

ZONING BY-LAW AMENDMENT



REVISED PLANNING RATIONALE | 740 Springland Drive, Ottawa



Prepared for:

Greatwise Developments Corporation
333 Wilson Avenue, North York
ON M3H 1T2

Prepared by:

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File: 0812
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1. OVERVIEW

Lloyd Phillips & Associates Ltd. has been retained by Greatwise Developments Corporation (Greatwise) to prepare a Planning Rationale report for the application of a Minor Zoning By-law Amendment for the property known municipally as 740 Springland Drive (also fronting Norberry Crescent). Greatwise is a development company that is related to Norberry Residences (the Owner), who owns the property.

The subject property is located in the Riverside Park community of Ottawa, approximately five kilometres south of the City's urban core. The property has an area of 56,800 m² (14.03 acres) and contains three six-storey apartment buildings, one ten-storey apartment building, and a centrally located community pool and small convenience store.

The proposal is to construct three new apartment buildings on the site, and to re-allocate parking facilities. The proposal requires applications for a Zoning By-law Amendment and for Site Plan Control. The intent of this report is to present the Planning Rationale for a Zoning By-law Amendment.

The purpose of the rezoning is to request a reduction in the minimum required motor vehicle and visitor parking rates, and to permit front yard visitor parking. The proposed changes to the parking rates correspond to the actual usage of the parking facilities. The proposal does not require any other changes to the site's zoning.



Figure 1. Parcel fabric showing the subject site

2. SITE AND SURROUNDING CONTEXT

2.1 Site Context

The site has the general shape of a baseball diamond, with a crescent-shaped property line extending between its northeast to southwest corners. This large site is unique in that it contains street frontage along the entirety of its property boundary. The crescent-shaped portion of the site's boundary fronts on Springland Drive, whereas the south and east property lines form a reverse "L" shape that fronts on Norberry Crescent. The site's perimeter, as well as its buildings and parking facilities are lined with mature trees and pockets of open space.

The site contains four residential buildings (known as Norberry Residences) and a small community centre type building containing an indoor swimming pool and a convenience store. The residential buildings contain the same y-shaped footprint, and are accessed from the abutting public streets and internal private road.

The internal private road bisects the southeast quadrant of the site which contains the community centre building, the 10-storey residential building, and a parking deck. This internal road also provides access to the surface parking which is proportionately distributed throughout the site and between the site's buildings. The three residential buildings on the northeast side of the internal private road are all of 6 storeys in height.

There are a total of 761 rental units and 759 parking spaces (resident and visitor) existing on the site. The majority of the site's parking exists as surface parking, whereas the remainder is provided in and above the parking deck (2 storeys) on the southeastern quadrant of the site.

The development is of a mid 20th century character, and was built by Campeau Corporation in the 1960s, as was much of the rest of this community.

The site consists of the following legal description and lot dimensions:

- Legal: PLAN 749 PT BLK A PLAN 775; PT BLK D (PIN: 040720001)
- Area: 56,800 m² (14.03 acres)
- Frontage: Springland Drive = 400.96 m
Norberry Crescent (south property line) = 210.24 m
Norberry Crescent (east property line) = 257.95 m

Although the property is addressed as 740 Springland Drive, the existing buildings are addressed as follows:

- 740 Springland Drive – 6 storeys
- 790 Springland Drive – 6 storeys
- 840 Springland Drive – 6 storeys
- 2660 Norberry Crescent – 10 storeys

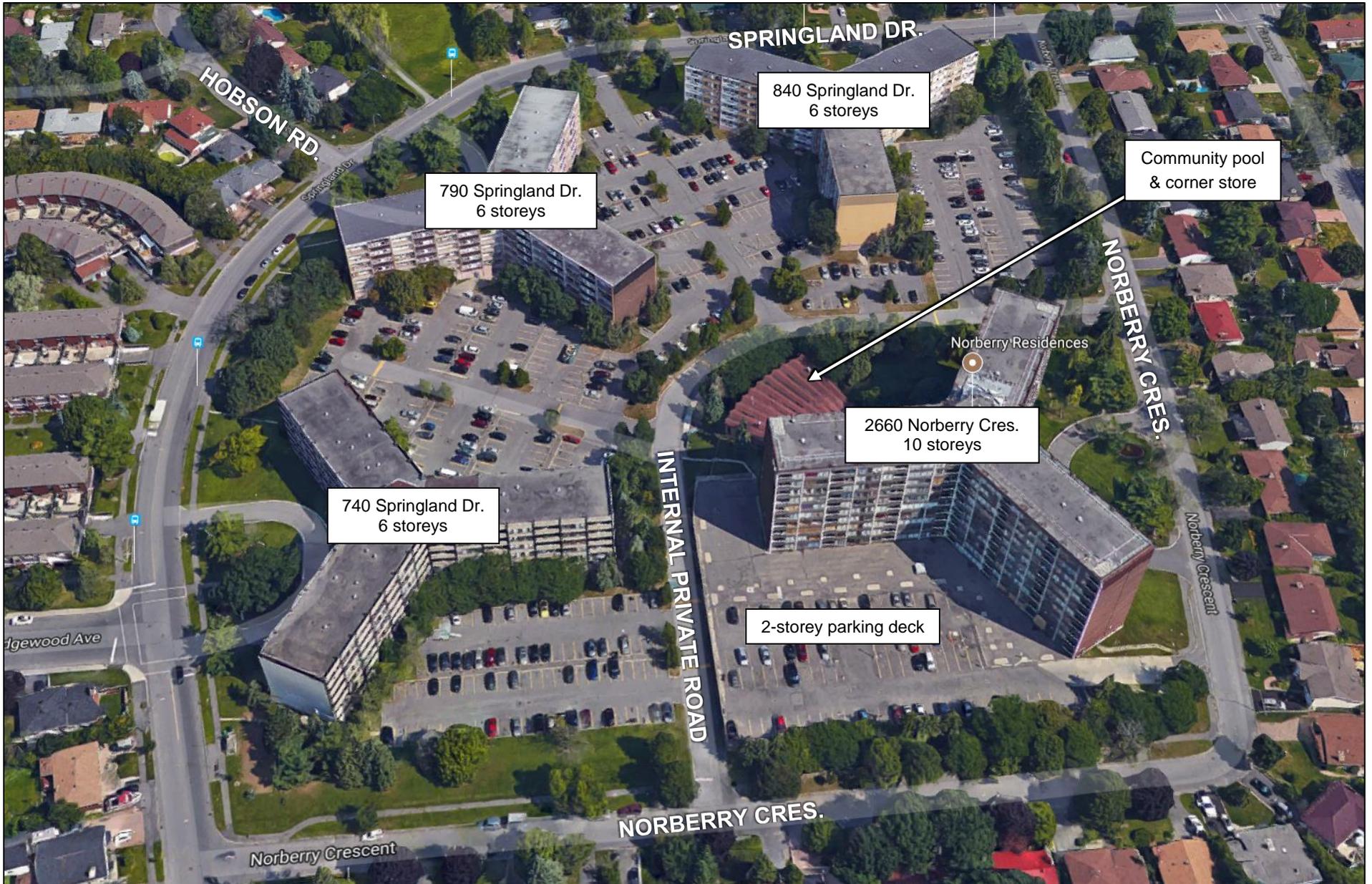


Figure 2. Site Context of 740 Springland Drive

2.2 Surrounding Context

The site is located in the City's Urban Area within the neighbourhood of Riverside Park and Ward 16 – River. Specifically, the site is bound by Norberry Crescent to the east and south, and by Springland Drive to the north and west. In a wider context, site is bound by the following features:

- North: Brookefield Road followed by Confederation Heights and Carleton University;
- East: CN Rail Line followed by Airport Parkway and the O-Train Trillium Line;
- South: Walkley Road;
- West: Riverside Drive followed by Mooney's Bay Park and Terry Fox Athletic Facility.

The predominant built form and land use of the surrounding context is low-rise residential development. This context is most notable to the north, east, and south of the site, whereas the lands west of the site, and along Riverside Drive, provide a mix of land uses and densities which include low to high rise residential, commercial, retail, institutional and open space.

Within 1.5 kilometres of the site are a number of uses complementary to medium and high-density residential development. These uses include the following:

Table 1. Surrounding land uses – see Location Plan 2 of 2 in Figure 4

Institutional	Parks / Open Space / Recreational Facilities	Non-residential (services, employment, etc.)
1. Brookefield High School	12. Recreation Association	24. Riverside Mall
2. General Vanier Public School	13. Mooney's Bay Park	25. The Country Grocery
3. Holy Cross School	14. Hog's Back Park	26. Riverview Medical Centre
4. Holy Cross Parish	15. Riverside Park	27. Ottawa Fire Station 34
5. Fielding Drive Public School	16. Vincent Massey Park	28. O-Train Confederation Station
6. Ecole Elementaire Catholique Georges-Etienne-Cartier	17. Pauline Vanier Park	29. Billings Bridge Shopping Centre
7. Riverside Park Nursery School	18. Linton Park	30. Confederation Heights <ul style="list-style-type: none"> • Canada Post • Health Canada • National Defence • Canada Revenue Agency • Public Services & Procurement Canada
8. Riverside United Church	19. Stanstead Park	
9. Carleton University	20. Arnott Park	
10. St. Elias Antiochian Orthodox Church	21. Flannery Park	
11. St. Elias Banquet Centre	22. Ernie Calcutt Park	
	23. Paget Park	



Figure 3. Location Plan 1 of 2

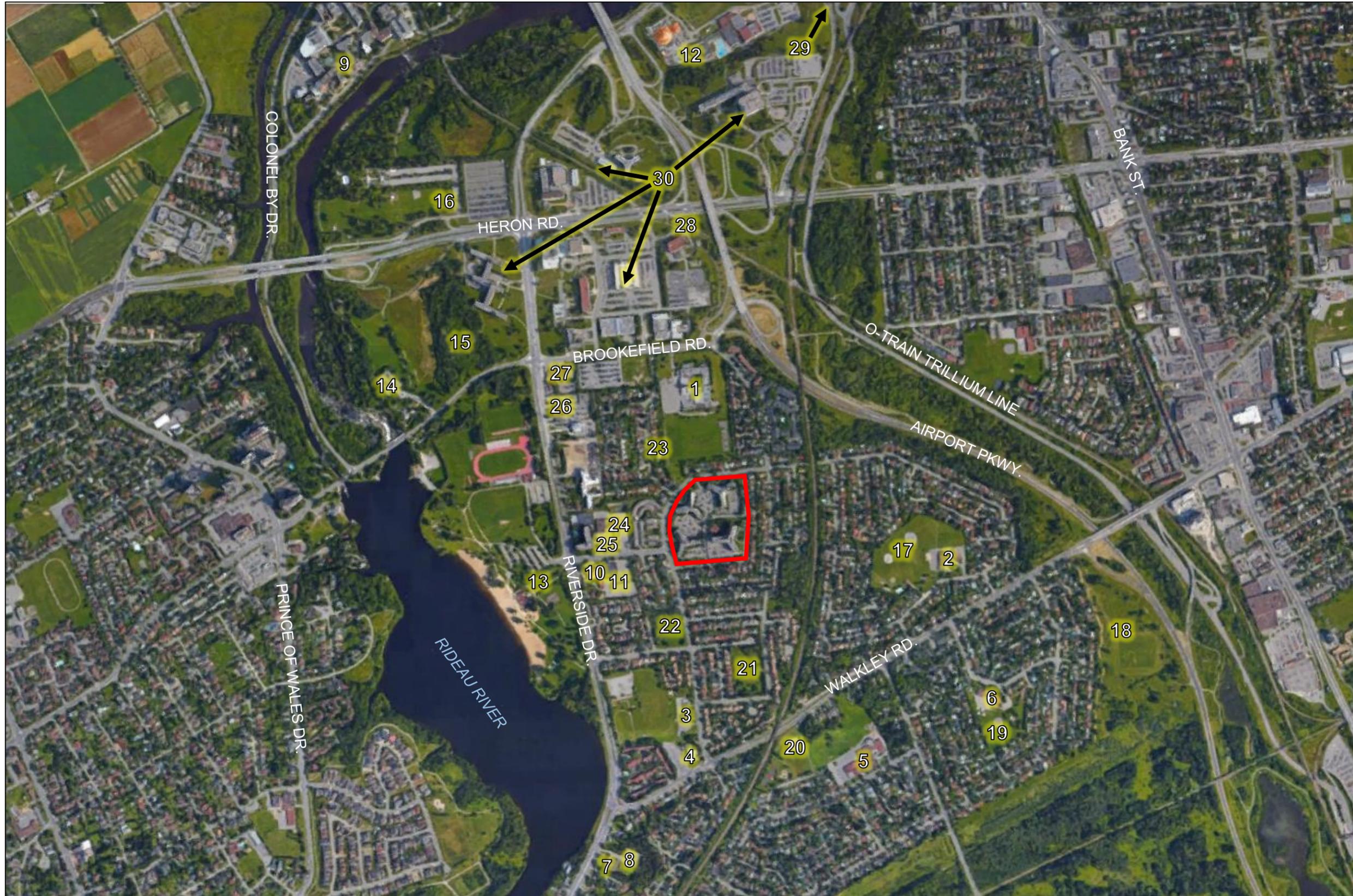


Figure 4. Location Plan 2 of 2



EXISTING:	
RESIDENTIAL UNITS:	761
PARKING:	
COVERED:	141
ABOVE GRADE:	86
SURFACE:	532
TOTAL:	759
VISITOR PARKING @ 0.02/UNIT:	18
NET RESIDENTIAL:	741
RESIDENTIAL PARKING RATIO:	0.97

SITE AREA:	BUILDING FOOTPRINT	ASPHALT SURFACE AREA	LANDSCAPED AREA
56 800 M2	14 250 M2 (25.10%)	23 990 M2 (42.22%)	18 560 M2 (32.68%)

RODERICK LAHEY
ARCHITECT INC

EXISTING SITE PLAN
SCALE 1:1250
PLOT DATE: Monday, October 02, 2017

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SHEET #
1
PROJ # 1517

Figure 6. Existing Site Plan



Figure 7. Streetview from the southwest intersection of Norberry and Springland



Figure 8. 3D view above the southwest intersection of Noberry and Springland



Figure 9. 3D view above the southwest intersection of Noberry and Springland



Figure 10. Streetview facing west from the southeast corner of Norberry



Figure 11. Streetview facing north from the southeast corner of Norberry



Figure 12. 3D view above the southeast corner of Norberry



Figure 13. Streetview facing west from the northeast intersection of Norberry and Springland



Figure 14. Streetview from the northeast intersection of Norberry and Springland



Figure 15. 3D view from the northeast intersection of Norberry and Springland



Figure 16. Streetview facing northeast from the intersection of Springland and Hobson



Figure 17. Streetview facing south from the intersection of Springland and Hobson



Figure 18. 3D view from the intersection of Springland and Hobson

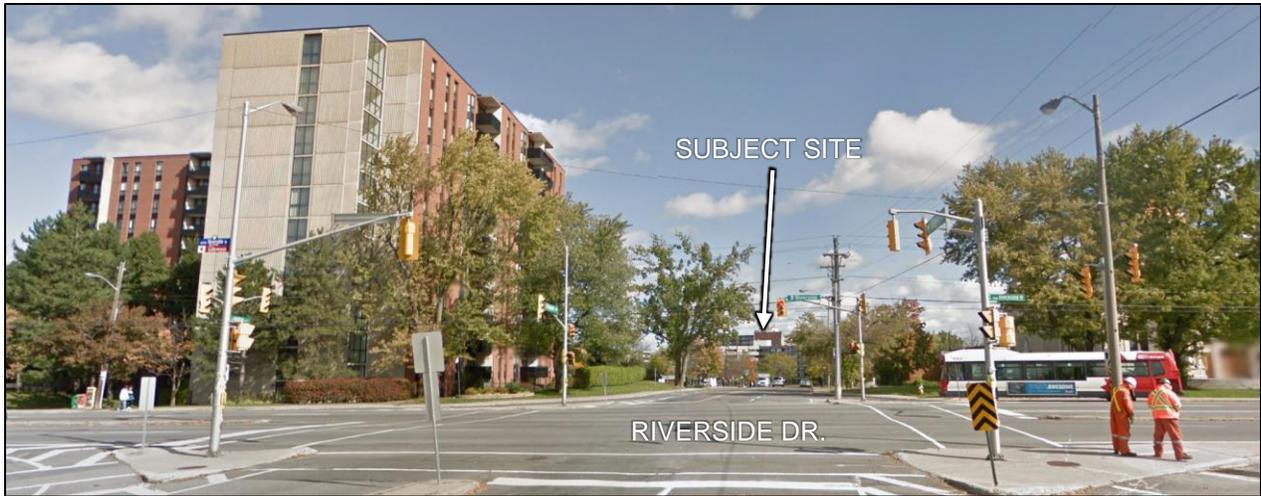


Figure 19. Streetview facing east from the intersection of Riverside and Ridgewood



Figure 20. Streetview facing east from Ridgewood



Figure 21. 3D view above the intersection of Riverside and Ridgewood

3. PROPOSED DEVELOPMENT

The proposal is for modifications to the site's parking facilities and the addition of three new residential buildings to the site.

The parking modifications will result in additional visitor parking and a decrease in resident parking, with a net total decrease of seven parking spaces (existing spaces = 759; proposed spaces = 752).

Two of the three proposed residential buildings will be 4.5 storeys in height, while the third will have a height of 4 storeys. These proposed buildings will all be lower than the existing buildings on the site, which include three 6-storey buildings and a single 10-storey building.

The proposal consists of:

- Building A 4.5 storeys 81 units
- Building B 4.5 storeys 72 units
- Building C 4 storeys 72 units & a new parking garage with 219 spaces

The proposed development will require applications for a Zoning By-law Amendment and Site Plan Control. The rezoning is for a reduction in the minimum required motor vehicle and visitor parking rates, and to permit front yard visitor parking. This amendment to Zoning By-law 2008-250 is considered a minor rezoning. Site Plan Control Approval will be required for the proposed development as per City's Site Plan Control By-law.

The intent is to first submit an application for the proposed rezoning, and to submit a Site Plan Control application at a later date.

3.1 Consultation, Urban Design Review Panel & Public Open House

The proposed infill project supports intensification by taking advantage of the existing site's large area and extensive building separation. The design of the site and its existing buildings reflect the modernist era of planning and design which was characterized by large land-consumptive, auto-oriented development (note: internal roadway and ample surface parking) and uniform site and building design (note: y-shaped buildings equally dispersed across the site).

Given the site's unique context and configuration, it presents both opportunities and challenges with respect to infill development and intensification. As such, an in-depth consultation process was undertaken in order to explore design options for the proposed development.

Prior to submitting the rezoning application, a number of pre-application consultation meetings were held with City staff, some of which date back to 2014. There was also a site visit taken with City staff, a presentation and submission made to the City's Urban Design Review Panel, and a public open house held to allow members of the public an opportunity to comment on the proposal.

In January of 2015, it was recommended by City staff that the project be reviewed by the Urban Design Review Panel (UDRP) to provide a review of the proposed development.

On February 5th, 2015, Roderick Lahey Architects Inc. presented five design options to the panel for discussion, which included:

- Four 4 to 6-storey apartment buildings dispersed throughout the site;
- Three 4 to 6-storey buildings fronting Norberry Crescent;
- Three 16-storey tower additions to the existing buildings fronting the internal roadway;
- One new 19-storey residential tower located in the interior of the site.

The design of the proposal, as submitted with the rezoning application, reflects the comments and recommendations of the City planning staff and the UDRP. The recommendations of the UDRP from February 5th, 2015 can be found in Appendix A.

On October 13, 2016 a voluntary public meeting was held by the Owner to allow members of the public an opportunity to view concepts of the proposed development, to interact with the consultants working on the file, to interact with City planning staff and Councillor Brockington, and to ask questions and provide feedback regarding the proposal in advance of any formal application being submitted.

Feedback received during and following the open house was catalogued and addressed through a series of modifications to the proposal. The modified proposal resulted in three newly-sized residential buildings of a low-rise profile along the perimeter of the site and adjacent to Norberry Crescent. The proposal also included the removal of new accesses, an increased range of unit types and sizes, additional parking (including covered parking), an improved greenspace, and where possible, the retention of mature trees.

3.2 Proposed Concept Site Plan & Parking

The proposal includes three new, rectangular-shaped residential buildings of low-rise profile. Two of the three buildings will be 4.5 storeys in height, whereas the third will have a maximum height of 4 storeys.

All three buildings will be located along the site's perimeter and will front onto Norberry Crescent with vehicle access provided internally via the existing private road that bisects the site.

Where the internal private road intersects Norberry Crescent at the site's southerly property line, a new building will be located on either side of the private road. The space where these two buildings are to be located is currently occupied primarily by parking and some greenspace. The third new building will be located along the site's easterly property line, just north of where the internal private road intersects with the north-south portion of Norberry Crescent. This space is currently occupied by surface parking. The following table provides the existing and proposed development statistics.

Table 2. Development statistics (Note: red = reduction; green = increase)

BUILDING				
UNIT / FEATURE	EXISTING	PROPOSED	NET TOTAL	NOTE
Residential Units	761	+ 225	986	Increased density
Site Area	56,800 m ²	56,800 m ²	56,800 m ²	NA
Building Footprint	14,250 m ²	+ 3,565 m ²	17,815 m ²	Increased building footprint
Asphalt Surface Area	22,135 m ²	- 4,170 m ²	17,965 m ²	Decreased asphalt surface area
Landscaped Area	20,410 m ²	+ 610 m ²	21,020 m ²	Increased landscaped area
PARKING				
UNIT / FEATURE	EXISTING	PROPOSED	NET TOTAL	NOTE
Parking – Resident	741	- 39	702	Decreased resident parking
Parking – Visitor	18	+ 32	50	Increased visitor parking
PARKING TOTAL	759	- 7	752	Decreased total parking (7 less spaces)
Parking – Surface	526	+ 7	533	Increased surface parking
Parking – Above grade	88	- 25	63	Decreased above grade parking
Parking – Covered	145	+ 11	156	Increased covered parking
PARKING TOTAL	759	- 7	752	Decreased total parking (7 less spaces)



PROPOSED SITE PLAN:

NEW RESIDENTIAL AREA:	167,550 SQ.FT.
EXISTING RESIDENTIAL UNITS:	761
NEW RESIDENTIAL UNITS:	225
TOTAL:	986

BUILDING FOOTPRINT:

EXISTING:	14 250 M2
PROPOSED:	3 565 M2
TOTAL:	17 815 M2

PARKING:

COVERED:	156
ABOVE GRADE:	63
SURFACE:	533
TOTAL:	752

VISITOR PARKING @ 0.05/UNIT: 50
 NET RESIDENTIAL: 702
 RESIDENTIAL PARKING RATIO: 0.71
 TOAL SITE PARKING RATIO: 0.76

SITE AREA:	BUILDING FOOTPRINT	ASPHALT SURFACE AREA	LANDSCAPED AREA
56 800 M2	17 815 M2 (31.36%)	17 965 M2 (31.63%)	21 020 M2 (37.00%)

RODERICKLAHEY
ARCHITECT INC

CONCEPT SITE PLAN
SCALE 1:1250
PLOT DATE: Monday, October 02, 2017



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SHEET #
2
PROJ.# 1218

Figure 22. Concept Site Plan

4. PROVINCIAL POLICY STATEMENT, 2014

The Provincial Policy Statement, 2014 (PPS) provides policy direction on planning matters for the Province of Ontario. Decisions affecting all planning matters shall be consistent with the Provincial Planning Policies. The proposed rezoning to permit a reduction in the minimum required motor vehicle and visitor parking rates, and to permit front yard visitor parking is consistent with the policies of the PPS as demonstrated below.

Policies:

Section 1.1.1 of the PPS sets out the criteria whereby healthy, livable, and safe communities are sustained. In short, these are: to promote efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; avoiding development and land use patterns which may cause environmental or public health and safety concerns; promote cost-effective development patterns; improve accessibility for persons with disabilities and older persons by identifying, preventing, and removing land use barriers which restricts their full participation in society; ensuring there is necessary infrastructure; and, promoting development and land use patterns that conserve biodiversity.

Section 1.5.1 of the PPS states that 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.

In the above policies, there is a large emphasis on efficient development that is safe, compatible and complementary, respects the natural environment, uses available infrastructure, and provides for the needs of the community both in the short term and long term.

- The proposed infill will provide a desirable use of underdeveloped land that is compatible with and complementary to the site's existing and surrounding land uses and built forms.
- The proposed infill will contribute to a safe pedestrian environment that is accessible, well-lit and easily navigable with clearly identified entrances and walkways.
- The proposed infill will include a massing, architectural style, and enhanced landscape that will improve the streetscape transition in built form from the surrounding low-rise development along Norberry Crescent and Springland Drive, to the primarily mid-rise development on the interior of the site.
- The proposal respects the natural environment by preserving, where possible, existing trees, by planting new trees, and by reducing the amount of asphalt surface area and increasing the amount of landscaped surface area, all of which will increase permeable surface area.

- The proposal will improve opportunities for social interaction by providing a higher density and greater mix in available unit sizes to the site, and by increasing and enhancing the site's landscaping.

The proposed development capitalizes on an infill opportunity within a built-up City neighbourhood where services are readily available. The proposal provides an increased density on a site that is an underdeveloped relic of 1960s modernist planning and architecture. The added density contributes to a more sustainable land use pattern and offers an appropriate mix of residential unit types for a growing community.

The proposal aims to reinforce and enhance the residential character of the Riverside Park community by introducing an infill development of a low-rise profile that is sensitive to and compatible with the surrounding context.

The proposal is consistent with the applicable policies of the PPS, 2014.

5. OFFICIAL PLAN

Schedule B of the City of Ottawa Official Plan shows the site at 740 Springland Drive as being designated General Urban Area.

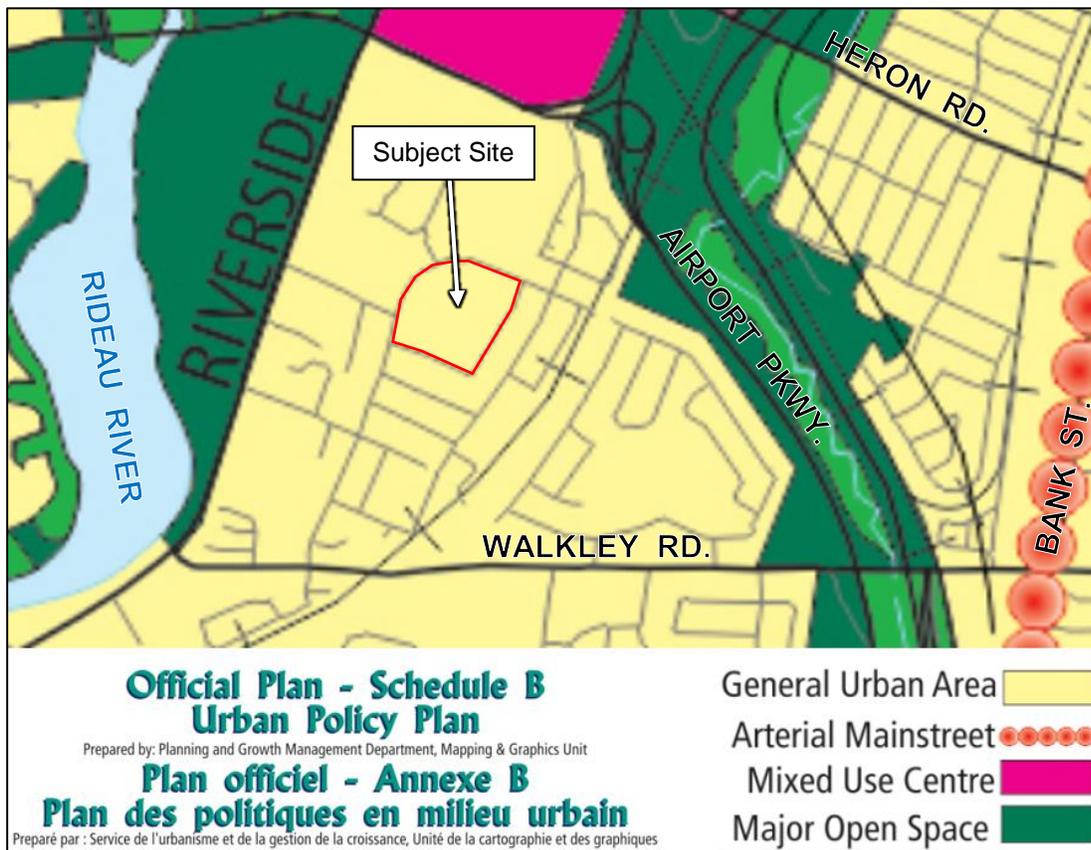


Figure 23. Excerpt of Official Plan Schedule B

5.1 Section 3.6.1 – General Urban Area

The General Urban Area designation permits a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.

Subject to the policies below, the City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city.

Policies:

1. General Urban Area areas are designated on Schedule B. The General Urban Area designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.
 2. The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.
 3. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:
 - a. Recognize the importance of new development relating to existing community character so it enhances and builds upon desirable established patterns and built form;
 - b. Apply the policies of Section 2.5.1 and Section 4.11;
 - c. Consider its 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 demographic profiles throughout the General Urban Area;
 - d. Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within established low-rise residential communities.
- The proposed residential infill is a permitted and supported use that will provide added density in a compatible form and scale to a site that is underdeveloped and is an ideal candidate for intensification.
 - The proposal demonstrates conformity to the applicable policies of Section 2.5.1 and Section 4.11, as demonstrated below in Sections 5.2 and 5.5 of this report.
 - The proposed residential infill development has been designed to provide a transition in building height, density, and architectural style from the low-rise residential development on the outer side of Norberry Crescent, to the primarily mid-rise residential development located on the interior of the site. The incremental transition between the existing low-rise development and proposed infill development is further augmented by the road allowance and existing front yard setbacks along Norberry Crescent, and by the existing and proposed trees along the perimeter of the site and in the front yard of the proposed buildings.
 - The proposal will provide a range of unit sizes to accommodate the housing needs of a large and diverse demographic. The proposed residential buildings will include the following range of unit types: studios, 1-bedrooms, 1 bedrooms with a den, 2 bedrooms, and 3-bedrooms.

The proposed development conforms to the Policies of Section 3.6.1 of the Official Plan.

5.2 Section 2.5.1 – Urban Design and Compatibility

Section 2.5.1 of the Official Plan deals with urban design and compatibility. This Section contains a number of design objectives and principles to be addressed through the built form and functionality of a site. These design objectives include:

- To enhance the sense of community by creating and maintaining places with their own distinct identity.
- To define quality public and private spaces through development.
- To create places that are safe, accessible and are easy to get to, and move through.
- To ensure that new development respects the character of existing areas.
- To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.
- To understand and respect natural processes and features in development design.
- To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposed residential infill development addresses the above design objectives, as described below:

- The design of the proposed development is reflective of the high level of consultation between the Owner's consulting team and City staff and the public, which has taken place in the years preceding the rezoning application.
- In addition to the level of consultation and careful design that has gone into the proposal, the developer behind the proposal is also the land owner and property manager of the site and it's existing mid and high-rise residential buildings. As such, an understanding of place, context and setting is evident in the Owner's direct involvement and history with the site.
- The proposal defines spaces and encourages continuity of the street frontage by locating the new buildings along the perimeter of the site and proportioned between existing site buildings and features. The relationship between buildings and between buildings and the streets is enhanced through an appropriate transition in scale and massing, through building orientation and materiality, and through the preservation and improvement of landscaping and the pedestrian environment.
- The design of the proposal is intended to emphasis a safe and efficient pedestrian environment that enhances connectivity within and to the site. The internal private roadway bisecting the site will be bordered with sidewalks; these sidewalks will branch out to pathways that border the parking lots and bisect the site between buildings. All of these pathways will connect to the existing sidewalk that wraps around the perimeter of the site along both Norberry Crescent and Springland Drive.
- The location and orientation of the new buildings and parking layout to the site has been designed in a manner that preserves large landscaped spaces that are visible, provide open access, and can be well lit. Having the new buildings located and oriented to provide active street frontages along Norberry Crescent enhances connectivity and accessibility for site users and allows for eyes on the street.
- The proposal respects and complements the forms and functions of the surrounding lands without being the same as the existing buildings on the site or the buildings existing immediately outside of the site. The new building's setbacks, location, massing, and

architectural design fit well and work well with the adjacent built form. The new buildings will provide a modest transition in height and will appropriately infill large gaps in the Norberry Crescent streetscape, providing a more enlivened environment for pedestrians and residents.

- The proposal will capitalize on the adaptability and diversity of the site by infilling large open gaps along the Norberry Crescent street frontage with a more compact urban form that fits well and works well between the low-rise profile outside of the site and the mid to high-rise profile within the site. The mix in unit types available in the new buildings will help to accommodate the needs of a large and diverse demographic, while maintaining the ability to evolve over time with changes in housing demands and demographics.
- The proposal will protect, integrate and enhance the site's natural features by resulting in a net increase in landscaped area and a net decrease in asphalt surface area. Where possible, mature trees and greenspace will be protected and enhanced with the planting of new trees and vegetative landscaping that will help to frame and animate the site's natural open spaces.
- The new buildings are oriented toward the south and east, which maximizes opportunities for passive solar gain while contributing to an active street frontage. The gaps and natural open spaces between buildings will allow for light and air to pass through the site. The network of sidewalks, pathways, and open spaces will provide opportunity for sustainable transportation, while also facilitating more direct connections to the public transit facilities surrounding the site.

The proposed development conforms to the Policies of Section 2.5.1 of the Official Plan.

5.3 Section 2.2.2 – Managing growth within the Urban Area

Section 2.2.2 of the Official Plan deals with the City's growth strategy and priorities for the urban area. Policy 1 of this Section defines residential intensification as including, among other things, the redevelopment of existing land use, the development of underutilized lots within previously developed areas, and residential infill, all of which directly apply to the proposal.

This Section also notes that the City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal, and that generally, new development and redevelopment within established neighbourhoods will be designed to complement the area's pattern of built form and open spaces.

As demonstrated in Sections 5.1, 5.2, 5.4, and 5.5 of this report, the proposal conforms to the City's growth management policies of Section 2.2.2 of the Official Plan.

5.4 Section 4.3 – Walking, Cycling, transit, Roads and Parking Lots

Section 4.3 of the Official Plan focuses on the City's review of development applications with respect to the adequacy of the transportation network to meet the needs of the proposed development.

Policies

6. The City will require that parking for bicycles be provided in highly visible and lighted areas, sheltered from the weather wherever possible. The zoning by-law will set standards and regulations for land uses that normally generate demand for bicycle parking.
 7. The City will require that parking areas for motorized vehicles be screened from the street with low shrubs, trees, landscaped berms, decorative walls and fences.
 8. Where large areas of surface parking are required, they will be designed to:
 - a. Avoid one extensive parking area and instead have several smaller-sized parking areas defined by circulation patterns, landscaping, lighting, and other elements;
 - b. Ensure that the layout of the parking lots and adjacent buildings will be such that public roads may be defined in the future as part of more intensive redevelopment of the site.
 10. The City will ensure that sidewalks and crosswalks are made of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate the pedestrian areas from vehicle areas and provide marked pedestrian crosswalks at intersection sidewalks. In addition, sidewalks and open space areas will be easily accessible through such features as gradual grade transitions, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps.
 11. The City will require that new plans of subdivision and other developments include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Furthermore, the City will ensure that new developments are linked to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes, which connect parks and other open spaces, transit stations and transit stops, and community services and facilities. Where public sidewalks and multi-use pathways intersect with roads, consideration will be given to providing traffic control devices to give priority to cyclists and pedestrians.
 12. At main entrances to buildings the City will require safe, direct and attractive pedestrian access from public sidewalks through such measures as:
 - a. Reduction of distances between public sidewalks and major building entrances;
 - b. Provision of pedestrian walkways from public streets to major building entrances;
 - c. Within individual sites, on-site pedestrian walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops;
 - d. Wherever possible, protection from the weather is provided through canopies, colonnades, and other design elements.
- The proposal provides designated areas for bicycle parking which are visible, well lit, and in close proximity. Motorized vehicle parking is provided internally to the site, and has existed as such since it was first developed in the 1960s.
 - As part of the proposal, the internal parking areas will be modified to reduce asphalt surface area, increase landscaped area, and to re-allocate a portion of parking to be more accessible for the new buildings.

- The parking is split into multiple areas that are well lit, landscaped, and accessible by both the internal private roadway and the multiple pedestrian pathways that bisect the site.
- The new sidewalks and pathways will be constructed to required standards. Existing and new elements of the on-site pedestrian network will enhance connections to nearby neighbourhood amenities and public transit facilities.
- The location of visitor parking in the front of the existing buildings will allow for a more functional and accessible design where arched driveways are already provided. This design also allows for a reduced walking distance for pedestrian from the street and visitor parking to the front entrance of the existing buildings.
- No motorized vehicle parking will be provided at the front of the new buildings, which emphasizes the intent to provide an active street frontage that enhances the streetscape and allows for other design elements such as pedestrian pathways and soft landscaping.

The proposed development conforms to the Policies of Section 4.3 of the Official Plan.

5.5 Section 4.11 – Urban Design and Compatibility

Section 4.11 of the Official Plan regarding urban design and compatibility generally deals with the criteria of height, massing, scale relationship, and building/lot relationships within the context of built form and operational characteristics, such as traffic, access, and parking.

The following are a number of policies regarding urban design and compatibility that have been satisfied throughout the design process that has culminated in the proposed Concept Site Plan prepared by Roderick Lahey Architects Inc. (see Figure 22).

2. The City will evaluate the compatibility of development applications on the basis of the following compatibility criteria.
 - a. Traffic: Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated. Generally development that has the potential to generate significant amounts of vehicular traffic should be located on arterial or major collector roadways so as to minimize the potential for traffic infiltration on minor collector roadways and local streets;

A Transportation Impact Study (TIS) was prepared by Castleglenn Consultants and concluded that the proposed residential infill development would result in negligible traffic impacts on the adjacent study area.

- b. Vehicular Access: The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite. Vehicular access and egress for development that has the potential to generate a significant amount of vehicular traffic should be oriented on streets other than local streets, wherever the opportunity exists, considering traffic safety and other transportation objectives of this Plan;

The proposed units will be accessed by the existing internal private roadway, which intersects Norberry Crescent. The effects on the adjacent properties in terms of traffic, noise, and privacy would be virtually the same as the existing situation, as the proposed net decrease in parking is 7 spaces. The subject site is located along Springland Drive which is an existing collector street that directly and indirectly connects with major arterials including Airport Parkway, Walkley Road, and Riverside Drive, which demonstrates the appropriateness of a modest increase of density for the surrounding road network.

- c. **Parking Requirements:** The development should have adequate on-site parking to minimize the potential for spillover parking on adjacent areas. A range of parking forms, including surface, decked, and underground, should be considered taking in account the area context and character. Opportunities to reduce parking requirements and promote increased usage of walking, cycling and transit will be pursued, where appropriate, particularly in the vicinity of transit stations or major transit stops in accordance with the provisions of Section 4.3;

The current parking requirement in the zoning by-law is 1.2 spaces per unit and 0.2 visitor spaces per unit. The TIS found that the actual usage of the parking was 0.58 spaces per unit, or less than 50% of the current requirement under the zoning. The proposed total parking rate (resident plus visitor) of 0.76 spaces per unit will enable additional development while providing parking that reflects the actual needs.

The proposal will include surface and decked parking, and will have a net decrease of 7 spaces from the existing situation. As stated in the submitted TIS, the surrounding public transit network and the proposed pedestrian network throughout the site encourages decreased use of parking and increased use of alternative modes of transit such as walking, cycling, and public transit.

- d. **Outdoor Amenity Areas:** The development should respect the privacy of outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping or other mitigative design measures;

The new buildings have been located and oriented in a manner that maximizes open space between buildings, and preserves, where possible, the presence of existing trees, and allows opportunity for the intended planting of new trees. The proposed site design and reconfigured parking facilities respect the outdoor amenity areas of adjacent residential units.

- e. **Loading Areas, Service Areas, and Outdoor Storage:** The operational characteristics and visual appearance of loading facilities, service areas (including garbage), parking and areas for the outdoor storage of goods or materials should be mitigated using a variety of methods (e.g., location, containment, screening,

berms, and/or landscaping). These uses and activities should be located away from residences where possible;

Garbage storage areas will be determined during the site plan control process.

- f. Lighting: The potential for light spill over or glare from any lighting source onto adjacent light-sensitive areas should be avoided or mitigated;

The added infill development to the site is expected to produce light and glare sources characteristic of low-rise residential development, which is compatible with the adjacent development, and is reduced in impact by the existing and proposed trees and landscaped open spaces surrounding the proposed new buildings. The specifics will be addressed in the site plan control process.

- g. Noise and Air Quality: The development should be located and designed to minimize the potential for significant adverse effects on adjacent sensitive uses related to noise, odours, and other emissions.

The proposed residential buildings are not considered significant noise generators, and adverse impacts to the quality of air and noise are not anticipated.

- h. Sunlight: The development should minimize shadowing on adjacent properties, to the extent practicable, particularly on outdoor amenity areas, through the siting of buildings or other design measures;

The proposed residential infill development is of a low-rise profile. Sun shadowing impacts are not expected to be problematic, as demonstrated by the submitted sun shadow analysis.

- i. Microclimate: The development should be designed to minimize adverse effects related to wind, snow drifting, and temperature on adjacent properties;

Given the current context of the site – large open areas with ample surface parking between four mid to high rise towers – it is expected that the location, massing and height of the proposed residential infill will help contribute to an improved microclimate.

- j. Supporting Neighbourhood Services: The development should contribute to or be adequately served by existing or proposed services and amenities such as health facilities, schools, parks and leisure areas. Where the proposed development itself is to contribute such services and amenities, they should be of a scale appropriate to the needs and character of the area.

The proposed residential infill development will be adequately served by existing services and amenities within the neighbourhood. As demonstrated in table 1 and

Figure 4 of this report, there are a large number of features surrounding the site which include: parks and open space, commercial and retail development, worship and community facilities, educational facilities, employment nodes, major arterials, and public transit facilities (approximately 800 metres from the Confederation Station along the O-Line).

12. Integrating taller buildings within an area characterized by a lower built form is an important urban design consideration, particularly in association with intensification. Development proposals will address issues of compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different development profile. Transitions in built form will serve to link proposed development with both planned, as well as existing uses, thereby acknowledging that the planned function of an area as established through Council-approved documents such as a secondary plan, a community design plan or the Zoning By-law, may anticipate a future state that differs from the existing situation. Transitions should be accomplished through a variety of means, including measures such as:
- a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
 - b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);
 - c. Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);
 - d. Architectural design (e.g. the use of angular planes, cornice lines); and
 - e. Building setbacks.

The use of transitions may vary according to such factors as the size of the development area, the planned intensity of use in the immediate area, the size of the lower-profile area, the street widths and the analysis of impacts on adjacent areas.

The proposed buildings comply with the permitted height and setbacks of the site's zoning. As demonstrated throughout Section 5 of this report, the proposal has been carefully designed to provide a transition in height that is compatible with the predominant height profile of the surrounding neighbourhood and the immediate development existing within and adjacent to the site.

The proposed development conforms to the Policies of Section 4.11 of the Official Plan.

5.6 Official Plan Amendment No. 150

In 2013 the City adopted Official Plan Amendment No. 150 (OPA150) to implement the completion of the five-year review of the official Plan. This amendment has been approved by the Minister of Municipal Affairs and housing, however, the amendment remains under appeal to the Ontario Municipal Board, and until such time that are appeals are extinguished, OPA150 is not in full force and effect.

Under OPA150, the land use designation of the site remains General Urban Area, and the proposed rezoning for the residential infill development conforms to the applicable policies of OPA150.

5.7 Riverside Park Secondary Plan

The subject site is designated Residential Area – High Density in the Riverside Park Secondary Plan. An extract of Schedule R from the Secondary Plan is shown in Figure 24.

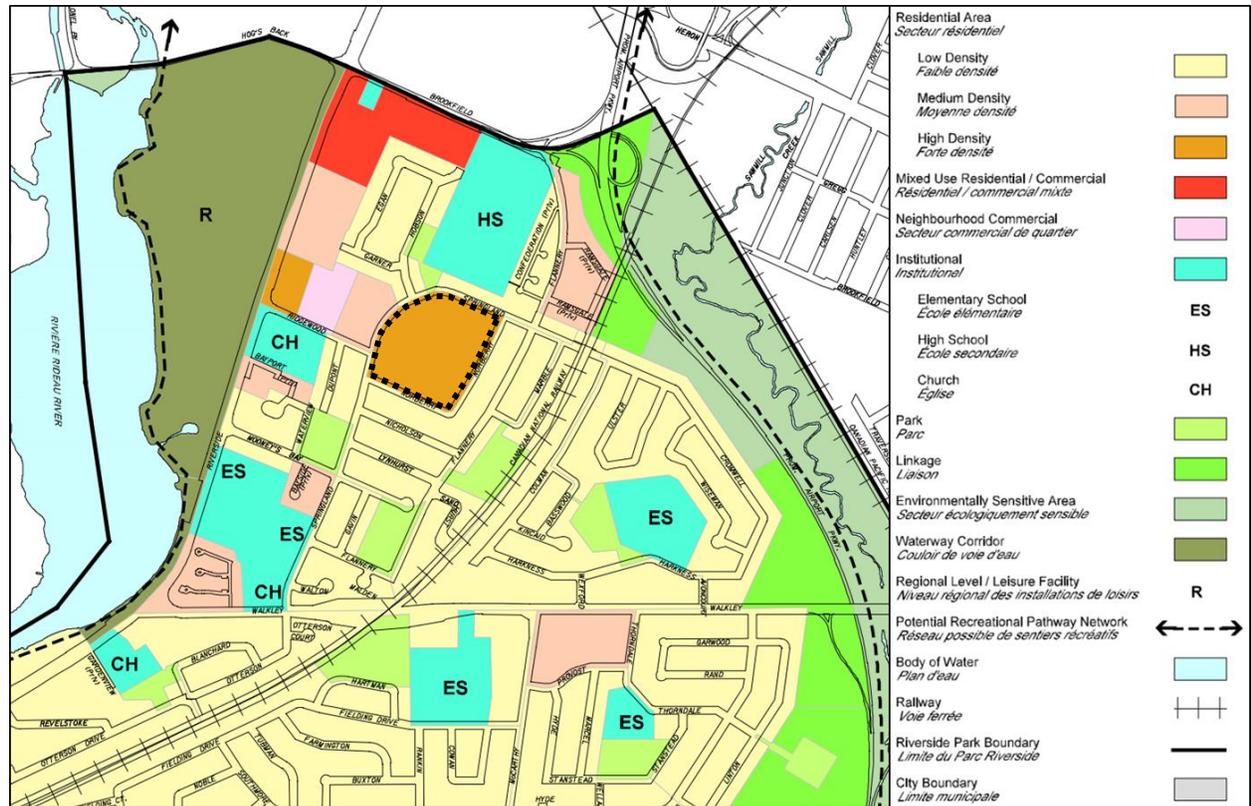


Figure 24. Extract of Schedule R – Land Use, of the Riverside Park Secondary Plan

The following principles and policies apply to the proposed residential infill development.

8.4.2 Residential Areas

- a. To ensure the continuing existence of a mixture of housing types and densities to accommodate a variety of household sizes, incomes, ages and lifestyles.
- b. To require that the intensity of new residential development proposals not detract from the quality of life for existing residents.
- c. To require that any new high-density residential development be contained within areas where the existing balance of significant natural or developed features of the neighbourhood is not at risk.
- d. To encourage any new moderate residential development proposal to be adjacent to major collector or arterial roads and not adjacent to local residential streets.

- e. To permit complementary land uses within residential areas provided they are compatible in intensity of use with the residential and natural parkland character of the area. Such uses shall be limited to those which primarily serve the needs of the immediate area, are considered to be a desirable part of the neighbourhood, and do not generate sufficient traffic to pose a problem on local streets.

The proposed new residential buildings will provide a range of unit types to the existing residential site to accommodate a diverse demographic of varying housing needs. The density and scale of the new buildings provides an appropriate and compatible transition from the low-rise and low to medium density development surrounding the site to the mid to high-rise and high-density development existing within the site. The proposed infill development is for an underutilized site designated for high-density residential development and within close proximity to a number of major arterial roads, services, and amenities that can adequately support the intensification of the site.

8.5.1 Land Use

a. Residential Areas

Each residential designation is categorized as low, medium or high density and reflects the existing development pattern of the neighbourhood. [...] High density residential, consisting of high-rise apartment buildings, is limited to two sites - the first on the northeast corner of Riverside Drive and Ridgewood Avenue and the second on Springland Drive and Norberry Crescent.

The proposal conforms to the land use designation of the site.

The proposed development conforms to the Policies of the Riverside Park Secondary Plan.

6. ZONING BY-LAW

In the City of Ottawa Zoning By-law 2008-250, the subject site is zoned R5B H(18) – Residential Fifth Density, Subzone B, Maximum Building Height of 18 metres. The existing mid-high rise apartments, and the proposed low-rise apartments as residential infill are uses that are both permitted by the zoning.



Figure 25. Zoning excerpt

The purpose of the R5 Zone is to:

- allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;
- ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses;

- regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and
- permit different development standards identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The proposed residential infill development complies with the purpose of the R5 Zone, as it provides an efficient and compact use of land while maintaining compatibility with adjacent development through its proposed scale and design. The proposed Low Rise Apartments are a permitted use in this Zone. The proposal complies with the Amenity Area requirements of Section 137, and details regarding the amount and location of amenity area will be determined during the site Plan Control process.

The following table demonstrates the proposal's compliance with the performance standards of the R5B H918) zone.

Table 3. Required and proposed performance standards

Zoning Mechanisms	Provisions	
	Required/Permitted	Proposed
Minimum lot area	540 m ²	56,800 m ² (14.03 ac)
Minimum lot width	18 m	± 240 m
Maximum building height	18 m	≤ 18 m
Minimum front yard setback	3 m	≥ 3 m
Minimum corner side yard setback	3 m	≥ 3 m
Minimum rear yard setback	NA	NA
Minimum interior yard setback	NA	NA

The proposal requires zoning relief from the following provisions:

- To permit a reduced minimum required parking rate of 0.71 spaces per unit, whereas Section 101 of the By-law requires 1.2 spaces per unit;
- To permit a reduced minimum required visitor parking rate of 0.05 spaces per unit, whereas Section 102 of the By-law requires 0.2 spaces per unit;
- To permit front yard visitor parking at the existing buildings, whereas parking in a required and provided front yard is not permitted as per Section 109 of the By-law.

Save and except the above noted provisions subject to the proposed rezoning, the proposal complies with City of Ottawa Zoning By-law 2008-250.

6.1 Rationale for the Zoning By-law Amendment

The primary purpose for the proposed zoning amendment of the site is to permit a reduction in the minimum required parking rate for regular and visitor parking spaces, and to permit visitor parking spaces located in the required and provided front yard of the existing buildings.

The parking demand of the site's existing situation was surveyed in early September of 2016 to capture a wholesome representation of parking demand with the onset of the school year. The results of the survey determined that the site contained an abundance of underutilized parking.

The amount of vacant parking spaces was determined by both rent rolls and an on-site parking survey. The survey concluded that given there are 761 units in the existing development, the occupied tenant parking ratio per-unit was determined to be 0.58 stalls-per-unit (assuming a vacancy rate of 2.2%).

The study provided the following findings and conclusions that illustrate why the proposal represents an appropriate use of the land with respect to traffic considerations:

- The study area intersections operate at satisfactory level of service under forecast traffic conditions during both peak hours of travel demand.
- The proposed 225-unit addition to the existing residential complex results in negligible traffic impacts on the adjacent study area intersections and corridors.
- The proposed site is situated in close proximity to major transit stations and provides access opportunities to non-modes of transportation. Therefore, the expected motor vehicular traffic could be further minimized.
- The site proposes a total parking ratio of 0.76, which exceeds the current utilization rate (0.58).

The City's Official Plan and Zoning By-law provide policies supportive of reduced minimum parking requirements and increased residential density for areas within proximity to transit facilities.

- The site was developed for high density residential use and has provided a range in housing opportunity for the Riverside Park neighbourhood since the 1960s.
- Improvements and growth in the City's public transit network provides support to the existing and proposed infill development for the site.
- The site is within 800 metres from Confederation Station along the O-Train Trillium Line, and is surrounded by high density supportive amenities that range from open space and institutional land uses to commercial and employment uses.

The proposed rezoning is in line with the direction of the City's planning policies and regulations regarding compatible and complementary forms of intensification, reduced reliance on the automobile, increased public transit and active transit ridership, and the efficient use of underutilized and serviced land.

7. SUPPORTING STUDIES

7.1 Assessment of Adequacy of Public Services

A Site Servicing Report was prepared by David Schaeffer Engineering Ltd. (DSEL), dated September, 2017. The purpose of this report was to discuss the adequacy of services for the proposed assembly hall with respect to water, fire protection and septic.

The report concluded the following:

- Contemplated water supply design conforms to all relevant City Guidelines and Policies. Anticipated water demand under contemplated conditions was submitted to the City of Ottawa for establishing boundary conditions. No response was received at the time of this publication. Correspondence with the City can be found in the Appendices of the report.
- Contemplated wastewater design conforms to all relevant City Standards. The site is tributary to the Rideau River Collector sewer; based on the sanitary analysis sufficient capacity is available to accommodate the anticipated 8.15 L/s peak wet weather flow from the contemplated development.
- The proposed stormwater design conforms to all relevant City Standards and Policies for approval. Post development stormwater runoff will be required to be restricted to the allowable target rate for storm events up to and including the 100-year storm in accordance with City of Ottawa City Standards. Based on consultation with the City of Ottawa, the post-development allowable release rate was calculated at 1006.4 L/s. It is estimated that 983.8 m³ will be required to meet this release rate.
- Quality Controls are anticipated to be required for any proposed surface parking due to the distance to the outlet. Quality controls are not anticipated for roof areas, as runoff from roof areas is considered to be clean.

Please see the report for further details.

7.2 Transportation Impact Study

A Transportation Impact Study was prepared by Castleglenn Consultants, dated September 2017. The report included the results of a parking survey that was conducted in early September 2016. The report concluded that the proposal represents an appropriate use of the land with respect to traffic considerations, and that the proposal would result in negligible traffic impacts on the adjacent study area.

Please see the report for further details.

7.3 Phase One Environmental Site Assessment and Subsurface Investigation

A Phase One Environmental Site Assessment (ESA) was prepared by Paterson Group Inc., dated February 16, 2017. The purpose of the ESA was to research the past and current use of the subject site and adjacent properties and identify any environmental concerns with the potential to have impacted the subject site.

The Phase 1 ESA stated that no Potentially Contaminating Activities (PCA) were identified on the subject property or within the Phase 1 ESA study area, and that based on those findings from the site visit and the findings from historical research, a Phase II ESA was not recommended.

Please see the report for further details.

8. CONCLUSION

The proposed residential infill development will provide an added mix of housing accommodations in a manner that fits well and works well with the surrounding context. The proposal includes three new residential buildings to be added to the existing high-density site. These new buildings will range from 4 to 4.5 storeys in height, and will offer a massing and architecture that will create an incremental transition from the adjacent low-rise development while helping enhance the streetscape with active street frontages, added landscaping, and a reduction in surface hardscape.

The proposal requires a minor zoning by-law amendment to permit a reduction in the minimum required motor vehicle and visitor parking rates, and to permit front yard visitor parking. The proposal does not require any other changes to the site's zoning.

The design of this proposal has gone through extensive revision to reflect the recommendations of the City's Urban Design Review Panel, comments by City staff, and comments by the public.

The proposed rezoning represents good land use planning, and is consistent with the policies of the PPS 2014, conforms with the policies of the City of Ottawa Official Plan and the Riverside Park Secondary Plan, and complies with City of Ottawa Zoning By-law 2008-250.

Respectfully submitted,

Lloyd Phillips & Associates Ltd.

Prepared by:



Barrett L. Wagar, M.Pl

Reviewed by:



Lloyd Phillips, MCIP RPP

APPENDIX A – Urban Design Review Panel Recommendations

740 SPRINGLAND DRIVE | Informal Pre-consultation | Zoning By-law Amendment | Norberry Residences; Roderick Lahey Architect Inc.; Lloyd Phillips & Associates Ltd.

General Comments

- The Panel appreciates the multiple massing studies that have been included by the proponent, but nonetheless, feels that the solution to this difficult infill project remains to be seen. This is a challenging and important, precedent-setting project in terms of how to approach intensifying and reintegrating “tower in the park” developments.
- For the increased density to be acceptable to the site, the proposal will need to demonstrate that it improves the entire site by providing measurable community benefits to the tenants, the neighbourhood, and the City.

Built Form

- Regardless of what form the infill building takes, the proponent should base their approach on the community benefits that will result from the proposal. It should strive to reinforce the street edge, “create eyes on the streets,” provide proper transition to existing neighbourhoods, retain adequate separation distances between buildings, and offer public amenities and greenspace besides the improved pool facility.
- In return for the additional density, the proposal will also need to contribute to the gradual relocation of the surface parking underground. The space would then need to be converted to greenspace or activity space and designed to contemporary standards. This will help improve the liveability, sustainability, and may also improve the proposal’s acceptance by its neighbours.
- A few possibilities as to how this may be achieved were discussed:
 - Low-rise buildings or townhouses could be used to line the site and reinforce the street edge. This would be a difficult sell, both politically and for the community, and would require removing some existing vegetation, but would be a strong option from an urban design perspective. The buildings would have to be brick buildings to match the existing houses across the street, and designed to screen the parking. 100 Spadina Road in Toronto and the Lansdowne Park low-rises were referenced as precedents.
 - Locating the intensification within the core of the site was also discussed as an alternative. Several ways in which this could be achieved were discussed, but Option 5 should only continue to be explored if the building is broken into smaller pieces and the scheme contributes heavily to the greening of the interior of the site and removal of surface parking.