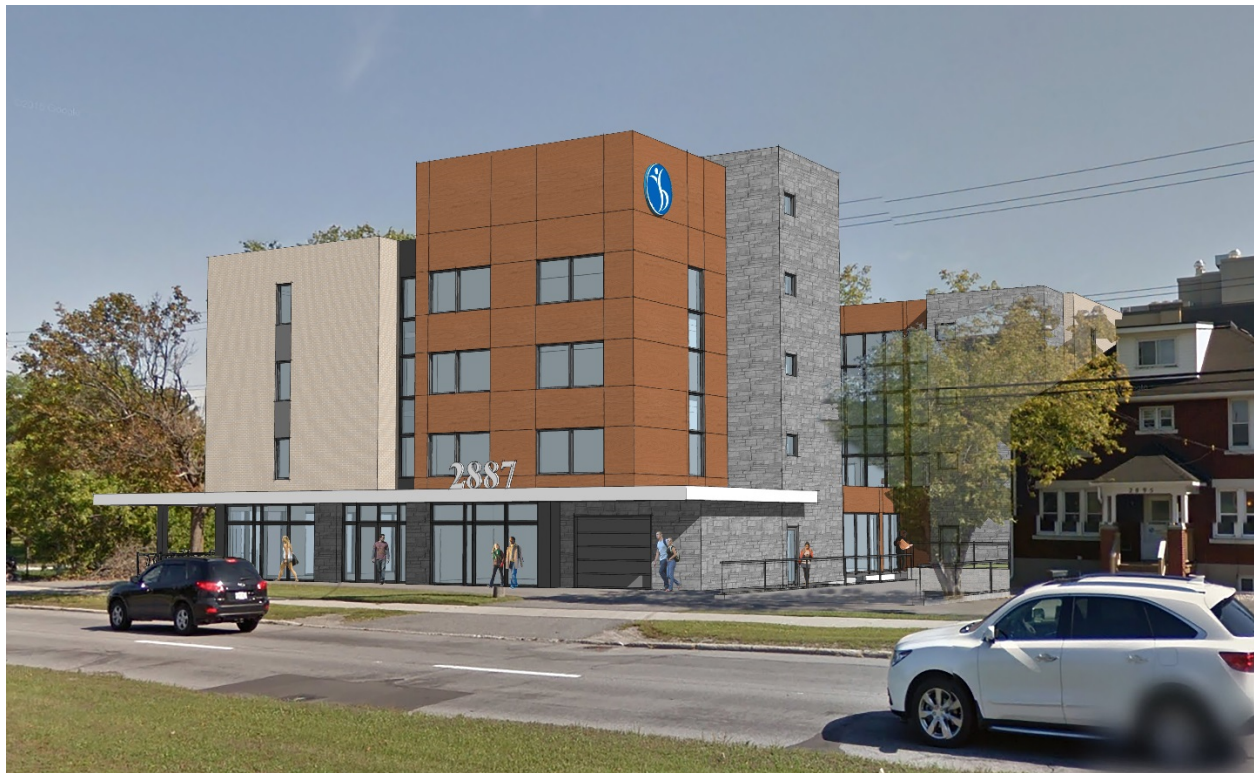


YSB: 2887 AND 2895 RIVERSIDE DRIVE

PLANNING RATIONALE ZONING BY-LAW AMENDMENT AND SITE PLAN CONTROL APPLICATIONS

JUNE 2017





YSB: 2887 AND 2895 RIVERSIDE DRIVE

PLANNING RATIONALE ZONING BY-LAW AMENDMENT AND SITE PLAN CONTROL APPLICATIONS

JUNE 2017

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APPENDICES

- A Draft Zoning By-Law Amendment
- B Site Plan
- C Design Brief

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1 INTRODUCTION

WSP was retained by Cahdco on behalf of the Youth Services Bureau of Ottawa (YSB) to prepare a Planning Rationale (the “Report”) in support of a Zoning By-law Amendment and Site Plan Control applications for the lands municipally known as 2887 and 2895 Riverside Drive in the City of Ottawa. The lot is currently owned by the Youth Services Bureau of Ottawa. YSB currently operates a Youth Facility at 2887 Riverside Drive and the proposed development will replace the current facility with a 4-storey low-rise apartment building containing 39 studio and two bedroom units for supportive housing for youth aged 16-24. The existing office uses provided at 2895 Riverside will remain as is on site. The Zoning By-law Amendment seeks to amend the Residential Fourth Density, Subzone N with new site specific zoning provisions to accommodate the proposed development at 2887 Riverside Drive, as follows:

- to add “Office” as a permitted use;
- to increase the maximum building height from 11 m to 13.7 m;
- to decrease the rear yard setback from 15.6 m to 6.0 m ;
- to decrease the rear yard area from 25% of the lot area (828.02 m²) to 16.45% (544.87 m²)
- to decrease the northern interior side yard setback from 6 m to 3 m beyond 21 m of the front lot line; and
- to reduce minimum parking spaces for Dwelling, Low-rise Apartment parking requirement from 2.4 spaces per dwelling unit to 0 spaces per dwelling unit. A total of 18 below ground parking spaces is proposed for 2887 Riverside Drive to accommodate visitor parking (8 spaces), office parking (9 spaces), and barrier free parking (one (1)space). There are 6 existing spaces provided at 2895 Riverside Drive

The proposed Draft Zoning By-law Amendment can be found in **Appendix A** of this report.

This Planning Rationale assesses the proposed development against the applicable policy and regulatory framework and concludes that the development is appropriate for the site and compatible with the surrounding community.

This Report is setup as follows:

- **Section 2** provides a description of the site location and community context;
- **Section 3** provides an explanation of the proposed development;
- **Section 4** outlines the policy and regulatory framework applicable to the site and a planning rationale for the proposed development; and
- **Section 5** summarizes the planning opinion.

2 SITE LOCATION AND COMMUNITY CONTEXT

2.1 SITE LOCATION

The subject property (the “site”) is legally described as J G PT TWP LOT 23 (Part of Lot 23 Junction Gore) in the City of Ottawa (former geographic Township of Gloucester) and the municipal address is 2887 Riverside Drive with 2895 Riverside Drive as the subordinate address. The site is located on the west side of Riverside Drive, between Hog’s Back Road and Ridgewood Avenue, as illustrated in **Figure 2-1**.



Figure 2-1: Site Context Map

The site has a frontage of approximately 64 m and a lot depth of 52 m with an overall lot area of 0.18 hectares (0.45 acres). Presently, 2887 Riverside Drive is occupied by a two-storey brick-clad building where YSB currently operates a program within the facility (**Figure 2-2**). The YSB offices are currently located at 2895 Riverside Drive in a two-storey residential building (**Figure 2-3**). The offices at 2895 Riverside Drive are a legally non-conforming use and no modifications are proposed to the building. The lot is fully serviced by municipal water and sewer. Vehicular access is provided via Riverside Drive, an Arterial Road on Schedule E – Urban Road Network, in the City of Ottawa Official Plan (2014).

A site visit was conducted by WSP on April 3, 2017. Photos contained herein are from WSP, unless otherwise stated.



Figure 2-2: Existing YSB facility at 2887 Riverside Drive viewed from Riverside Drive facing east



Figure 2-3: Existing YSB offices at 2895 Riverside Drive viewed from Riverside Drive facing east

2.2 COMMUNITY CONTEXT

The site is located in the Riverside Park Community (Ward 16). Riverside Park is an established residential community with a mix of low, medium and high density housing. A number of institutional uses are located within the community including places of worship along Riverside Drive and schools (Holy Cross School and Brookfield High School). The Riverside Mall, a neighbourhood commercial plaza, is located on Ridgewood Avenue. The community is supported by a number of community parks, as well as Mooney's Bay Park.

Neighbouring uses around the site include the following:

North:

The access driveways from Riverside Drive to St. Patrick's Home of Ottawa is located immediately north of the site (**Figure 2-4**). Greenspace, owned by St. Patrick's Home of Ottawa is provided between the two access points and includes a light pathway.

South:

A 10-unit townhouse complex is located immediately south of the site (**Figure 2-5**). A high-rise apartment tower and two-storey parking garage is located further south with access from Ridgewood Avenue (**Figure 2-6**).

East:

St. Patrick's Home of Ottawa is located immediately east of the site. The entrance to the five-storey building is located on the north east façade. The western façade, which faces the site, includes the loading and garage disposal area (**Figure 2-7**). There are no residential units on the ground floor.

West:

Mooney's Bay Park and the Terry Fox Athletic Facility are located west of Riverside Drive (**Figures 2-8 and 2-9**).

In addition to the O-Train stop at Confederation Heights, the site is serviced bus transit (OC Transpo Route 87) on Riverside Drive. OC Transpo Route 140 serves Brookfield Road, a short distance away from the site.



Figure 2-4: View of St. Patrick's Home of Ottawa from the access driveway from Riverside Drive



Figure 2-5: View of the townhouse complex south of the site facing east



Figure 2-6: View of the high-rise apartment building and parking garage at Riverside Dr. and Ridgewood Ave. facing south



Figure 2-7: View of the St. Patrick's loading and garbage disposal area facing east



Figure 2-8: View of the Mooney's Bay Park area facing west from Riverside Drive



Figure 2-9: View of the Terry Fox Athletic Facility facing west from Riverside Drive

3 THE PROPOSED DEVELOPMENT AND DESIGN BRIEF

3.1 PROPOSED DEVELOPMENT

The proposed development will advance the objectives of City's Council's 10-Year Housing and Homelessness Plan by enabling the construction of new self-contained supportive housing units¹. The Youth Services Bureau of Ottawa is proposing a residential supportive housing project for youth ages 16 to 24. The project will provide 39 apartments to formerly homeless youth or at risk of homelessness, integrated with support services. YSB and community partners will offer integrated programs and

¹ "Our Ten Year Plan" City of Ottawa [<http://ottawa.ca/en/residents/social-services/housing/our-ten-year-plan>]; and "Ten Year Housing and Homelessness Plan" City of Ottawa Report to Planning Committee. September 10, 2013

services through the office space on the ground floor. This project will fulfill YSB's priority in development long-term affordable and supportive housing for youth.

The development will replace the existing facility at 2887 Riverside Drive. The current YSB offices, located at 2895 Riverside Drive, will remain and continue to operate as office space once the construction of the new building is complete. The property has been owned and operated by YSB since 1967 and the proposed development will allow YSB to continue to serve the residents of River Ward and the City of Ottawa.

A detailed Site Plan is shown in **Figure 3-1**. A copy of the Site Plan is found in **Appendix B**.

The four (4) storey building will accommodate three levels of residential units above the ground floor which will provide amenity space for residents and support services in the office space for YSB staff and partnering agencies.

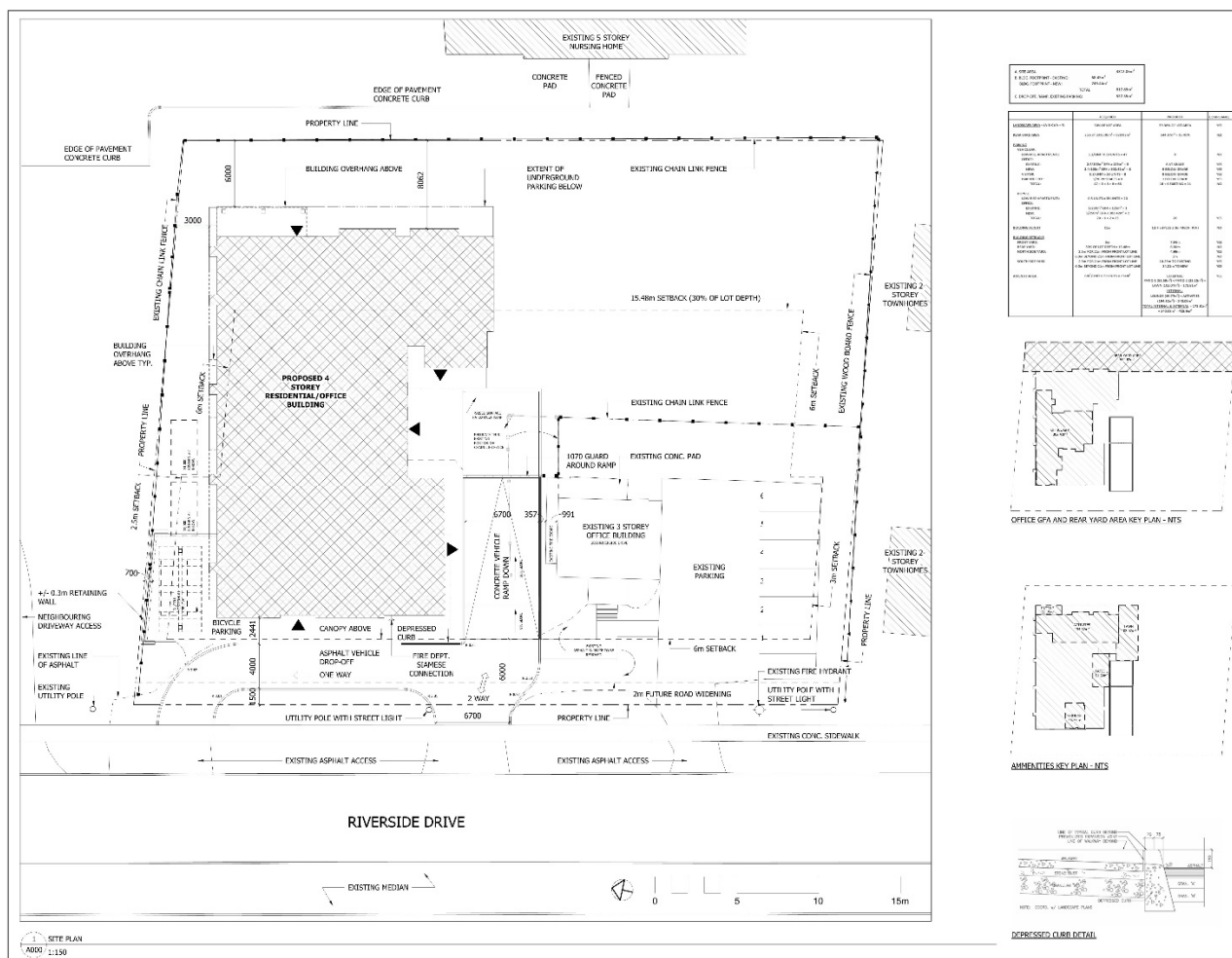


Figure 3-1: Site Plan (VWArchitects)

Amenity and office space are provided on the ground floor. The amenity space includes a lounge and sitting area, activity area, and two exterior patios and lawn area which are all accessed directly from the ground floor. Additional facilities for the residents located on the ground floor include a laundry area, mail room, recycling and garbage facilities. There are 10 offices provided on the ground floor with

associated accessory office areas. The accessory office areas include a reception area, meeting room, servery and YSB support program area.

It is anticipated that the servery and YSB support program area are to be used by office staff, in conjunction with the residents to hold and organize activities that help the residents and their clients (at-risk youth in the community) develop the necessary life skills to transition into adulthood. The activity area will also be used occasionally by residents, office staff, and their clients to hold larger activities or events.

Three levels of residential units will provide a total of 39 units (13 units per floor) above the ground floor. Of the 39 units, 33 are studios and six (6) units are two-bedroom units to accommodate a parent with a child, and six (6) units are visitable to persons with disabilities. The associated parking for the office use (10 spaces) and visitor parking for the residential component (8 spaces) will be located in an underground garage.

The building is designed as a 'C' shape with the units provided around a three-sided courtyard. In this way, the units are sheltered from the exterior urban environment, while opening up to the south filled with light and landscaping. An outdoor courtyard is located at the centre of the site.

The building entrance faces Riverside Drive and is adjacent to the existing layby drop-off area and features ample glazing at grade for visibility in and out of the building. A canopy extends out to the north, providing shelter and covered bicycle parking at the front of the building.

Renderings illustrating the proposed development and building elevations are included below. **See Figures 3-2, 3-3, 3-4, 3-5, and 3-6.**

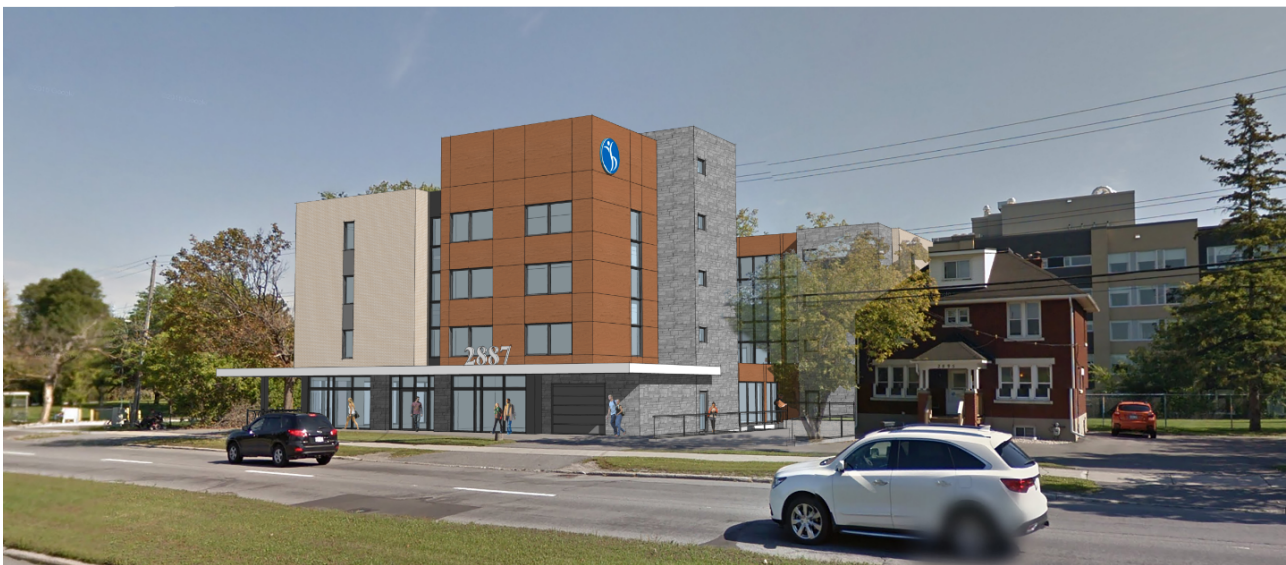


Figure 3-2: Conceptual northeast perspective of the proposed development (VWArchitects)



Figure 3-3: Preliminary south side elevation (VWArchitects)



Figure 3-4: Preliminary north side elevation (VWArchitects)



Figure 3-5: Preliminary front elevation – west (VWArchitects)



Figure 3-6: Preliminary rear elevation – east (VWArchitects)

The proposed development does not require any modifications to public roads or new access points. Access to the property will continue to be directly from Riverside Drive. The existing lay-by towards the north property line provides a vehicular entrance and exit onto Riverside Drive, and will service the new building at 2887 Riverside Drive. This vehicular access point into the site will also lead to a ramp down to a below-grade parking level, which will include 18 parking spaces.

An additional existing access point from Riverside Drive is present near the south property line, and provides access 2895 Riverside Drive. There are six (6) existing parking spaces associated with the two storey office building on site. The existing lay-by in front of 2895 Riverside Drive is proposed to be removed.

3.2 DESIGN BRIEF

The *Planning Act* gives municipalities the authority to require that a Design Brief be prepared. Under Section 34(10.2) and Section 41(4) of the *Planning Act*, Council has the authority to request such other information or material that the authority needs in order to evaluate and make a decision on an application. Section 5.2.6 of the Official Plan sets out the general requirements for a Design Brief. As a part of the Zoning By-law Amendment and Site Plan applications, the City has requested a Design Brief be included and can be found in **Appendix C** of this report.

UNESCO WORLD HERITAGE SITE - RIDEAU CANAL

The site is located in close proximity to the Rideau Canal, a UNESCO World Heritage site. The Rideau Canal is located west of the site and the Hog's Back Lock stations (Locks 11-12) are located northwest of the site along Hog's Back Road.

Mooney's Bay Park and the Terry Fox Athletic Facility provides a buffer between the proposed development and the Rideau Canal. However, the scale, massing and design of the proposed development respects the site's proximity to this important cultural site by ensuring that the building is well integrated with the existing contextual environment. The height of the proposed development is reflective of current massing and height of surrounding residential buildings in the neighbourhood.

4 POLICY AND REGULATORY FRAMEWORK

This section describes the local planning frameworks applicable, or relevant, to the proposed development of the site, including: the Provincial Policy Statement (2014), the City of Ottawa Official Plan (2003, Consolidated May 2014), Official Plan Amendment 150, Riverside Park Secondary Plan (2003, Consolidated May 2014), and the City of Ottawa Zoning By-law 2008-250 (Consolidated April 2017).

4.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating development and use of land.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, livable, resilient and safe communities. This section identifies that settlement areas are to be the focus of growth and development and that an appropriate range and mix of residential, including affordable housing, are to be accommodated to meet long-term needs (Policy 1.1.1).

Section 1.4 Housing identifies that planning authorities provide an appropriate range and mix of housing types by permitting and facilitating all forms of housing “required to meet the social, health and well-being requirements of current and future residents” (Policy 1.4.3). The section also indicates that all forms of residential intensification be promoted where it can be accommodated (for example, availability of suitable existing infrastructure).

Section 1.6 Infrastructure and Public Service Facilities indicates that public service facilities shall be provided in a coordinated, efficient and cost-effective manner. Public service facilities are defined as “land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services.” Public service facilities shall be coordinated and integrated with land use planning so that they are available to meet current and projected needs (Policy 1.6.1).

The proposed development is consistent with the PPS. The proposed development promotes efficient land use patterns by intensifying within a settlement area and by providing an affordable housing option that meets the social, health and well-being of current and future residents of the City of Ottawa. The development will also support the development of an additional public service facility in the community on the ground floor that that will serve both the residents of the development and current members of the community as well as the projected needs of the City as it continues to grow.

4.2 CITY OF OTTAWA OFFICIAL PLAN (2003, CONSOLIDATED MAY 2014)

The Official Plan (OP) provides the planning policy framework for evaluating the appropriateness of a proposed development at a City-wide level as well as in relation to the specific site.

STRATEGIC DIRECTIONS

Section 2.1 – The Challenge Ahead indicates that Ottawa’s growth will be managed in ways that create complete communities with a balance of facilities and services that meet citizen’s everyday needs including schools, community facilities, parks, a variety of housing options, and places to work and shop.

Section 2.2 – Managing Growth sets out strategic directions to meet the challenge of managing growth and directing it to the urban area where existing services are in place or where they can be provided efficiently, as well as to locations with significant development potential. Concentrating growth within these areas also promotes a pattern and density of development that supports transit, cycling and walking. This section provides an overall strategy and context for the consideration of intensification.

Section 2.2.2 – Managing Growth Within the Urban Area identifies that new developing proposed within low-rise residential and established neighbourhoods are to be designed to complement the area’s pattern of built form and open space.

Section 2.5.1 – Urban Design and Compatibility speaks to ensuring that the design of a new development contributes and enhances an area’s sense of community and identity.

Section 2.5.2 – Affordable Housing identifies a lack of affordable housing as a significant problem in Ottawa. Appropriate and affordable housing for all residents is the fundamental building block of a healthy and liveable community. The section identifies the need for a diversity in the housing supply which can be achieved through a mix of housing types, provision of rental housing, housing affordable to low-income groups, and housing appropriate to households with special needs. Policy 5.5.2 (7) states that the “processing of development applications from non-profit housing corporations and housing cooperatives, for housing intended for persons of low- or moderate-incomes, will be given priority by the City”. Policy 5.5.2 (8) states that the City is to promote the development of affordable housing through infill construction and Policy 5.2.2 (9) states that “The City will implement alternative development standards for affordable housing development such as reduced parking standards in areas serviced by transit”.

LAND USE DESIGNATION

The site is designated as **General Urban Area** on Schedule B (Urban Policy Plan) of the Official Plan, as shown in **Figure 4-1**.

In the General Urban Area, the Official Plan permits “the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses” (Section 3.6.1). In particular, with respect to residential intensification through infill, the City will consider a development’s contribution to the maintenance and of a balance of housing diversity to provide a full range of housing options for a variety of demographic profiles. The City also emphasizes the importance of new developments complementing and enhancing existing community character by building upon established patterns and built form.

Throughout the General Urban Area, Policy 3.6.1 (6) states that the City will encourage the provision of a variety of small, locally-oriented service uses that complement adjacent residential land uses, as along as these uses are compatible and complement surrounding land uses, are permitted to cluster with other community-oriented uses such as parks, pedestrian linkages, or leisure facilities, are situated to take advantage of pedestrian and cycling patterns, and will not result in the attraction of large volumes of vehicular traffic from outside of the immediate area.

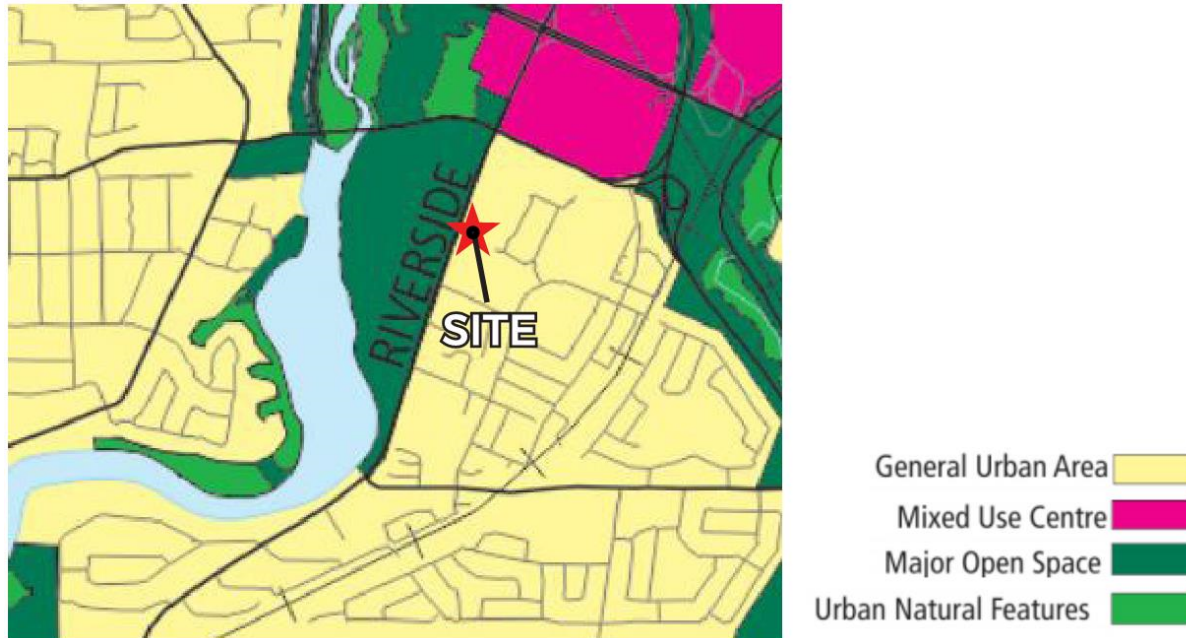


Figure 4-1: Official Plan Land Use Designation

The proposed development conforms to the strategic directions and policies of the Official Plan. The proposed development promotes efficient land use patterns by intensifying within a settlement area and by providing affordable housing within the City; a fundamental building block on a healthy and livable community. The proposed development is permitted in the General Urban Area, and as it is located in an established neighbourhood, the building's design seeks to complements and enhances the neighbourhood's sense of identity.

The proposed development is serviced by public transit on Riverside Drive. An OC Transpo bus stop is located immediately north of the site and provides direct access to the O-Train Trillium line at the Confederation Station and the Billings Bridge bus station.

Riverside Drive is identified on Schedule I (Multi-Use Pathways and Scenic-Entry Routes (Urban)) as a **Scenic Entry Route**. Section 4.6.4 Scenic-Entry Routes policies include criteria that development applications adjacent to Scenic-Entry Routes are to be assessed against the following criteria:

- a. "The creation of a safe and attractive environment for travellers including, where appropriate, such amenities as lay-bys, scenic lookouts, information, and directional signs to important urban and rural cultural, heritage, environmental and tourism destinations;
- b. Attention to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting and signage to create an aesthetically pleasing streetscape;
- c. The protection of views to natural and cultural heritage features, mature trees, and roadside vegetation along and beyond the right-of-way;
- d. Coordination of landscaping, berming, pathways and other features within the rights-of-way with the creation of such features on adjacent land, including the potential to locate these features on adjacent property;"

The proposed development conforms with the criteria defined in Section 4.6.4 for development adjacent to Scenic Entry Routes. The proposed development has been massed and designed to respect the site's proximity to Mooney's Bay and the Rideau Canal. Through the site and building design, special attention was placed on the building's orientation and the access and egress to the site. The proposed development is designed to contribute and animate the streetscape along Riverside Drive through the use of glazing and by locating the principal entries on the ground floor. An underground parking garage is proposed to minimize the amount of surface parking along Riverside Drive, and allowing for the existing soft landscaping in the front and rear yards to remain, creating an aesthetically pleasing streetscape. The loading and garbage areas are located within an enclosed space at the front of the site and does not impact the streetscape along Riverside Drive.

URBAN DESIGN AND COMPATIBILITY

SECTION 2.5.1 – DESIGN OBJECTIVES AND PRINCIPLES

Urban Design and Compatibility speaks to ensuring that the design of a new development contributes and enhances an area's sense of community and identity. Section 2.5.1 of the Official Plan includes Design Objectives and Principles that are to be applied within all land use designations. It is noted that the Design Principles describe how the City hopes to achieve the Design Objectives, but may not be achievable in all cases.

Design Objective #1: “To enhance the sense of community by creating and maintaining places with their own distinct identity”.

Design Objective #2: “To define quality public and private spaces through development”.

Design Objective #3: “To create places that are safe, accessible and are easy to go, and move through”.

Design Objective #4: “To ensure that new development respects the character of existing areas”.

Design Objective #5: “To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice”.

Design Objective #6: “To understand and respect natural processes and features in development design”.

Design Objective #7: “To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment”.

As demonstrated in Section 3.2 Design Brief of this report, the proposed development supports a number of the design principles associated with the following Design Objectives set out in Section 2.5.1 including:

Design Objective #1:

- The proposed development creates a distinctive place within the neighbourhood, while appreciating the local identity and patterns of development through its massing and architectural articulation, and through the use of similar building materials of adjacent buildings.

Design Objective #2:

- The proposed development clearly defines public spaces by ensuring a continuity of street frontages along Riverside Drive. A relationship between the building and street is clearly defined through the lay-by, walkways, and landscaping. Private amenity space on the site is provided to the residents through an interior landscaped courtyard.

Design Objective #3:

- The entrances to the proposed development are designed to incorporate the principles of universal access.
- The lighting elements of the proposed development creates visible and safe spaces to be used confidently by residents at all hours of the day.

Design Objective #4:

- The proposed development complements its surroundings and respects the existing character of the neighbourhood. The building's massing and use of materials respond to adjacent buildings while sensitively integrating modern architectural styles. The proposed development attempts to enhance the streetscape along Riverside Drive.

Design Objective #5:

- The proposed development assists in achieving a more compact urban form within the City over time.

Design Objective #6:

- While a number of trees have been proposed to be removed on site, these trees have been identified in the Tree Conservation Report, attached under a separate cover, to be invasive and/or hazardous. New trees are proposed to be planted, and the use of soft landscaping features aim to increase infiltration on site.

Design Objective #7:

- The proposed development minimizes the use of hard surfaces and maximizes landscaping and site permeability on site. During the design process, the project team participated in a "Savings by Design" workshop held by Enbridge. The workshop focused on helping buildings design and construct buildings with higher energy performance. The workshop assisted in informing the choice of windows and the mechanical system used.

SECTION 4.11 – URBAN DESIGN AND COMPATIBILITY

The City will evaluate the compatibility of development applications on the basis of the following compatibility criteria, with the measures of compatibility varying depending on the use proposed and the planning context. The following table provides a brief overview of how the proposed development meets the design criteria of Section 4.11, Policy 2:

CRITERIA	COMPATIBILITY
Traffic	<ul style="list-style-type: none">— Riverside Drive is the only road that will service the proposed development. As outlined in the Transportation Overview, submitted under a separate cover, there proposed development is not anticipated to have any traffic impacts on Riverside Drive has the capacity to accommodate the anticipated traffic generated.
Vehicular Access	<ul style="list-style-type: none">— Vehicular access and egress to the site will be from Riverside Drive.— Parking for the low-rise apartment building is proposed to be provided in an underground parking garage. Access/egress into the parking garage is from a ramp off of Riverside Drive. The

	<p>proposed ramp will minimize the impact of noise, headlight glare, and loss of privacy.</p> <ul style="list-style-type: none"> — The lay-by in front of the proposed development is not anticipated to have any impact on the residents as there are no residential units proposed on the ground floor. — A separate access/egress point to the existing office at 2895 Riverside Drive will remain from Riverside Drive. The existing lay-by in front of 2895 Riverside Drive is proposed to be removed.
Parking Requirements	<ul style="list-style-type: none"> — An underground parking garage is proposed on site to minimize the use of surface parking. — The proposed parking spaces will serve the office staff and visitors of residents. No parking is being proposed for the residents. — An existing OC Transpo bus stop is located immediately north of the site which provides direct access to the O-Train Trillium line and Billings Bridge Station. The site is also located in close proximity to the multi-use trail system along the Rideau Canal, providing easy access to the City by active transportation modes.
Outdoor Amenity Areas	<ul style="list-style-type: none"> — The central courtyard is wrapped around the building on three sides, improving its privacy and minimizing any undesirable impacts on residents and adjacent properties. The courtyard landscaping will also provide privacy.
Loading Areas, Service Areas and Outdoor Storage	<ul style="list-style-type: none"> — The proposed loading, service, and garbage areas are located inside the building on the ground floor. It is located away from residences and minimizes the visual impact on site.
Lighting	<ul style="list-style-type: none"> — Wall light fixtures are included on all exterior walls of the building. — It is anticipated that the glare from the lighting sources to nearby residential areas would be minimized due to the building's orientation on the site.
Noise and Air Quality	<ul style="list-style-type: none"> — The building has considered Noise and Air Quality effects on adjacent land uses. The proposed building has been designed to minimize any potential significant adverse effects.
Sunlight	<ul style="list-style-type: none"> — No significant shadowing is expected from the proposed development on adjacent properties.
Microclimate	<ul style="list-style-type: none"> — The proposed development is not expected to have any microclimate effects related to wind, snow drifting and temperature on adjacent properties.
Supporting Neighbourhood Services	<ul style="list-style-type: none"> — The proposed use within the development will contribute to services within the neighbourhood and the City of Ottawa. — The proposed development has been designed to respect the scale and character of the area and adjacent buildings.

The proposed development meets several principles under the Urban Design and Objectives in Section 2.5.1, and the Compatibility criteria of Section 4.11, Policy 2.

4.2.1 OFFICIAL PLAN AMENDMENT NO. 150

The City conducted a review of its Official Plan and Council adopted Official Plan Amendment No. 150 (“OPA 150”) in 2013. A number of appeals have been filed with the Ontario Municipal Board on OPA 150 which have not been resolved at the time of this report. While OPA 150 is not in full force and effect, development proposals need to consider the City’s intended policy direction in OPA 150.

Under OPA 150, the site continues to be designated as **General Urban Area**. Residential use continues to be a permitted use in Section 3.6.1 – General Urban Area in OPA 150. In addition, OPA 150 General Urban Area policies continue to support intensification in the General Urban Area.

Riverside Drive is illustrated on Schedule D – Rapid Transit and Transit Priority Network in OPA as a **Transit Priority Corridor – Isolated Measures**. Transit policies in Section 2.3.1 –Transportation state that the Transit Priority Network is a system of arterial and collector roads where frequent, all day transit service is provided now or is proposed to be in the future. Transit priority measures include dedicated bus lanes within a shared right-of-way, or advance signals that allow transit to process ahead of other vehicles.

Riverside Drive is illustrated on Schedule I – Scenic Entry Routes in OPA 150 as a **Scenic Entry Route**. The City has maintained the policies in Section 4.6.4 for development applications adjacent to Scenic-Entry Routes until further guidelines are developed.

With respect to urban design, the City has maintained the design objectives in Section 2.5.1 which were described earlier in this Report. The OP defines compatible development as “development that, although it is 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” (Section 2.5.1). The definition for compatibility has been slightly revised to clarify that development needs to fit and work well within its physical context as well as the existing and planned function of the area with a recognition that the planned function may permit development that is different from what physically exists today. Proposals for new development will continue to be evaluated by compatibility criteria which have been revised in Section 4.11 of OPA 150 as an effort to ensure high quality urban design in the city.

There are several key policies in the revised Section 4.11 which are relevant to the proposed development.

➔ **Policy 5:** “Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:

- a. Setbacks, heights and transition;
- b. Façade and roofline articulation;
- c. Colours and materials;
- d. Architectural elements, including windows, doors and projections;
- e. Pre- and post-construction grades on site; and
- f. Incorporating elements and details of common characteristics of the area”.

➔ **Policy 6:** “The City will require that all applications for new development:

- a. Orient the principal façade and entrance(s) of main building(s) to the street. Where a building abuts more than one street, the building façade and entrances will be oriented in order of priority to the arterial, collector and local street;
- b. Include windows on the building elevations that are visible from public spaces; and
- c. Use architectural elements, massing, and landscaping to accentuate main building entrances”.

The proposed development conforms to OPA 150. The proposed development proposes intensification within the existing urban area and concentrates growth in an area that supports transit usage and active transportation. In addition, the design of the proposed development will meet the revised policies in Section 4.11, notably the building’s compatibility with its surroundings, its orientation on the site, and the use of architectural elements and materials.

4.2.2 RIVERSIDE PARK SECONDARY PLAN (2003, CONSOLIDATED MAY 2014)

The future vision for the Riverside Park area is that the area will continue to be a stable residential community with limited opportunities for redevelopment. Section 8.3 of the Secondary Plan states that little change is expected from the current mix of low, medium and high density housing, local commercial, schools, churches, parks and open space. Any change or new development in the area is expected to “fulfil the principles of sustainable development by promoting a healthy community in balance with the environment” (Section 8.3).

The site is designated as **Medium Density Residential** on Schedule R – Riverside Park Land Use of the Riverside Park Secondary Plan. Policy 8.5.1 (a) states that **Medium Density Residential** consists primarily of townhouse type units.

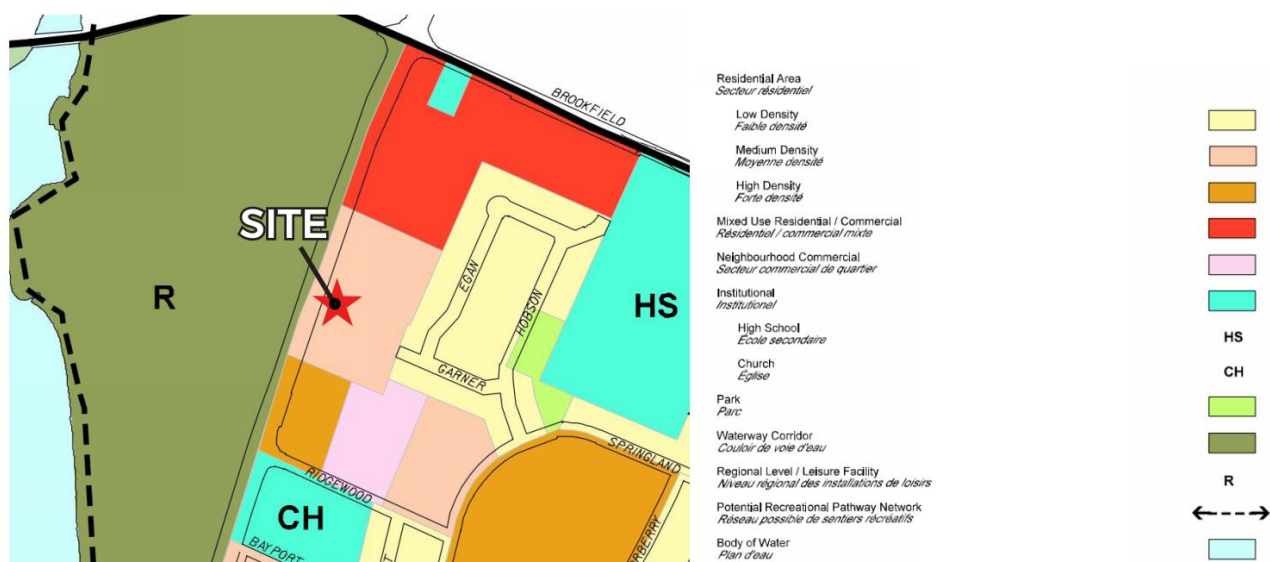


Figure 4-2: Riverside Park Secondary Plan designation

According to the Secondary Plan, the **Mixed Use Residential Commercial** area located to the north of the site is planned to be developed as a transition between the low density neighbourhoods to the south and the higher density Confederation Heights Mixed Use Centre to the north and Mooney’s Bay Park to the

west. **High Density Residential** area, consisting of a high-rise apartment building, it located south of the site. Mooney's Bay Park is designated as a **Regional Level Leisure Facility**.

In order to support the vision for the Riverside Park area, several key principles serve to recognize the existing residential character and to guide change (Section 8.4).

Generally, principles in Section 8.4.1 (a) seeks to reinforce and enhance the combined residential and parkland character of Riverside Park. Applicable principles for Residential Areas (Section 8.4.2) include:

- a) "To ensure the continuing existence of a mixture of housing types and densities to accommodate a variety of household sizes, incomes, ages and lifestyles.
- b) To require that the intensity of new residential development proposals not detract from the quality of life for existing residents.
- c) To require that any new high-density residential development be contained within areas where the existing balance of significant natural or developed features of the neighbourhood is not at risk.
- d) To encourage any new moderate residential development proposal to be adjacent to major collector or arterial roads and not adjacent to local residential streets.
- e) To permit complementary land uses within residential areas provided they are compatible in intensity of use with the residential and natural parkland character of the area. Such uses shall be limited to those which primarily serve the needs of the immediate area, are considered to be a desirable part of the neighbourhood, and do not generate sufficient traffic to pose a problem on local streets."

Section 8.4.5 includes the following applicable principles for Site Development:

- a) "To provide and locate accessible and functional parking and loading areas where they will least detract from the aesthetic potential of new as well as existing development.
- b) City Council shall require that adequate screening and buffering be provided between proposed residential development and major roads and between non-residential development and residential areas in order to protect the quality of the residential environment.
- c) To ensure that any site development, including its scale, form, proportion and spatial arrangement of primary and complementary land uses, maintains and provides residential privacy and accessibility to adjacent roads and open space.
- f) To require that the intensity of new residential development proposals not detract from the quality of life for existing residents.
- g) To guide development so that it maintains the quiet, healthy and safe character of the neighbourhood.

Transportation principles (Section 8.4.6) include the encouragement of pedestrian and bicycle movement and linkages within the area; and to encourage more use of and better service by public transit.

The proposed development conforms to the principles and policies of the Riverside Park Secondary Plan and aims to protect the quiet, healthy and safe character of the neighbourhood. The proposed development will enhance the existing mixture of housing types and densities within the neighbourhood while providing an affordable housing option for youths. The development is located adjacent to a major arterial road (Riverside Drive) and aims not to detract from the quality of life for existing residents. The site layout provides accessible and functional parking and loading

areas located out of view for site aesthetics. The proposed development ensures residential privacy, while providing easy vehicular access to adjacent roads. Residents also have easy access to public transportation and open space in Mooney's Bay west of Riverside Drive.

4.3 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW 2008-250, (CONSOLIDATED APRIL 2017)

The current zoning for the lot is R4N – Residential Fourth Density Zone, as illustrated in **Figure 4-3**. Adjacent properties to the north and south are zoned R4 subzones, the single detached neighbourhood to the east is zoned R10, and Mooney's Bay Park and Terry Fox Athletic Facility areas are zoned L1[310]-h.

The purpose of the R4 zone is to:

1. “allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some vases limited to four units, and in no vase more than four storeys, in areas designated as **General Urban** Area in the Official Plan;
2. allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
3. permit ancillary uses to the principal residential use to allow residents to work at home;
4. regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced”.

Permitted Uses in the R4 zone include “apartment dwelling, low rise”.

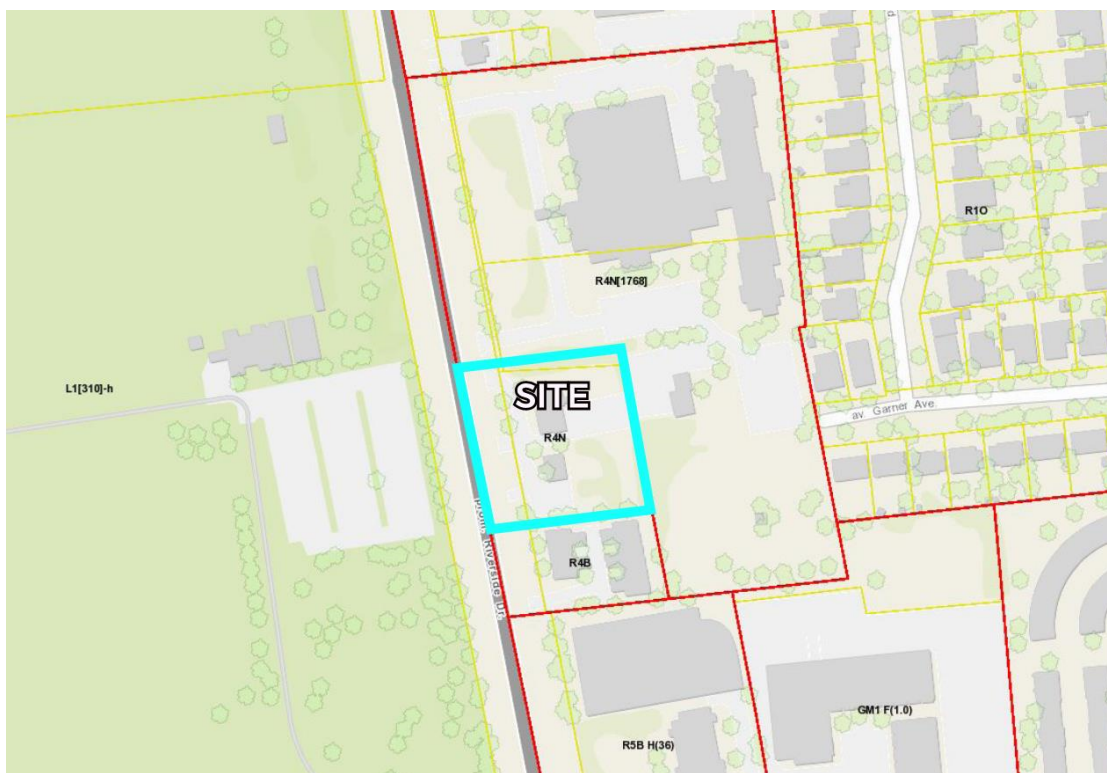


Figure 4-3: Zoning

Tables 4-1 to 4-4, shown below, provide detailed compliance tables of how the proposed development meets the Zoning By-law provisions.

Table 4-1: Permitted Projections into Required Yards (Section 65)

Zone Provisions	Required	Provided	Compliance
Permitted Projections Into Required Yards	(b) All other buildings including a low-rise apartment dwelling and a mid-high-rise apartment dwelling:	0.7 m	Yes
(4) Canopies and awnings	(ii) 1.8 m into an interior side yard, but not closer than 0.6 m to a side lot line		

Table 4-2: Parking Requirements

Zone Provisions	Required	Provided	Compliance
(a) Minimum parking spaces for Dwelling, Low-rise Apartment (R11)	1.2 / dwelling unit (1.2 x 39 units) = 47 spaces <i>Table 101, IV (By-law 2016-249)</i>	0 underground spaces	No
(b) Minimum parking spaces for Office (N59) (<u>2895 Riverside Drive</u>)	2.4 per 100 m ² of gross floor area 2.4 per 125 m ² = 3 spaces <i>Table 101, IV (By-law 2016-249)</i>	6 at grade	Yes
(c) Minimum parking spaces for Office (N59) (<u>New Office at 2887 Riverside Drive</u>)	2.4 per 100 m ² of gross floor area 2.4 per 302.42 m ² = 8 spaces <i>Table 101, IV (By-law 2016-249)</i>	9 below grade	Yes
(d) Visitor parking spaces (min) for low rise apartment	0.2 / dwelling unit 8 spaces (0.2 x 39 units) <i>Table 102, Column III (By-law 2016-249)</i>	8 below grade	Yes
(e) Barrier free parking spaces	1 space for a parking area of 20-99 spaces = 0 spaces	1 below grade Dimensions: 3.66 m x 5.25 m	Yes

Zone Provisions	Required	Provided	Compliance
	<p>Required width = 3.66 m</p> <p>Same length as the other parking spaces in the same parking facility</p> <p><i>Section 122, 123 By-law 2003-530</i></p>		
<i>Total parking spaces</i>	<i>66 parking spaces</i>	<i>18 proposed + 6 existing = 24</i>	No
(f) Parking space provisions	<p>a minimum width of 2.6 metres and a maximum width of 2.75 metres</p> <p><i>Section 106, (1) (a)</i></p> <p>a minimum length of 5.2 metres, except for parallel parking where a minimum length of 6.7 metres is required</p> <p><i>Section 106, (1) (b)</i></p>	2.6 m x 5.25 m	Yes
(g) Driveway provisions	<p>A driveway provided access to a parking lot or parking garage must have a minimum width of;</p> <p>(i) 3 m for a single traffic lane</p> <p>(ii) In the case of a parking lot, 6.7 m for a double traffic lane; and</p> <p>(iii) In the case of a parking garage, 6.0 m for a double traffic lane.</p> <p><i>Section 107 (1)(a)</i></p> <p>In the case of an apartment dwelling, low-rise, the max. width permitted for a double traffic lane that leads to:</p> <p>(ii) 20 or more spaces: 6.7 m</p> <p><i>Section 107 (1)(a)</i></p>	6.7 m	Yes
(h) Aisle width provisions	<p>Angle of Parking (degrees) = 90</p>	6.7 m aisle width	Yes

Zone Provisions	Required	Provided	Compliance
	Minimum required Aisle width = 6.7 m <i>Table 107 (d)</i>		
(i) Steep Driveways	The gradient of a driveway leading to: (b) more than one parking spaces, must not exceed that specified in the City of Ottawa Private Approach By-law. By-law 2003-47: (s) No person shall construct a private approach serving a parking area with less than 50 parking spaces, with a grade exceeding 2% within the private property for a distance of 6 meters from the highway line or future highway line <i>Section 25</i>	2%	Yes
(j) Bicycle Parking	0.5 space / dwelling unit (b) <i>Apartment Building, Low-rise</i> 0.5 x 39 units = 20 spaces 1 per 250 m ² of gross floor area = 1 spaces (existing offices) = 2 spaces (new offices) (e) <i>Office</i> Total Bicycle Parking Spaces Required = 23 spaces <i>Table 111A(b)(i)</i>	26 spaces at grade	Yes

Table 4-3: R4N (Apartment dwelling, low rise) Zoning Provisions

Zone Provisions	Required	Provided	Compliance
(a) Minimum Lot Width (m)	18 m Table 162A, subzone N, IV	64 m	Yes
(b) Minimum Lot Area (m ²)	540 m ²	3, 3132.06 m ²	Yes

Zone Provisions	Required	Provided	Compliance
	Table 162A, subzone N, V		
(c) Maximum Building Height (m)	<p>11 m^{18,20}</p> <p><i>Table 162A, subzone N, VI</i></p> <p>Endnote 18 – N/A (Apartment dwelling, low rise use does not apply)</p> <p>Endnote 20 – Despite the definition of grade in Section 54, the existing average grade will be used for development is Area A on Schedule 342 and will be as follows: Existing average grade must be calculated prior to any site alternation and based on the average of grade elevations taken along both side lot lines at the minimum required front yard setback and at the minimum required rear yard setback of the zone in which the lot is located (By-law 2015-228)</p>	<p>Total: 13.7 m</p> <p>PLUS mechanical penthouse = 3.0 m</p> <p>* Mechanical penthouses are a permitted projection above the height limit – Section 64 (By-law 2014-94)</p> <p>* A parapet must not project more than 0.3 m above the maximum building height (Section 161 (16)(a))</p>	No
(d) Front Yard Setback	<p>6 m</p> <p><i>Table 162A, subzone N, VII</i></p>	7.94 m	Yes
(e) Minimum Corner Side Yard Setback (m)	<p>4.5 m</p> <p><i>Table 162A, subzone N, IX</i></p>	-	N/A
(f) Minimum Rear Yard Setback (By-law 2015-228)	<p>Setback: 15.48 m</p> <p>Area: 828.02 m²</p> <p>(30% of the lot depth = 15.48 m)</p> <p>(25% of lot area = 828 m²)</p> <p>(11.1) For any lot depth:</p> <p>(iv) Greater than 33 metres except for a lot containing a Planned Unit Development: a distance equal to 30 per cent of the lot depth which must comprise at least 25 per cent of the area of the lot</p> <p><i>Section 161 (11.1)(v)</i></p>	<p>Setback: 6.0 m</p> <p>Area: 390.65 m²</p> <p>(16.45% of lot area)</p>	No
(g) Interior side yard setback (min)	<p>Varies</p> <p><i>Table 162A, subzone N, X</i></p> <p><i>Within 21 m of the front lot line:</i></p> <p>= 2.5 m on the north</p> <p>= 2.5 m on the south</p>	<p><i>Within 21 m of the front lot line:</i></p> <p>= 4.99 m on the north</p> <p>= 10.25 m on the south (to existing</p>	Yes

Zone Provisions	Required	Provided	Compliance
	<p><i>Beyond 21 m of the front lot line:</i> = 6 m on the north = 6 m on the south</p> <p>Endnote 3 - For any part of a building located within 21 metres of a front lot line the minimum required setback is as follows:</p> <p>(a) Where the building wall is less than 11 m in height: 1.5 m</p> <p>(b) Where the building wall is greater than 11 m in height: 2.5 m</p> <p>(c) Where the building contains an apartment dwelling, low rise or stacked dwelling and the side lot line abuts a residential subzone that does not permit that dwelling type: 3 m and that yard must be landscaped.</p> <p>In all other circumstances the minimum required interior side yard setback is 6 m</p>	<p>building)</p> <p><i>Beyond 21 m of the front lot line:</i> = 3.0 m on the north = 34.21 m on the south (to new building)</p>	No
(h) Minimum Landscaped Area	<p>30% of lot area</p> <p>$3,312.06 \text{ m}^2 \times 0.30 = 993.62 \text{ m}^2$</p> <p>Section 161 (8)</p> <p><i>*Where amenity area is located outside at grade, it may be included in the calculation of landscaped area requirements (Section 137 (4))</i></p>	<p>59.38 % of lot area</p> <p>1,966.70 m²</p>	Yes

Table 4-4: Amenity Area Requirements (Table 137)

Land Use	Required	Provided	Compliance
<p>(a) Amenity Area : Low-rise apartment dwelling of more than 4 units in any zone, other than a residential zone located within Area A on Schedule 321*</p> <p><i>*We are <u>not</u> within area A on Schedule 321.</i></p>	<p><u>Total Amenity Area:</u> 6m² per dwelling unit Table 137 (4)</p> <p><i>Total Amenity Area Required:</i> = 234 m² (6 m² x 39 units)</p> <p><i>*Where amenity area is located outside at grade, it may be included in the calculation of landscaped area requirements (Section 137 (4))</i></p>	<p><i>External:</i> Patio 1 (51.59 m²) + Patio 2 (22.15m²) + Lawn (102.07 m²) = 175.81 m²</p> <p><i>Internal:</i> Lounge (45.77 m²) + Activities (194.32 m²) = 240.09 m²</p>	Yes

Land Use	Required	Provided	Compliance
	<u>Communal Amenity Area:</u> A minimum of 50% of the required total amenity area <i>Table 137 (4)</i> <i>Communal Amenity Area Required:</i> = 191.4 m ² (234 m ² x 0.5 = 117 m ²) <u>Layout of Communal Amenity Area:</u> Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ² <i>Table 137 (4)</i>	<u>Total Amenity Area</u> = 415.9 m ²	

A Zoning By-law Amendment is required to permit office use on the site. A total of 302.42 m² gross floor area for office use is proposed for the ground floor of the proposed low-rise apartment building at 2887 Riverside Drive. There is an existing total of 125 m² gross floor area for the office use at 2895 Riverside Drive.

The Zoning By-law Amendment is also proposed to permit the following:

- A proposed increase in height allowance from 11 m to 13.7 m
- A proposed reduction in the rear yard setback from 15.6 m to 6.0 m
- A proposed reduction in the rear yard area from 25% of the lot area (828.25 m²) to 16.45% (544.87 m²)
- A proposed reduction in the northern interior side yard setback from 6 m to 3 m beyond 21 m of the front lot line; and
- A proposed reduction in the Dwelling, Low-rise Apartment parking requirement from 2.4 spaces per dwelling unit to 0 spaces per dwelling unit. A total of 18 below ground parking spaces is proposed for 2887 Riverside Drive to accommodate visitor parking (8 spaces), office parking (9 spaces), and barrier free parking (one (1)space). There are 6 existing spaces provided at 2895 Riverside Drive

A copy of the Draft Zoning By-law Amendment can be found in **Appendix A** to this report.

5 SUPPORTING STUDIES

A number of supporting studies have been prepared in support of the Zoning By-law Amendment and Site Plan Control applications. The technical studies are available under a separate cover.

6 SUMMARY OF OPINION

It is the professional opinion of WSP that the proposed development represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development supports and is consistent with the 2014 Provincial Policy Statement.
- The proposed development conforms to the City's Official Plan goals, objectives and policies, particularly by intensifying within the urban area, maintaining a balance of housing diversity in the City, and promoting compatible urban design.

- The proposed development conforms to the goals, objectives and policies of the General Urban Area land use designation by maintaining housing diversity and intensification.
- The Design Brief highlights that the proposed development presents a high-quality design that is compatible with the existing neighbourhood.
- The proposed development meets several principles under the Urban Design and Objectives, as well as the Compatibility criteria of Section 4.11, Policy 2.
- The proposed developed meets the general intent and purpose of the Zoning By-law 2008-250.

In conclusion, the proposed Zoning By-law Amendment and Site Plan Control applications to support the construction of a four-storey low-rise apartment building on Riverside Drive, represents good planning and is in the public interest.

Please feel free to contact me at Nadia.De-Santi@wsp.com or at (613) 690-1114 if you have any questions or require additional information.

Yours truly,



Nadia De Santi, MCIP, RPP
Senior Project Manager
Planning, Landscape Architecture and Urban Design

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APPENDIX

A

DRAFT ZONING
BY-LAW AMENDMENT

DRAFT BY-LAW NO. 2017-XXXX

A by-law to amend the City of Ottawa Comprehensive Zoning By-law 2008-250.

WHEREAS By-law 2008-250 is a by-law to regulate the use of land, erect, place, alter, expand, or use any building within the territorial limits of the City of Ottawa therein defined:

AND WHEREAS the Council of the City of Ottawa deems it desirable to amend By-law 2008-250, for the purpose of changing the zoning in effect on land legally described as J G PT TWP LOT 23 (Part of Lot 23 Junction Gore) in the City of Ottawa (former geographic Township of Gloucester) and the municipal address is 2887 Riverside Drive and 2895 Riverside Drive, City of Ottawa.

THEREFORE, the Council of the City of Ottawa enacts as follows:

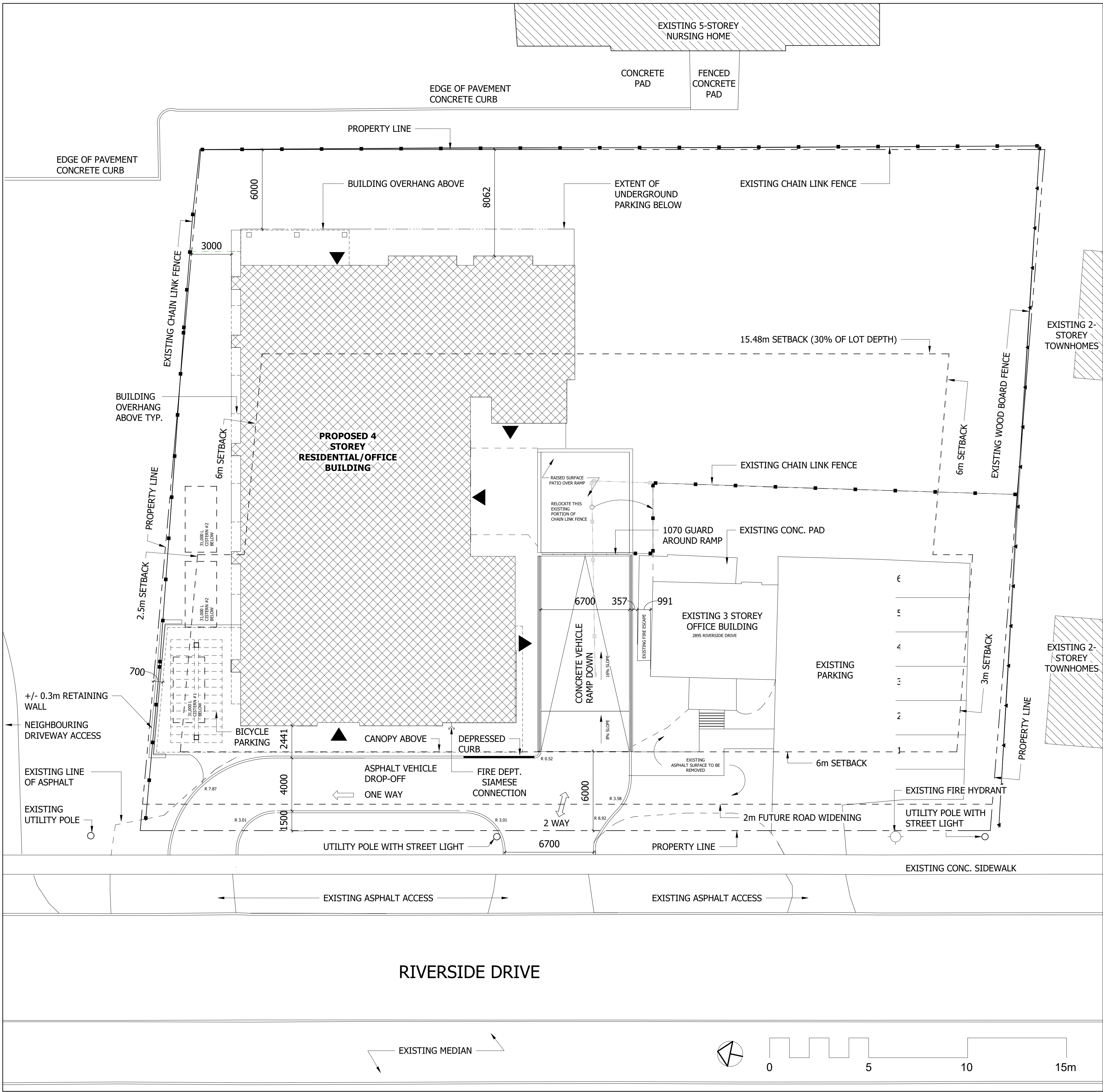
1. Add a new exception, R4N[XXXX], to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a) In column II the text “R4N[XXXX]” to be added
 - b) In column III the text “Office” to be added
 - c) In column V the following:
 - I. The office use at 2887 Riverside Drive:
 - i. must be limited to the ground floor of the apartment dwelling, low-rise
 - II. The provision for an apartment dwelling, low-rise with office use on the ground floor are:
 - ii. Maximum building height: 13.7 m
 - iii. Minimum rear yard setback 6.0 m with an area of 544.87 m² (16.45% of the lot area)
 - iv. Minimum interior side yard setback to the north: 3 m beyond 21 m of the front lot line
 - III. Despite the parking provisions in Section 101, Table 101, the parking requirements for Dwelling, Low-rise Apartment is 0 units per dwelling unit.

APPENDIX

B

SITE PLAN

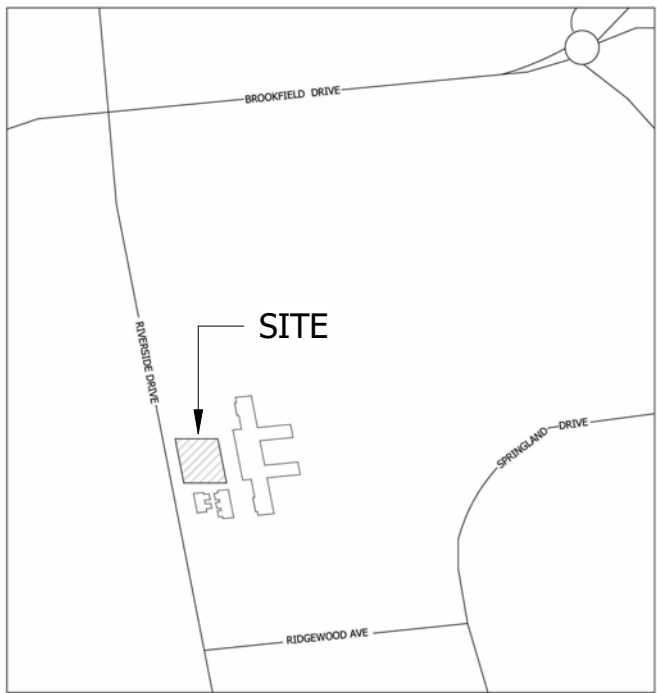




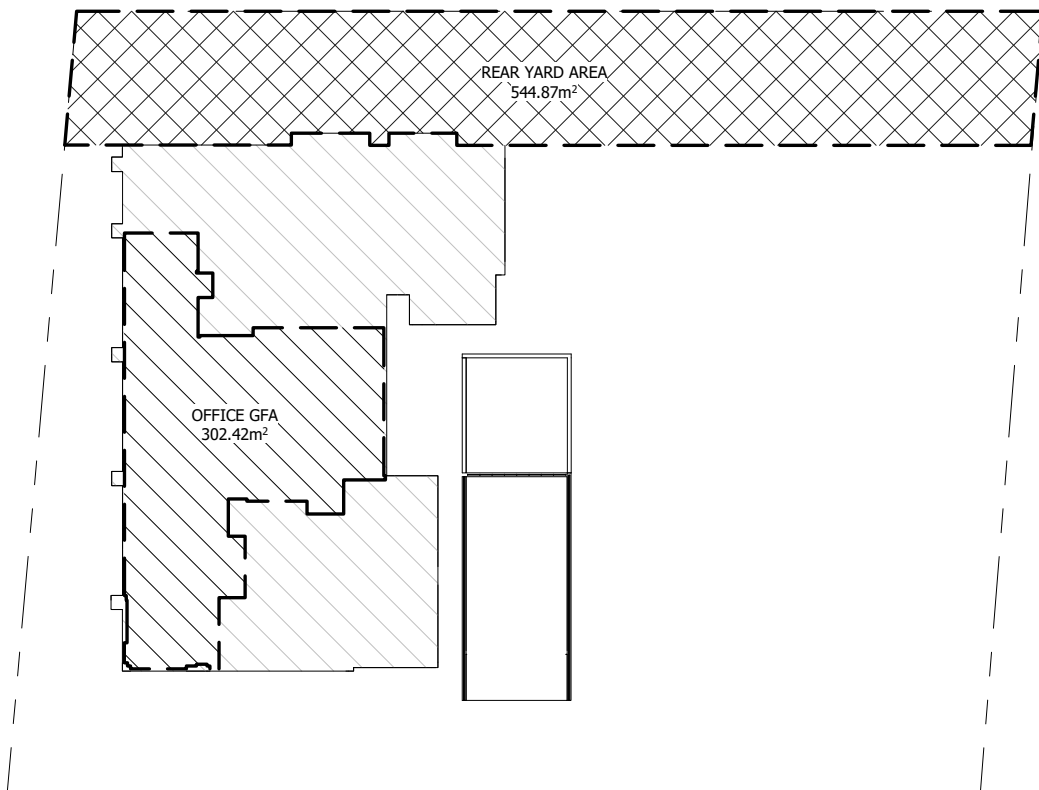
A. SITE AREA		3312.06m ²
B. BLDG. FOOTPRINT - EXISTING:	68.45m ²	
BLDG. FOOTPRINT - NEW:	749.44m ²	
TOTAL	817.89m ²	
C. DROP-OFF, RAMP, EXISTING PARKING:	527.35m ²	

	REQUIRED	PROVIDED	COMPLIANCE
LANDSCAPE AREA - (A-B-C)/A = %	30% OF LOT AREA	59.38% OF LOT AREA	YES
REAR YARD AREA	25% OF 3312.06m ² = 828.02m ²	544.87m ² = 16.45%	NO
PARKING			
VEHICULAR:			
LOW-RISE APARTMENTS:	1.2/UNIT X 39 UNITS = 47	0	NO
OFFICE:			
EXISTING:	2.4/100m ² GFA x 125m ² = 3	6 AT GRADE	YES
NEW:	2.4/100m ² GFA x 302.42m ² = 8	9 BELOW GRADE	YES
VISITOR:	0.2/UNIT x 39 UNITS = 8	8 BELOW GRADE	YES
BARBER FREE:	1/200-39 SPACES = 0	1 BELOW GRADE	YES
TOTAL:	47 + 3 + 8 + 8 = 66	18 + 6 EXISTING = 24	NO
BICYCLE:			
LOW-RISE APARTMENTS:	0.5 UNITS x 39 UNITS = 20		
OFFICE:			
EXISTING:	1/250m ² GFA x 125m ² = 1		
NEW:	1/250m ² GFA x 302.42m ² = 2	26	YES
TOTAL:	20 + 1 + 2 = 23		
BUILDING HEIGHT	11m	13.7m (PLUS 3.0m MECH. F/H)	NO
BUILDING SETBACKS			
FRONT YARD:	6m	7.84m	YES
REAR YARD:	30% OF LOT DEPTH = 15.48m	6.00m	NO
NORTH SIDE YARD:	2.5m FOR 21m FROM FRONT LOT LINE	4.99m	YES
SOUTH SIDE YARD:	6.0m BEYOND 21m FROM FRONT LOT LINE	3m	NO
	2.5m FOR 21m FROM FRONT LOT LINE	10.25m TO EXISTING	YES
	6.0m BEYOND 21m FROM FRONT LOT LINE	34.21m TO NEW	YES
AMENITY AREA:	6m ² /UNIT x 39 UNITS = 234m ²	EXTERNAL: PATIO 1 (53.59m ²) + PATIO 2 (22.15m ²) + LAWN (102.07m ²) = 175.81m ² INTERNAL: LOUNGE (45.77m ²) + ACTIVITIES (194.32m ²) = 240.09m ² TOTAL INTERNAL & EXTERNAL = 175.81m ² + 240.09m ² = 415.9m ²	YES

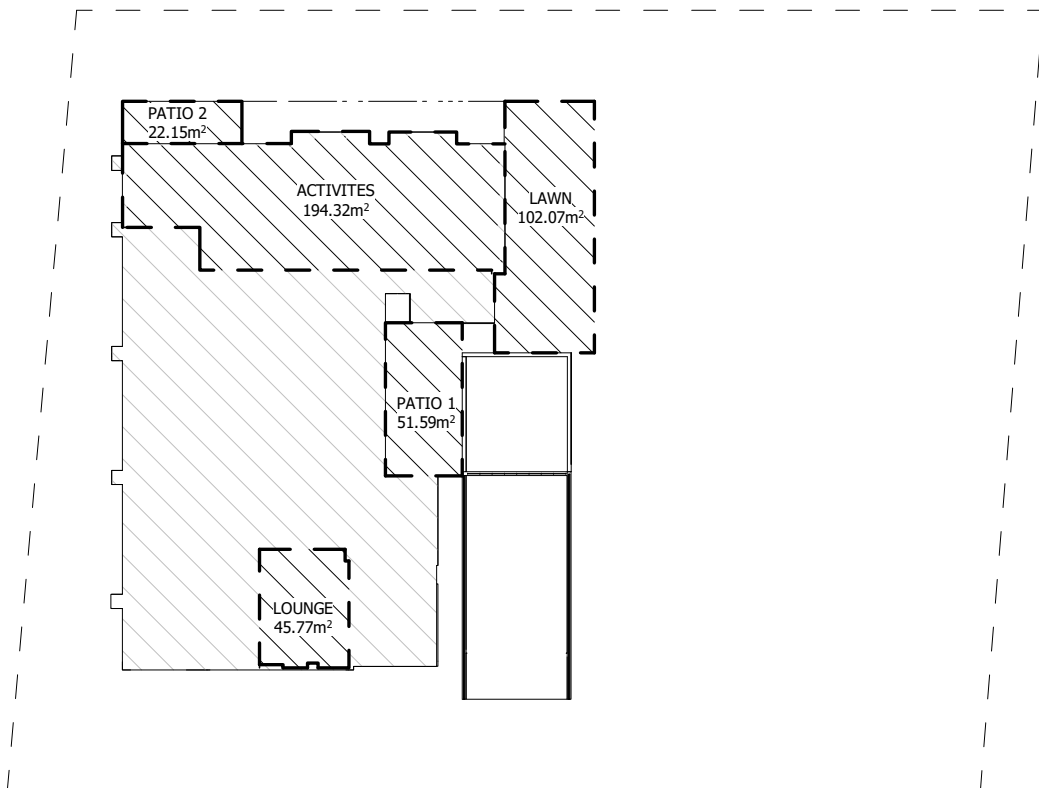
NO.	REVISION	DATE
1	Issued For Client Review	19 Apr 17
2	Issued For Client Review	05 May 17
3	Issued For Client Review	08 May 17
4	Issued For Consultant Review	08 May 17
5	Issued for Client Review	09 May 17
6	Issued for Consultant Review	09 May 17
7	Issued for Consultant Review	12 May 17
8	Issued for Site Plan Control, Zoning	09 Jun 17



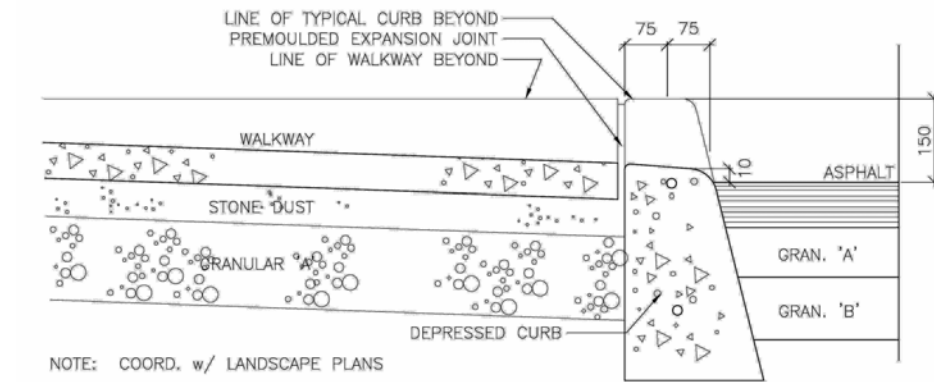
KEY PLAN -



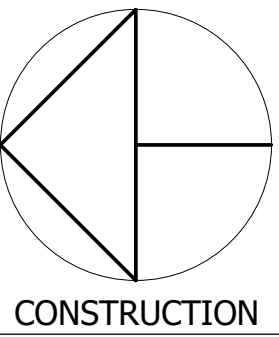
OFFICE GFA AND REAR YARD AREA KEY PLAN - NTS



AMMENITIES KEY PLAN - NTS



DEPRESSED CURB DETAIL



CONSTRUCTION



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PROJECT TITLE: YOUTH SERVICES BUREAU

2887 Riverside Drive, Ottawa, ON K1V

DRAWING TITLE: Site Plan

DESIGNED BY: RV
DRAWN BY: DG, JN
START DATE: 05 May 2017
SCALE: As Indicated
PROJECT NO: 1530

A000

APPENDIX

C

DESIGN BRIEF



YSB: 2887 RIVERSIDE DRIVE

DESIGN BRIEF

JUNE 2017



Prepared by:

Vandenberg & Wildeboer
A . R . C . H . I . T . E . C . T . S



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Design Concept

The Youth Services Bureau (YSB) is proposing a supportive housing development consisting of 39 apartments with support services for tenants and support service program space at 2887 Riverside Drive. The supportive housing is intended for youth aged 16 to 24 years of age who are homeless or at risk of homelessness.

This project will fulfill YSB's priority in developing long-term affordable and supportive housing for youth. The proposed development will advance the objectives of City Council's 10-Year Housing and Homelessness Plan by enabling the construction of new self-contained supportive housing units.

The building is located on property that is already owned by YSB at 2887 Riverside Drive. A four-storey building will accommodate office space for YSB staff and other community partners and three levels of units above a ground floor providing amenities and support services for the residents. The parking is to be located in an underground garage.

Design Concept Features

- 39 modest sized units. 33 of the units are studio units. Six of the units are two-bedroom to accommodate a parent with a child.
- over 25% of the units are visitable by persons with disabilities and nine (23%) are designed to be universally accessible.
- Roughly one-third of the Ground Floor is common amenity space, with the remaining space for YSB program space.

Design Description

Vandenberg & Wildeboer Architects have designed a building that will integrate with the existing contextual environment, makes best use of the land and is in keeping with the policies and objectives of the Official Plan. YSB is proposing to redevelop the property with a new 4-storey residential building to accommodate 39 youth supportive apartment units and ground floor office use.

The residential building allows for amenity space on the ground floor that includes support services, YSB support program areas, an activity area, and a lounge. In addition, an outdoor courtyard located at the centre of the site is proposed. There is also the potential to accommodate garden plots to the south of the residential building.

The building is in the shape of a 'C' with the units gathered around a three-sided courtyard. In this way, the units are sheltered from the exterior urban environment, while opening up to the south filled with light and landscaping. The noise generated along Riverside Drive will be contrasted to the calm and peacefulness of the landscaped green spaces of the courtyard. The units are accessed from a corridor that is bright and airy, in contrast to a typical dark straight corridor. The youth will simultaneously experience an atmosphere of security and openness.

The building entrance is adjacent to the front drop-off and features ample glass at-grade for good visibility in and out. A canopy extends out welcoming the youth in, while providing shelter. Convenient and covered bicycle parking is provided adjacent to the building front.

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The building is essentially designed vertically in three sections. Below grade are 18 parking spaces that accommodate support workers providing services to the youth. At grade, on the Ground Floor are social supports and amenities. The top three floors contain all of the units - which are purposely located above the Ground Level. This separation from the street level provides safety and a greater sense of security and privacy which is critical for vulnerable youth.

The unit entrances are accessed through the sun-lit corridor with views to the courtyard. The glazing within the units look outwards to the neighbourhood, with most units benefitting from the large mature trees along the north property line and a view of the greenspace in front of St. Patrick's Home of Ottawa. A minimal number of unit windows face the street in response to the significant traffic noise generated along this arterial road.

Amenity Spaces are grouped on the ground floor level forming a Youth Hub. Within the Hub are functional spaces including a common laundry area, a sitting area, accessible washrooms, etc. Also forming part of the Hub are spaces where YSB and community partners' staff can provide support services and organize functions/activities that help the youth develop the necessary life skills to transition into adulthood and independence. Another integral part of the Hub, and forming a key amenity area, is the exterior courtyard which is accessed directly from the Hub.

Unit Design

The units are modest in size; YSB has determined that small studio units are the most appropriate unit layout type. For youth with a child, six modest two-bedroom units are provided. Inside the units, one wall will have built-in cabinets. Since the youth are not expected to have many possessions, built-ins and a slide-out table will be provided, along with a bed mattress base, and storage bench. The typical units feature coat hooks and a shelf at the entry door, storage and clothes closets, and a "floating" wall to create some privacy between the sleeping and sitting areas. A greater sense of space will be created through wide and tall exterior glazing, and a ceiling height of 9 feet (2.74 metres). Generous windows and height can elicit a feeling of openness - despite being in a small space.

A minimal amount of unit types are provided to be able to standardize materials/products, and for ease of constructability. Millwork for kitchens and washrooms are typical and highly regular. Units are arranged back-to-back to minimize the number of risers required. Each floor has the same layout for ease of structural and mechanical/electrical services.

Accessibility and Visitability

Youth have varying abilities and disabilities. The units meet the visitability requirements of the City of Ottawa RFP, with 23% of the units being barrier-free throughout the suite. Each unit will be provided with backing in walls for the addition of grab bars and other support features.

VWA is experienced with accessible, universal design that extends beyond the requirements of the Ontario Building Code. There are 3 standards that will be met in the design. The Ontario Building Code (OBC) 2015 version has significant new requirements for barrier-free access, visitability and provisions for adaptability of dwelling units.

In addition to complying with all of these, other measures are proposed:

-Whereas the OBC requires visitability for 15% of the dwelling units, we will apply this standard to 23% of the units, as follows: a barrier-free path of travel within dwelling units to the living spaces and washrooms; and 1500mm turning circle within bathrooms.

-The adaptability requirements of the OBC for backing in the wall for grab bars and equipment shall be applied to all bathroom toilets, and showers.

-The Canadian Standard for Accessible Design for the Built Environment CSA B651-12 has extensive provisions that are largely matched by the current 2015 OBC. These will be addressed throughout the building design. In addition, the interiors of the proposed barrier-free units will comply with the barrier-free provisions of both the OBC and the CSA B651-12 standard.

-The Action Ottawa RFP has outlined several requirements identified by the Accessibility Committee of the City of Ottawa. All of these will be met or exceeded by the design.

Environmental Design and Building Energy Performance

The Youth Services Bureau currently maintains and operates several facilities. As a result, the organization has a heightened awareness of the importance of environmental sustainability and the benefits of low operating costs and low life-cycle costs. The proposed design of this building will commit to a high standard of energy performance and durability.

Significant attention will be given to energy efficiency. Through computer modelling, wall, floor, and roof assemblies will be strategically selected in conjunction with the building HVAC (heating, ventilation, air-conditioning) system to ensure long-term operating cost and energy use is minimized.

With careful selections and value engineering, “green” gestures do not necessarily result in increased costs. The Design Team is committed to working together intelligently to select products and materials to ensure the building is environmentally responsible. **Design strategies** include:

- Energy efficient design to ensure building performance well above the requirements of the National and Ontario Building Codes; determined via energy modelling
- Selection of high efficiency HVAC systems with their installation and operation verified through a separate commissioning agency
- Integrating wall and roof assemblies with increased thermal resistance
- Selection of building components focussed on durability and high performance including windows, maintenance free cladding, water efficient plumbing fixtures, LED light fixtures, etc.

Other **sustainable design measures** that are cost effective and simply responsible include:

- Landscape design that provides indigenous and drought resistant plants
- Construction waste management that will minimize landfill waste and promote recycling
- Careful selection of glazing sizes and specifications to maximize daylight and reduce the need for artificial lighting

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- Use of occupancy sensors in common areas to ensure efficiency of mechanical and lighting systems, and to ensure operation relates directly with demand
- Control of indoor air quality via high performance filters, and specification of materials with low or zero VOCs
- Wood products to be FSC (Forest Stewardship Council) certified
- No provision for garbage chutes - to encourage recycling
- Provision of a staircase adjacent to the entrance, and one well-distanced from the elevator linking to activity spaces, to encourage walk-ups and minimize elevator use
- Provision of space beds for community gardens to encourage natural food preparation and consumption

Structural Design

The proposed building is four-storeys in building height. To help address affordability, the residential levels of the building will be constructed out of wood. (The current Building Code permits construction with wood up to six stories). The typical floors' structure is straight forward with horizontal members spanning to loadbearing party walls. Similarly, flat trusses (or members) will support the roof load which will bear on the party walls below.

The ground floor level has much more open space to accommodate the youth activities, and provide flexible Support Service spaces. To carry the load from above, and provide superior sound and fire-ratings, a poured-in-place concrete assembly will be provided.

The point loads from the Ground Floor will be superimposed down to the parking garage level where concrete columns, walls and beams will provide required support. Dropped beams will support the offset columns from the ground floor as well as the load from the courtyard patio space over the garage ramp.