

FOTENN

3071 RIVERSIDE DRIVE



April 26, 2017

Planning Rationale

Official Plan
Amendment, Zoning
By-law Amendment and
Plan of Subdivision



Prepared for:



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Fotenn Consultants Inc. has been retained by Canoe Bay Developments Inc. to prepare a Planning Rationale in support of an Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Application for the lands municipally known as 3071 Riverside Drive in the Riverside Park community of the City of Ottawa.

The purpose of the Planning Rationale is to assess how the proposed development achieves and conforms to the objectives of the applicable policy and regulatory framework and determine if the development is appropriate for the site.

1.1 Application History

The subject lands consist of the former Bayview School site previously owned by the Ottawa Carleton District School Board and acquired by the City of Ottawa in 2008. Subsequent to its purchase by the City of Ottawa, the lands were subject to a community consultation process held by the then Ward Councillor and facilitated by City Staff which produced a draft redevelopment concept plan consisting of a sports field and fieldhouse as well as low and medium density development.

In March of 2014, the lands were transferred to the Ottawa Community Lands Development Corporation who released a Request for Offers to the public. Canoe Bay Developments Inc. was selected as the preferred offer and purchased the lands from the Ottawa Community Lands Development Corporation in March of 2017.

1.2 Development Proposal

Canoe Bay Developments Inc. is proposing to construct a mixed-use development consisting of two (2) low-rise mixed-use buildings along Riverside Drive, twenty-six (26) townhomes, three (3) low-rise buildings with flats, a six (6) storey retirement home, a six (6) storey residential care facility, a 1.50-acre park, and a daycare building. The two mixed-use buildings on Riverside Drive will have three (3) storeys, with approximately 1,800 square metres of ground floor local commercial uses as well as residential uses on the second and third floors. The total number of residential units proposed is 624. The low-rise development is proposed along the outside perimeter of the site with rear yards and the mid-rise development is proposed at the interior of the site in order to enable appropriate transition to existing low-rise residential development.

The statistics for each building are shown in the table below and correspond with the Site Plan shown in Figure 1:

Building	Number of Units	Gross Floor Area
Townhouses (Buildings A)	26	3,220 m ²
Flats (Buildings B)	36	3,960 m ²
Mixed Use Building (Buildings C)	40	6,630 m ² (including 1,800 m ² commercial)
Residential Care Facility (Building D)	275	33,750 m ²
Retirement Home (Building E)	247	Combined with Building D above
Day Care (Building F)	0	550 m ²

The majority of the parking to serve the development will be underground, with parking for the local commercial uses and daycare provided at-grade in proximity to commercial entrances. The townhomes and flats will also have access and parking directly from the internal, private streets.

Three (3) accesses are proposed off of Riverside Drive, the most southerly of which will be signalized to control movement into and out of the site and provide safe access to Mooney's Bay Park across Riverside Drive. The daycare building will have a separate individual access from Springland Road.

The development proposes a clear network of pedestrian connections both within the site and to adjacent areas in order to increase the porosity of the site and encourage pedestrian activity. Pedestrian connections are proposed from the daycare building into the site, across Riverside Drive to Mooney's Bay Park, and to the north to Mooney's Bay Place neighbourhood.

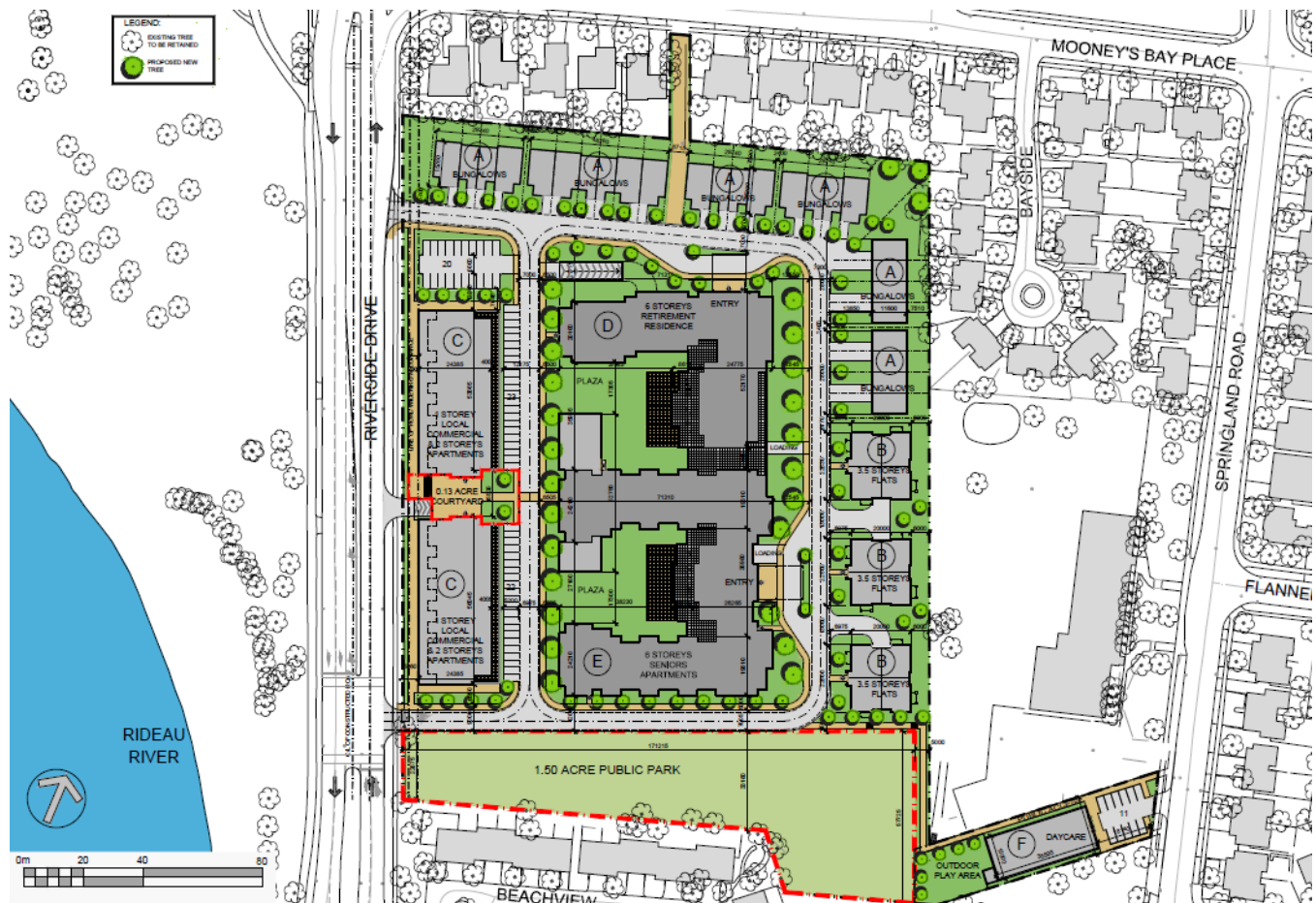


Figure 1: Site Plan

The mixed-use development has been designed to enhance views from the Rideau River and provide opportunities for public enjoyment of the river.. The development incorporates three (3) internal courtyards, one of which is adjacent to Riverside Drive and the local commercial uses, which will provide opportunities for enhancement of the public realm and public enjoyment of Rideau River views.

The development provides ample opportunities for integrated landscaping throughout the site. Including the public park, the site has a total landscaped area of 43.5% of the site area. The 1.5 acres park is intended to be conveyed to the City of Ottawa. The park location will provide connectivity through the site and will offer street frontage on Riverside Drive and views of the Rideau River. The park shall be well integrated with the proposed development, so that the private street adjacent to the park functions like a park on a public street. The park has been strategically located and configured to function as a buffer and transition to the low-rise attached dwellings along Beachview Private.



Figure 2: Perspective – View East on Riverside Drive



Figure 3: Perspective – View South towards Residential Flats

1.3 Planning Applications

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

- / Official Plan Amendment: The lands are designated General Urban Area in the City of Ottawa Official Plan. The Riverside Park Secondary Plan designates the lands as Institutional, with corresponding

policies. The designation and policies are a function of the site's previous use as an elementary school site. The Official Plan Amendment will re-designated the lands as "Mixed-Use Residential/Commercial" in the Riverside Park Secondary Plan and implement site-specific policies to guide the development of the lands.

- / Zoning By-law Amendment: The Zoning By-law Amendment would rezone the lands from the Minor Institutional, Subzone 'A' Zone to the proposed General Mixed-Use Zone, with a site-specific schedule and provision to establish zone provisions dealing with land uses, building height, density, parking, setbacks and other performance standards. The property is presently zoned Institutional which is a reflection of its previous use.
- / Plan of Subdivision: A Plan of Subdivision application is required in order to subdivide the property into development blocks, create internal private streets, walkway blocks, servicing corridors, and convey the park block to the City of Ottawa.

2.0 SURROUNDING AREA AND SITE CONTEXT

The site is located on Riverside Drive, north of Walkley Road and south of Mooney's Bay Place. The site has frontage on both Riverside Drive, an arterial road and on-road cycling route, and Springland Road, a collector road, and an existing pedestrian linkage to Mooney's Bay Place. As shown on Figure 4 above, the former Bayview School was located adjacent to Riverside Drive and has since been demolished. Neighbouring uses include the following:

- / North: Low-Rise Residential Development
- / East: Low-Rise Residential Development and School
- / South: Low-Rise Residential Development and Church
- / West: Mooney's Bay Park



Figure 4: 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 places of worship and schools 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. Bus transit is available from Riverside Drive.

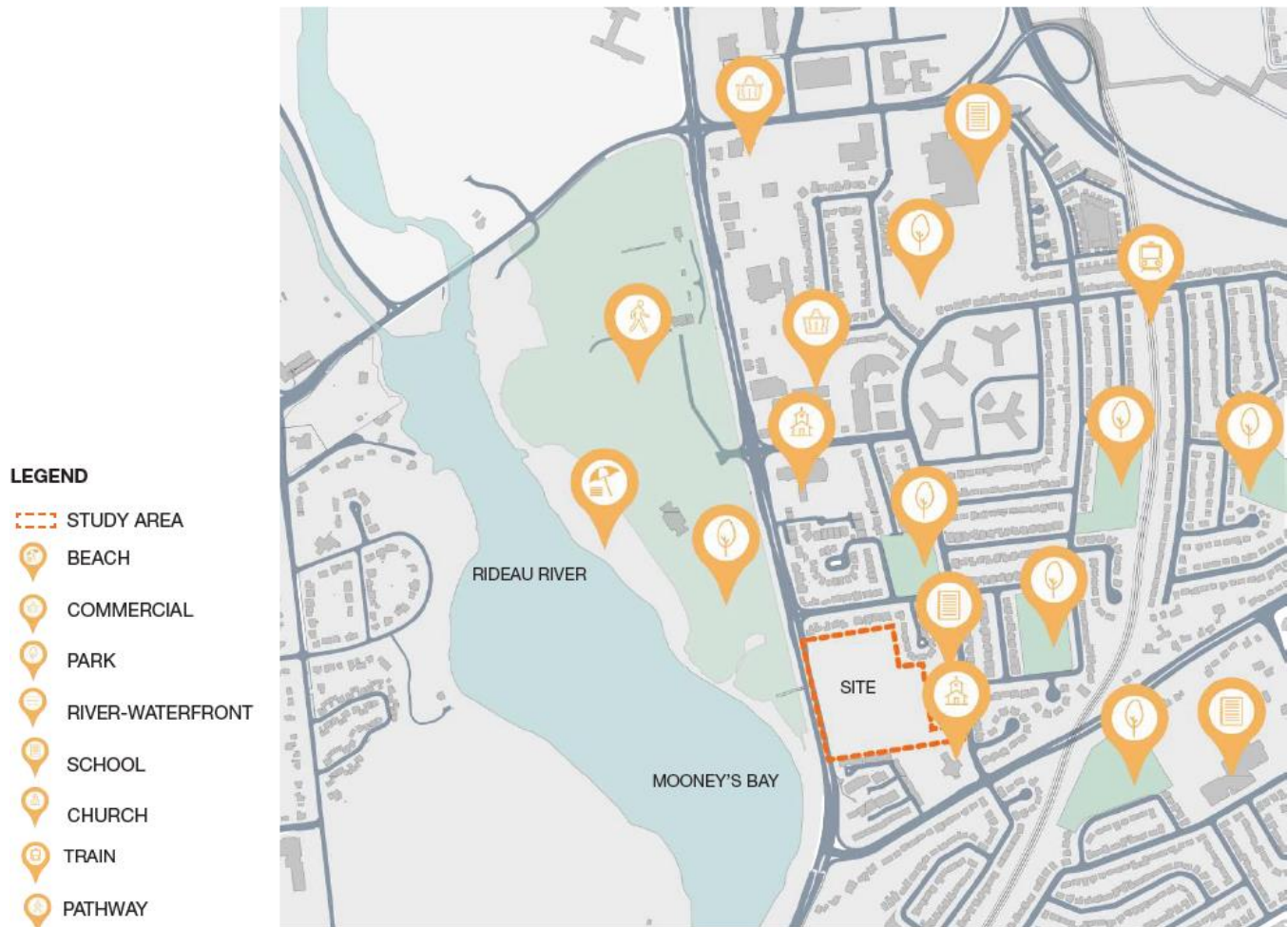


Figure 5: Site in Relation to Wider Community



Figure 6: Site Photos

The property is characterized by uneven grading. Higher elevations are observed from the north-east corner of the property to the south-east corner, transitioning down towards the western areas of the site.

3.0 POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the *Planning Act* and came into effect April 30, 2014, replacing the PPS issued March 1, 2005. The 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 Provincial Policy Statement sets the policy foundation for regulating the development and use of land.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. The following policies of the PPS are of relevance to the proposed development:

SECTION 1.1 MANAGING AND DIRECTING LAND USE TO ACHIEVE EFFICIENT AND RESILIENT DEVELOPMENT AND LAND USE PATTERNS

Policy 1.1.1 states:

Healthy, liveable and safe communities are sustained by:

- / Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- / Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- / Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- / Ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
- / Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

SECTION 1.1.3 SETTLEMENT AREAS

Policy 1.1.3.2 states:

Land use patterns within settlement areas shall be based on:

- / Densities and a mix of land uses which:
 - Efficiently use land and resources;
 - Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - Minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - Support active transportation;
 - Are transit-supportive, where transit is planned, exists or may be developed; and
- / A range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

Policy 1.1.3.3 states:

Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

SECTION 1.4 HOUSING

Policy 1.4.3 states:

Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- / Permitting and facilitating:
 - All forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements; and
 - All forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;
- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- / Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
- / Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

SECTION 1.5 PUBLIC SPACES, RECREATION, PARKS, TRAILS AND OPEN SPACE

Policy 1.5.1 states:

Healthy, active communities should be promoted by:

- / Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- / Planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- / Providing opportunities for public access to shorelines; and
- / Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

SECTION 1.6 INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

Policy 1.6.3 states:

Before consideration is given to developing new infrastructure and public service facilities:

- / The use of existing infrastructure and public service facilities should be optimized.

Policy 1.6.6.2 states:

Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.

SECTION 1.6.8 TRANSPORTATION AND INFRASTRUCTURE CORRIDORS

Policy 1.6.7.4 states:

A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development consists of a complete community concept with a mix of residential units, recreation and local commercial uses. It is envisioned that the local commercial uses will minimize the number of vehicle trips required by residents as they will be able to access local commercial services on-site. A network of pedestrian connections provides access to Riverside Drive for connection to existing bus transit service on Riverside Drive.

SECTION 1.7 ECONOMIC PROSPERITY

Policy 1.7.1 states:

Long-term economic prosperity should be supported by:

- / Promoting opportunities for economic development and community investment-readiness;
- / Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

SECTION 1.8 ENERGY CONSERVATION, AIR QUALITY AND CLIMATE CHANGE

Policy 1.8.1 states:

Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

- / Promote compact form and a structure of nodes and corridors;
- / Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- / Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- / Promote design and orientation which:
 - Maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and
 - Maximizes opportunities for the use of renewable energy systems and alternative energy systems; and
- / Maximize vegetation within settlement areas, where feasible.

The proposed development makes efficient use of the available land within a Settlement Area and in a location that is appropriate for moderate growth. The development proposes a range of residential uses, including apartments, retirement/residential care units, townhomes, and flats, that will contribute to the existing mix of low, medium and high density housing in the community and contribute to meeting long-term residential needs in a manner that is accessible for older persons and individuals with disabilities. The form and variety of housing will result in a development model that minimizes the cost of housing, particularly as compared to other housing options for seniors and individuals with disabilities within the City of Ottawa.

The property, which was previously used as a school, is underutilized relative to the surrounding area and presents an excellent opportunity for moderate intensification that is respectful of and compatible with adjacent development. The pattern of development proposed will be both cost-effective and environmentally sensitive as it will incorporate sustainable design elements, proposes an abundance of greenspace, and is of a density that both minimizes land consumption and creates affordable units for future residents. The Site Plan has been designed with accessibility in mind and will provide the opportunity for residents of the community to age in place. The compact form of development and mix of uses will encourage a reduction in the number of vehicle trips required by the residents of the site.

The development proposed has been designed with a network of pedestrian connections to increase the porosity of the site as well as a number of private open spaces and a 1.5-acre public park. A pedestrian connection will be provided via a signalized intersection to enable safe crossing of Riverside Drive to Mooney's Bay.

The development includes space for commercial uses that will support local economic development. The site has been designed to encourage a sense of place with well-designed built form that will enhance views both to and from the Rideau River, a cultural heritage resource.

For the reasons stated above, the proposal is consistent with the policies of the Provincial Policy Statement.

3.2 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 and was 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 which are relevant to the proposed development have been taken into consideration.

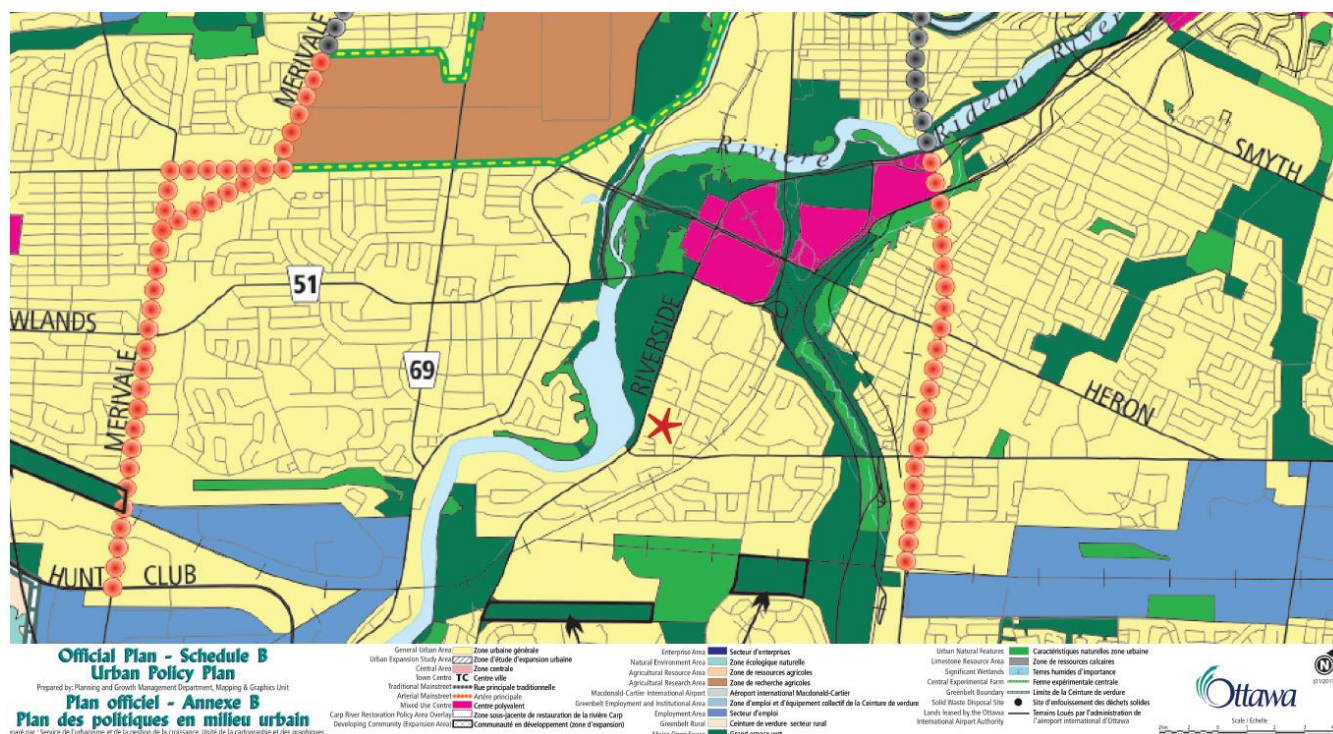


Figure 7: Official Plan Schedule B – Urban Policy Plan

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 residential and local commercial uses proposed are consistent with the types of uses permitted within the General Urban Area designation.

Policy 3 of Section 3.6.1 provides a number of criteria to be evaluated when considering a proposal for residential intensification in the General Urban Area:

- / Relationship with existing community character so that the development enhances and builds upon desirable established patterns and built form.
- / The policies of Section 2.5.1 and 4.11 which will be analyzed in this report.
- / Contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographics.
- / Assessment of ground-oriented multiple housing forms as a means of intensifying.

The above criteria have guided the development of the concept. The low-rise residential development, daycare and the public park has been located along the north, east, and south edges of the site for an appropriate transition to neighbouring low-rise residential development. The daycare is located in between two (2) institutional uses and the local commercial is located in close proximity to Riverside Drive and away from the interior of the neighbourhood. By offering a wide range of housing types, particularly for more senior demographics, the development provides a substantial contribution to the balance of housing types in the community.

Policy 5 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 commercial uses and main underground parking access are located along Riverside Drive, an arterial 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.

Policy 6 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 local commercial uses and daycare centre proposed are envisioned to be of a size, scale and type that would be compatible with and complementary to surrounding land uses. The local commercial uses are conveniently located on Riverside Drive, with no vehicular connection to the neighbourhoods to the north, east and south. The daycare use will be clustered with other institutional uses, including a school and place of worship as well as the proposed public park. Pedestrian and cycling access will be directed to both the local commercial and the daycare use.

Although there are no maximum building height provisions specified in the Official Plan for the General Urban Area designation, the proposed heights of the mixed-use development are in keeping with the applicable policy direction of the Official Plan (OPA 76).

OPA 150, which is under appeal and not in full force and effect, proposes new policies regarding building height. The policies generally permit a maximum building height of four storeys or less (low-rise). However, greater heights may be considered under certain circumstances, including existing zoning that permits buildings of greater height. The development proposes a range of building height, with one (1) to two (2) storey townhouses and 3.5 storey flats along the north and east perimeter, 3 storey mixed-use buildings along Riverside Drive and two 6 storey buildings at the interior of the site. As the new building height policies are not in effect, no Official

Plan Amendment is required to permit the six storey buildings and the building height will be evaluated in the context of the policies in Section 2.5.1 and 4.11.

SECTION 2.2.2 MANAGING INTENSIFICATION WITHIN THE URBAN AREA

Policy 14 of Section 2.2.2 provides support for intensification throughout the urban area, including within areas designated General Urban Area. The Official Plan promotes opportunities for intensification in a number of cases and the plan recognizes former school sites as possible locations for intensification, to be treated on a site-specific basis. The policy was revised through OPA 150 to support and promote compatible intensification in the General Urban Area, particularly for underdeveloped sites that are no longer viable for the purpose they were originally used or intended for. In this case, the policies support and promote compatible intensification on the property.

Figure 2.4 of Section 2.2.2 of OPA 150 establishes the following building classifications:

- / Low-Rise: Four (4) storeys or less
- / Mid-Rise: Five (5) to Nine (9) storeys
- / High-Rise 10-30: Ten (10) to Thirty (30) storeys
- / High-Rise 40+: Thirty-One (31) storeys and more

The development proposes a mix of low-rise and mid-rise buildings.

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, as has been discussed in the previous section of this report. 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.

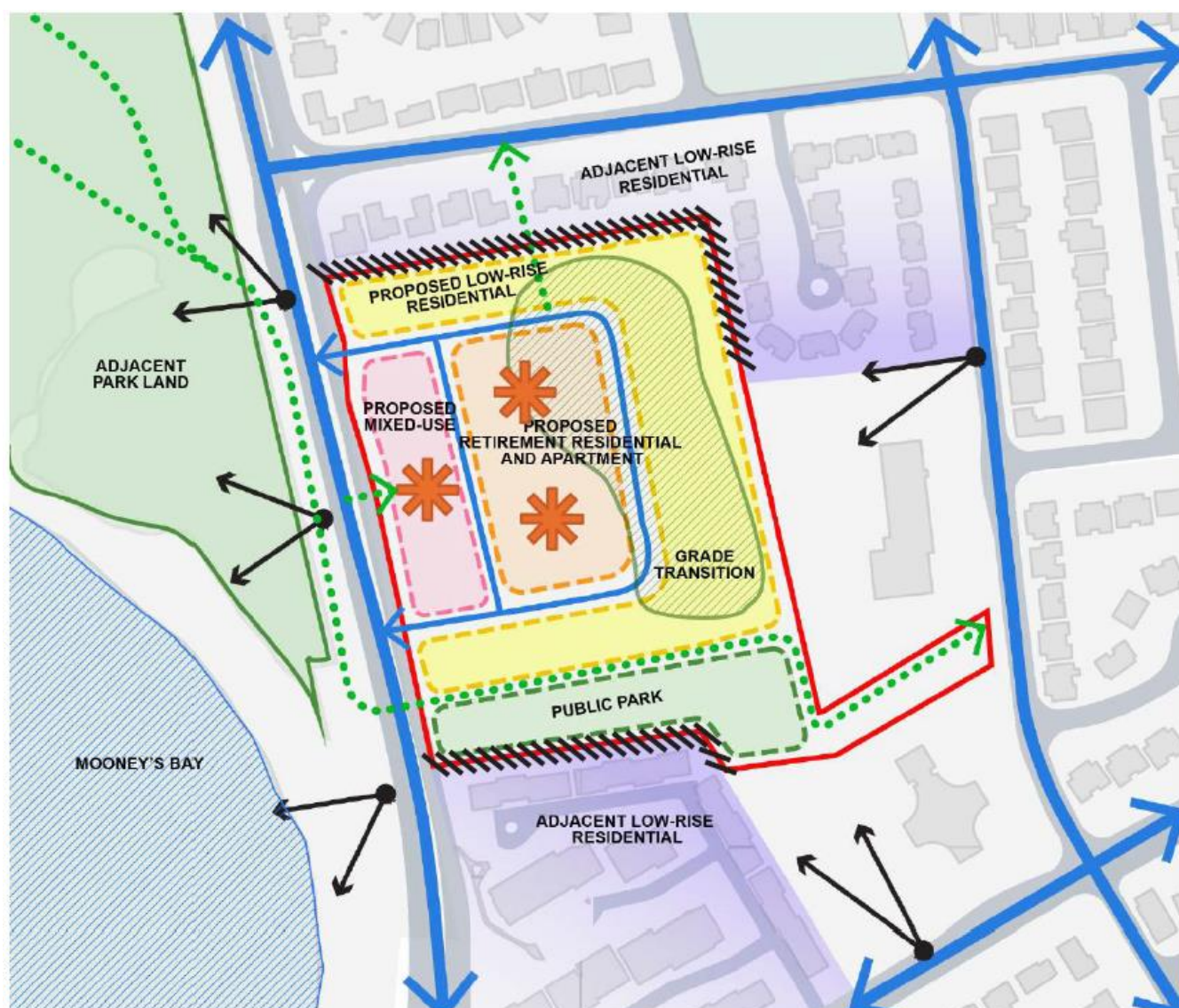


Figure 8: Opportunities and Constraints

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, most of which are captured in the Opportunities and Constraints mapping shown in Figure 8 above.

- / Enhances the sense of community and creates a sense of identity:
 - The site and buildings have been designed to foster a strong relationship with Riverside Drive, the public park, and the internal street network in order to facilitate a high degree of social interaction and a sense of community.
 - The design of the site recognizes the importance of the Rideau River views. Although the architecture of the buildings will be further defined through Site Plan Control, the orientation of buildings facing the River will create a pleasing and distinctive view from the water.

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- / To define quality public and private spaces through development:
 - The three (3) courtyard spaces will enhance the public realm and open up the site to take advantage of the views of Mooney's Bay.
 - The local commercial uses will line the Riverside Drive street edge, providing animation to a corridor that lacked activity based on the previous use. A raised sidewalk area is proposed adjacent to the entrances to the buildings.
 - The park is envisioned to be well-integrated with the private street.
 - / To create places that area safe, accessible and easy to get to and move through:
 - The site and buildings have been designed to be universally accessible for all demographics.
 - The site is highly porous, with pedestrian accesses from Springland Drive by the proposed daycare, along the internal streets, to the north via the existing pedestrian walkway and across Riverside Drive via the signalized intersection at the southern access.
 - Vehicular access to underground parking is located directly from Riverside to minimize traffic within the site. Parking for local commercial uses and visitors is provided at-grade in proximity to entrances.
 - / To ensure that new development respects the character of existing areas:
 - Areas where transition is needed were identified early on in the process and low-rise development is proposed adjacent to these areas.
 - The location of non-residential uses is strategic in terms of respecting the character of existing areas.
 - The 6 storey buildings are located at the interior of the site with substantial setbacks from existing adjacent low-rise residential development. The buildings will be built into the site's grading in order to minimize building height impacts.
 - / 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 buildings have been designed for flexibility to adapt to a variety of public uses in response to changing social, economic and technological conditions.
 - The uses, both residential and non-residential, are varied and diverse with the intention of creating a community where residents can age in place regardless of income and lifestyle.
 - / To understand and respect natural processes and features in development design:
 - The design seeks to capitalize on the existing topography with buildings build into slopes.
 - A substantial percentage of the site will be maintained as greenspace (43.5% of the 10.66 acres) to support natural functions.
 - / To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment:
 - The development proposes energy efficient building design and fixtures and low flow fixtures.
 - Recycled and locally sourced building materials are intended to be used for construction.
 - The buildings will feature improved ventilation and air recirculation to reduce dependency on air conditioning.
 - The buildings will utilize active passive solar design and active solar hot water heating.
 - Landscaping will feature native and drought resistant species.
 - Reduction in the urban heat island effect will be achieved through landscaping and appropriate building materials.
 - Programs that incentivize the reduction and use of vehicle ownership, including car-sharing, shuttles and bicycle rentals will be explored.

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 Community Transportation Study was prepared by Parsons 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. Main accesses have been oriented to Riverside Drive to avoid undue adverse impacts to adjacent residential development.
- / Vehicular Access: The proposed development will provide three (3) vehicular accesses from Riverside Drive. The southerly access is proposed to be a full movement signalized intersection, while the other two accesses will be restricted to right in and right out movements only. A vehicular access from Springland Road will provide access to the daycare only, and will not contribute to cut-through traffic. There will be no vehicular connection from Springland to the remaining areas of the site. As such, the majority of the site's traffic will access and exit the site via Riverside Drive, away from existing residential areas.
- / Parking Requirements: The development proposes a total of 422 parking spaces, in excess of the amount required by the Zoning By-law. Underground parking will be provided for the residents of Buildings C, D and E. Sufficient parking is provided to not contribute to spill-over parking on abutting streets. A total of 73 surface parking spaces are proposed to service the local commercial uses.
- / Outdoor Amenity Areas: The siting of the buildings, particularly the six (6) storey buildings, has considered impacts to the privacy of adjacent outdoor amenity areas. The buildings are located a substantial distance from adjacent existing low-rise residential development.
- / Loading Areas, Service Areas and Outdoor Storage: Loading areas are located on the east side of the retirement home and residential care facility, away from existing residential development. The details of loading will be analyzed through Site Plan Control.
- / 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. A noise study was undertaken by Gradient Wind Engineering to analyze the impact of noise from Riverside Drive on the proposed development which concluded that the site is feasible for development and provides mitigation measures for outdoor living areas in proximity to Riverside Drive. Through the future Site Plan Control Application, the applicant will be required to undertake a detailed stationary noise study to evaluate potential mitigation measures to reduce any potential noise impacts from building equipment, such as noise from HVAC equipment.
- / Sunlight: A sun shadow study was undertaken by Roderick Lahey Architects that demonstrated no undue adverse impact to adjacent properties.

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- / Microclimate: No significant microclimate impacts are anticipated as a result of the proposed development.
 - / Supporting Neighbourhood Services: The development will contribute to the existing neighbourhood services through the provision of a park, local commercial uses and a daycare.

Policy 12 of Section 4.11 speaks to integrating new buildings within an area characterized by lower built form. The policy seeks to ensure there is effective transition in built form to areas of a lower development profile. As has been discussed, the development provides an appropriate transition from the 6 storey building to low-rise buildings adjacent to the existing low profile neighbourhood.

SECTION 4.6.3 RIVER AND CANAL CORRIDORS

The Rideau River and Canal is a World Heritage Site, National Historic Site and a Canadian Heritage River and constitutes a cultural heritage resource. Section 4.6.3 seeks to ensure that the shoreline of the Ottawa River, Rideau River and Canal remain accessible and that the river landscaped are maintained and improved in terms of their cultural heritage, scenic quality, and recreation and economic benefits. The site is located in proximity to the Rideau River.

Policy 1 states that the City will conserve the natural environment, cultural heritage, scenic qualities, and recreational potential of the Rideau River by evaluating the visual quality of the waterway and view from the waterway, as well as natural and cultural features, through review of development applications. As the property is not adjacent to the Rideau River, a Cultural Heritage Impact Statement is not required. However, as a result of its proximity to the Rideau River, an analysis of the viewscape to the river and from the river as well as careful treatment of the buildings facing the river is warranted.

The site is separated from the water by Mooney's Bay Park and Riverside Drive. The presence of Mooney's Bay Park reinforces the importance of the Rideau River and its association as a public space. The proposed development further reinforces this by treating Riverside Drive as a public space with buildings and open space that relate well to the street. The courtyard separating the two buildings serves an essential purpose to open up the site to the public and enable the public to enjoy the views of the water.

Much of the development along this portion of Riverside Drive is established ground-oriented residential development of varying architecture and vehicular access directly from Riverside Drive. Dwellings are typically setback from the street. By locating the building along Riverside Drive close to the street and providing residential units on the second and third floors that face the water, the buildings will appear animated and interesting from the Rideau River.

The park, which will also have frontage on Riverside Drive, will further reinforce the importance of the Rideau River as a public space and will link the adjacent neighbourhood to Mooney's Bay park via a signalized intersection to enable safe crossing of Riverside Drive.

SECTION 4.6.4 SCENIC-ENTRY ROUTES

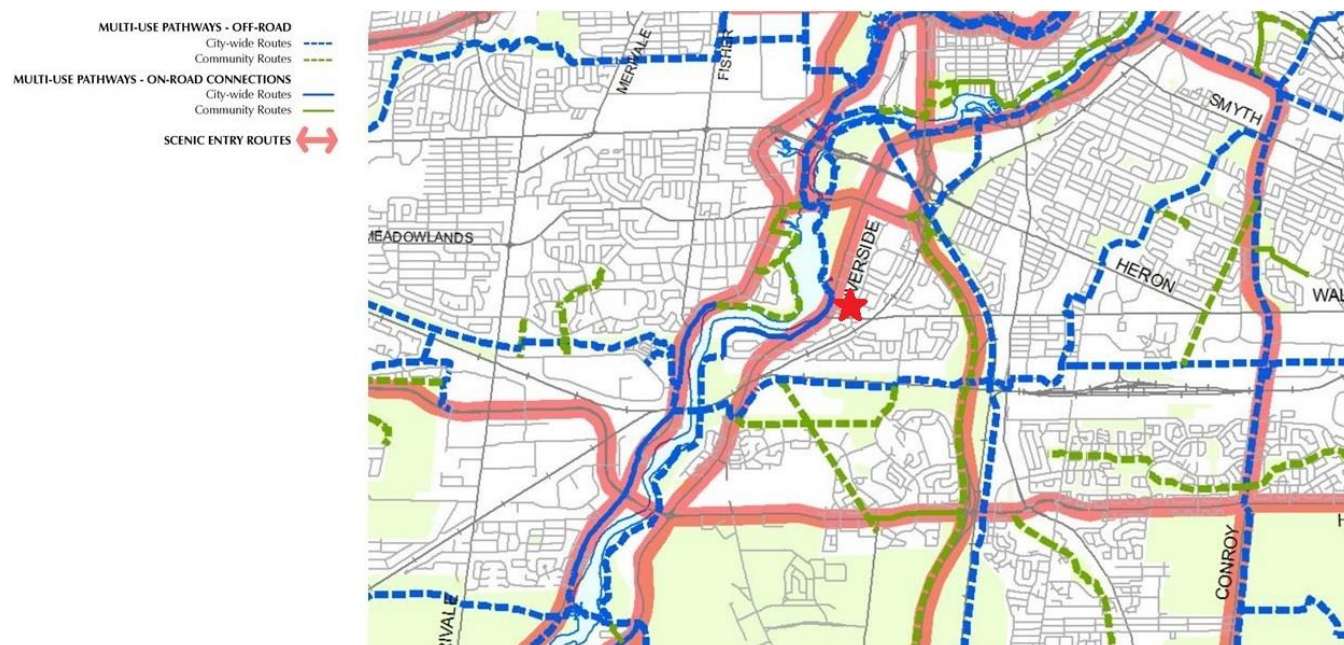


Figure 9: Official Plan Schedule I – Multi-Use Pathways and Scenic-Entry Routes (Urban)

Riverside Drive is designated as a Scenic-Entry Route per Schedule I of the Official Plan. Scenic-Entry Routes form a network that links major tourist, recreation, heritage and natural environment designations in and beyond Ottawa.

Policy 2 contains a series of guidelines for Scenic-Entry Routes as follows:

- / The creation of a safe and attractive environment for travellers;
- / Attention to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting and signage to create an aesthetically pleasing streetscape;
- / The protection of views to natural and cultural heritage features, mature trees, and roadside vegetation along and beyond the right-of-way;
- / 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.

As has been discussed, the site has been designed to highlight the viewscape to and from the Rideau River. This will create an attractive environment for travellers along Riverside Drive.

3.3 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 – Elementary School per Schedule R. Since the adoption of this Secondary Plan, the Bayview School has been decommissioned, thereby presenting an opportunity for new uses and moderate intensification of the property not originally contemplated by the Secondary Plan.

Through the development applications submitted, the applicant is seeking to amend the plan to reflect the proposed development and the new range of uses on the lands. The Secondary Plan states that new development in the community is expected to fulfill principles of sustainable development. As has been discussed, the development proposed consists of a complete community that will incorporate a number of sustainable development measures.

SECTION 8.5.1 LAND USE

The Secondary Plan defines Institutional land uses as schools, places of worship, and community facilities, which is more restrictive than what is currently permitted by the zoning. It is suggested that the Secondary Plan be amended to permit moderate intensification of the site and a mix of uses.

The Secondary Plan contains three (3) residential designations and categorizes residential areas as low, medium and high density. These categories are loosely defined as follows:

- / Low Density: Detached, Semi-Detached, and Duplex Units

- / Medium Density: Primarily Townhouse Units
- / High Density: High-Rise Apartment Dwellings

The Secondary Plan also contemplates a Mixed-Use Residential Commercial designation which encourages mixed-use development through infill. In this designation, commercial uses are to be protected such that residential uses are only permitted in buildings with at-grade commercial uses. This designation does not consider height and density. The lands at the corner of Riverside Drive and Brookfield Road are currently designed Mixed-Use Residential Commercial in the Secondary Plan Area. The Secondary plan contains the following guidelines to be considered in the approval of any mixed commercial/residential development application:

- / Parking required for the commercial and residential uses should be functionally separate;
- / Private amenity space should be buffered and oriented away from the commercial entrances and parking, circulation and service areas;
- / Residential building entrances should be highly visible, promote a residential identity and be separate from commercial entrances;
- / Building and site design should minimize any potential effects on the residential uses of noise, lighting and odours from the commercial uses;
- / Planting of trees, shrubs and other vegetation should be used to enhance the quality of the residential environment.

The Secondary Plan contains a designation for Park uses, which refers to municipal parkland intended to serve the local community with active and passive recreational facilities.

3.3.1 Recommended Amendment to the Secondary Plan

A site-specific amendment to the Secondary Plan is proposed to re-designate the lands from Institutional to Mixed-Use Residential Commercial. As this designation is specific to the areas presently designated Mixed-Use Residential Commercial in the Secondary Plan, the amendment should reflect the proposal and permit uses mixed in individual buildings or occurring side by side in separate buildings and not limit residential uses to buildings with at-grade commercial. Commercial uses are intended to be local and serve an ancillary function to provide local services and facilities to the residential community.

The amendment to the Secondary Plan is recommended to reflect a well-integrated mix of uses; therefore, flexibility with respect to the guidelines of the Mixed-Use Residential Commercial designation, which aim to create a distinction between the residential and commercial uses, is proposed. Instead, the commercial uses shall be well integrated with the residential uses and further objective of an active and animated public realm.

3.4 City of Ottawa Zoning By-Law 2008-250

The property is presently zoned Minor Institutional Subzone A (I1A) based on its previous use as a school.

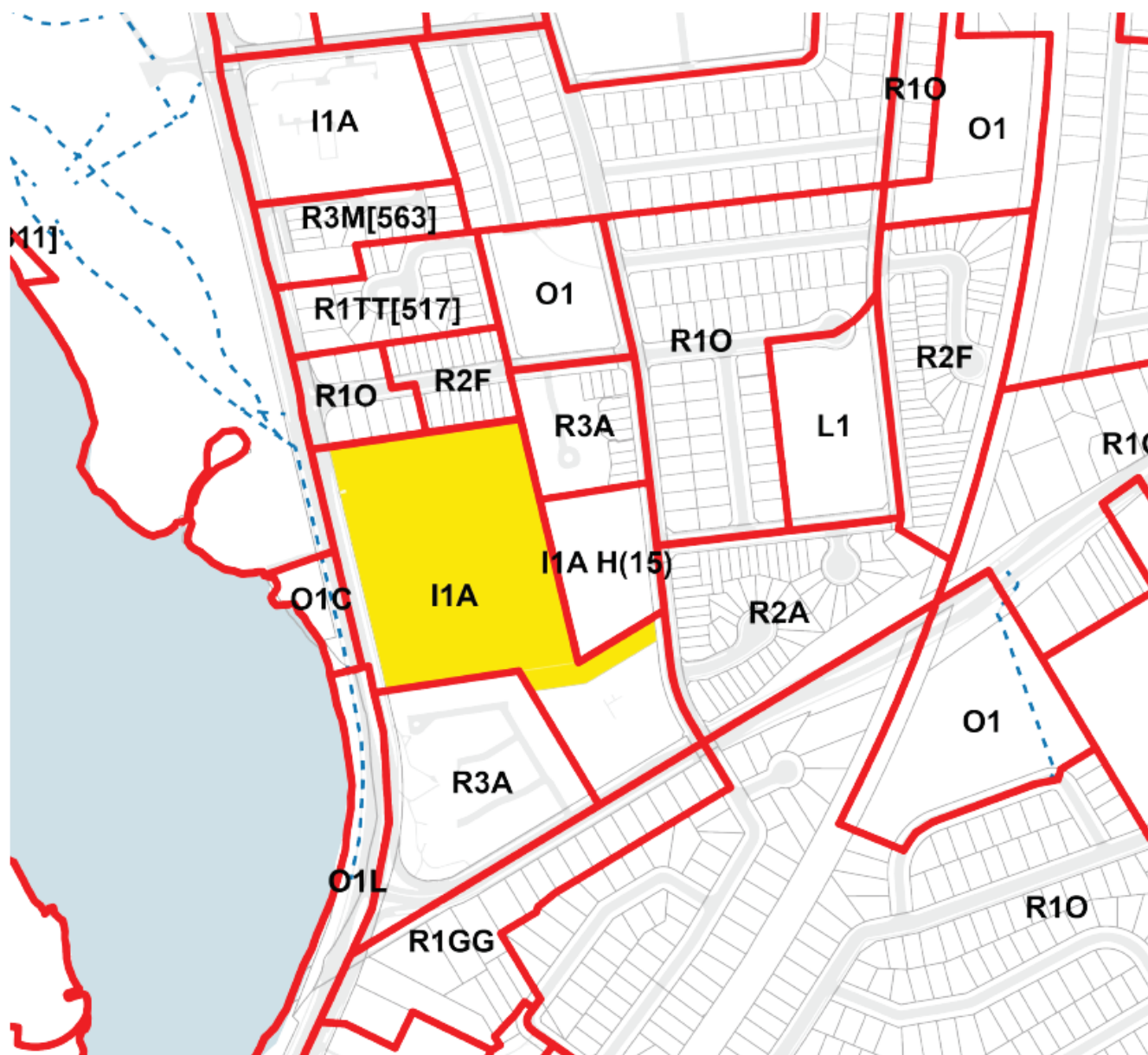


Figure 11: City of Ottawa Zoning By-law

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
- / training centre limited to job instruction/ training associated with a school

The uses proposed that are already permitted on the property include a daycare, a residential care facility and a retirement home. The zoning does not permit townhouses, low-rise apartment buildings, and a number of local commercial uses that would be appropriate for the site.

Table 170A describes the subzone provisions of the I1A zone as follows:

Zoning Mechanism	Abutting a Residential Zone	Other Cases
Minimum Lot Width	15m	15m
Minimum Lot Area	400m ²	400m ²
Minimum Front Yard Setback	7.5m	6m
Minimum Rear Yard Setback	7.5m	7.5m
Minimum Interior Side Yard Setback	7.5m	3m
Minimum Corner Side Yard Setback	4.5m	4.5m
Maximum Height	11m	15m
Lot Coverage	35%	35%

Other Applicable Provisions

The following additional provisions apply to the proposed development.

Section 85: Outdoor Commercial Patios

Outdoor commercial patios may be located within the 0.20-acre courtyard adjacent to Riverside Drive. This location is not located in proximity to a residential zone and is therefore permitted by the Zoning By-law.

Section 101: Minimum Parking Space Rates

The required and provided parking spaces are shown in the table below.

Use	Parking Space Rate	Required Parking Spaces	Provided Parking Spaces
Townhouse (Building A)	Residential: 1/unit Visitor Parking: 0	26	26
Low-Rise Apartment Buildings (Building B)	Residential: 1.2/unit Visitor: 0.2/unit	Residential: 43	43

		Visitor: 7 Total: 50	
Dwelling Units in a Mixed-Use Building (Building C)	Residential: 1/unit Visitor Parking: 0.2/unit	Residential: 40 Visitor: 8 Total: 48	52
1,800 m ² Retail (Building C)	3.4 spaces per 100m ² of gross floor area	61	61
Residential Care Facility (Building D)	Residential: 0.25 per unit plus 1 per 100 m ² of gross floor area used for medical, health or personal services Visitor: 0	Residential: 69 Visitor: 0 Personal Service: 15 Total: 84	84
Retirement Home (Building E)	0.25 per unit plus 1 per 100 m ² of gross floor area used for medical, health or personal services	Residential: 62 Visitor: 0 Personal Service: 15 Total: 77	156
550 m ² Daycare (Building F)	2 spaces per 100m ² of gross floor area	11	11

The required parking spaces for the commercial uses in Buildings C was calculated based on the retail rate of the Zoning By-law and is deemed to be sufficient to serve the types of uses proposed in this location. This is proposed to be reflected in the proposed amendment. No visitor parking is provided for the flats. Seven (7) visitor parking spaces are required in total which can be accommodated as on-street parking.

Section 109: Location of Parking

Parking is not permitted in a required corner side yard. As the property is proposed to be considered one lot for zoning purposes, there is no parking provided in a required corner side yard.

Section 110: Landscaping Provisions for Parking Lots

Section 110(1) requires that 15% of the area of a parking lot consist of a minimum 15% landscaping.

Table 110 requires the following minimum width of a landscaped buffer:

Location of Landscaped Buffer	For a parking lot containing 10 or fewer spaces	For a parking lot containing more than 10 but fewer than 100 parking spaces	For a parking lot containing more than 100 spaces
Abutting a street	3 metres	3 metres	3 metres
Not abutting a street	None	1.5 metres	3 metres

The small parking areas serving the commercial uses will comply with the landscaping provisions for parking lots.

Section 111: Bicycle Parking Space Rates

The required and provided bicycle parking spaces are shown in the table below.

Use	Bicycle Parking Space Rate	Required Bicycle Parking Spaces
Townhouse (Building A)	0	0
Low-Rise Apartment Buildings (Building B)	0.5/unit	18

Dwelling Units in a Mixed-Use Building (Building C)	0.5/unit	20
1,800 m ² Retail (Building C)	1 per 250m ² GFA	7
Residential Care Facility (Building D)	1 per 1500m ² GFA	16
Retirement Home (Building E)	0.25/unit	62
550 m ² Daycare (Building F)	1 per 250m ² GFA	2

Bicycle parking will be provided in accordance with the above rates and will be located to provide convenient access to main entrances and well-used areas. The exact number and location of spaces will be determined through Site Plan Control.

Section 113: Loading Space Rates and Provisions

The total commercial space for Buildings C requires one (1) loading space; however, it is not yet known what uses will be provided. No loading is provided for Building C which is reflected in the recommended zoning details. No loading is required for the residential uses.

Section 137: Amenity Area

The required and provided amenity area is shown in the table below. The amenity areas for the flats, mixed-use buildings, and retirement home must provide 50% of the total required amenity area as communal space aggregated into areas of up to 54 m², and where more than one aggregated area is provided, at least one must be a minimum of 54 m².

Use	Zoning Requirement
Low-Rise Apartment Buildings (Building B)	6m ² per dwelling unit, and 10% of the gross floor area of each rooming unit.
Dwelling Units in a Mixed-Use Building (Building C)	6m ² per dwelling unit, and 10% of the gross floor area of each rooming unit.
Residential Care Facility (Building D)	10% of the gross floor area of each rooming unit (100% communal)
Retirement Home (Building E)	6m ² per dwelling unit, and 10% of the gross floor area of each rooming unit.

The development will be required to meet the above noted amenity area requirements through Site Plan Control.

3.4.1 Recommended Zoning

Based on the above analysis, it has been concluded that the development and uses proposed are appropriate for the property and will help to achieve the policies of the Provincial Policy Statement, Official Plan, and Secondary Plan in adapting a previous school use. It is recommended that the property be rezoned to the General Mixed Use Zone (GM) with an exception and site-specific building height schedule. The park block shall be rezoned to the Parks and Open Space Zone.

General Mixed Use Zone

The Zoning By-law states that the purpose of the General Mixed Use Zone is as follows:

- / Allow residential, commercial and institutional uses, or mixed use development in the General Urban Area;

- / Limit commercial uses to individual occupancies or in groupings in well-defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- / Permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- / Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

The following uses are permitted in the GM zone:

Non-Residential	Residential
animal care establishment animal hospital artist studio bank bank machine catering establishment click and collect facility community centre community garden community health and resource centre convenience store day care diplomatic mission drive-through facility emergency service funeral home home-based business home-based day care instructional facility library medical facility municipal service centre office personal service business place of assembly place of worship post office recreational and athletic facility research and development centre residential care facility restaurant retail food store retail store service and repair shop shelter small batch brewery technology industry	apartment dwelling, low rise apartment dwelling, mid rise bed and breakfast dwelling unit group home planned unit development retirement home retirement home, converted rooming house rooming house rooming unit stacked dwelling townhouse dwelling

training centre	
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The uses listed above would be appropriate for the property and would permit the residential care facility, retirement home, low-rise apartment buildings, townhouses, daycare and mixed-use buildings proposed.

The GM Zone provisions are captured in Table 187 of the By-law shown below. Additional columns have been added to demonstrate zoning conformity.

Zoning Mechanism	Provisions	Zoning Conformity
Minimum Front and Corner Side Yard Setbacks	3m	✓
Minimum Interior Side Yard Setbacks	For a residential use building: / Equal or lower than 11m in height – 1.2m / Greater than 11m in height – 3m All other cases – No Minimum	✓
Minimum Rear Yard Setback:	Abutting a street – 3m From any portion of a rear lot line abutting a residential zone – 7.5m For a residential use building – 7.5m All other cases – No Minimum	✓ ✓ ✗
Maximum Building Height	18m	✗
Maximum Floor Space Index	2, unless otherwise shown	✓
Minimum Width of a Landscaped Area	Abutting a street – 3m Abutting a residential or institutional zone – 3m Other cases – no minimum	✓

Parks and Open Space Zone

The Zoning By-law states that the purpose of the Parks and Open Space Zone is as follows:

- / permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and
- / ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.

Details of Recommended Zoning

The recommended zoning is shown on the schedule in Figure 12 below and written in the bullets below. It is proposed that the development be considered as one lot for zoning purposes.

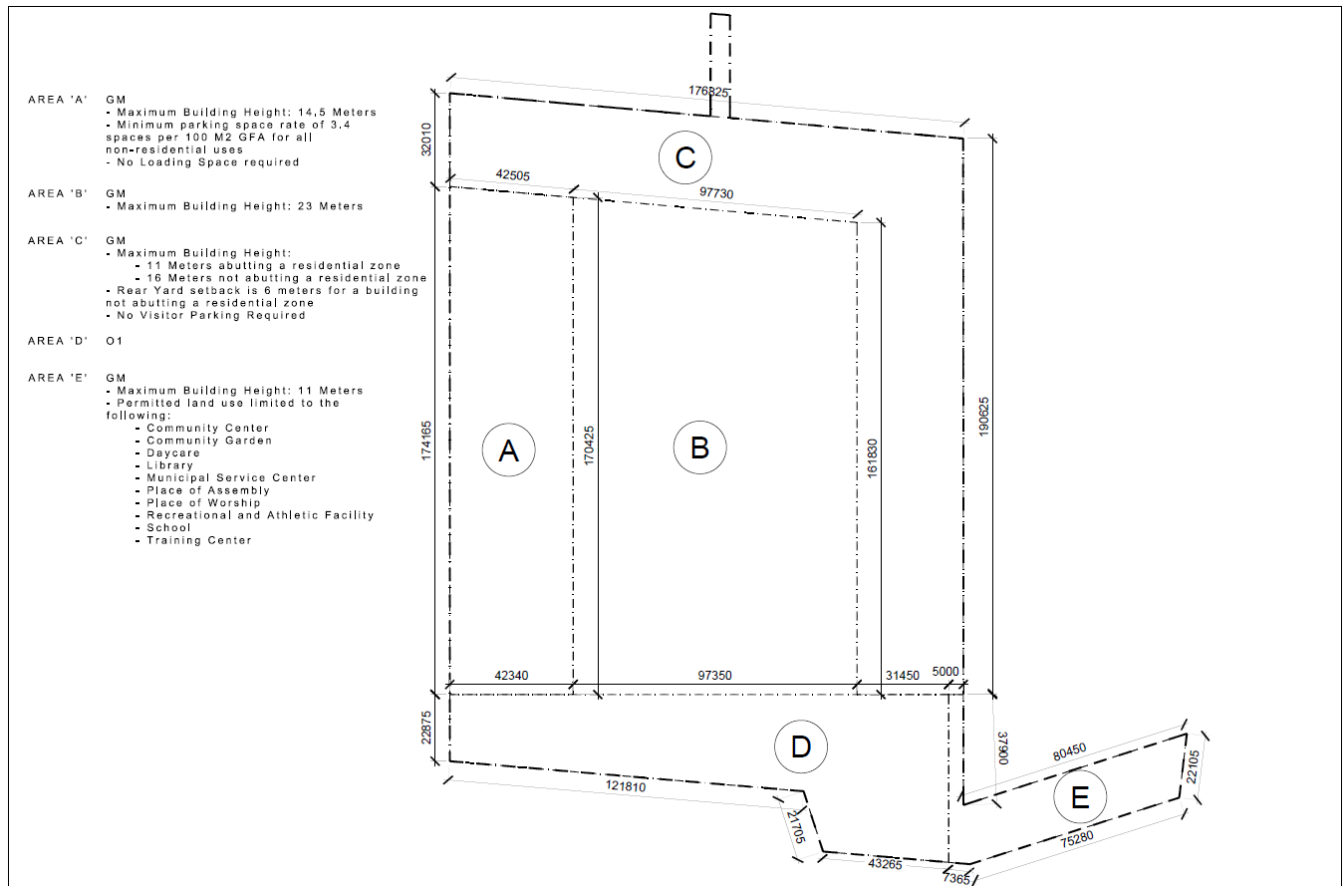


Figure 12: Zoning Schedule

- / Area A: General Mixed Use Zone with permitted building height of 14.5 metres. It is proposed that Area A be subject to a site-specific zoning exception to permit a minimum parking space rate of 3.4 spaces per 100 m² GFA for all non-residential uses and to require no loading spaces;
- / Area B: General Mixed Use Zone with permitted building height of 23 metres;
- / Area C: General Mixed Use Zone with permitted building height of eleven (11) metres abutting a residential zone and sixteen (16) metres not abutting a residential zone. Area C shall also be subject to a site-specific zoning exception to permit a six (6) metre rear yard setback for a residential use building not abutting a residential zone and to require no visitor parking;
- / Area D: Parks and Open Space Zone;
- / Area E: General Mixed Use Zone with permitted building height of 11 metres. Permitted land use to be limited to the following:
 - Community centre
 - Community garden
 - Day care
 - Library
 - Municipal Service Centre
 - Place of Assembly

-
- Place of Worship
 - Recreational and Athletic Facility
 - School
 - Training Centre

4.0 SUPPORTING STUDIES

The following supporting studies have been submitted with this application:

Assessment of Adequacy of Public Services

The report concludes that the existing municipal water infrastructure and sewer capacity is sufficient to support the proposed development. Stormwater retention via roof top and underground storage is recommended.

Geotechnical Study

The report concludes that the property is suitable for the proposed development.

Phase 1 Environmental Site Assessment

The property was subjected to a remedial program in 2009 and a Record of Site Condition was submitted to the MOE and subsequently acknowledged in 2011. Confirmatory testing is recommended to assess the groundwater condition in the area previously subjected to the remedial program. A Phase II Environmental Site Assessment is not required.

Community Transportation Study

The study determines that the accesses serving the development will operate safely and states that the location and design serves to promote the use of walking, cycling and transit in support of City of Ottawa policies, goals and objectives. Further study will occur at site plan approval.

Noise Study

The study determined that the highest noise levels will occur on the west side of the development near Riverside Drive. The noise levels from roadway traffic exceed the criteria for outdoor living areas and the report recommends noise control measures. Ultimately, the report concludes that the site is feasible for development and that further study will be required at site plan approval to determine specific noise control measures for the development.

5.0 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;
- / Conform to the City of Ottawa Official Plan and the Riverside Park Secondary Plan;
- / Maintains the general intent of the Zoning By-law; and
- / Represents good planning.

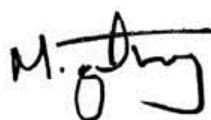
Overall, the proposed development advances several key policy objectives of the Province and Municipality, including, but not limited to optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, contributing to a mix of uses and providing a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

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

Sincerely,



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