

FOTENN

2826 SPRINGLAND DRIVE SITE PLAN CONTROL





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1.0 INTRODUCTION

Fotenn Consultants Inc., acting as agents for Riverside Park Nursery School (RPNS), is pleased to submit the enclosed Site Plan Control Application for the lands municipally known as 2826 Springland Drive (subject property) in the River Ward in the City of Ottawa.

1.1 Overview

The site is legally described as Part of Lots 24 and 25, Concession Junction Gore, Geographic Township of Gloucester, designated as part of Part 2 Plan 4R12424 in the City of Ottawa (referred to herein as “the site”). The site comprises one parcel and forms a generally rectangular shaped development site with a total area of approximately 1600 m². The site has approximately 22.1 metres of frontage on Springland Drive. The site is vacant and is characterized by uneven grading. Higher elevations are observed from the north-west corner of the property to the north-east corner, transitioning down towards the southern areas of the site as shown in Figure 1.



Figure 1: Site Photo

1.2 Application History

The subject property is an extension of the Canoe Bay development at 3071 Riverside Drive. The properties at both 3071 Riverside Drive and 2826 Springland Drive were purchased from the City of Ottawa by Canoe Bay Developments in 2017.

In 2017, Canoe Bay Developments submitted several development applications in support of a proposed mixed-use “age in place” community, including Official Plan and Zoning By-law Amendments (D01-01-17-0008 & D02-02-17-00035), Site Plan Control (D07-12-17-0122) and Plan of Subdivision (D07-16-17-0011). The applications were approved by the City of Ottawa in 2018.

The Canoe Bay mixed-use development consists of two (2) low-rise, mixed-use buildings along Riverside Drive, twenty-six (26) townhomes, three (3) low-rise residential apartment buildings, a six (6) storey retirement complex, and a 1.50-acre park as shown in Figures 2 & 3. The property at 2826 Springland Drive was not included in previous applications for Official Plan Amendment, Zoning By-law Amendment and Site Plan Control. As such, the property maintains its original land use designation and zoning and requires a separate Site Plan Control Application.

Through the approval of the Plan of Subdivision, the property at 2826 Springland was subdivided, creating a new parcel for development. The Draft Plan of Subdivision included a condition that the owners (Canoe Bay Developments) transfer a five (5) metre public access easement to the City of Ottawa. Running along the southern periphery of the subject property, this pathway provides a direct connection from Riverside Drive to Springland Drive through 2826 Springland and the new public park. An asphalt pathway will be constructed along this easement and through the park.

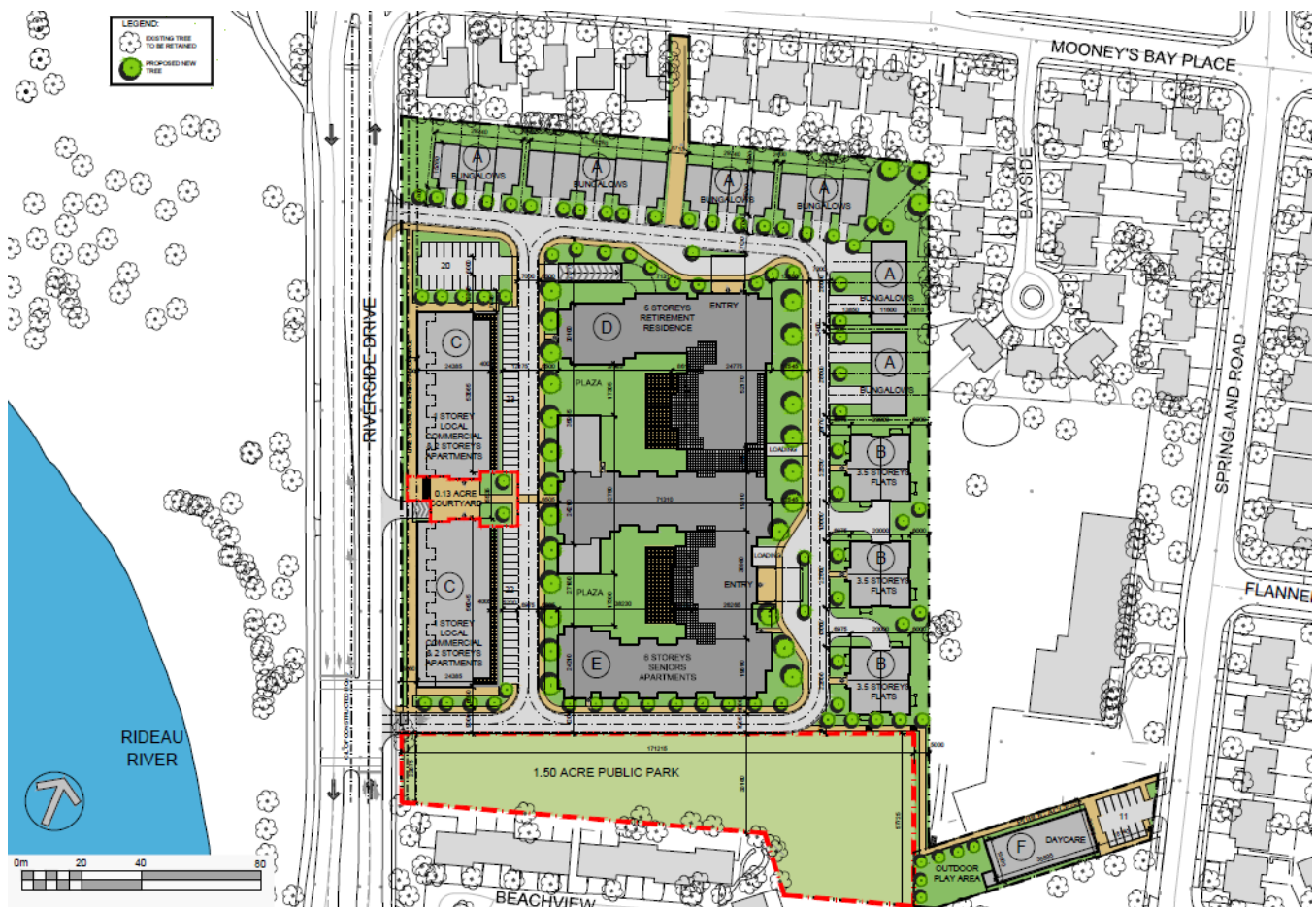


Figure 2: Approved Canoe Bay mixed-use development

PARK CONCEPT PLAN / PLAN CONCEPTUEL DE PARC



Figure 3: Park Concept Plan

As shown in Figure 3, the public park is to include an asphalt pathway which will provide a direct pedestrian and cyclist connection from Riverside Drive to the proposed daycare facility. Other programs and amenities within the park include a children's play area, large shade structure and a pickleball court. Amenities within the park will provide both passive and active programs that are multi-generational thereby creating a public space that congregates the surrounding community.

SURROUNDING AREA AND SITE CONTEXT

2.1 Development Context

The site is located on Springland Drive, north of Walkley Road and south of Mooney's Bay Place. The site has frontage on Springland Drive, a collector road, and an existing pedestrian linkage to Mooney's Bay Place. Neighbouring uses include the following:

- / North: Holy Cross Elementary School and Low-Rise Residential Development
- / East: Low-Rise Residential Development
- / South: Holy Cross Parish
- / West: Mooney's Bay Park and planned mixed-use Canoe Bay community

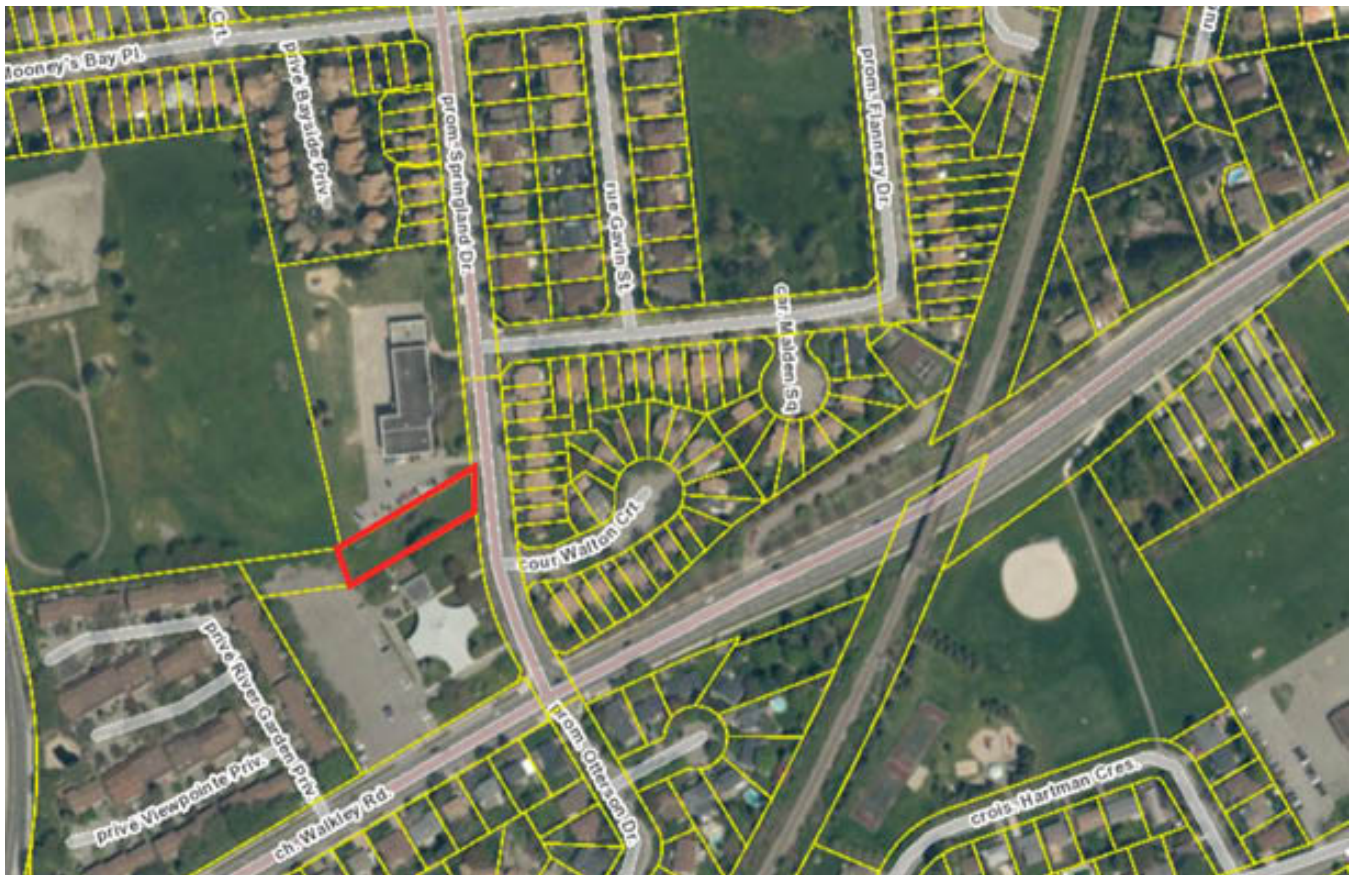


Figure 3: Site Area

The property is located within the established Riverside Park residential community which has a stable mix of low, medium and high-density housing. The community currently includes a number of institutional uses including a place of worship, school and a neighbourhood commercial site on Ridgewood Avenue. The community also features a number of community parks and benefits from the larger Mooney's Bay Park as shown in Figure 3. Two (2) bus stops are located in close proximity to the site, including a stop on the east side of Springland Drive directly south of the site and a stop on the west side of Springland Drive directly north of the site. As discussed above, the recently approved Canoe Bay mixed-use development located directly northwest of the site will

introduce a mix of uses, densities and heights. The development also features a park that is intended to be conveyed to the City of Ottawa. The park is proposed to be 1.5 acres in area and is located directly west of the site.

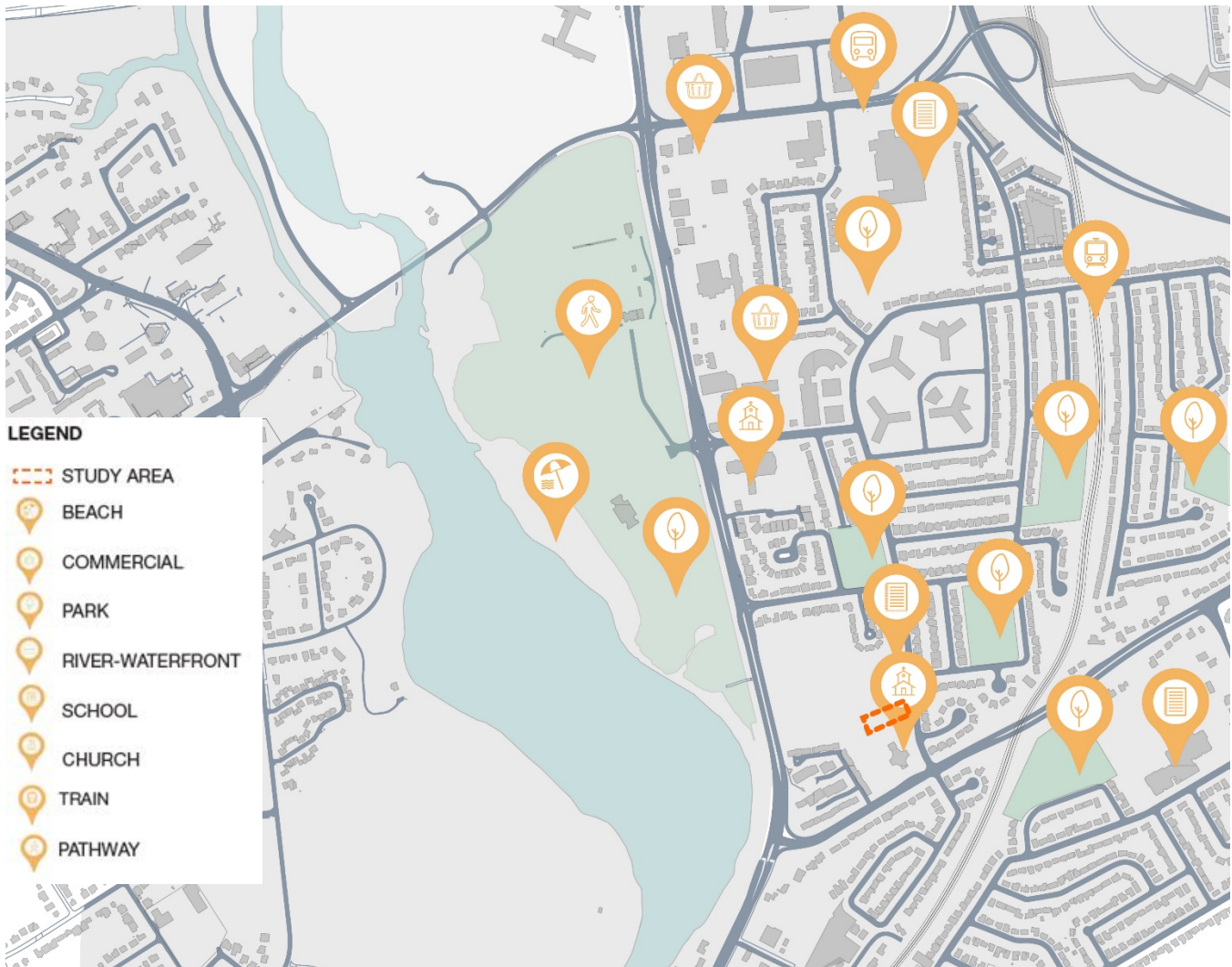


Figure 4: Surrounding Context

3.0 PROPOSED DEVELOPMENT

Riverside Park Nursery School is proposing to construct a low-rise daycare facility that is two (2) storeys to a maximum height of 8.3 metres as shown in Figure 5. The proposed development is to include an approximate total gross floor area of 500 square metres and features indoor play spaces, a kitchen, cubbies, an office space and a dining area. The facility has been designed to provide space for a total of 88 children and 15 staff.

One (1) vehicular access is proposed from Springland Drive. The two-way drive aisle provides access to the proposed parking lot which is located on the eastern portion of the site between Springland Drive and the daycare building. The parking lot includes a total of nine (9) vehicular parking spaces, a total of eight (8) bicycle parking spaces, stroller storage, significant landscaping, an outdoor waste removal storage bin and a dedicated area for snow removal. It is proposed that six (6) of the eight (8) bicycle parking spaces will be covered and can also be used as a space for stroller/trailer storage.



Figure 5: Proposed Site Plan

The development proposes clear pedestrian connections both within the site and to adjacent areas in order to encourage pedestrian activity. Pedestrian connections are proposed from Springland Drive into the site, along the 5-metre-wide pathway easement which runs along the southern perimeter of the site, and to the Canoe Bay mixed-use development to the north-west of the site. The development incorporates a total of four (4) pedestrian

entrances into the building. These include an entrance adjacent to the parking lot, an entrance from the southern pathway easement and two entrances located at the rear of the building adjacent to the outdoor play area. Pavers proposed along each entrance provide a clear demarcation for pedestrians and create a visual differentiation between the pathway easement and the daycare site. While the site is quite porous, careful consideration is given to the public-private interface. Fencing is proposed along the periphery of the outdoor play space thereby ensuring safety, visibility and a clear distinction between the facility and surrounding uses. Gates are proposed in strategic locations providing access to the rear of the building, public park and potential staff parking spaces located in the neighbouring Canoe Bay development.



Figure 6: Perspective – View Southwest along Pathway Easement

The development provides ample opportunities for integrated landscaping throughout the site. Including the outdoor play area, the site has a total landscaped area of 44%. The outdoor play area has been strategically located to function as a transition to the proposed City-owned park directly to the west of the daycare facility. The outdoor play area also takes advantage of the grade changes on the site and offers spaces that are interesting and stimulating for children. Ample landscaping is also proposed along the periphery of the parking lot. Shrubs have been strategically located to provide a green buffer between Springland Drive, neighbouring properties and the waste storage.

A garbage enclosure is proposed on the southern periphery of the parking lot. Deciduous trees as well as a wooden trellis fence provide a visual buffer to the garbage enclosure as shown in Figure 6. A toy storage is proposed in the outdoor play area. The strategic location and intentional design of the toy storage ensures that there is a seamless transition between the daycare facility and proposed accessory use as shown in Figure 8.



Figure 7: Perspective – View towards main entrance

In response to the neighborhood context, the massing of the building has been broken up with the use of a variety of materials and colors as well as playful rooflines. The building façade along Springland Drive includes glazing, varied window orientations, articulated entrances, and varied setbacks. This is further supported by providing an awning along the southern portion of the building. This element encourages the facility's connectivity and interaction with the public pathway. The proposed building materials are intended to continue the natural and organic materiality proposed in the neighbouring Canoe Bay mixed-use development, providing continuity. As mentioned, significant landscaping is also provided to enhance the streetscape, public pathway and along the borders of the proposed development. These features include the introduction of pavers, trees and shrubs. Lastly, the two (2) storey building height is compatible with the low-rise residential character and scale of the surrounding context to the east (Figures 6, 7 & 8).



Figure 8: Perspective – View Northeast from outdoor play area

3.1 Required Planning Applications

In order for the development to proceed, the following planning applications are required:

- / Site Plan Control: A Site Plan Control application is required in order to establish development and design details for the proposed daycare facility.
- / Minor Variance: A Minor Variance application is required to provide relief from several zoning provisions related to the proposed development. These include a reduced interior side yard setback, reduced vehicle parking and a reduced drive-aisle width.

4.0 POLICY AND REGULATORY FRAMEWORK

4.1 City of Ottawa Official Plan (2003)

In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and to land use designations. Ottawa City Council adopted Official plan Amendment (OPA) 150 to implement the changes in December 2013. OPA 150 was subsequently approved by the Ministry of Municipal Affairs and Housing (MMAH) in April 2014, with appeals. For the purposes of this Planning Rationale, the policies of the City of Ottawa Official Plan 2003 (Consolidated May 2013) have been reviewed and analyzed for the proposed development. In addition, the new policies of OPA 150 (as of May 2018), which are relevant to the proposed development, have been taken into consideration.

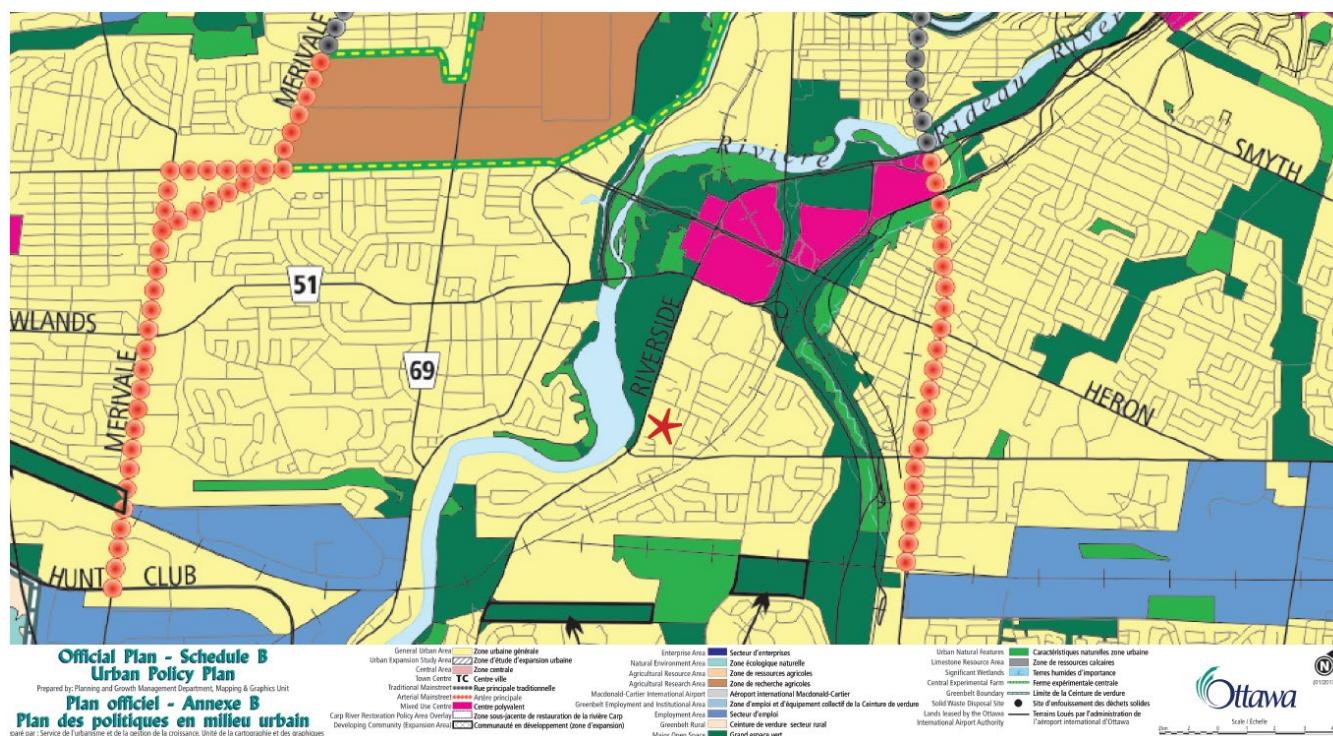


Figure 9: Official Plan Schedule B – Urban Policy Plan

SECTION 3.6.1 GENERAL URBAN AREA

The subject lands are designated **General Urban Area** as per Schedule B – Urban Policy Plan of the City of Ottawa Official Plan. The designation permits a full range and choice of housing options combined with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses to facilitate the development of complete and sustainable communities. The proposed institutional use is therefore consistent with the types of uses permitted within the **General Urban Area** designation.

Policy 7 permits uses that may generate traffic, noise or other impacts. These types of uses could include commercial uses, and, for this reason, they are to be directed to locations along an arterial road with sufficient capacity to accommodate anticipated traffic generated and where transit can be provided. The proposed daycare facility is located along Springland Drive, a collector road, where existing bus transit service is provided. Furthermore, these types of uses are to be directed to locations on the perimeter of established residential neighbourhoods, which is the case with the proposed development. The daycare use will continue the institutional context on the west side of Springland Drive that currently exists with the adjacent church and school.

Policy 8 encourages the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses and are of a size and scale consistent with the needs of nearby residential areas. These uses shall meet the following criteria:

- / Compatible with and complementary to surrounding land uses and can be developed in accordance with Section 2.5.1 and 4.11, to be discussed.
- / Conveniently located with respect to concentrations of residential development with direct access for pedestrians and cyclists to adjacent residential areas.
- / Permitted to cluster with other community-oriented uses such as parks, pedestrian linkages, community centres or leisure facilities in order to facilitate interaction and a sense of community.
- / Take advantage of pedestrian and cycling patterns.
- / Are of a size and scale that will not result in the attraction of large volumes of traffic from outside the immediate area.

The proposed development has been purposely designed to be of a size, scale and type that would be compatible with and complementary to surrounding land uses. Moreover, and as mentioned, the daycare is located in between two (2) institutional uses including a school and place of worship as well as the proposed public park. Pedestrian and cycling access are also proposed along the southern periphery of the daycare facility.

SECTION 2.5.1 URBAN DESIGN AND COMPATIBILITY

In support of active and complete mixed-use communities, the City's growth management strategy includes intensification of development in the urban area. The Official Plan recognizes that introducing new development in existing established areas requires a sensitive approach and respect for the community's established character. Compatible development is development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances the established character of a community and coexists with the existing development without causing undue adverse impact to surrounding properties.

The Official Plan proposes to influence the built environment through the use of design objectives set out in Section 2.5.1 that are broadly stated and intended to apply to new development. The development proposed meets the following applicable objectives of Section 2.5.1.

- / Enhances the sense of community and creates a sense of identity:
 - o The building has been designed to foster a strong relationship with the public pathway easement, the public park, and the forthcoming mixed-use Canoe Bay development in order to facilitate a high degree of social interaction and a sense of community.
 - o The daycare will continue the institutional context of the west side of Springland Drive.
- / To define quality public and private spaces through development:
 - o The development proposal orientates the principal façade and main entrance of the building to the street.
 - o The development proposal uses architectural elements such as building massing, varied setbacks as well as landscape features such as planters to accentuate the main building entrance.
 - o The development proposal connects the entrance with a well-defined pedestrian walkway.

- The proposed daycare provides children with a quality play area that capitalizes upon the natural grade change found at the northeastern portion of the property. The location of the play area also capitalizes upon views into the public park.
- / To create places that are safe, accessible and easy to get to and move through:
- The site has been designed to be universally accessible for all demographics and, more specifically, to children.
 - The site is highly porous, with pedestrian and bicycle accesses from both the public pathway and Springland Drive.
 - Fencing is proposed along the periphery of the outdoor play space thereby ensuring safety, visibility and a clear distinction between the facility and surrounding uses. Fencing is also proposed along the southern portion of the pathway, thereby ensuring a clear distinction between the facility and the neighbouring Church to the south.
 - Gates are proposed in strategic locations providing access to the public park (with consent from the City of Ottawa) and Staff parking spaces located in the neighbouring Canoe Bay development.
 - One (1) vehicular access to parking for clientele is located directly from Springland Drive to minimize traffic within the site. Parking for employees is provided in the neighbouring Canoe Bay development in proximity to the proposed daycare facility.
 - A paved and partially covered pathway provides a safe link from both the bicycle and vehicular parking spaces to the daycare's main entrance.
- / To ensure that new development respects the character of existing areas:
- The placement of the daycare facility between two other institutional facilities including the school and the parish ensures that the character of existing areas is respected.
 - The low-rise nature of the proposed development respects the character and scale of the existing low-rise residential neighbourhood to the east.
 - The natural and organic building materiality of the Canoe Bay mixed-use development will continue with the proposed materiality of the daycare building.
- / To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice:
- The proposed development helps to achieve a more compact urban form by developing within the built-up area.
 - The development accommodates the needs of children within a broad range of income brackets.
- / To understand and respect natural processes and features in development design:
- The design seeks to capitalize on the existing topography with buildings built into slopes.
 - The outdoor play area capitalizes upon the existing grading by proposing natural hills and natural switch back pathways.
- / To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment:
- Landscaping will feature native and drought resistant species.
 - Reduction in the urban heat island effect will be achieved through landscaping and appropriate building materials.

In accordance with Policy 5 of Section 2.5.1, the subject property is not located within a Design Priority Area.

SECTION 4.11 URBAN DESIGN AND COMPATIBILITY

The criteria in Section 4.11 builds on the general principles of compatibility of Section 2.5.1 and can be used to objectively evaluate the compatibility of proposals for intensification. Compatibility of scale and use requires a careful design response to appropriately address potential impacts arising from intensification. The proposed development meets the compatibility criteria of Section 4.11 as follows:

- / **Traffic:** A Transportation Memorandum was prepared by CGH Transportation Inc. to assess the existing road network and its potential to accommodate traffic generated by the proposed development. The study indicates that the existing road network is sufficient to accommodate the traffic generated by the development.
- / **Vehicular Access:** The proposed development will provide one (1) vehicular access from Springland Drive. The proposed vehicular access from Springland Drive will provide access to the daycare only and will not contribute to cut-through traffic.
- / **Parking Requirements:** The development proposes a total of nine (9) parking spaces for pick-up and drop-off purposes. This includes the provision of one (1) accessible parking space. Employees of the daycare will be provided access to parking spaces within the neighbouring Canoe Bay mixed-use development. The quick 'pick-up' and 'drop-off' nature of parking spaces required for daycare facilities, provision of ample bicycle parking spaces/storage, fluctuation in start and finish times for each child, as well as the additional parking for employees ensures that no spill-over parking will occur on abutting streets. Bicycle parking spaces are partially covered.
- / **Outdoor Amenity Areas:** The proposed outdoor play area is located at the rear of the building thereby minimizing any impacts to the privacy of adjacent outdoor amenity areas associated with the existing low-rise residential development to the east.
- / **Loading Areas, Service Areas and Outdoor Storage:** There are no loading areas proposed as part of this development. A screened garbage enclosure will be located between Springland Drive and the proposed building. Additional to the screening, a green buffer of proposed trees and shrubs between the service area and the street will minimize impacts on the overall public environment and the existing neighbouring residential developments.
- / **Lighting:** Lighting will be designed and installed to provide a safe and secure environment while meeting the City requirements and ensuring no significant impacts on adjacent properties.
- / **Noise and Air Quality:** The proposed development will not have any significant impacts related to noise or air quality.
- / **Microclimate:** No significant microclimate impacts are anticipated as a result of the proposed development.
- / **Supporting Neighbourhood Services:** Through the provision of a daycare facility, the development will contribute to the existing neighbourhood services.

OPA 150 introduced amendments to Section 4.11 relating to urban design and compatibility. Specifically, the proposed policies provide direction for design considerations such as building orientation, setbacks, building height, architectural treatment, and transitions. Although not in force, these policies influenced design decisions relating to the building height and massing, which is intended to be compatible with the character and scale of the neighbourhood as well as the building's architectural treatment and contribution to the public realm.

4.2 Riverside Park Secondary Plan

The Riverside Park Secondary Plan forms part of Volume 2A of the Official Plan as adopted under By-law 203 of 2003 by Ottawa City Council. The Riverside Park Secondary Plan is grouped with the Secondary Plans for the former City of Ottawa. The Plan was adopted in 1999 and updated in 2001.

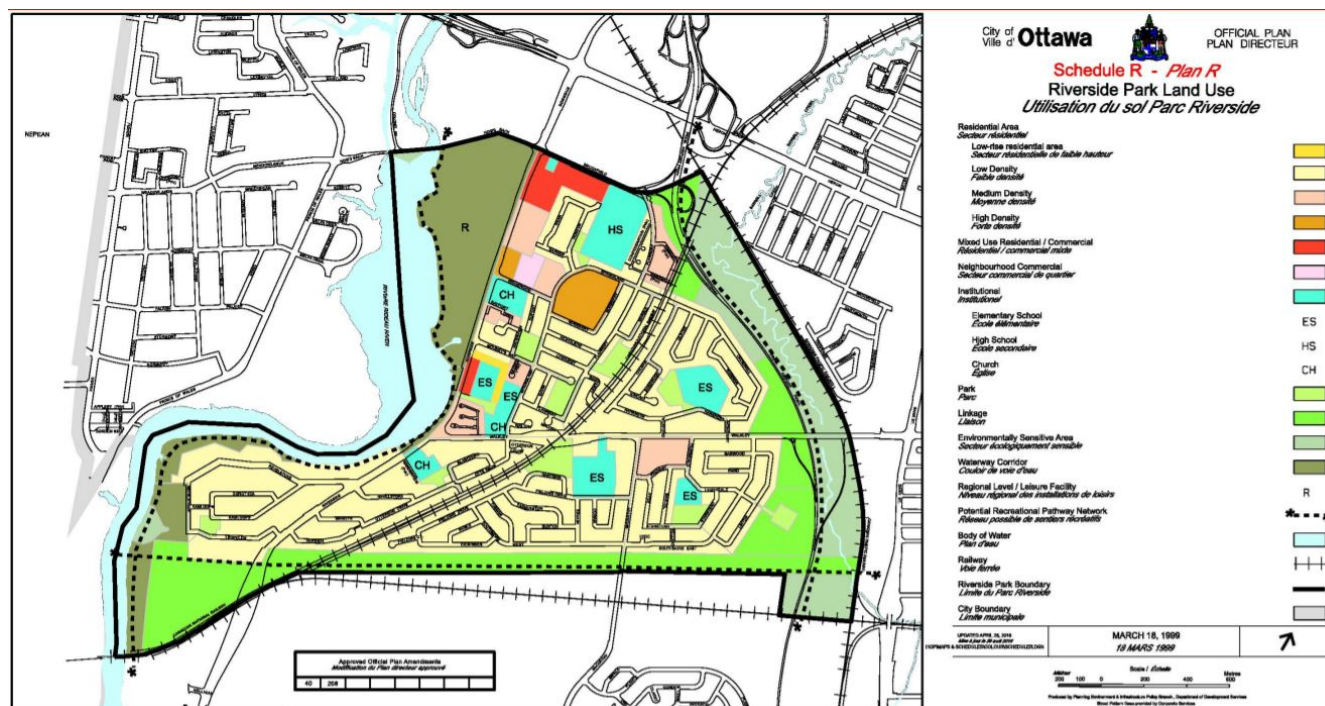


Figure 10: Riverside Park Secondary Plan Schedule R – Land Use Plan

The Riverside Park community is characterized in the Secondary Plan as a stable residential community with limited opportunities for redevelopment. The community is made up of a mix of low-, medium- and high-density housing, some local commercial uses, institutional uses and parks/open space. The property is designated **Institutional**, as shown in Schedule R of the Riverside Park Secondary Plan.

The Riverside Park Secondary Plan includes the following key principles that are relevant to the proposed development:

- / To reinforce and enhance the combined residential and parkland character of Riverside Park.
- / To encourage a safe, crime-free family living environment.
- / 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.
- / To provide landscaping which will ameliorate local environmental conditions, minimize the negative effects of differences in scale and provide visual screening, aesthetic enhancement, wind buffering, tree shading, soil stabilization and proper drainage control.
- / To require adequate pedestrian and lighting facilities in new development to assist in the provision of a safe and crime-free environment.
- / To ensure any future development will be compatible in scale and character with existing development.
- / To guide development so that it maintains the quiet, healthy and safe character of the neighbourhood.
- / To permit infill of vacant lots and the replacement of obsolete buildings in a manner which is compatible in scale and character with the existing neighbourhood.

- / To encourage pedestrian and bicycle movement and linkages within the area; and to encourage more use of and better service by public transit.

The proposed development has been purposely designed to be of a size, scale and type that would be compatible with and complementary to surrounding land uses. Moreover, and as mentioned, the daycare is located directly east of the proposed public park and has the potential to be connected to the daycare's outdoor play area thereby enhancing linkages between green spaces and the character of the neighbourhood. Pedestrian and cycling access are also proposed along the southern periphery of the daycare facility thereby encouraging active transportation as well as linkages to other neighbouring uses. Landscaping has been strategically placed along Springland Drive, the proposed parking lot, the garbage enclosure and the outdoor play area to enhance aesthetics of the site, enhance the local environmental conditions and provide visual screening.

SECTION 8.5.1 LAND USE

As mentioned above, the subject lands are designated **Institutional** as per Schedule R – Land Use Plan of the Riverside Park Secondary Plan.

The Secondary Plan defines **Institutional** land uses as follows:

- / For the purposes of this Plan, Institutional uses refer to schools, places of worship, and community facilities. The policies governing neighbourhood serving uses in Ottawa Official Plan Section 3.6.1 apply to institutional uses in Riverside Park.

The proposed daycare development is consistent with a community facility land use that is complementary to the surrounding residential community, as envisioned in the Secondary Plan.

4.3 City of Ottawa Zoning By-Law 2008-250

The property is presently zoned Minor Institutional Subzone A (I1A).



Figure 11: City of Ottawa Zoning By-law

The Minor Institutional Zone permits a wider range of uses than the Secondary Plan permits. The permitted uses are as follows:

- / community centre;
- / community garden;
- / **day care**;
- / emergency service;
- / group home (maximum of ten residents);
- / library;
- / museum;
- / municipal service centre;
- / one dwelling unit ancillary to a permitted use;
- / park;
- / place of assembly;
- / place of worship;
- / recreational and athletic facility;
- / residential care facility;
- / retail food store, limited to a farmers' market;
- / retirement home;
- / retirement home, converted;
- / rooming house;
- / rooming house, converted;
- / school;
- / shelter;
- / sports arena; and
- / training centre limited to job instruction/ training associated with a school.

The I1A zone permits **day care** uses.

The following table summarizes the proposal's compliance with the current zoning. Areas of non-compliance are noted with an '✗'.

Zoning Mechanism	Zoning Provision	Proposed	Zoning Conformity
Minimum Lot Area	400m ²	1600m ²	✓
Minimum Lot Width	15m	22.1m	✓
Front Yard Setback (Minimum)	6m	25m	✓
Rear Yard Setback (Minimum)	7.5m	17.9m	✓
Interior Side Yard Setback (Minimum)	3m	5m (south)	✓
		0.9m (north)	✗
Maximum Building Height	15m	8.3m	✓
Accessory Structure (toy storage)	Front Yard Setback: 6m Rear Yard Setback: 0m Interior Side Yard Setback: 0.6m	Front Yard Setback: 63.3m Rear Yard Setback: 15.8m Interior Side Yard Setback: 0.9m	✓

	Minimum Required Distance from any other building: 0m Maximum Height: 6m	Distance from any other building: 0m Height: 3m	
Parking Space Provisions	Minimum width – 2.6m Minimum length - 5.2m	Width - 2.6m Length - 5.2m	✓
Accessible Parking Space Rates	1	1	✓
Accessible Parking Space Provisions	Minimum width – 3.4m Minimum length - 5.2m Minimum Access Aisle Width – 1.5m	Width – 3.4m Length - 5.2m Access Aisle Width – 1.5m	✓
Parking Space Rates	2 per 100 m2 of gross floor area - 10	9	✗
Aisle and Driveway Provisions	Minimum width of a drive aisle providing access to a parking lot of a double traffic lane - 6.7m	6m	✗
Landscaping Provisions for Parking Lots	Percentage of landscaped area of parking lot - 15%	30%	✓
	A landscaped buffer for parking lot abutting a street – 3m	5.9m	✓
	A landscaped buffer for a parking lot that is not abutting a street - None	1m	✓
Outdoor Loading and Refuse within a parking lot	Setback from a lot line abutting a public street – 9m	15.8m	✓
	Setback from any other lot line – 3m	5m (south lot line)	✓
	Minimum height of screening – 2m	2m	✓
Bicycle Parking Space Rates	1 per 250m2 of gross floor area - 2	8	✓

The Site Plan does not meet the minimum interior side yard setback provision, vehicular parking and drive-aisle provisions. As such, a Minor Variance application will be submitted following the Site Plan technical circulation review.

The proposed development will require relief from the following sections of Zoning By-law 2008-250:

- *Table 170A, which requires:*
 - *A minimum interior side yard setback of 3m; whereas, 0.9 metres is provided on the northern portion of the site.*
- *Table 101, which requires:*

- *A minimum of 10 vehicular parking spaces; whereas, 9 vehicular parking spaces are provided.*
- *Table 107, which requires:*
 - *A drive aisle providing access to a parking lot with a double traffic lane have a minimum of 6.7 metres; whereas, 6 metres is provided.*

Generally, relief from the By-law is being requested due to the constrained narrow nature of the site.

The requested relief from the interior side yard setback along the northern periphery of the site is relatively minor. As shown above, the By-law requires a minimum front yard setback of 3 metres, whereas 0.9 metres is provided. Efforts have been taken to reduce impacts on adjacent properties through the notching of the building corners, and the introduction of deciduous shrubs. Given that the parking lot of the Holy Cross Elementary School frames the northern portion of the site, the reduced side yard setback will have a limited impact on the property to the north. Finally, it is important to note that the interior side yard setback provided on the southern periphery of the site exceeds the zoning requirement and features the required dedicated pathway space for pedestrians and cyclists alike.

The requested relief from the drive-aisle width is relatively minor. As shown above, the By-law requires a minimum drive-aisle width of 6.7 metres, whereas, 6 metres is provided. Efforts have been taken to reduce impacts of the reduced drive-aisle by proposing parking strictly on one side of the parking lot. Additionally, it is important to note that the proposed drive-aisle width is consistent with the required minimum drive-aisle width providing access to a parking garage of a double traffic lane.

The requested relief from the required minimum parking spaces is also relatively minor. As shown above, the By-law requires that ten (10) parking spaces be provided, while the proposed building provides a total of nine (9). Staff parking is proposed to be located within the neighbouring Canoe Bay mixed-use development, thereby liberating the parking lot for parents. To facilitate this, a shared easement between the Canoe Bay development and the proposed daycare will provide pedestrian access for staff. It is important to note that parking scenarios in daycares are somewhat unique and the nature of the use lends itself to the parking spaces being primarily used for the purposes of pick-up and drop-off. As a result of varied parent commute times and work hours, pick-ups and drop-offs occur within an extended window of approximately 1.5 hours thereby staggering arrival times and significantly reducing the likelihood of peak usage. Moreover, drop-off and pick-up times are, on average, ten (10) minutes. Efforts have also been taken to satisfy this provision by ensuring that proposed number of bicycle parking spaces exceeds zoning requirements. The By-law requires that a minimum of two (2) bicycle parking spaces be provided, while the proposed facility provides a total of eight (8) partially covered spaces. The provision of ample bicycle parking spaces as well as stroller storage provides an active transportation alternative catering to the local population.

Further supporting the rationale, a parking synopsis was completed by the childcare provider facility. Based on experience at other locations, it was predicted that 20% of families attending the proposed daycare facility will have two (2) or more children enrolled in the program and 35% of families will use active transportation. It was therefore anticipated that a total of 40 cars will arrive at the proposed daycare facility between 7:30-9:00 a.m. for drop-off and 3:30-5:30 p.m. for pick-up. Given that each parking space is used for an average of ten (10) minutes, the proposed nine (9) parking spaces will be sufficient to accommodate the proposed daycare facility.

5.0 SUPPORTING STUDIES

A number of independent plans and studies (in addition to the Site Plan and Elevations) have been prepared in support of the proposed Site Plan Control application. Subsequent to our review of these materials and our discussions with these sub-consultants, it is clear to Fotenn Consultants that these studies support the proposed development. Please refer to these plans/studies in the submission package.

6.0 CONCLUSIONS

In consideration of the proposed development applications and applicable policy and regulatory framework, it is FOTENN's professional opinion that that proposed development represents good planning and is in the public interest for the following reasons:

- / Consistent with the Provincial Policy Statement which promotes efficient development of serviced, underutilized lands located within settlement areas. The redevelopment of the site will introduce an institutional use in a location that is well-served with current and proposed transit as well as active transportation networks;

Conforms to the City of Ottawa Official Plan in terms of the use proposed. In accordance with the OP, the development proposes to intensify an underutilized site while ensuring that the size, scale and type of use is compatible with and complementary to surrounding land uses;

- / Conforms to the Riverside Park Secondary Plan and advances principles for compatibility by enhancing the combined residential and parkland character of Riverside Park. The proposed development also encourages pedestrian and cyclist linkages to the surrounding Riverside Park community;
- / Maintains the general intent of the Zoning By-law by proposing a permitted use within the Minor Institutional zone; and
- / Represents good planning as it will introduce an expanded and affordable childcare option to the community.

Overall, the proposed development advances several key policy objectives of the Province and Municipality, including, but not limited to optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, and contributing to a mix of uses.

Based on this analysis, the proposed development represents good planning and is therefore in the public interest.

Sincerely,



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FOTENN Consultants Inc.



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Senior Planner
FOTENN Consultants Inc.