street” feel of Centrum Boulevard, and will provide a variety of housing options for seniors living in the community who wish to age in place.

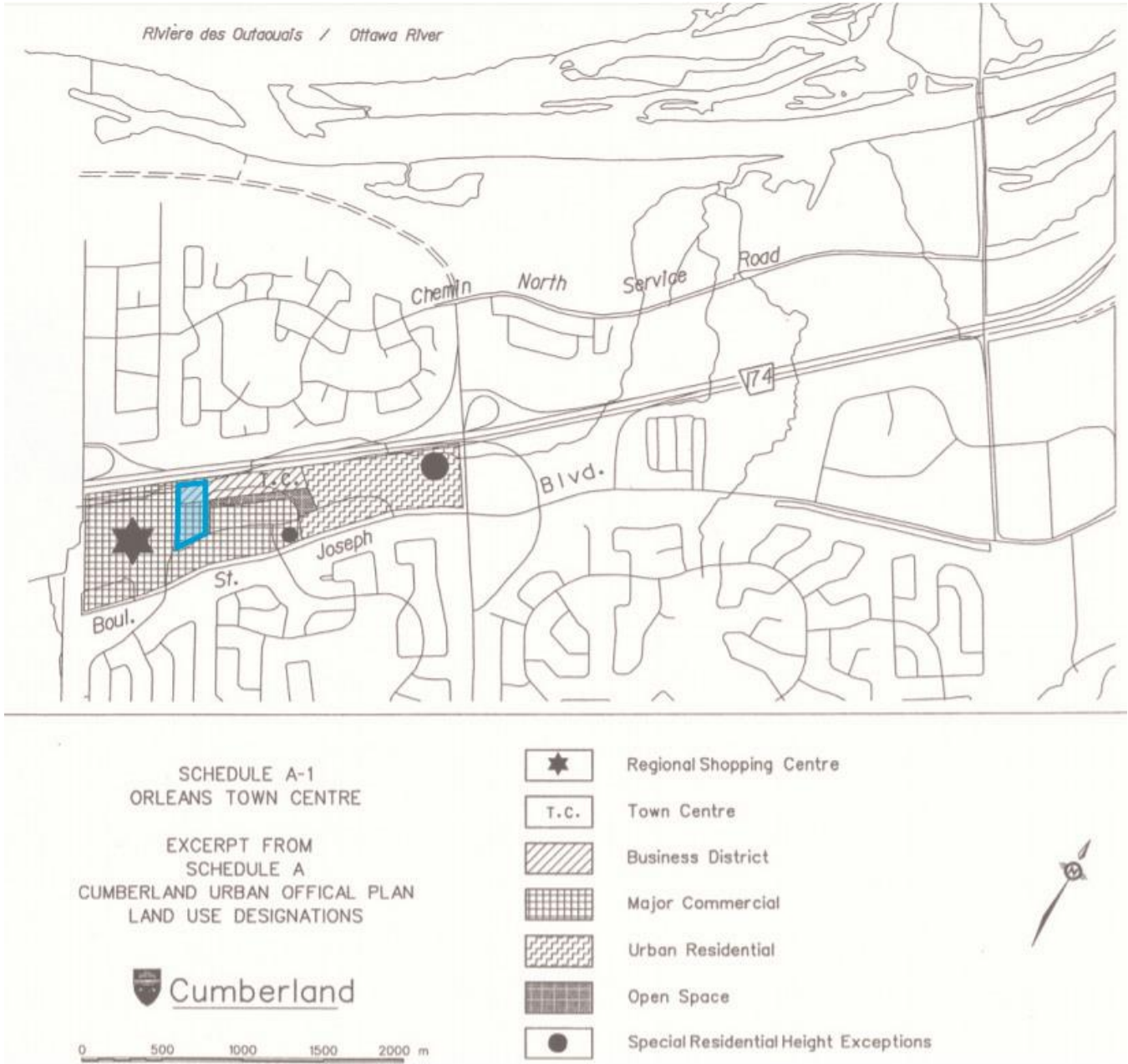


Figure 21: Schedule A-1 - Orleans Town Centre. The subject property is designated Business District (north) and Major Commercial (south).

5.4.3 Orleans Corridor Secondary Plan Study

As the City prepares to open four (4) new LRT stations in Orleans in 2024, a new Secondary Planning process known as the Orleans Corridor Secondary Plan Study is underway. The project aims to replace two (2) existing secondary plans within the Orleans Town Centre area with new policies in the City’s Official Plan, as well as corresponding zoning amendments.

While the study is still underway, a Public Open House was held on March 4, 2020 and identified several study goals, including intensification targets, density near transit stations and prioritizing sustainable mobility to decrease auto dependency. Urban design and a more attractive public realm, a mix of land uses and revitalization of key sites were also identified.

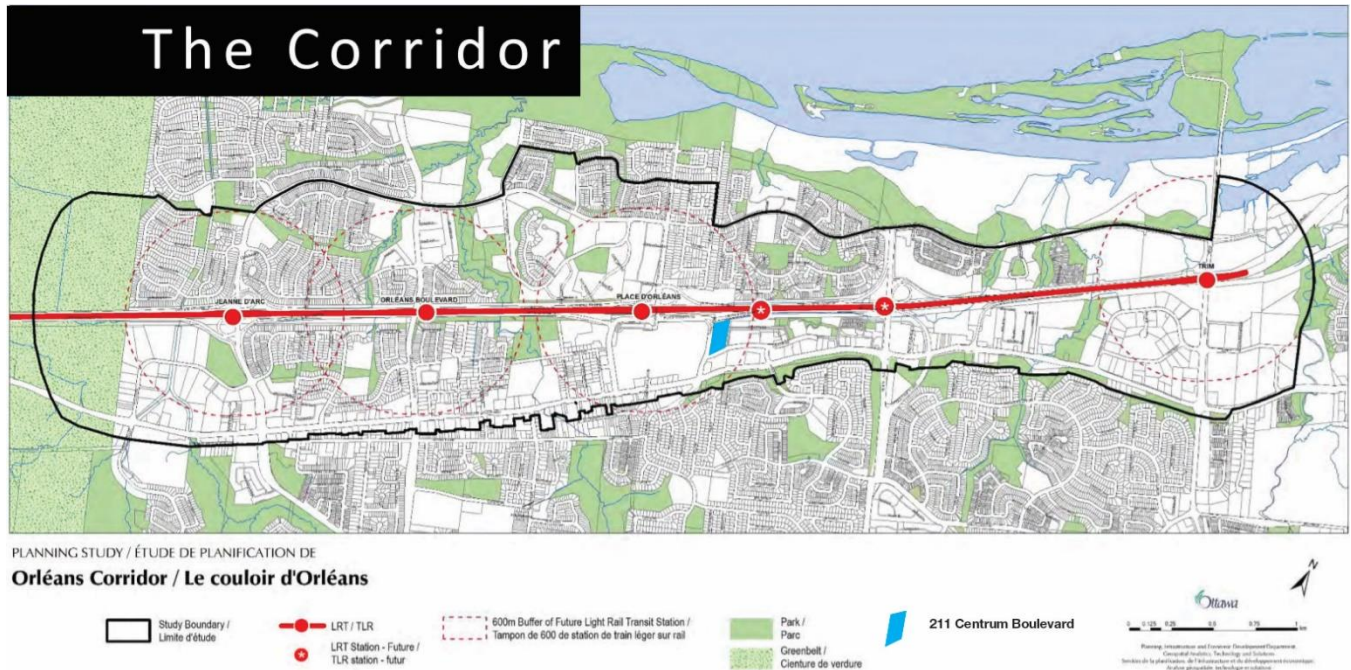


Figure 22: Image showing the "Orleans Corridor" as part of the new Orleans Town Centre Secondary Plan Study. The subject property is located within the 600 metre radius of Place d'Orleans Station, and is located in closer proximity to an unnamed "future" LRT station between Brisebois Crescent and Regional Road 174.

The study has also set expectations that show generally how the study area will transform with the new rapid transit stations. The City is preparing for:

- / improved station access for existing neighbourhoods;
- / higher densities near stations and within 800 metres;
- / a greater mix of uses;
- / consistent built form for infill development; and,
- / improved servicing within neighbourhoods.

In order to achieve these goals, the City is looking at several potential implementation strategies, including:

- / mixed-use designations;
- / eliminating parking requirements;
- / minimum densities;
- / new active mobility networks; and,
- / rethinking of employment areas.

The proposed development is generally consistent with the direction of the Orleans Town Centre Secondary Plan Study. Under the current Secondary Plan, the subject property is designated for commercial and employment uses, such as retail or offices. As the City is rethinking the identified employment areas and are locating higher density uses near transit stations, the proposed development is well suited for the subject property. A retirement home in close proximity to transit services, amenities such as the shopping centre and entertainment such as the Shenkman Centre for the Arts will reduce dependence on vehicles, increase the overall density of the area and make use of an underutilized site to revitalize this important strategic location and the overall neighbourhood.

5.5 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines, which were approved by City Council in 2007, are to be applied throughout Ottawa for all development within a 600 metre walking distance of a rapid transit station or stop. As the proposed development is within 600 metres of Place d'Orleans Station, these guidelines apply. The following is a summary of how the proposed development meets some of the various guidelines for transit-oriented development.

- / The proposed development provides residential intensification on an underdeveloped lot within close proximity to a major rapid transit station (Guideline 1);
- / The proposed development includes only transit-supportive land uses. With the exception of some visitor parking spaces near the main entrances, all parking is located underground. The portion of the property abutting Centrum Boulevard is sensitively designed to support the pedestrian environment, for both residents and the public, providing connections to the rapid transit station (Guideline 2);
- / While the proposed development does not include a mix of uses, the proposed land use (retirement home) is, to a degree, inherently mixed-use as it consists primarily of residential dwelling units and rooming units and amenities and services that will require staff, providing employment in the community (Guideline 3);
- / The tower portions of the proposed development are located at the west and north edges of the site, adjacent to wide public rights-of-way, to create an appropriate building height transition to existing surrounding community. (Guideline 9);
- / The building includes stepbacks at the second and fourth storeys along Centrum Boulevard and Brisebois Avenue (Guideline 11);
- / The proposed development will introduce distinctive buildings at a key intersection off of Regional Road 174, becoming a landmark through distinctive design features (Guideline 12);
- / The ground floor is set back from the front and corner side property lines in order to define the street edge and provide space for pedestrian activities and landscaping. The ground floor has been designed to provide visual interest to pedestrians, including a variety of building materials large windows, which also increase security through informal viewing sometimes known as “eyes on the street” (Guidelines 13, 14 and 15).

The proposed development responds to the Transit-Oriented Development Guidelines by providing a building that intensifies an existing underutilized site, contributes to a range of housing choices within the community, integrates with the existing streetscape and larger community, and is located in close proximity to a future major transit station.

5.6 Urban Design Guidelines for High-Rise Buildings

City Council approved the new Urban Design Guidelines for High-Rise Buildings in 2018, replacing the previous version from 2009. The Official Plan defines a high-rise building as one that is ten (10) storeys or more in height. The objectives of the guidelines are to:

- / Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and,
- / Promote development that responds to the physical environment and microclimate through design.

The Official Plan provides direction to evaluate the appropriateness of individual sites and to inform many aspects of high-rise design, and the Zoning By-law provides a preliminary framework that addresses issues related to context, massing,

shadowing and public space. The Official plan directs high-rise buildings to areas where intensification is expected and encouraged due to proximity to major transit stations.

The most relevant guidelines to the proposed development are discussed below:

- / The proposed development located the greatest height (17 storeys) on the northern portion of the property, away from Centrum Boulevard and adjacent to the large right-of-way of the Queensway. The high-rise tower steps down to a mid-rise building (9 storeys) and finally a one-to-four storey podium, creating an appropriate built form transition through the use of the 45 degree angular plane. (Guidelines 1.12 & 1.13);
- / The proposed development is situated on Centrum Boulevard and is located across from the Shenkman Arts Centre, and the landscaping and seating area on the southeast corner of the property ensures an inviting public realm and continuity of the pedestrian-friendly streetscape (Guideline 1.15);
- / Overall, the proposed design utilizes a base-middle-top design to achieve a pedestrian realm for both residents and people walking by the site, and locates the greatest heights away from the public realm to preserve sunlight exposure. (Guidelines 2.15 and 2.16);
- / The proposed development includes a building separation between the mid-rise building and the high-rise tower greater than the height of the mid-rise building to ensure an appropriate built form transition and privacy for the residents. (Guideline 2.25);
- / The proposed development includes two (2) buildings and multiple stepbacks at the podium level, at the first, second and fourth storeys. (Guideline 2.29);
- / The tower is located to minimize shadow and wind impacts on the courtyard amenity areas and the public realm, on the far north side of the site. (Guideline 2.31); and,
- / The main entrance to the building has a direct, seamless connection to the sidewalk along Centrum Boulevard. (Guidelines 3.10 and 3.11)

The proposed development generally meets the City of Ottawa’s Urban Design Guidelines for High-Rise Buildings. The high-rise building is sensitively designed to provide transition to the surrounding, existing low-rise buildings and pedestrian realm along Centrum Boulevard. As the development includes both a mid-rise and high-rise building, the buildings are oriented to preserve sunlight for residents and within the public realm, and the main, secure entrance to the facility has a direct, seamless connection to the sidewalk. Along this sidewalk, the proposed landscaping and seating area ensures the development fits within the existing pedestrian-friendly context of Centrum Boulevard, including the Shenkman Arts Centre.

5.7 Zoning By-law 2008-250

5.7.1 Existing Zoning

The subject property is currently split zoned, dividing the site into “north” and “south” portions:

- / **North: MC[2180]**
 - o Mixed-use Centre Zone, Urban Exception 2180
 - o Urban Exception 2180: Reserved for future use.
- / **South: MC14[1520] S152**
 - o Mixed-use Centre Zone, Subzone 14, Urban Exception 1520, Schedule 152
 - o Urban Exception 1520: Contains provisions related to new dwelling units in non-residential buildings.
 - o Schedule 152: Maximum building height within 10 metres of Centrum Boulevard is 85 metres A.S.L.

Both portions are located within the **MC – Mixed-Use Centre Zone** but have different exceptions and other particular provisions applicable. The intent of the proposed Zoning By-law Amendment is to create a new MC zoning reflective of the proposed development applicable across the entire site, with a site-specific urban exception.

The purpose of the MC zone is to ensure that areas designated Mixed-Use Centres in the Official Plan accommodate a combination of transit-supportive uses such as offices, hotels, hospitals, community recreation and leisure centres, retail uses, entertainment uses, restaurants and high- and medium-density uses. The use of “retirement home” is a permitted use in the MC zone.

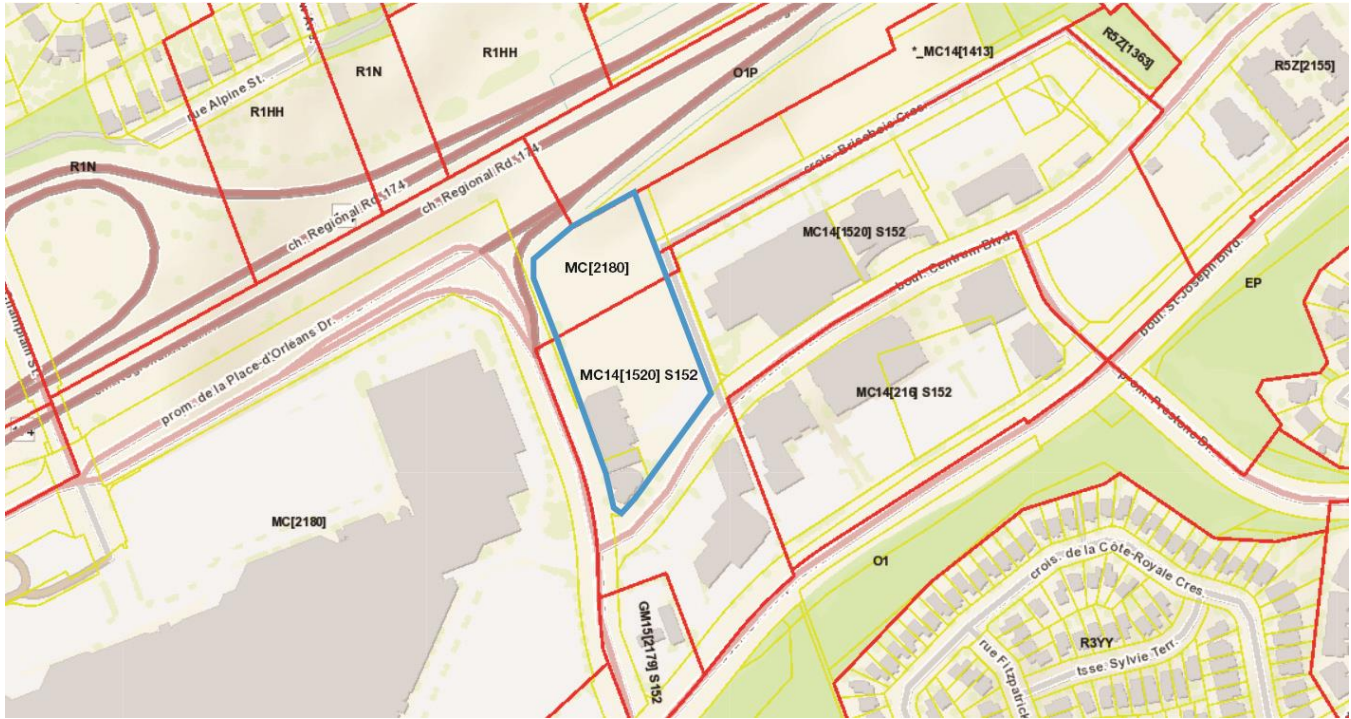


Figure 23: Zoning.

Table 1 below provides a summary of the applicable zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development meets or requires relief from certain provisions. Where differences apply between the north and south portions of the site based on their zoning, the separate provisions are both noted.

Table 1 – Zoning Compliance

Provision	Required	Provided	Compliance
Min. Lot Area Sections 191 & 192	No minimum.	15,279 m ²	Yes
Min. Lot Width Sections 191 & 192	No minimum.	87.8 E-W	Yes
Max. Front Yard setback Sections 191 & 192	No minimum.	9.76 metres	Yes
Min. Corner Side Yard setback Sections 191 & 192	No minimum.	West: 6.76 metres East: 21.12 metres	Yes

Provision	Required	Provided	Compliance
Min. Interior Side Yard setback Sections 191 & 192	No minimum.	21.12 (next to Holiday Inn)	Yes
Min. Rear Yard Sections 191 & 192	No minimum.	5.23 metres	Yes
Max. FSI Sections 191 & 192	No maximum.	2	Yes
Building Height Sections 191 & 192 Urban Exception 1520	Maximum: [1520]: Block A, 85.0 metres above sea level for 10.0 metres of lot depth north of Centrum Boulevard (18 metres)	13.4 metres	Yes
	Rest of site: No maximum	53 metres	
	Minimum: 6.7 metres (within 400 metres of rapid transit station)	4.4 metres	No
Min. width of landscaped area Sections 191 & 192	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	As per requirement.	Yes
Storage Sections 191 & 192	All storage must be completely enclosed within a building.	No outdoor storage proposed.	Yes
Amenity Area Section 137	6m ² per dwelling unit and 10% of GFA of each rooming unit and A minimum of 50% of the required amenity area must be communal, aggregated into areas of at least 54m ² Total required amenity area: 2,348m ² Total required communal amenity area: 1,174m ²	Total: 5,037m ² Total communal: 2,775m ²	Yes
Min. Vehicle Parking Section 101	Area Z No parking spaces for residents are required.	290 spaces + 21 visitor parking spaces Total: 311 spaces	Yes
Min. Bicycle Parking Section 111	0.25 spaces per unit	Indoor: 31 spaces Outdoor: 8 spaces	No

Provision	Required	Provided	Compliance
	Total: 98 spaces	Total: 39 spaces	
Min. Drive Aisle Width Section 107	6.0 metres (within parking garage) 6.7 metres (surface parking)	Within parking garage: 6.0 metres 6.7m provided for backing up Surface parking lot: 6.7 metres.	Yes
Min. Parking Space Dimensions Section 106	5.2 metres x 2.6 metres	5.2 metres x 2.6 metres	Yes

As per Table 1 above, the proposed development meets the majority of the performance standards applicable to the subject property. The proposed reduction in the number of bicycle parking spaces is discussed in the section below.

In addition to the above, the northern setback from the 17-storey tower is 7.218 metres. As per the City of Ottawa's new high-rise regulations, a minimum setback of 10 metres applies to any portion of the site above 9 storeys. The high-rise regulations are approved by Council but are currently under appeal to the LPAT. Should these appeals be resolved, and the regulations come into full force and effect prior to the approval of this application, relief may be required for this setback as well. The purpose of the 10metre setback is to allow for tower separation to other potential development sites. As this setback is adjacent to the Queensway, it has no impact on adjacent future development.

5.7.2 Proposed Zoning

A Zoning By-law Amendment is required to permit the development as proposed due to the following provisions, which the proposal does not meet:

1. The proposed development includes 39 bicycle parking spaces, whereas the minimum under the Zoning By-law is 92 spaces; and,
2. A portion of the building has a building height of 4.4 metres, whereas the minimum required building height is 6.7 metres.
3. Urban Exception 1520, which does not allow for standalone residential buildings and has a maximum of 200 dwelling units permitted, whereas a retirement home is a standalone residential use and the proposed development includes 397 dwelling units.

Urban Exception 1520:

- / for the purpose of this exception, "integral development" means two or more buildings that are developed under a single site plan agreement, and that are physically and functionally linked to enable unrestricted internal pedestrian movement within an environmentally controlled common ground floor space;
 - a) dwelling units are permitted anywhere in the MC14[1520] zone provided they are:
 - i. co-located above a ground floor that is devoted primarily to permitted commercial uses, or
 - ii. immediately adjacent to permitted commercial uses where both the dwelling units and commercial uses form the whole, or part, of an integral development and where the floor area devoted to commercial use is equal to or greater than the total ground floor area of the integral development.
 - b) where dwelling units are located above or adjacent to permitted commercial uses in accordance with subclause (a) above, the ground floor of the integral development that abuts a public street or streets,

- must be primarily devoted to street-oriented commercial uses that address and are accessible from such street(s);
- c) a maximum of 200 dwelling units are permitted

It is therefore proposed that a new urban exception be established and applied to the subject property, being MC[XXXX], to permit a reduced number of bicycle parking spaces and a minimum building height of 4.4 metres. As the proposal seeks to remove the restrictions under urban exception 1520, no provisions under this section must remain.

As the proposed development consists of a retirement home, the proposed number of bicycle parking spaces is consistent with the number of bicycle parking spaces provided at other such facilities owned and operated by the owner. In their experience, tenants of these buildings use bicycles far less than a standard apartment building and excess bicycle parking spaces generally go unused. The proposed development includes 39 dedicated bicycle parking spaces, which represents approximately 10% of the total number of units.

The proposed use of a retirement home is considered a residential use in the Zoning By-law. The intent of the restrictions under urban exception 1520 is to provide employment-type uses at grade (retail, restaurant, etc.) while ensuring an active street frontage along Centrum Boulevard. The proposed development does not include commercial uses at-grade, but provides an active street frontage including a large, landscaped public seating area on the southeast corner as well as amenity spaces within the southwest corner of the building, facing Centrum Boulevard. This will ensure there are “eyes on the street” and amenity spaces provide activity and life along the streetscape. The maximum number of dwelling units in urban exception 1520 seeks to ensure that commercial and employment-type uses are provided to reach the desired mix of densities. While retirement homes are considered residential, they do provide employment as they are required to be staffed 24/7. The retirement home will positively contribute to the range of housing options in the area while also providing some employment. Therefore, the proposed development is consistent with the general intent of the MC zone and represents good development within the community.

6.0 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- / Notification of Ward Councillor, Councillor Matthew Luloff
- / Community “Heads Up” to local registered Community Associations (City of Ottawa)
- / Committee Meeting Advertisement and Report Mail out to Public (City of Ottawa)
- / Urban Design Review Panel (UDRP) Formal Consultation
 - o An pre-application consultation session with the UDRP was held on December 3, 2019.
 - o Formal review of the proposed development will be undertaken by the Urban Design Review Panel during the City’s review of the initial application submission.
- / Statutory Public Meeting - Planning Committee

7.0 Conclusion

It is our professional opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan Control Applications (concurrent) to permit a retirement home on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing residential development that will provide increase choices for housing within an existing and established neighbourhood that is close to transit and is walkable;
- / The proposed development will allow greater intensification and the addition of residential density to a target area for intensification, helping to implement the growth management policies of Section 2.2. of the Official Plan, while also conforming to the policies for urban design and compatibility;
- / The proposed development generally conforms to the policies in the existing Orleans Town Centre Secondary Plan, and the new direction of the Orleans Corridor Secondary Plan study (forthcoming);
- / The proposed development responds to the Transit-oriented Design Guidelines by promoting walkability and introducing intensification and broader range of housing options within 600 metres of an existing rapid transit station, soon to become a full LRT station. It also meets the applicable Design Guidelines for high-rise buildings by sensitively transitioning to the existing, surrounding low-rise area;
- / The proposed development will allow the redevelopment of an underutilized site in a target area for intensification and introduce apartment for autonomous seniors to promote aging-in-place, a vital need for the community of Orleans; and,
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Jacob Bolduc, MCIP, RPP
Senior Planner



Matt McElligott, MCIP, RPP
Principal