



MOMENTUM

PLANNING AND COMMUNICATIONS

RATIONALE FOR REZONING AND SITE PLAN APPROVAL

263 GREENSWAY AVENUE

May, 2018

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1. Introduction

This Planning Rationale has been prepared to assess the land use planning merits of an application for rezoning and site plan control to permit a development consisting of a 6 storey mid-rise apartment building containing 76 units located at 263 Greensway Avenue. The report includes an Appendix which contains a collection of maps, plans, aerial photographs and graphic materials that provide visual support to the text.

The Rationale also draws upon the following supporting materials:

- Site Plan, Floor Plans, Elevations, Renderings by Project1 Studio Incorporated, Project Architect
- Landscape Plan prepared by Levstek Consultants, Landscape Architect
- Civil Servicing and Stormwater Management Reports and Plans prepared by McIntosh Perry, Consulting Engineers
- Noise Feasibility Assessment Report prepared by RWDI, Acoustical Engineers
- Geotechnical Report prepared by Paterson Group, Consulting Engineers
- Phase 1 and Phase 2 Environmental Site Assessment Reports prepared by Paterson Group, Consulting Engineers
- Transportation Impact Assessment (TIA) Report prepared by Parsons, Transportation Engineers

2. Site and Area Context

The site is located within a small residential neighbourhood located on the western edge of the former City of Vanier. This neighbourhood is roughly triangular in shape and is bounded on the south by Montreal Road; on the west by North River Road and the Rideau River and; on the east by the Vanier Parkway.



★ Subject Site

The development site is a property identified in the geoOttawa database as 263 Greensway Avenue. It is currently occupied by a two storey, 9 unit rental apartment building municipally addressed as 267 Greensway Avenue with the remainder of the lot used as a surface parking lot.

The site is irregular in shape with frontage on Greensway and backing onto the Vanier Parkway. It is approximately 4,523 square metres in area. It forms part of a low rise apartment development extending along both sides of Mark Avenue dating from the late 1950's and early 1960's. This development is comprised of twelve identical low rise apartment buildings, each containing 9 units. Eleven of these buildings are located on Mark Avenue as can be seen in the following map and aerial photograph.



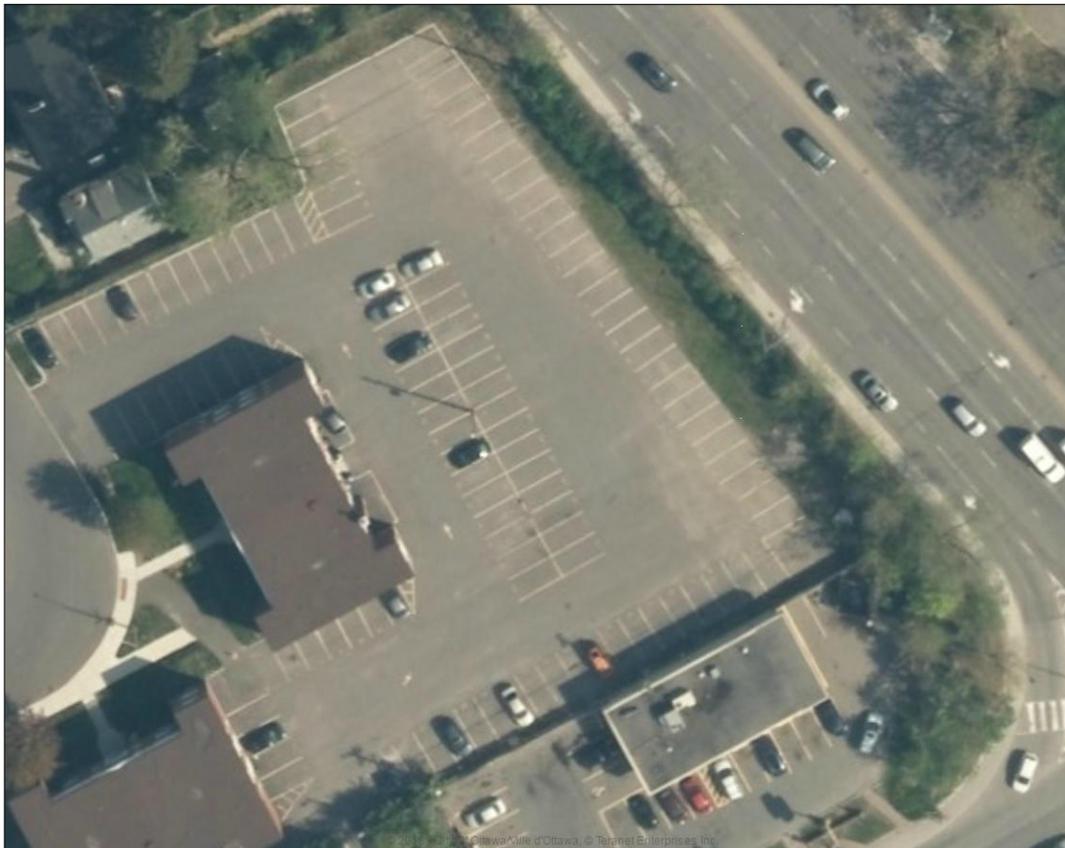
 **Subject site**

The storage buildings that show on the preceding plan (grey building footprint) along the periphery on the north, east (Vanier Parkway side) and south of the site were demolished several years ago as can be seen in the following aerial photograph. This area was paved and is currently used as a surface parking lot.

Over the last three years, the buildings along Mark Avenue have been subject to renovation to add a 10th apartment unit in the basement of each building. This has been completed in all buildings except for 60 and 70 Mark Avenue. No renovation has taken place, nor is it planned; in the building on the subject site addressed for postal purposes as 267 Greensway Avenue.



 Subject site



The surrounding built form context can be characterized as predominately low rise building types. Immediately north and west of the site is primarily single detached houses with some attached multiple housing units located at the most northerly part of the neighbourhood on Lenore Place. Immediately south of the site along Montreal Road, there is a mixture of commercial uses in low rise buildings which form part of the downtown area of the former City of Vanier. Immediately east of the site is the Vanier Parkway which is a four lane divided arterial road with limited direct vehicular access.

The subject site is served by Greensway Avenue which is a local road connected by an internal road network of Mark Avenue and North River Road to Montreal Road by way of a controlled intersection. Pedestrian access is available through the existing local road network with sidewalks on both sides. As well, there is a pedestrian link out to Montreal Road located between 80 Mark Avenue and 267 Greensway Avenue.

The following are images taken from Google Street View to provide additional visual context for the neighbourhood and subject property.



Subject site looking east from intersection of Greensway and Mark Avenues



Subject site on right of photo with existing dwellings on the left (north of site) – one small single and 2 semi-detached units



Looking north from site along Greensway



Looking west along Mark Avenue – High-rise buildings in background located on Wurtemberg Street across the Rideau River



View looking south towards Montreal Road (in background between 80 Mark and 267 Greensway) – location of pedestrian link to Montreal Road – subject site is to left of photo



View of pedestrian link looking north from Montreal Road



View of site (in background) looking north from Montreal Road – Tim Hortons outlet in foreground on right of photo



View of rear of site looking west from Vanier Parkway



View of rear of site looking south-west from Vanier Parkway – high rise office buildings in background located at the intersection of North River Road and McArthur Avenue

3. Development Proposal Overview

The design proposal for this project was subject to a number of planning considerations which guided the evolution of the scale and form of development. These were as follows:

- The immediate land use context is one of low profile building forms. There is a range of land uses from single and semi-detached dwellings to multiple housing forms less than three (3) storeys to the north and west. The current zoning limits heights to four (4) storeys
- To the immediate south along Montreal Road are low profile buildings containing commercial uses. The zoning in this area permits heights up to six (6) storeys.
- The site is internal to the neighbourhood and served by local roads. However, the site has a pedestrian link and a physical presence on the Vanier Parkway which is a high visibility entrance into the area from Highway 417.

- Due to the local topography and the proximity to the Rideau River, the area is subject to a low level flood risk and to the cut and fill regulations and flood design controls enforced by the Rideau Valley Conservation Authority (RVCA). See Appendix A for excerpt from Official Plan.
- The current R4 zoning on the site has been analyzed to determine the available development capacity if the property was fully redeveloped. Based on the performance standards in place, an as-of-right building envelope was modeled (see Appendix B) to identify available building volume under the existing zoning. This building volume was then used to determine the most effective building form to fully develop the site.

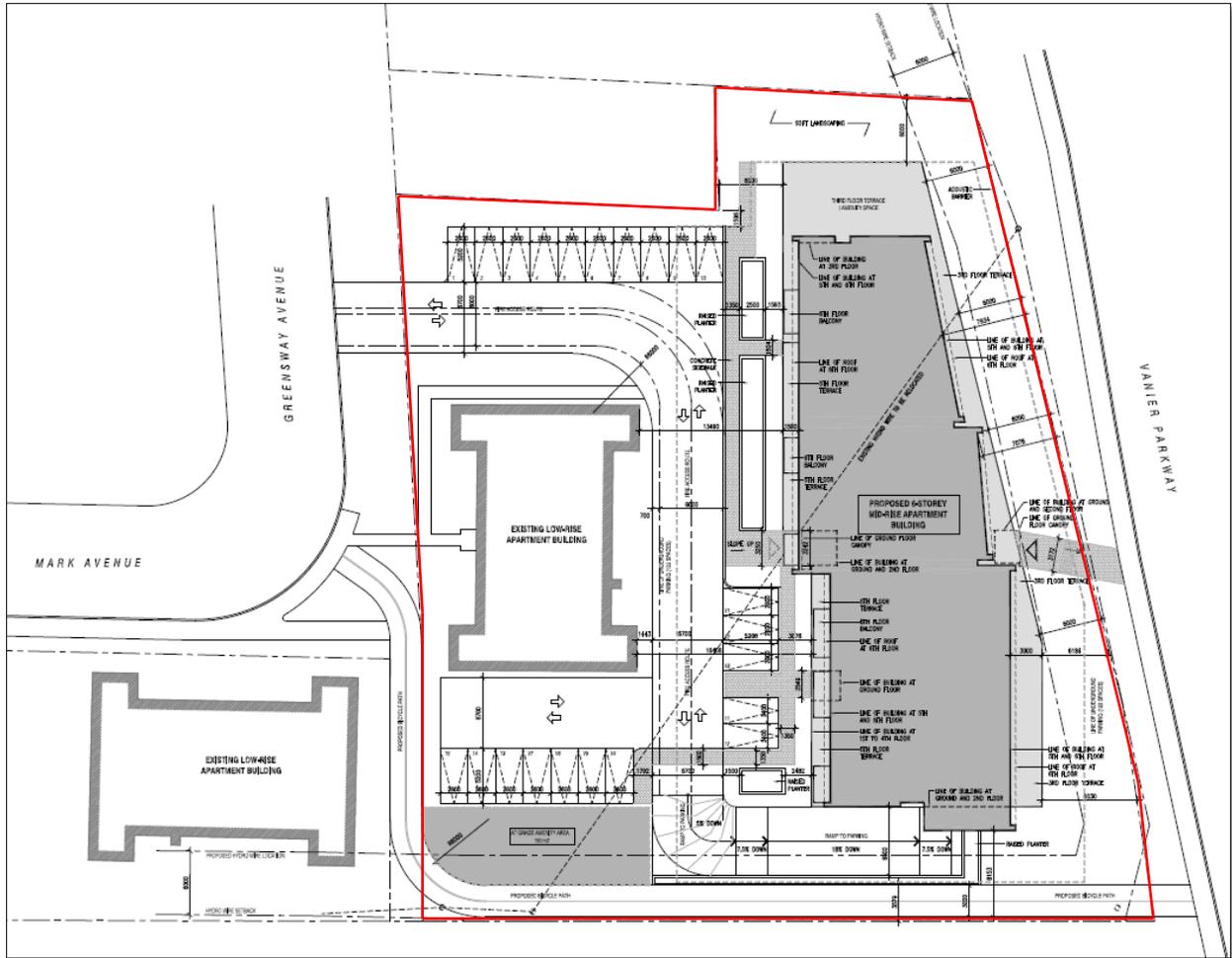
These considerations have resulted in a development proposal that requires a rezoning to allow for a mid-rise building form which is currently not permitted in the Residential Fourth Density Zone applicable to this site. A 6 storey mid-rise building form allows for a more effective height and massing of the available development potential under the existing zoning while also allowing for the design of appropriate floodproofing of the building to meet the RVCA regulations. An application to the RVCA under Ontario Regulation 174/06 *“Development, Interference with Wetlands and Alterations to Shorelines and Watercourses”* will be necessary. Additional details regarding the evaluation of these matters as they relate to the Official Plan and Zoning By-law 2008-250 can be found in the other sections of this Rationale.

The project as proposed will be a planned unit development adding a new mid-rise (6 storey) apartment building at the rear of the site adjacent to the Vanier Parkway. The existing two storey apartment building will remain at the front along Greensway Avenue. To mitigate the transition in height from adjacent low rise single and semi-detached housing at the north end of the site, the building profile begins with a two storey element with a roof top amenity area before rising to six storeys. The six storey portion has been massed towards the south and east of the site adjacent to the existing Tim Hortons outlet on Montreal Road.

The new building will contain 76 rental apartment units with a two level underground parking garage containing 122 vehicular spaces. An additional 22 vehicle spaces are provided in surface parking lots. There are 50 bicycle storage lockers provided in the underground garage and additional surface spaces provided in close proximity to the entrances of the building. The entrance to the garage has been located at the south end of site adjacent to rear of the commercial development to reduce conflicts with the adjacent residential uses.

A 150 square metre communal amenity area has provided at grade on the south end of the site away from the Vanier Parkway to avoid the need for noise attenuation walls as identified in the analysis done by RWDI. In addition, there is a secondary communal area in the form of a third floor outdoor terrace attached to a balcony along the Parkway side of the building. Individual units will have private balconies and the first floor units will have walk-out patios at grade.





Preliminary Site Plan

The site will be served by a two way vehicular access onto Greensway Avenue just north of the existing apartment building. This will link the three surface parking areas and the entrance to the underground parking garage at the south end of the site. Pedestrian access is provided at two points to Greensway Avenue with the southerly link providing a connection to the pedestrian pathway to Montreal Road. An additional connection has been provided to the Vanier Parkway.

The proposed site plan also provides for a right-of-way for a multi-use pathway linking Mark/Greensway Avenues to the Vanier Parkway along the southern edge of the site. Discussions with the City of Ottawa are ongoing with respect to this pathway and its use as part of the current redevelopment of Montreal Road from the Cummings Bridge to St. Laurent Boulevard.

4. Policy Framework

4.1 Provincial Policy Statement (2014)

The 2014 Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning. The PPS is issued under the authority of Section 3 of the *Planning Act*, which requires that decisions affecting planning matters be “consistent with” the policy statements issued under the *Act*.



A relevant fundamental principle of the PPS is the intensification of built-up areas to efficiently use land with existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion of urban boundaries. As a result, planning authorities must identify and promote opportunities for intensification and redevelopment (Policy 1.1.3.3) wherever appropriate sites can be identified.

Intensification is defined in the PPS as:

“The development of a property, site or area at a higher density than current exists through:

- b) the development of vacant and/or underutilized lots within previously developed areas; and*
- c) infill development”*

The proposed development also addresses the following policies outlined in the Provincial Policy Statement:

- *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (Policy 1.1.1(a));*
- *Accommodating an appropriate range and mix of residential, employment (including industrial and commercial), institutional, recreation, park and open space, and other uses to meet long-term needs (Policy 1.1.1(b));*
- *Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs (Policy 1.1.1(e));*
- *Ensuring that settlement areas are the focus of growth and development, and promoting their vitality and regeneration (Policy 1.1.3.1);*
- *Efficiently using the infrastructure and public service facilities which are planned or available (Policy 1.1.3.2(a));*
- *Promoting 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 project needs (Policy 1.1.3.3);*
- *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 (Policy 1.4.3(d));*
- *Promoting healthy, active communities 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 (Policy 1.5.1(a));*
- *Promoting healthy, active communities by 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 (Policy 1.5.1(b));*
- *Promoting a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (Policy 1.6.7.4); and*
- *Promoting long-term economic prosperity by optimizing the long-term availability and use of land, resources, infrastructure and public services facilities (Policy 1.7.1(a)).*



Opinion

The proposal is consistent with the PPS. The development meets the policy objectives through the provision of housing on a brownfield site that has additional capacity in an existing neighbourhood. It will further the land use planning objectives of the Provincial Policy Statement by taking advantage of an infill opportunity with significant development potential on an existing lot; minimizing the use of additional lands for development; adding to the range of land uses of the area; and being strategically located to allow residents to take advantage of existing transportation infrastructure, services and amenities, and a variety of employment opportunities.

4.2 Official Plan 2003 (As found on the website May 2018)

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

Section 2 Strategic Directions

Section 2.1 – The Challenge Ahead anticipates that much of the demand for new housing is expected to be for smaller units, such as apartments. For example, within the Greenbelt, where about one-third of the housing growth is expected to occur, most new housing development will be in the form of apartments.

Section 2.2 – Managing Growth sets out strategic directions to meet the challenge of managing growth and directing it to the urban area where existing services are in place or where they can be provided efficiently. In addition, concentrating growth within these areas also promotes a pattern and density of development that supports transit, cycling and walking.

“Policy 1 Definition of Intensification

Residential intensification means intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- a. Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;*
- b. The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.*
- c. Infill development;”*

“Policy 14 Intensification Outside of Target Areas

The City also supports intensification throughout the urban area, including areas designated General Urban Area. The City will promote opportunities for intensification in the following cases, provided that all other policies in the Plan are met:

- d. Lands currently or formerly used as parking lots or other extensive storage purposes”*

Section 2.3.1 Transportation provides direction on the role of transportation in city building and the need to integrate land use with the transportation network. It also provides support for the various

modes of transportation based on a hierarchy from pedestrian to bicycle to transit to motorized vehicles. Policies in this section encourage land use patterns that reduce the reliance on the private automobile for personal and work related trips especially during peak hour travel.

“Walking - Policy 7

The City will require, where feasible, that all new development or redevelopment provide walking facilities in accordance with the policies of Section 4.3. This includes, for example, providing safe, direct and attractive pedestrian access between public sidewalks and building entrances.”

“Cycling – Policy 13

The City will require, where feasible, that all new development or redevelopment provide cycling facilities in accordance with the policies of Section 4.3. For example, bicycle parking spaces will be located in highly visible and lighted areas, sheltered from weather if possible.”

Section 2.3.2 Water and Wastewater Services provides direction on the provision and efficient use of piped services. Public Service Areas and the terms under which services are provided are generally defined in the Infrastructure Master Plan.

“Public Service Areas – Policy 2

In order to provide sufficient water and wastewater system capacity to assist in meeting the City’s intensification targets inside the Greenbelt, the City will:

- b. Promote intensification and infill where sufficient water and sewer capacity is available or can be provided to support the magnitude of the resulting growth;*

- d. Permit intensification and infill to proceed in a phases manner consistent with the policies in Section 6, Managing Capacity to Support Intensification and Infill, of the Infrastructure Master Plan (IMP) in conjunction with other policies of the IMP and the target and phasing of policies of the Official Plan.”*

Opinion

The proposed development will support the demand for smaller housing units as indicated in Section 2.1 of the OP, as it intends to provide 76 new, rental apartment units. The proposed development meets the definition of intensification in Section 2.2 and supports the strategic directions of the Official Plan related to transportation and water and wastewater services. It responds to the existing neighbourhood character while recognizing the planned function of the site and surrounding area.

The site is currently under developed and located in an established urban area with full municipal services. The majority of the site is used for surface parking. It is strategically situated to take advantage of surrounding transit facilities, employment opportunities, and amenities. The site provides direct pedestrian and vehicular access to Greensway Avenue which is a local road linked to the arterial road network. It is also linked to the pedestrian and cycling networks that serve the area. Public transit is available on both Montreal Road and the Vanier Parkway.



Section 2.5.1 – Urban Design and Compatibility provides direction on patterns, locations of land uses, and issues related to urban design. The intention is for development to be sensitive to and compatible with existing communities that have developed over long periods of time. In keeping with OP Section 2.5.1, the following table offers a response to how the proposed development addresses the City’s design objectives.

Design Objective	How the Proposed Development Meets the Objective
1. To enhance the sense of community by creating and maintaining places with their own distinct identity.	The proposed 76 units provides additional rental accommodation in the area while the built form provides a transition between the lower density and profile residential uses to the north-west and the commercially oriented development along Montreal Road.
2. To define quality public and private spaces through development.	An opportunity to provide a multi-use pathway (MUP) as a connecting link through the site enhances local connectivity. The proposed at-grade amenity will provide a green node along this pathway.
3. To create places that are safe, accessible and are easy to get to and move through.	The opportunity for the MUP has been linked with the existing pedestrian connection to Montreal Road and as well opens up access through the site to the Vanier Parkway.
4. To ensure that new development respects the character of existing areas.	The massing of the proposal focuses toward Montreal Road where taller buildings are permitted and the Vanier Parkway away from the lower density and profile buildings to the north and west. The most northerly end of the development has been limited to two storeys to respect the heights of the adjacent residential uses.
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.	The redevelopment of the site contributes to achieving a more compact urban form. The addition of 76 rental apartment units will add to the supply of rental unit types in this area.
6. To understand and respect natural processes and features in development design.	Where possible existing trees have been retained on site and new trees and landscaping have been added to enhance the site.
7. To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment.	Energy efficient building materials and systems along with the potential for green roofs and upper level terraces will help to minimize the energy impact of this development.

Opinion

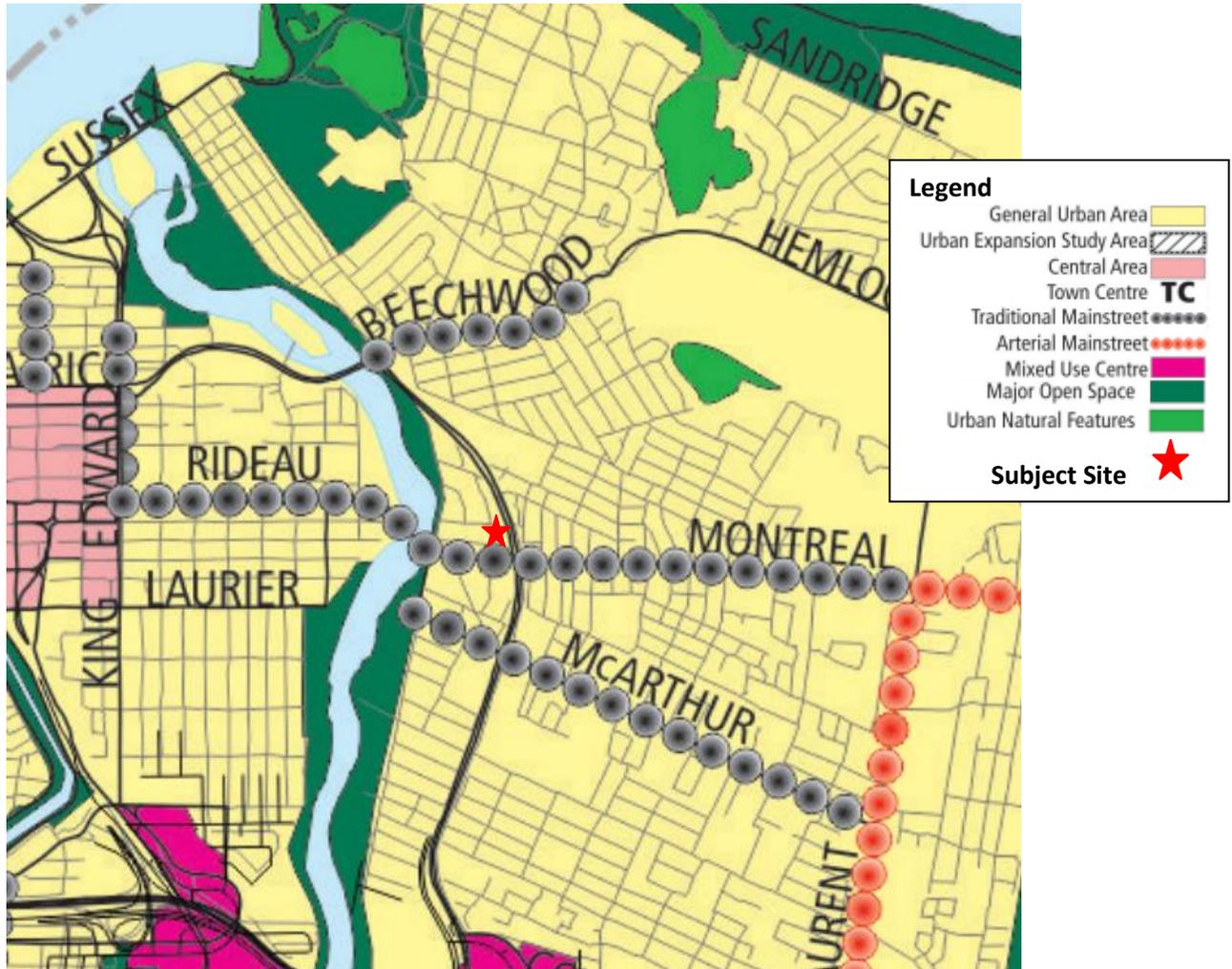
The proposed development conforms to these policies by building onto and extending the existing neighbourhood fabric in a form that provides a transition from the lower density housing forms to the more active commercial areas along Montreal Road.



Section 3 Land Use Designations

Section 3.6.1 General Urban Area

The site is designated as General Urban Area on Schedule B (Urban Policy Plan) of the OP, as shown in following excerpt from Schedule B.



Excerpt from Schedule B - Urban Land Use Plan

Section 3.6.1 – General Urban Area, permits the development of a full range of housing types, as well as conveniently located employment, retail, service, culture, leisure, entertainment and institutional uses in order to facilitate the development of complete and sustainable communities. The following policies are particularly relevant to this project:

Policy 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.”

Policy 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 that 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;”*

Opinion

The proposed development maintains the intent of the General Urban Area designation. It will contribute to achieving a balance of housing types and tenures, while adding to the range of land uses. The proposal is in keeping with the character of the area as a variety of building types are present nearby and residential is one of the dominant surrounding land uses. The proximity to the commercial district along Montreal Road, where building heights up to 7 storeys are permitted through rezoning, supports a transition in height from low profile to mid-rise.

Section 4 Review of Development Applications

Section 4.8.1 – Flood Plains provides direction on the review of development applications located in areas subject to flood risk. The purpose of these policies is to minimize the potential risks to life and property damage in such areas by restricting new development. However the preamble to this section indicates the following: *“In a few established communities, provision is made for some development within the flood fringe, where it has occurred in the past.”*

These policies are implemented in coordination with the Rideau Valley Conservation Authority (RVCA) who administers the development regulations under the Conservation Authorities Act. The RVCA has been consulted in the preparation of this report and will comment on the development proposal as part of the review of the zoning and site plan control application process. Written permission is required from the RVCA through a separate and subsequent approval process at the building permit stage.

The following are the policies relevant to this proposal from this section:

“5. The City will not permit site alteration, meaning activities such as grading, excavation and the placing of fill that would change the landform and natural vegetative characteristics of a site, or development, meaning the creation of a new lot, a change in land use, or the construction of buildings and structures in the flood plain except for:

- e. Uses permitted in the flood fringe or areas of reduced risk in accordance with Policy 10 in Two-Zone Flood Plain Policy Areas below.*

Two-Zone Flood Plain Policy Areas

7. A limited number of Two-Zone Flood Plain Policy Areas are designated on Schedule K. In these areas, the flood plain is divided into two zones: a floodway and a flood fringe. The use of the two-zone concept may allow for some new development within the identified flood fringe areas of the flood plain that can be safely developed with no adverse impacts. An area of reduced risk,



which is an area protected by flood control works, may also be identified in a Two-Zone Flood Plain Policy Area in this plan and will be subject to the same policies applying to the flood fringe in a Two-Zone Flood Plain Policy Area.

9. The City may consider the designation of additional Two-Zone Flood Plain Policy Areas. This would normally be initiated by the City in consultation with the Conservation Authority and as part of a comprehensive land-use and watershed based planning process. Also, this would only be in areas of existing flood prone development, and provided all of the following are demonstrated through the appropriate technical studies:

- a. Development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;
- b. Vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
- c. New hazards are not created and existing hazards are not aggravated; and
- d. No adverse environmental impacts will result.

10. Once the Two-Zone Flood Plain Policy Area is designated, development and site alteration as defined in Policy 5, but excluding lot creation, may be considered in the flood fringe in accordance with the underlying Official Plan designation shown on Schedules A and B of the Official Plan, provided that the conditions in Policy 9 are met to the satisfaction of the City and the relevant Conservation Authority.”

Opinion

The subject site is in an area designated as a Two Zone Flood Plain Policy Area (See Appendix A). The proposed development has been designed to mitigate the impacts of the low level flood potential as required by these policies. The total building volume (proposed and existing on site) is approximately 61% of the allowable volume under the existing zoning (See Appendix B). The application to rezone the site is necessary only to allow for a mid-rise building form of six (6) storeys and not to increase the currently allowable development under the existing R4 zone. In my opinion, this approach is in conformity with the intent of these policies.

Section 4.11 – Urban Design and Compatibility relates and provides direction on how to assess development applications as they integrate with existing or planned community character and in the overall context of the OP. The following table identifies the criteria and how the proposed development addresses it:

Criteria	Response
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	The proposed development is located on Greensway Avenue, a local road with access to Montreal Road, a designated Arterial Road, at a signalized intersection one block away. A Transportation Impact Assessment (TIA)



<p>located on arterial or major collector roadways so as to minimize the potential for traffic infiltration on minor collector roadways and local streets.</p>	<p>Report prepared by Parsons, Transportation Engineers indicated no significant transportation related impacts.</p>
<p>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.</p>	<p>The site is served by a two way access to Greensway Avenue which is adequate to handle the identified vehicle trips from the development. The access to the underground garage has been located at the rear of the adjacent commercial development to minimize noise, headlight glare and loss of privacy impacts on other uses.</p>
<p>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.</p>	<p>The current proposal would allow for 122 spaces in 2 levels of underground parking and 22 spaces in surface parking areas for a total of 144. This exceeds the by-law requirements which are 37 resident and 7 visitor spaces for a total of 44 spaces. A total of 50 bicycle spaces are provided on the first level of the parking garage along with some exterior spaces provided near the entrance to the buildings.</p>
<p>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.</p>	<p>The site is adjacent to two rear yards at the north end of the property. To minimize impacts on these areas, the primary communal amenity area has been located at the south end of the project. As well the building is stepped back at this end to maintain a two storey profile to reduce overlook. The second storey amenity terrace will be screened to support privacy.</p>
<p>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. These uses and activities should be located away from residences where possible</p>	<p>A separate loading/service has been included to facilitate moving and for waste management pick-ups. There s no outdoor storage proposed.</p>
<p>Lighting: The potential for light spill over or glare from any lighting source onto adjacent light sensitive areas should be avoided or mitigated.</p>	<p>The proposed development will not generate any light spillover or glare onto the adjacent properties.</p>
<p>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.</p>	<p>The proposed development will not generate significant noise, odours or other emissions.</p>



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 mid-rise profile ensures there will be no shadow impacts on adjacent amenity areas or buildings. As well, the north-south orientation minimizes the potential for shadowing.
Microclimate: The development should be designed to minimize adverse effects related to wind, snow drifting, and temperature on adjacent properties.	The limited scale of the development will not impact local microclimate characteristics.
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 site is located in close proximity to the Montreal Road commercial area which provides a full range of retail and commercial office services. The proximity to the Rideau River and pathway network makes pedestrian and cycling access to nearby parks and leisure areas such as Riverain Park very easy.

Opinion

The mid-rise building form and site plan layout clearly addresses the policies of this section to ensure the development is well integrated and compatible with the adjacent neighbourhood.

Volume 2A – Secondary Plans

Montreal Road District Secondary Plan

This secondary plan provides detailed land use and built form direction for the lands within the Montreal corridor from the Cummings Bridge to St. Laurent Boulevard. While the subject site is not within the area covered by this Plan, the lands immediately south of the proposed development are within the West Sector designation in this Plan. As well, the intersection of the Vanier Parkway and Montreal Road is a key development area.

As part of assessing an appropriate development form for the subject property, it is important to consider the potential development permitted on these adjacent lands under the policies of the Secondary Plan. In particular with respect to the planned height for this section of Montreal Road, the following policy is relevant:

“Section 1.1.2.16 – For lots with:

- *frontage on a Traditional Mainstreet; and*
- *a lot depth greater than 30 metres; and*
- *a minimum lot area of 1200 m².*

building height up to a maximum of seven storeys may be permitted provided the design of the site meets the following criteria:

- a) Include a maximum six storey building height along the Traditional Mainstreet.*
- b) Provide for adequate setbacks and built form transition to adjacent low-rise residential uses including:*
- c) maintaining the provisions for incremental changes in building height from the rear lot line as contained in the TM Zone;*

- d) *maintaining the minimum interior side yard setback provisions as contained in the TM Zone.*
- e) *Address shadowing impacts and overlook onto residential areas.”*

Opinion

The adjacent lot (Tim Hortons site) is approximately 30 metres in depth with an area of 1330 square metres. While the existing zoning limits heights to six (6) storeys, this policy would allow for up to seven (7) storeys on this site. Thus this provides support for a six (6) storey building form on the subject development site as a transitional element with the adjacent neighbourhood.

Official Plan Amendment 150

Official Plan Amendment 150 has been approved by both Ottawa City Council and the Ministry of Municipal Affairs and Housing. The OPA is currently under appeal. Though not in full force and effect, all new applications must ‘have regard’ for the revised policies of OPA 150.

Section 3.6.1, General Urban Area has been amended by the following:

- 3. Except as provided by policy 4 below, or by policy 12 in Section 2.2.2, the maximum building height in the General Urban Area will continue to be low-rise, being four storeys or less, and within this range changes in height will be evaluated based on compatibility with the existing context and the planned function of the area. The design and compatibility policies in this Plan also apply. The tallest buildings will be encouraged to locate on properties fronting Arterial Roads, or adjacent to existing taller buildings. Existing zoning that permits building heights greater than those in this section will remain in effect.
- 4. Notwithstanding the building heights specified in policy 3, greater heights may be considered in the following circumstances and where the urban design and compatible development policies in Section 4.11 are met:
 - a) up to six storeys where the property fronts on and has vehicular access to an Arterial Road on Schedules E or F of this Plan and is located:
 - i) within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
 - ii) on a Transit Priority Corridor on Schedule D of this Plan. For the purposes of this policy only, the “Transit Street” defined in the Riverside South Community Design Plan is considered an Arterial Road.
 - b) subject to a zoning amendment for infill up to a height that does not exceed the height permitted by adjacent existing development or planned function and where all of the following criteria are met:
 - i) the site is within 800 metre walking distance of a Rapid Transit station or 400 metres walking distance of a Transit Priority corridor; and
 - ii) the site is between two properties within the General Urban Area, and adjacent to or across a public street from at least one property that has existing zoning or a building that exceeds four storeys.

While the intent of this policy is to limit building heights to four (4) storeys, under Subsection 4 b) there is an opportunity through rezoning for infill development to permit increased heights up to that of adjacent lands subject to meeting specific requirements and in conformity with the urban design and compatibility policies of the Plan.

As well, Section 4.11 has been significantly revised to provide more clarity in the review of intensification and in particular building heights and profile. A review of this section as revised clearly provides additional support for the proposed building form in this application.



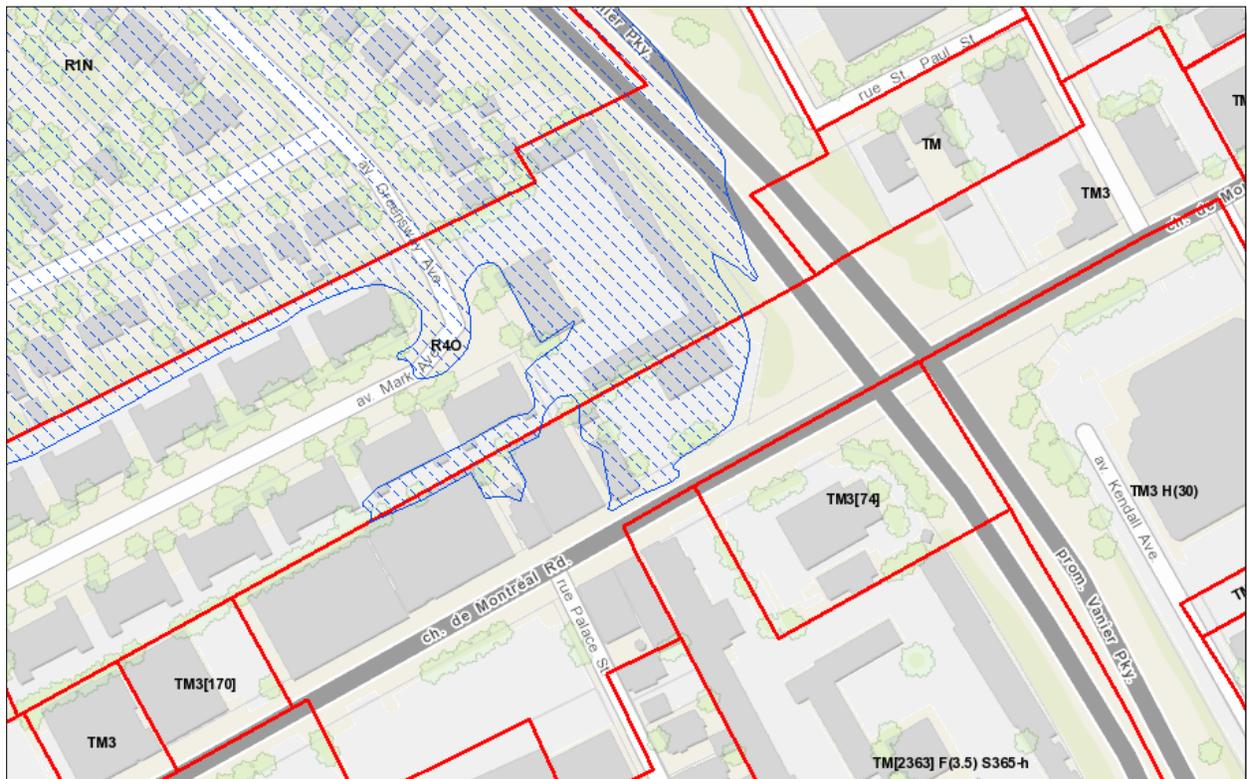
Opinion

The subject property is approximately 30 metres from Montreal Road, a designated Transit Priority corridor; it is well a walking distance within 400 metres as required by this policy. The site is also between two properties within the General Urban Area and adjacent to the Tim Hortons site which is zoned to permit a six (6) storey building. Given these characteristics, it is my opinion that the proposed development of a six (6) storey building height on the subject site would be consistent with the intent of this policy.

5. Zoning By-law

Comprehensive Zoning By-law (2008-250)

The subject site is currently zoned **Residential Fourth Density Subzone O (R4O)** and is also subject to a floodplain overlay. This zone permits “*apartment dwelling, low-rise*” with a maximum height of four (4) storeys or 14.5 metres. Section 58 – Flood Plain Overlay (see following page) permits development subject to Subsection (2) (c) where permitted uses can be changed. The intent of this subsection is to permit another use within the existing zone. However, through the analysis of the existing development potential of the current zone, it has been determined that increased residential infill in conformity with the Official Plan can be achieved by allowing an increased height to 18.25 m or six (6) storeys on the permitted “*apartment dwelling*” use. This change in height to a mid-rise building form can only be achieved by zoning amendment.



Excerpt – Schedule 1 - Zoning By-law 2008-250

Section 58 – Floodplain Overlay

58. The following provisions take precedence over the provisions of the underlying zone. They apply to land uses within an area affected by a flood plain overlay in order to restrict development in a floodplain area to minimize the threat of injury or loss of life and prohibit land uses where substances of a chemical, hazardous or toxic nature are used which could contaminate potential floodwaters; where flooding may compromise the ability to deliver essential services, or where flooding may cause unacceptable risk of property damage.

General Provisions

- (1) Despite the provisions of the underlying zone or other zoning provisions of the Zoning By-law, development is prohibited within any area subject to a floodplain overlay.
- (2) Despite Section (1), development may be permitted in an area subject to a floodplain overlay as follows:
 - (a) for an addition to a building or structure for a use permitted in the underlying zone which does not exceed an amount equal to 20 percent of the gross floor area of the building or 20 metres square whichever is less;
 - (b) for an accessory building or structure to a use permitted in the underlying zone which does not exceed a gross floor area of 50 square metres and a height of one storey;
 - (c) for a change of use from one permitted use to another;
 - (d) to permit the following uses whether or not they are listed as permitted uses in the underlying zone:
 - (i) marine facility
 - (ii) utility installation which requires approval under the Environmental Assessment Act, or
 - (e) for a secondary dwelling unit that is neither partially nor fully located below grade.

The proposed zoning is **Residential Fifth Density (R5)** with a subzone that is either site specific or based on one of the existing subzones found within Section 164 of the By-law. The rezoning is necessary to permit “apartment dwelling, mid-high rise” as a land use on the subject property.

Performance Standards	Existing Requirement	Proposed
Section 164 (based on R5B for comparison purposes only)		
V Minimum lot width	22.5 m	44 m
VI Minimum lot area	675 sq. m.	4523 sq. m
VII Maximum Building Height	Varies	18.25 m
VIII Minimum Front Yard Setback	3 m	Existing building – 2.89 (legal non-conforming) Proposed building – 34.9 m
X Minimum Rear Yard Setback	Varies	6 m
XI Minimum Interior Yard Setback	Varies	6 m



6. Summary Opinion

It is the professional opinion of Momentum Planning and Communications that the requested Zoning Amendment and Site Plan Control Application represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development is consistent with the Provincial Policy Statement policies with respect to promoting the efficient use of land, existing infrastructure and existing public facilities, as well as promoting cost-effective development patterns and standards to minimize land consumption and servicing costs, and minimize the length and number of vehicle trips. The proposed development takes advantage of an infill opportunity with significant development potential on an existing lot. It will also encourage the addition of an appropriate range and mix of housing and land use.
- The proposed development conforms to the City's Official Plan goals, objectives and policies for General Urban Area, particularly in relation to promoting a full range and type of housing choices. The site location will take advantage of nearby transit, employment, retail, service and institutional uses, as part of a complete and sustainable community.
- The proposed development conforms to the City's compatibility criteria established in the Official Plan (Sections 2.5.1, 3.6.1, and 4.11).
- The proposed development addresses the development issues relating to the Two Zone Flood designation and is based on design standards to ensure the health and safety of the intended users of the site and the protection of the built resources proposed.
- The proposed use meets the general purpose and intent of the Zoning By-law. All zoning and performance standards can be met through an appropriate R5 subzone designation.

In conclusion, the proposal to develop a mid-rise residential apartment building on this site represents good planning and is in the public interest.

Do not hesitate to contact Dennis Jacobs at (613) 729 3773 or djacobs@momentumplancom.ca if you have questions regarding the content of this Planning Rationale.

Prepared by:

Signed original on file

Dennis Jacobs MCIP, RPP
Principal Planner

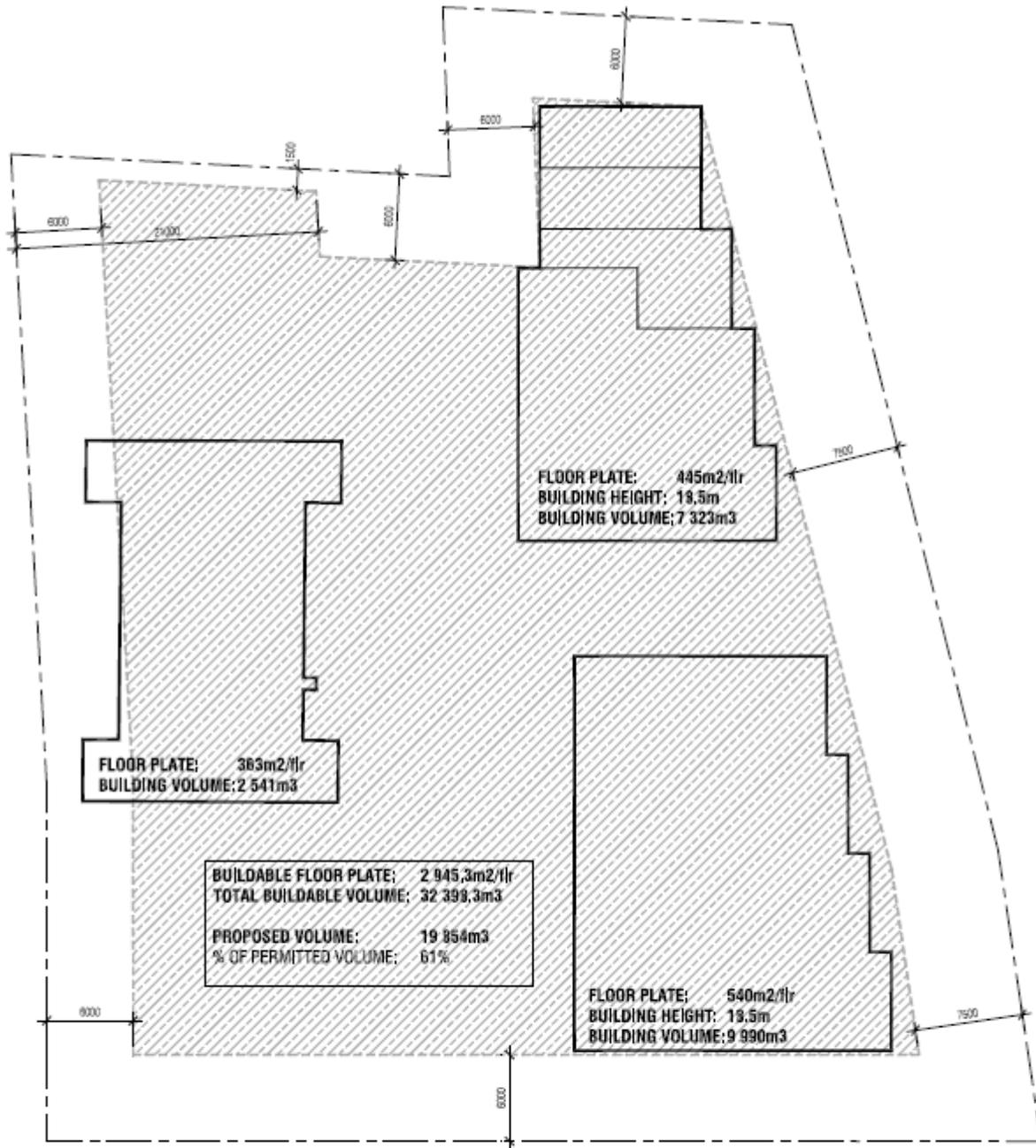
Appendix A – Floodplain Mapping



Two Zone Flood Plain 

Excerpt from Official Plan Schedule K – Environmental Constraints

Appendix B – Allowable Building Volume Analysis



MARK AVENUE / GREENSWAY AVENUE 263 GREENSWAY VOLUME STUDY

|1722 | SCALE 1:400 | 03 AUGUST 2017

project
studio



Appendix C – Renderings of Proposed Building



263 GREENSWAY AVENUE VIEW LOOKING SOUTH-EAST FROM VANIER PARKWAY

project1
studio





263 GREENSWAY AVENUE VIEW LOOKING EAST FROM GREENSWAY AVENUE



263 GREENSWAY AVENUE VIEW LOOKING WEST FROM VANIER PARKWAY



263 GREENSWAY AVENUE VIEW LOOKING NORTH-EAST FROM GREENSWAY AVENUE