



**SITE PLAN CONTROL APPROVAL APPLICATION
DELEGATED AUTHORITY REPORT
MANAGER, DEVELOPMENT REVIEW**

Site Location: 3071 Riverside Drive

File No.: D07-12-17-0122

Date of Application: September 22, 2017

This SITE PLAN CONTROL application submitted by FOTENN Consultants., on behalf of Canoe Bay Development Inc., is APPROVED as shown on the following plan(s):

1. **Site Grading 3071 Riverside Drive**, Canoe Bay Community, GP-1, prepared by DSEL, dated September 22, 2017, revised October 29, 2018 (Rev 11).
2. **Site Servicing Plan 3071 Riverside Drive**, SSP-1, prepared by DSEL, dated September 22, 2017, revised October 29, 2018 (Rev 11).
3. **Stormwater Management Plan 3071 Riverside Drive**, SWM-1, prepared by DSEL, dated September 22, 2017, 2018, revised October 29, 2018 (Rev 11).
4. **Sanitary Drainage Plan 3071 Riverside Drive**, SAN-1, prepared by DSEL, dated September 22, 2017, 2018, revised October 29, 2018 (Rev 11).
5. **Notes and Details Sheet 3071 Riverside Drive**, DS-1, prepared by DSEL, dated September 22, 2017, revised October 29, 2018 (Rev 11).
6. **Notes and Details Sheet 3071 Riverside Drive**, DS-2, prepared by DSEL, dated September 22, 2017, revised October 29, 2018 (Rev 11).
7. **Existing Conditions Plan 3071 Riverside Drive**, EX-1, prepared by DSEL, dated September 22, 2017, revised October 29, 2018 (Rev 11).
8. **Erosion Control Plan 3071 Riverside Drive**, EC-1, prepared by DSEL, dated September 22, 2017, revised October 29, 2018 (Rev 11).
9. **Overall Site Plan – Phase 1**, SP-1, 3071 Riverside Drive, prepared by Roderick Lahey, dated August 31, 2017, revised August 29, 2018 (Rev 7).

10. **Tree Inventory Plan**, L1-0, 3071 Riverside Drive, prepared by FOTENN, dated September 5, 2018.
11. **Landscape Plan**, L1-1, 3071 Riverside Drive, prepared by FOTENN, dated April 23, 2017, revised September 5, 2018 (Rev 8).
12. **Planting Plan**, L1-2, 3071 Riverside Drive, prepared by FOTENN, dated March 17, 2017, revised October 30, 2018 (Rev 11).
13. **Landscape Details**, L3-1, 3071 Riverside Drive, prepared by FOTENN, dated March 17, 2017, revised October 30, 2018 (Rev 11).
14. **Landscape Details Fencing**, L3-2, 3071 Riverside Drive, prepared by FOTENN, dated March 17, 2017, revised September 5, 2018 (Rev 8).
15. **Overall Garage Plans**, prepared by rla / architecture, dated August 30, 2018.
16. **Building 'C' Floor Plans**, prepared by rla / architecture, dated August 29, 2018.
17. **Floor Plans**, prepared by rla / architecture, dated August 29, 2018
18. **Building 'C' - Elevations**, prepared by rla / architecture, dated August 29, 2018.
19. **Building 'D' & 'E' - Elevations**, prepared by rla / architecture, dated August 29, 2018.
20. **Building 'A' Townhouse Elevations**, prepared by rla / architecture, dated August 29, 2018.
21. **Building 'B' – Plans & Elevations**, prepared by rla / architecture, dated August 29, 2018.
22. **Site Logistics Plan**, Canoe Bay Community 3071 Riverside Drive, prepared by PCL, dated May 22, 2018 (Rev 4)

And as detailed in the following report(s):

1. **Functional Servicing and Stormwater Management Report**, Canoe Bay Development 3071 Riverside Drive, prepared by DSEL, dated August 2018 (Rev 5).
2. **3071 Riverside Drive Community Transportation Study**, prepared by Parsons, dated April 24, 2017.

3. **3071 Riverside Drive Community Transportation Study Addendum 1**, prepared by Parsons, dated August 15, 2017.
4. **3071 Riverside Drive, Canoe Bay Development, Transportation Impact Study Addendum 2**, prepared by Parsons, dated February 27, 2018.
5. **Geotechnical Investigation proposed Residential Development 3071 Riverside Drive**, prepared by patersongroup, dated March 15, 2017.
6. **Roadway Traffic Noise Feasibility Assessment 3071 Riverside Drive**, prepared by Gradient Wind Engineering Inc., dated April 24, 2017.
7. **Stationary Noise Feasibility Assessment**, 3071 Riverside Drive, prepared by Gradient Wind Engineering Inc., dated August 23, 2017.
8. **Phase I Environmental Site Assessment**, Proposed Mixed-Use Development 3071 Riverside Drive, prepared by PatersonGroup, dated April 17, 2017
9. **Planning Rationale**, 3071 Riverside Drive, prepared by FOTENN, dated April 26th, 2017.
10. **Planning Rationale Addendum 2**, 3071 Riverside Drive, prepared by FOTENN, dated January 8th, 2018.
11. **Tree Setback Recommendations**, Proposed Residential Development 3071 Riverside Drive, prepared by Paterson Group, dated April 12, 2018, project number PG4069-LET.01
12. **Sun Angle Study Canoe Bay Community 3071 Riverside Drive**, prepared by rla architecture, dated August 29, 2018.
13. **Current Vegetation, TR-1**, Canoe Bay 3071 Riverside Drive, prepared by FOTENN, dated June 14, 2017.
14. **Proposed Development + Conserved Vegetation, TR-2**, Canoe Bay 3071 Riverside Drive, prepared by FOTENN, dated June 14, 2017.
15. **Tree Inventory List, TR-3**, Canoe Bay 3071 Riverside Drive, prepared by FOTENN, dated June 14, 2017.
16. **Road Modification Approval Under Delegated Authority – RMA-2018-TPD-003**, dated April 10, 2018.

And subject to the following Standard and Special Conditions:

Standard Conditions

1. The Owner shall enter into a standard site development agreement consisting of the following conditions. In the event the Owner fails to enter into such agreement within one year, this approval shall lapse.
2. The Owner shall submit a certificate of insurance in a form satisfactory to the City. The certificate of insurance must be issued in favor of the City of Ottawa in an amount not less than five million dollars per occurrence, must contain an endorsement naming the City as an additional insured and an unconditional thirty days notice of any material change or cancellation of the policy.
3. The Owner shall obtain such permits as may be required from Municipal or Provincial authorities and shall file copies thereof with the General Manager, Planning, Infrastructure and Economic Development Department.
4. The Owner acknowledges and agrees that the parking areas and entrances shall have barrier curbs and shall be constructed in accordance with the approved drawings of a design professional, such drawings to be approved by the General Manager, Planning, Infrastructure and Economic Development Department.
5. The Owner shall provide adequate water supply for fire fighting for every building. Water supplies may be provided from a public water works system, automatic fire pumps, pressure tanks or gravity tanks.
6. The Owner shall design and construct sidewalk(s) within public rights-of-way or on other City owned lands to provide a pedestrian connection from or to the site as may be determined by the General Manager, Planning, Infrastructure and Economic Development Department. Such sidewalk(s) shall be constructed to City Standards.
7. The Owner shall reinstate, at its expense and to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department, any property of the City, including, but not limited to, sidewalks, curbs and boulevards, which is damaged as a result of the subject development.
8. The Owner acknowledges and agrees to install construction fencing, at its expense, in such a location as may be determined by the General Manager, Planning, Infrastructure and Economic Development Department.
 - (a) The Owner acknowledges and agrees, prior to the issuance of a building permit, to provide the City with a certificate from an acceptable professional engineer, licensed in the Province of Ontario, which certificate shall state that the exterior site lighting has been designed to meet the following criteria:

- i. it must be designed using only fixtures that meet the criteria for full cut-off (sharp cut-off) classification, as recognized by the Illuminating Engineering Society of North America (IESNA or IES); and
 - ii. it must result in minimal light spillage onto adjacent properties. As a guideline, 0.5 fc is normally the maximum allowable spillage.
- (b) The Owner acknowledges and agrees that, upon completion of the lighting Works and prior to the City releasing any associated securities, the Owner shall provide certification satisfactory to the General Manager, Planning, Infrastructure and Economic Development Department, from a Professional Engineer, licensed in the Province of Ontario, that the site lighting has been constructed in accordance with the Owner's approved design plan.
9. Any portion of the lands which is intended to be used for snow storage shall be shown on the approved Site Plan or as otherwise approved by the General Manager, Planning, Infrastructure and Economic Development Department. The grading and drainage patterns and/or servicing of the site shall not be compromised by the storage of snow. Snow storage areas shall be setback from property lines, foundations, fencing or landscaping a minimum of 1.5 metres. Snow storage areas shall not occupy driveways, aisles, required parking spaces or any portion of a road allowance.
 10. The Owner acknowledges and agrees all snow accumulation on the site's driveways, aisles, and required parking spaces shall be cleared and removed from the site.

Special Conditions

1. The Owner covenants and agrees to dedicate 0.6 hectares of land, known as Block 13 on the associated Draft Plan of Subdivision (City File D07-16-17-0011) to the City, at no cost, as dedicated parkland. The size and configuration of Block 13 on the Final Plan shall be to the satisfaction of the General Manager, Recreation, Cultural & Facility Services.
2. The Owner shall provide a construction traffic management plan for the site plan prior to registration of the Agreement. Such plan shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.
3. Prior to registration of the associated Subdivision Agreement (City File D07-16-17-0011), the Owner acknowledges and agrees to convey to the City, at no cost to the City, an unencumbered road widening across the complete Riverside Drive frontage of the lands, measuring 18.75 metres from the existing centreline of pavement/the abutting right-of-way. The exact widening must be determined by legal survey. The Owner shall provide a reference plan for registration, indicating the widening, to the

City Surveyor for review and approval prior to its deposit in the Land Registry Office. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys. The Owner acknowledges and agrees to provide an electronic copy of the Transfer and a copy of the deposited reference plan to the City Clerk and Solicitor prior to the execution of this Agreement by the City. All costs shall be borne by the Owner.

4. The Owner acknowledges and agrees to establish a pre-construction meeting with the Riverside Park Community and Recreation Association (President Craig Searle 613-737-5951), in coordination with the Ward 16 Councillor.
5. The Owner acknowledges and agrees to enter into a Maintenance and Liability for any landscaping (hard or soft) located on City property, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.
6. The Owner(s) are responsible for all costs associated with the public roadway modifications including traffic signal installation required at the intersection of the private street and Riverside Drive to accommodate this development. The Owner(s) shall post required securities to satisfaction of General Manager Planning, Infrastructure and Economic Development.
7. Prior to registration, the Owner agrees to enter into a Traffic Signal Agreement with the City, which Agreement will include but not be limited to the funding of all costs associated with the design, installation and maintenance of the traffic control signal at the southern signalized access on Riverside Drive. The Owner shall be responsible for the annual signal maintenance costs until such time as the Ministry of Transportation of Ontario traffic signal warrants are met and City Council approves the assumption of these costs, at which time, funds will be requested in the City's operating budget for the following year.
8. The Owner acknowledges the Annual signal maintenance costs are estimated at \$12,917 in 2019 and will be the responsibility of the Owner until the Ministry of Transportation of Ontario traffic signal warrants.
9. The Owner Acknowledges and agrees to implement all recommendations, design parameters and controls in accordance with the "Functional Servicing and Stormwater Management Report, Canoe Bay Development 3071 Riverside Drive, prepared by DSEL, dated April 2018 (Rev 2)", to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.
10. The Owner acknowledges and agrees to provide certification by a professional engineer that the stormwater facilities have been constructed in accordance with the "Functional Servicing and Stormwater Management Report, Canoe Bay Development 3071 Riverside Drive, prepared by DSEL, dated April 2018 (Rev 2)", to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

11. Upon completion of all stormwater management Works, the Owner acknowledges and agrees to retain the services of a Professional Engineer, licensed in the Province of Ontario, to ensure that all measures have been implemented in conformity with the approved Plans and Reports, referenced in Schedule "E" herein. The Owner further acknowledges and agrees to provide the General Manager, Planning, Infrastructure and Economic Development Department with certificates of compliance issued by a Professional Engineer, licensed in the Province of Ontario, confirming that all recommendations and provisions have been implemented in accordance with the approved Plans and Reports referenced in Schedule "E" herein.
12. The Owner shall be subject to a Roadway Modification Approval process for signal, access and median works on Riverside Drive as detailed in the approved Road Modifications Approval Report (RMA-2018-TPD-003). The Owner further acknowledges and agrees it shall be responsible for the cost of all roadway modifications identified in the Roadway Modification Approval Report, as approved by the Manager, Development Review (South Unit).
13. The Owner acknowledges and agrees the City will not draw down past \$25,000 in site securities, as identified in Schedule B of the Site Plan Agreement, until such time (no later than 2 years post construction) as the Owner has provided a certification from a qualified arborist that off-site trees at 700, 706, 710, 714, 720, 724, 726, 730, 732, 736, 738, 740 and 742 Mooney's Bay Place are not adversely impacted by the proposed development. Should private trees be impacted it is the responsibility of Canoe Bay to remove, replace or compensate for the trees and repair landscaping in consultation with those affected homeowners, to the satisfaction of the General Manager, Planning, Infrastructure, and Economic Development Department.
14. The Owner acknowledges and agrees a professional arborist will monitor all construction activity related to works at the rear of all lots (townhouse blocks) along both Mooney's Bay Place and Bayside Private, including but not limited to the installation of fencing, swales, subdrains and grading for the purpose of managing best construction techniques within the Critical Root Zone of off-site trees.
15. The Owner acknowledges and agrees all roof top mechanical equipment shall be screened with appropriate acoustical barriers.
16. The Owner(s) agree that all blasting activities will conform to the City of Ottawa's standard S.P. No: F-1201 Use of Explosives. Prior to any blasting activities, a pre-blast survey shall be prepared as per F-1201, at the Owner(s) expense for all buildings, utilities, structures, water wells, and facilities likely to be affected by the blast and those within 75 m of the location where explosives are to be used. The standard inspection procedure shall include the provision of an explanatory letter

to the owner or occupant and owner with a formal request for permission to carry out an inspection.

The Owner(s) agree to provide a Notification Letter in compliance with City specification F-1201. Specification indicates that a minimum of 15 Business days prior to blasting the Contractor shall provide written notice to all owner(s) and tenants of buildings or facilities within a minimum of 150m of the blasting location. A copy of the Notification Letter will be submitted to the Program Manager of Construction Services, City of Ottawa.

17. The Owner covenants and agrees that, should the lands be severed in the future, it shall ensure that the future owner of the freehold units shall enter into a Private Agreement which shall be binding upon the owners and all subsequent purchasers to deal with the joint use, maintenance and liability of the common elements, including but not limited to any private roadway(s) and concrete sidewalks; common grass areas; common party walls, exterior walls; common structural elements such as the roof, foundations; common parking areas; sewers and watermains, for the mutual benefit and joint use of the owners; and any other elements located in the common property; and the Private Agreement shall be filed with the General Manager, Planning, Infrastructure and Economic Development.
18. The Owner shall file with the General Manager, Planning, Infrastructure and Economic Development, an opinion from a solicitor authorized to practice law in the Province of Ontario that the Private Agreement is binding upon the owners of the land and all subsequent purchasers to deal with the matters referred to in Special Condition 17 above.
19. The Owner acknowledges and agrees that the Private Agreement shall be registered on the Owner's lands, at no cost to the City, and a copy of the registered agreement shall be provided to the General Manager, Planning, Infrastructure and Economic Development.
20. The Owner acknowledges and agrees that the Private Agreement shall include a clause to require all future purchasers to enter into an Assumption Agreement in order to transfer all legal and financial obligations required under the Private Agreement.
21. The Owner acknowledges and agrees that there is a private water distribution system within the lands, consisting of, but not limited to, private watermain(s), private water service(s), private water well(s), private hydrant(s) and fittings, and appurtenances thereto (the "Private Water Distribution System"), and the Owner shall assume all maintenance, repair and replacement responsibilities of the Private Water Distribution System, in perpetuity. The Owner covenants and agrees to have a Professional Engineer, licensed in the Province of Ontario, conduct regular inspections of the Private Water Distribution System, which

includes a leak detection survey, at least every (5) years, in accordance with standard City practices and procedures, at no cost to the City. The inspection reports shall be made available on demand for review by the City's Public Works and Environmental Services Department and/or Fire Services. The Owner further acknowledges and agrees that as part of the Owner's ongoing maintenance responsibility for the Private Water Distribution System, repairs to the system must be completed immediately to correct any deficiencies which contribute to water loss or leakage within the Private Water Distribution System. All costs shall be the Owner's responsibility.

22. Prior to the issuance of a building permit, the Owner shall, at its expense:

- (i) obtain a video inspection of the City's sewer system within Riverside Drive (the "City Sewer System") prior to any construction to determine the condition of the existing City Sewer System prior to construction on the lands and to provide said video inspection to the General Manager, Planning, Infrastructure and Economic Development.
- (ii) (b) Upon completion of construction on the lands, the Owner shall, at its expense and to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development:
- (iii) (i) obtain a video inspection of the existing City Sewer System within Riverside Drive to determine if the City Sewer System sustained any damages as a result of construction on the lands; and
- (iv) (ii) assume all liability for any damages caused to the City Sewer System within Riverside Drive and compensate the City for the full amount of any required repairs to the City Sewer System.

23. The Owner covenants and agrees it shall grant to the City, at the Owner's expense, an unencumbered blanket easement over the lands, with the right and licence of free, uninterrupted, unimpeded and unobstructed access to the City to enter on and to pass at any and all times, on, over, along and upon the lands with or without vehicles, supplies, machinery and equipment for all purposes necessary or convenient to construct, maintain, repair and replace the Private Water Distribution System at the Owner's expense. The Owner acknowledges and agrees that notwithstanding the rights granted to the City under the grant of easement, the Owner remains responsible at all times for the maintenance, inspection, alteration, repair, replacement and reconstruction of the Private Water Distribution System in the said lands during their term of use. The Owner acknowledges and agrees to provide an electronic copy of the Transfer of Easement prior to the execution of this Agreement by the City, to the satisfaction of the City Clerk and Solicitor. All costs shall be borne by the Owner.

24. The Owner acknowledges and agrees that it shall retain the services of a geotechnical engineer, licensed in the Province of Ontario, to ensure that the recommendations of the Geotechnical Investigation Report (the "Report"), referenced as **Geotechnical Investigation proposed Residential**

Development 3071 Riverside Drive, prepared by patersongroup, dated March 15, 2017 herein, are fully implemented. The Owner further acknowledges and agrees that it shall provide the General Manager, Planning, Infrastructure and Economic Development Department with confirmation issued by the geotechnical engineer that the Owner has complied with all recommendations and provisions of the Report, prior to construction of the foundation and at the completion of the Works, which confirmation shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

25. The Owner acknowledges and agrees that any trees to be removed shall be removed in accordance with the approved Tree Permit and/or the Tree Conservation Report referenced in Schedule "E" hereto, and in accordance with the City's Urban Tree Conservation By-law, being By-Law No. 2009-200, as amended. The Owner further agrees that a copy of the approved Tree Permit and/or Tree Conservation Report shall be posted on the construction site at all times until Approval is granted by the City for such Works (or during tree removal, grading, construction, and any other site alteration activities).
26. The Owner(s) shall implement the following noise control attenuation measures recommended in the approved Roadway Traffic Noise Assessment;

(a) Notices-on-Title respecting noise

"The Owner acknowledges and agrees that all purchase and sale agreements of the whole or any part of a lot/block on the Plan of Subdivision shall contain the following clauses which shall be incorporated in all Transfer/Deeds from the Owner so that the clause shall be a covenant running with the lands for the benefit of the lands."

"The Transferee of Townhouses A1 and Buildings C1-C2, for himself, his heirs, executors, administrators, successors and assigns acknowledge being advised that despite the inclusion of noise control features in the development and/or within the building unit, sound levels due to increasing roadway traffic may occasionally interfere with some indoor and/or outdoor activities of the dwelling occupants as the sound levels may at times exceed the sound level limits of the City of Ottawa and the Ministry of the Environment and Climate Change noise criteria."

"This development includes a number of measures to help reduce noise impacts, listed below. To ensure that provincial and municipal sound level limits are not exceeded and/or to keep sound levels as low as possible it is important to maintain the sound attenuation features provided."

"The building components of this dwelling unit (walls, windows and exterior doors) must be specifically designed to provide acoustic insulation so that, when windows and exterior doors are closed, the indoor sound levels are within the sound level limits of the City of Ottawa and the Ministry of

Environment and Climate Change. This Building Component Design must be completed by a Professional Engineer licensed in Ontario meeting the guidelines set out by Professional Engineers Ontario for Providing Acoustical Engineering Services in Land-Use Planning, prior to obtaining a Building Permit for development on this Lot, to the satisfaction of the General Manager, Planning Infrastructure and Economic Development Department, or his designate, and a copy of the Building Component Design must be provided to each subsequent Owner.”

“Additionally, with respect to the Outdoor Living Area, Purchasers/tenants are advised that sound levels due to road traffic may, on occasion, interfere with some activities of the occupants as the sound levels exceed the sound level limits of the City of Ottawa and Ministry of the Environment and Climate Change.”

“This dwelling unit has been designed with central air conditioning. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City of Ottawa and the Ministry of the Environment and Climate Change.”

“The Transferee covenants with the Transferor that the above clause, verbatim, will be included in all subsequent Agreements of Purchase and Sale and Deeds conveying the lands described herein, which covenant shall run with the said lands and is for the benefit of the subsequent Owners of the said lands and the Owner of the adjacent road.”

“Noise Control Features in accordance with the Roadway Traffic Noise Assessment, 3071 Riverside Drive, Prepared by Gradient Wind Engineering Inc., Project No. 17-022, dated August 23, 2017 for Block A2 and Building D.”

“The Transferee of Block A2 and Building D for himself, his heirs, executors, administrators, successors and assigns acknowledge being advised that despite the inclusion of noise control features in the development and/or within the building unit, sound levels due to increasing road and future rail traffic may occasionally interfere with some indoor and/or outdoor activities of the dwelling occupants as the sound levels may at times exceed the sound level limits of the City of Ottawa and the Ministry of the Environment and Climate Change noise criteria.”

“This development includes a number of measures to help reduce noise impacts, listed below. To ensure that provincial and municipal sound level limits are not exceeded and/or to keep sound levels as low as possible it is important to maintain the sound attenuation features provided.”

“This dwelling unit has been designed with forced air heating and the provision for adding central air conditioning at the occupant’s discretion. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City of Ottawa and the Ministry of the Environment and Climate Change.”

“The Transferee covenants with the Transferor that the above clause, verbatim, will be included in all subsequent Agreements of Purchase and Sale and Deeds conveying the lands described herein, which covenant shall run with the said lands and is for the benefit of the subsequent Owners of the said lands and the Owner of the adjacent road.”



October 31, 2018

Date

Don Herweyer
Manager, Development Review
Development Review, South
Planning, Infrastructure and Economic Development
Department

Enclosure: Site Plan Control Application approval – Supporting Information



SITE PLAN CONTROL APPROVAL APPLICATION SUPPORTING INFORMATION

File Number: D07-12-17-0122

SITE LOCATION

The site is a 4-hectare parcel of land located at 3071 Riverside Drive, and fronts onto Riverside Drive. The site is bound by Mooney's Bay Place to the north, Springland Drive and Bayside Private to the east, Beachside Private to the south and Riverside Drive to the west (see Document 1).

SYNOPSIS OF APPLICATION

The applicant is proposing an age-in-place community targeted towards seniors and retirees. The application comprises low-rise residential units, a mixed-use building with ground floor retail, and a retirement home (and residential care facility) as the anchor of the site. The low-rise residential units will comprise 26 townhouse units and 36 low-rise apartment units. The mixed-use building will comprise 48 residential units, while the retirement home and residential care facility will accommodate 513 units. The total number of dwelling units proposed is 623.

A private street network will be developed within the interior of the site to access the various land uses and product types. The new development proposes two vehicular accesses onto Riverside Drive, including one full-movement access at a signalized intersection along the south section of the site, and a second right-in, right-out only along the north section of the site. On-site parking will be accommodated by 395 parking spaces, where 365 are required by the Zoning By-law (see Table 1).

A 1.5 acre City Park will be developed immediately abutting this site to the south, through an associated Plan of Subdivision application (D07-16-17-0011). The City park will provide connectivity from Springland Drive through the park, across Riverside Drive to Mooney's Bay Park. The park will be programmed and constructed as part of the companion Plan of Subdivision application.

Background

In October 2008, the City purchased the former Bayview School property from the Ottawa District School Board, who declared the parcel as surplus to its needs. The City then engaged in community consultation sessions in 2009 to formulate a concept plan for

redevelopment of the site for infill. Subsequently, City Council approved a concept plan in 2009 that had received community support. An additional 0.3 hectares of land (the outlet parcel to Springland Drive) was purchased in 2011 and added to the overall development parcel. The entire 4.3 hectare parcel of land was then transferred from the City to its development corporation, the Ottawa Community Lands Development Corporation (OCLDC) for sale. Canoe Bay (the applicant), was successful in securing these lands based on the overall compliance of its concept plan with the City's 2009 Concept Plan and subject to minor revisions, which was received by Council in 2016. Subsequently, on February 27, 2018, the City's Planning Committee approved an Official Plan Amendment and Zoning By-law Amendment application put forth by Canoe Bay, as a means of implementing the details of the concept plan.

Table 1 – Parking Rates

Use	Parking Space Rate	Required Parking Spaces	Provided Parking Spaces
Townhouse	Residential: 1/unit Visitor: 0	26	26
Low-Rise Apartment	Residential: 1/unit Visitor: 0.2/unit	Residential: 36 Visitor: 7 Total: 43	36 + 10 surface visitor 46
Dwelling Units in a Mixed-Use Building	Residential: 1/unit Visitor: 0.2/unit	Residential: 48 Visitor: 10 Total: 58	58 (underground)
2,025 square metre Retail Building	3.6 spaces per 100 square metres of GFA	73	73 (22 underground 51 surface)
Residential Care Facility and Retirement Home	Residential: 0.25/unit plus 1 per 100m ² of GFA used for medical, health or personal services Visitor: 0	Residential: 128 Visitor: 0 Personal Service: 30 Total: 158	192
Total		365	395

Companion Applications

A companion Official Plan (City File D01-01-17-0008) application, passed by City Council on March, 28, 2017 (By-law 2018-91) established a 'Low Rise Residential' designation and 'Mixed-Use Residential Commercial' designation for the site, setting the policy framework for the permission of ground oriented dwelling units, low-rise apartments, mixed-use buildings and a retirement home.

A companion Zoning By-law Amendment (City File D02-02-17-0035) application, passed by City Council on March 28, 2018 (By-law 2018-92) established a multi-unit zoning typology around the perimeter of the site (R3B and R4Y), permitting townhouse and low-rise apartment dwellings. The amendment further permitted a mixed-use zone (GM)

fronting onto Riverside Drive and an institutional zone (I1A) within the centre of the site, permitting the retirement home and residential care facility.

A companion Plan of Subdivision application has been filed with the City (City File D07-16-17-0011) for the purpose of creating 2 internal private streets, 2 mixed-use commercial blocks, 6 townhouse blocks, 3 low-rise apartment blocks, a park block, pathway block and a block for a retirement home and residential care facility.

Urban Design Review Panel

Although the site at 3071 Riverside Drive is not located within a Design Priority Area of the City's Official Plan, the proposed development was encouraged to be presented as an informal submission for Panel review. The informal review occurred on April 6, 2017 and had the following recommendations:

General Comments:

- The Panel thanks the proponent for attending the Urban Design Review Panel (UDRP) at this stage and generally supports the direction that is being taken on site.

Building C

- The Panel recommends relocating garage entrance ramp to the north side of the building. This would permit for a large terrace area and a more picturesque urban edge along Riverside Drive.
- Consider creating a greater separation between the two buildings to create a larger plaza between them and have the space feel more public.
- Creating a mix of public and private terraces facing Riverside Drive would work very well with the proposed use and context, especially given the grade change and views to Mooney's Bay. A use such as a wine bar next to the terrace would work well and may create a destination for the greater community.
- Continue to study the feasibility of locating the daycare element into one of the buildings on the site. It may work well in Building C.

Building Design

- Maintaining real frontages and a strong relationship to the public realm from the buildings that abut internal streets will be important to the success of the community.
- For the buildings on the eastern edge of the site, consider relocating the parking below grade. Blank walls could be screened with landscaping.

Parkland

- The Panel strongly recommends reconsidering the proposed location of the daycare and retaining the space as part of the park. Regardless of the ultimate programming of the park, the space will be an important connection to the neighbouring

community. Locating a narrow public walkway in such close proximity to a daycare may also raise safety concerns.

Response:

Following the UDRP meeting on July 6, 2017, the proposal was amended to eliminate the garage entrance directly from Riverside Drive and to omit the daycare from the out parcel along Springland Drive. The zoning details permit the use of a daycare and restaurant and café concepts in the ground floor of the mixed-use building as encouraged by the Panel.

Infrastructure

Sanitary

The proposed development will be serviced via a connection to the existing 250mm diameter sanitary sewer within Riverside Drive with an anticipated peak wet weather flow of 16.2 L/s to the Riverside Drive connection. Sufficient capacity of the Rideau River Sanitary Trunk Collector is available to accommodate the expected peak wet weather flows from the proposed development.

Water

All of the buildings in the proposed development are proposed to be serviced from two connections to the existing 300mm diameter watermain within Riverside Drive, with a looped service internally for redundancy. The design of the water distribution system conforms to all relevant City Guidelines and Policies.

Stormwater Management

Stormwater quality controls are proposed through the use of Oil-Grit-Separators and quantity controls will be met through storm water retention via underground, structure and pipe storage.

Transportation

Based on the location of the proposed development and its proposed signalized and unsignalized connections to an arterial road, there is a negligible amount of site-generated traffic projected on local streets within the vicinity of the subject site.

DECISION AND RATIONALE

This application is approved for the following reasons:

- The site plan complies with the General Urban Area designation of the City's Official Plan, where this designation permits a range of low- to mid-rise residential

uses intended to accommodate people with varying income, life circumstances and housing needs. The General Urban Area also permits commercial, employment, parks and institutional uses that could all contribute to a complete community.

- The site plan complies with the Riverside Park Secondary Plan, where the site is designated 'Low-Rise Residential Area' and 'Mixed Use Residential / Commercial'.
- The site plan complies with the zoning performance standards of the 'R3B[2451] S378', 'GM[2449] S376', and 'I1A[2450] S378' zones.
- The site has been planned to ensure safe and functional access and egress, adequacy of servicing, and appropriate site design. All aspects of transportation, engineering and site design represents good land-use planning.

CONSULTATION DETAILS

Councillor Brockington has concurred with the proposed conditions of approval.

Councillor Comments

After an extended delay to review and revise several site plan versions over multiple months, incorporating local input/feedback, the site plan is approved.

Public Comments

Summary of Comments - Public

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law and Official Plan amendments.

Summary of Public Input

Eighty residents provided feedback on the 3071 Riverside Drive proposal, which included comments on the Official Plan amendment, Zoning By-law amendment, Plan of Subdivision application and Site Plan Control application.

Site Plan Control comments and issues were as follows:

Density and Site Design

Comment:

Residents are concerned with the density and number of units of the proposed development.

Response:

The City's Official Plan sets forth a test in Section 4.11 where it states that, "the City will evaluate the compatibility of development applications on the basis of the following compatibility criteria" and lists traffic, vehicular access, parking requirements, outdoor amenity areas, loading areas, lighting, noise and air quality, sunlight, microclimate and supporting neighbourhood services. Like the operational components listed above, Section 4.11 outlines the design tests such as building height, massing, character, treatment of finishes, architecture, setbacks, scale, enhancement of views, etc. These tests have been satisfied as described in the accompanying Zoning By-law and Official Plan reports, passed at Planning Committee on February 27, 2018.

Comment:

Residents are concerned with the height and mass of the proposed six-storey building, in that it will reduce privacy.

Response:

The proposal seeks to direct low-rise residential townhouses along the perimeter of the site, which abuts existing low-rise residential dwellings. There are no privacy concerns from a planning perspective with this arrangement. Rear yard setbacks will be consistent with the planned context of the existing residential units, where setbacks are proposed at 7.5 metres and eight metres. The six-storey retirement home and residential care facility will be setback approximately 40 to 50 metres from all existing residential properties, providing sufficient setbacks.

Comment:

Residents have expressed concern that the new park location will have negative impacts in terms of noise (from play structures and splash pads, etc.), and loss of tranquility in the rear yards of residents living along Beachside Private.

Response:

The proposed City park block will contribute to the overall livability for both the new residents and the existing community as a whole. Opportunities for all ages of people to enjoy open space and associated programming is essential to creating complete communities where leisure activities are within close proximity to residents via walking, cycling and wheel chair (and other mobility devices).

Comment:

Residents have expressed concern that there is now a loss of the buffer as illustrated on the 2016 Concept Plan.

Response:

The 7.5-metre rear yard is a standard setback among single detached, semi-detached and townhouse dwellings and acts as a buffer to other rear yard activity. The activity in a rear yard is usually the issue for noise and adverse impacts and when a standard setback is met on compatible uses (such as single detached and townhouse dwellings), a greater setback may not achieve any further mitigation of privacy or outdoor ambient noise. The same types of activities could take place (pool, deck, hot tub, garden shed, outdoor enjoyment, etc.) within an eight- or nine-metre rear yard setback.

Comment:

Residents expressed concern with a high-density development in low-density neighborhood.

Response:

The height and scale of the building has been reviewed in accordance with the existing policy framework, including consideration of transition as discussed previously in the report. Official Plan Section 2.5.1 states that in general terms, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impacts.

Comment:

Residents have expressed concern that there is a lack of greenspace provided given the proposed density.

Response:

The parkland dedication required for this development under the *Planning Act* and the City's Parkland Dedication By-law is approximately 0.44 hectares (or approximately one acre), whereas the developer is required by the OCLDC agreement to provide a 0.6-hectare park (or 1.5 acres).

There is thus an over-dedication of parkland for this development's size and number of units.

Comment:

Residents have expressed concern the application has changed from the initial proposal of bungalow townhouses to now two-storey townhouses.

Response:

The applicant is proposing a mix of one- and two-storey townhouse units. The decision for bungalow or two-storey townhouse units has no adverse impact on the compatibility of these proposed units with the existing two-storey detached and semi-detached units along Mooney's Bay Place. Two-storey townhouses with 7.5-metre rear yard setbacks are appropriate in this location.

Comment:

Residents have concerns that the new development will block views to open space and Mooney's Bay.

Response:

Views to Mooney's Bay are not protected through the City's Official Plan, the Riverside Park Secondary Plan or the City's Zoning By-law.

Comment:

Why would the City permit a new retail and commercial building when there are existing vacancies in the shopping plaza on Ridgewood Avenue?

Response:

Planning Services does not consider retail vacancies or other competition within the community in assessing the merits of retail on this particular site. We will look at the appropriateness of this site (i.e. land-use compatibility, Official Plan policies) and how the site plan should be designed to mitigate any potential adverse impacts. Through the site plan process, matters such as parking, traffic, outdoor garbage storage, lighting, landscaping and design will be reviewed to mitigate any adverse impacts the commercial could have on the adjacent community.

Building Elevations

Comment:

Vents for the underground garage are shown on the Site Plan but not detailed, what is the design and height of these?

Response:

The exhaust vents for the underground garage are flush to the ground (in a grate).

Comment:

Concerns were raised over the detail of utility closets for gas meters on the north and south ends of Buildings C1 and C2.

Response:

Enbridge Gas has final say over the design of the closet design and doors to enclose the gas meters, but the applicant will be working with Enbridge on a design that matches the architecture of the buildings. Enbridge has not finalized their approval of the utility closet design.

Comment:

On Building C1 and C2 why is a continuous patio/terrace required if the ultimate tenant does not require a patio (i.e. medical building)?

Response:

The continuous terrace will act as a second entrance (regardless of the unit use) from Riverside Drive and will allow pedestrians from the sidewalk to access the retail unit.

Comment:

Residents have questioned why the height of the six-storey building appears to exceed six storeys.

Response:

The City's Zoning By-law definition of height, where it reads:

Building height means the vertical distance between the average grade at the base of a main wall of the building and:

- (a) the highest point of the roof surface, if a flat roof,
- (b) the deck line, if a mansard roof,
- (c) the mid point between the ridge if a hip, gable, shed, or gambrel roof, and the eaves of the building, excluding the eaves of any projections, or (By-law 2013-224);
- (d) the highest point of the building or structure in all other cases.

There are permitted projections above the height limit, as defined in the City's Zoning By-law, and this includes mechanical and service equipment penthouse, elevator or stairway penthouses and rooftop patios. The proposed six-storey building is in compliance with the height definitions for a six storey building.

Comment:

Residents have questioned why the 3.5-storey apartment flats are not called four-storey apartment flats?

Response:

The developer is meeting the City of Ottawa's Zoning By-law definition of height, where it is measured from the average grade of the lot. So, in this case with the grade running through the apartment flats, the buildings are three storeys in height at the rear and four storeys at the front, giving the unit a technical definition of 3.5 storeys (in compliance with our Zoning By-law definition of height).

Comment:

Landscaping and some bollards are shown on the Building C1 and C2 plans that is not shown on the Landscape Plan.

Response:

These are elevation plans for the approval of the building materials. The landscaping and bollards, etc. are approved on the site plan and landscape plan in their final locations.

Comment:

On Building C1 and C2 Elevation Dwgs, is the stairwell to the roof enclosed and if so what materials would an enclosure be made of?

Response:

The stairwell is enclosed and will be made of complimentary materials to the building (white stone - sandblasted finish).

The Daycare (Springland Drive Parcel)

Comment:

We recommend that the daycare component be reviewed in light of compatibility, traffic, and access concerns and that further details and information be provided.

Response:

The applicant has removed the daycare proposal at 2826 Springland Drive from the proposal. The daycare parcel will not be part of the subject Site Plan Control, Zoning By-law amendment and Official Plan amendment. It will form part of the Plan of Subdivision, if only to secure a pathway from Springland Drive through the 2826 Springland Drive parcel to the proposed City park block. Please be aware that the existing zoning for this parcel (I1A zone) permits a daycare as-of-right and either a minor Zoning By-law amendment or Minor Variance may be required to accommodate a daycare building on this narrow parcel of land.

Comment:

The location of the daycare should be more central to the development.

Response:

The daycare is a permitted use within the GM and I1A zones and as such could be incorporated into the site in the future as a tenant. At this time however, the daycare has been removed from the site plan control application on the Springland Drive parcel.

Noise Related

Comment:

Can site plan control limit emergency vehicle sirens and routing of emergency vehicles (primarily ambulances)?

Response:

Controlling how the ambulance accesses the site is not an item that can be controlled through Site Plan Control, other than the general layout of the private access road. Controlling the use of sirens is not a site plan matter as well.

Comment:

Residents have expressed issues related to noise.

Response:

In terms of the Noise Study, this study is not for ambient city noise and its impacts on existing residential (such as the commercial activity in the mixed-use building) but for road noise on arterial roads, rail noise, airport noise, and stationary noise sources such as industrial sites (heavy truck / loading / manufacturing, etc.) and things such as loading docks. Thus, the noise study does not need to address the proposed mixed-use building and ground floor commercial. Typically, through the conditions of site plan control, staff require that all Heating Ventilation and Air Conditioning (HVAC) systems are screened such that noise from commercial HVAC systems are mitigated.

Landscaping and Tree Preservation

Comment:

Residents have expressed concern with the 7.5-metre setback from the proposed one- and two-storey townhouses backing onto the existing detached and semi-detached dwellings on Mooney's Bay Place, specifically related to grade level of the new townhouse dwellings and tree preservation.

Response:

The servicing and grading plans illustrate that the lots for these townhouse units will slope from front to back to convey drainage to a rear yard swale. Starting from the units closest to Riverside Drive and going east up the new internal street, the grading plan illustrates that the units will have a maximum of 1.6 metres from the finished floor level to the rear yard, to about one metre from finished floor to the rear yard. The largest grade difference in Canoe Bay's lots (1.6 metres) will require approximately eight steps.

Regarding tree preservation: The swale, fence, subdrain and catchbasin are infrastructure and structures that have to be constructed to support this form of development. Besides the fence, the others support the grading and drainage to ensure

no runoff into adjacent properties on Mooney's Bay Place. Positive grading away from house foundations is required; thus the swale and subdrain are required to direct water on Canoe Bay's property to Riverside Drive. Staff have committed to securing for any trees that are damaged to the point where a professional arborist would recommend their removal and replacement, all at the developer's cost and in consultation with the individual property owner. Further, compensation of trees has been agreed to by the Owner should a professional arborist determine off-site trees will die as a result of construction.

Tree protective fencing will be in place on Canoe Bay's property to identify the critical root zone; however, the area behind the Mooney's Bay Place lots will require excavation for a subdrain and footings for a fence. The subdrain, in consultation with community members, has been moved further away from the rear yard of existing homes. Although roots have a chance of being damaged, the City's Forester has advised that it is common for critical root zones to be disturbed and cut during construction and trees surviving this disturbance.

Comment:

How will proposed Landscape Plan treat the rear yards of townhouses?

Response:

The Site Plan and Landscape Plan illustrate a 7.5-metre rear yard set back to the existing dwellings along Mooney's Bay Place to the north and an eight-metre rear yard setback to the existing dwellings along Bayside Private to the east. The plan illustrates a required Noise Attenuation Wall along the rear of the townhouse block closest to Riverside Drive and a board-on-board fence for remaining units. The Landscape Plan illustrates a mix of shrubs within the rear yards.

Comment:

Concerns were raised with the use of the Maidenhair tree in the rear lots of existing homes due to the size they can grow and the potential of the fruit they produce and rotting (the odour the rotting fruit produces). Literature has indicated even the male species, which do not grow fruit, can change and produce fruit in the future.

Response:

City Forestry staff have had no issues with male Maidenhair trees nor are aware of past complaints on this species. However, working with Canoe Bay trees in the rear yard of

the new townhouse units were removed from the planting plan at the request of residents,

Comment:

Canoe Bay is using current residents' trees as their tree count. Canoe Bay's tree count is 74, of which 27 belong to residents. Why are they including our trees?

Response:

The Tree Conservation Report identifies 74 trees, both existing trees on the subject property and directly adjacent to the property. These are identified to ensure the development took into consideration all existing trees (both on and off site) that have most potential for impact due to the proposed development. Neighbouring trees were included where the critical root zone of those off-site trees could be impacted. It is prudent to be aware of adjacent trees that might be impacted by development in order to mitigate impacts.

Comment:

Concerns were raised that new trees planted in the back yard of existing residents would block sunlight.

Response:

There are existing Norway Spruce, White Spruce, Austrian Pine and other pine and spruce trees in this particular neighbour's rear yard that would negate adverse sun blockage. However, three new species were offered to the resident with a range of maximum growing heights from nine to 13 metres in height.

Comments:

Bollards should be added to the Springland Drive pathway block and the entrance to the new park.

Response:

This pathway and park will be designed through the associated subdivision process, and bollards will be considered.

Comment:

Where is the tree root protection fence to be installed, will off-site trees have root protection fencing?

Response:

Root protection fencing is found on drawing L3-1 (of the Landscape Plan suite). This is for trees that are to be retained on-site, where protective fencing is placed around the critical root zone to ensure construction crews do not dig, pile earth or store materials within the critical root zone. The reason staff are recommending to hold securities is because trees on adjacent properties may have some infringement into their critical root zones of either locating fence post foundations, or removal of earth (cutting of roots) for the creating of the rear yard drainage swale for the townhouses, etc. It was confirmed with PCL (the contractor) and FOTENN that root protection fencing would be placed on Canoe Bay's property at the Critical Root Zone (CRZ) of offsite trees so root protection fencing would not be on private home owners' property but only on Canoe Bay's property. However, this does not mean no work would take place in this CRZ if it falls within the area of work mentioned above. An arborist would be onsite to oversee the above-mentioned work, and the tree protection fence would have to be removed to do the work and then reinstated when the work is done.

Construction Activity

Comment:

Will construction traffic use Mooney's Bay Place and its signalized intersection to go southbound on Riverside Drive? (Since there is a median along Riverside Drive and construction traffic cannot turn left out of the site?)

Response:

The applicant has stated that, "Construction traffic will not be utilizing Mooney's Bay Place as a turn-around. Vehicles will leave the site NB [northbound] on Riverside Drive likely until they reach the Heron/Baseline intersection or will continue north to access Bronson. This will be addressed at Trade onboarding and site orientations".

Comment:

Will contractors park on-site (at the construction site) or use side streets? Or is there an opportunity for an agreement with other properties such as the Church for them to park at?

Response:

The applicant has stated that, "I understand that PCL has approached the church for parking, but a formal arrangement has not been made. While short-term visitors to the sales office and PCL site staff will be able to use the on-site parking, contractors will be encouraged to find their own parking arrangements off-site."

Comment:

Residents have expressed concern with foundations cracking as a result of de-watering of the site.

Response:

The applicant's geotechnical engineer has reviewed the questions raised regarding de-watering and provided a technical memo dated December 21, 2017 concluding the following: "Based on the proposed bottom of excavation in relation with the long term groundwater level, no groundwater lowering of the surrounding area is expected due to the proposed development".

Comment:

Residents expressed concern with construction activity (noise and dust).

Response:

Construction is not permitted on weekdays between 8 p.m. and 7 a.m. and weekends and holidays between 7 p.m. and 9 a.m.

Noise By-law <https://ottawa.ca/en/noise-law-no2017-255>

During construction, the applicant does not anticipate any blasting is required. However, if blasting is required the Province regulates this, and a pre-blasting survey is required of adjacent properties, and then a post-blasting survey is required to ensure damage did not occur as a result.

Comment:

During construction, there will be significant changes to the site. The City will need to ensure the rights of homeowners bordering to have all environmental issues mitigated / dealt with (dust and noise), as well as changes to their properties (for example: changes to drainage patterns because of the hill being excavated). Also, noise on weekends would be an issue and start times need to be addressed.

Response:

All grading and drainage on site will be designed to ensure there is no drainage onto adjacent properties. The stormwater management plan and report will be a required approval document in order for the accompanying Site Plan Control application to be approved. Further, construction noise is regulated by the City's Noise By-law, where on weekdays noise is controlled between 8 p.m. and 7 a.m. and on weekends and holidays between 7 p.m. and 9 a.m.

Comment:

Residents expressed concern regarding the increased pollution the construction and final development would contribute to the neighbourhood.

Response:

Construction of the development will meet the requirements of all City by-laws that regulate construction, including the potential for impacts from dust and debris. While any development on the property will increase noise levels as compared to no development, adjacent properties will be buffered by both the 1.5-acre City park and rear yard amenity areas of the propose townhouses. To control emissions from vehicles on-site, the City's Idling Control By-law is enforceable. All lighting will be designed with no light spillage on adjacent property lines and commercial lighting is to be designed with sharp cut-off light fixtures.

Sustainability and Environment

Comment:

Residents have expressed concern that the proposed development will have an adverse impact on the adjacent Mooney's Bay / Rideau River waterbody. Residents have questioned why this waterbody is not deemed 'significant' in the City's Official Plan.

Response:

Regarding the area of 'natural significance', this term is defined in the City's Official Plan and areas identified as such require the submission of an Environmental Impact Statement (EIS), if development is within certain distances from the feature. The specific trigger for an EIS is 120 metres from a natural heritage designation, significant wetland designation, natural environmental area designation, urban natural feature or rural natural feature in in the City's Official Plan. 3071 Riverside Drive is within 120 metres of Mooney's Bay, but the water body is not a designated feature that triggers an EIS (it is designated Major Open Space). Through the site plan control application, the applicant provided a stormwater management report to illustrate how water will be collected, held and to what standard it is leaving the site. These stormwater management plans require that suspended solids be removed from the water to certain criteria set by the City and the Conservation Authority prior to entering water bodies.

Comment:

How is the development adhering to sustainability measures?

Response:

The development proposes a number of sustainable design measures:

- Energy efficient building design and fixtures and low flow fixtures
- Recycled and locally sourced building materials are intended to be used for construction.
- The buildings will feature improved ventilation and air recirculation to reduce dependency on air conditioning.
- The buildings will utilize active passive solar design and active solar hot water heating.
- Landscaping will feature native and drought resistant species.
- Reduction in the urban heat island effect will be achieved through landscaping and appropriate building materials.
- Programs that incentivize the reduction and use of vehicle ownership, including car sharing, shuttles and bicycle rentals will be explored.

Further, the development proposes to make efficient use of a centrally-located and underutilized property within an area well served by infrastructure, transit and community amenities, thereby reducing distances that need to be travelled by car and reducing pressures for urban sprawl.

Traffic and Transportation

Comment:

Residents are concerned that with the proposed density there will be associated traffic issues in their community.

Response:

Given the proposed development consists of majority retirement type units, the amount of traffic generated by these residential units is much lower than standard condo/townhome/single family homes. This is based on the Institute of Transportation Engineers' data and the results outlined in the Community Transportation Study (CTS) that shows a total of 120 to 140 two-way vehicle movements per hour during the morning and afternoon peak hours (when traffic is the heaviest) for the approximately 620 residential units (including retirement units, towns/flats and apartments). This amount of traffic equates to approximately one new vehicle every 30 seconds, distributed over two accesses.

The total site, including all residential units, retail and day care, is projected to generate 175 to 200 vehicles an hour two-way during the morning and afternoon peak hours. Given the increase in traffic volumes with the proposed development, a signalized intersection to Riverside Drive was deemed the appropriate type of access to prevent increases in traffic volumes within the neighborhood. The large majority (about 80 per cent) of site-generated vehicles will be travelling along Riverside Drive directly to and from the site. Along Mooney's Bay Place, the increase in vehicle traffic is only projected to be less than 10 vehicles an hour two-way, which equates to less than one new vehicle every six minutes.

Given that the majority of the land use is retirement home and residential care facility and the overall development has direct access to a major arterial roadway, the impact of this development in terms of traffic increase within the neighbourhood is not expected to be problematic.

Comment:

Residents have expressed concerns that there is insufficient vehicular parking for the units being proposed.

Response:

The site plan illustrates an oversupply of parking when compared to the requirement of the Zoning By-law. There are no anticipated impacts of overflow parking onto local streets as a result.

Comment:

Can underground parking spaces be reserved for visitors of the townhouse units, flats and commercial units?

Response:

The underground garage will supply parking spaces for the commercial units and opportunity for visitor parking spaces for the other residential uses. Ten surface visitor parking spaces are available for the low-rise apartment buildings on the site plan.

Comment:

Residents have expressed concerns the site cannot accommodate adequate snow storage

Response:

Snow storage can be temporarily accommodated on site and as a condition of Site Plan Approval will be required to be removed and trucked away as to not reduce the number of parking spaces available for visitors and commercial units. An additional surface parking lot of 10 spaces has been proposed to accommodate more temporary snow storage locations.

Comment:

The Riverside Park Community and Recreation Association feels that the baseline growth rate of one per cent in communities south of the site is underestimated. Increased population growth south of Hunt Club is scheduled to continue under the City of Ottawa Official Plan well into 2020. Further consideration of the increased traffic on Riverside Drive needs to be included in this analysis especially as there is also continued pressure on our streets during special events and weekends.

Response:

The applicant's Community Transportation Study provides an analysis of the transportation network and primarily looks at the signalized Riverside Drive / Mooney's Bay Place, Riverside Drive / Walkley Road and Walkley Road / Springland Drive intersections and impacts from the proposed development. The study assumes a one per cent growth rate per annum at these intersections, which equates to an overall seven per cent increase to 2024. The estimated growth rate is consistent with the City's Traffic Growth Rate analysis where:

- Riverside Drive and Walkley Road intersection is approximately -0.2 to 0.2 per cent growth
- The area just south of Walkley Road on Riverside Drive (towards Hunt Club Road) is approximately 0.2 to 2 per cent growth
- The area north of Walkley Road on Riverside Drive (near Brookfield Road) is approximately 0.2 to 2 per cent growth
- The area east of Riverside Drive on Walkley Road is approximately -2 to -0.2 per cent growth

Therefore, the average annual growth rate within the area of the proposed development is approximately one per cent.

Comment:

Community concerns have been expressed to ensure the 3071 Riverside Drive proposal is evaluated with other developments in mind, to ensure traffic pressures and overall service pressures are regarded. These other proposals include the Norberry Apartment proposal (approximately 200 additional units), 770 Brookfield Road proposal (approximately 500 units) and 2887 Riverside Drive Youth Services Bureau (approximately 40 units).

Response:

The proposals for the Norberry, 770 Brookfield Road and 2887 Riverside Drive have all included each other's proposals into their respective traffic studies. The subject proposal at 3071 Riverside Drive has accounted for the above-mentioned development proposals by ensuring the growth rate of the area used in their transportation study is conservative at one per cent.

Bicycle and accessible parking spaces

Comment:

The plan does call for 200 bicycle spots to be included in the retirement / senior's development underground complex only. In order to be connected and truly bike accessible, this proposal should allow for members of the public to also have bike available spaces.

Response:

The Site Plan Control application requires nine bicycle parking spaces for the at-grade retail and commercial building, and 12 bicycle parking spaces have been illustrated on the site plan and will be accessible to the public.

Comment:

Handicapped spaces are not accounted for in this development. This is a crucial element that is not discussed; however, is crucial as this is a targeted senior's development. Currently parking spots are allotted at 5.2 metres in length and 2.6 metres in width.

Response:

All required accessible parking spaces have been identified on the Site Plan and are in compliance with both the City's Traffic and Parking By-law and Accessibility Standards of the Province of Ontario.

Miscellaneous

Comment:

Why does the servicing report refer to build-out of 1530 people on page 75 and 894 people on page 76? Which is correct?

Response:

The information on page 75 of the Servicing Report is the flow restrictions of the receiving sewer (a maximum capacity of 1530 people). Page 77 of the Servicing Report is the proposal by Canoe Bay, demonstrating it is below the flow capacity (894 people).

Comment:

Are there any plans to use new Section 37 Guidelines for the Zoning By-law amendment for the Bayview site?

Response:

Staff assessed the triggers of Section 37 of the *Planning Act*, and the development does not trigger this requirement as the proposal is only a 10 per cent density increase over what is permitted with the as-of-right zoning (whereas a 25 per cent increase is required to trigger Section 37).

Comment:

Can window coverings in stairwells, to avoid light spillage on adjacent properties be controlled through site plan?

Response:

A lighting certificate for all external light fixtures was supplied to the City demonstrating the site meets City requirements for light spillage at the property line.

Comment:

What is the recourse should the developer not build according to the elevation plans and building material types?

Response:

If the developer does not construct as per the approved plans, the City can withhold the release of their securities until matters have been rectified, and the developer will not be in compliance with a legal agreement with the City.

Comment:

Is the new Hydro Ottawa pad and utility structure that was already constructed temporary?

Response:

Yes, Hydro Ottawa has identified this will be removed once the buildings are built. It is temporary to provide power for construction purposes.

APPLICATION PROCESS TIMELINE STATUS

This Site Plan application was not processed by the On Time Decision Date established for the processing of an application that has Manager Delegated Authority due to the requirement multiple revisions to address design, landscaping, engineering matters and community concerns.

Contact: Sean Moore - Tel: 613-580-2424, Ext. 16481; Fax: 613-580-2576; or E-mail: sean.moore@ottawa.ca

Document 1 – Location Map



D07-16-17-0011 Sub. D02-02-17-0035 Zoning D01-01-17-0008 O.P.	17-0671-C
I:\CO\2017\Zoning Subdivision\ Riverside 3071	
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REVISION / RÉVISION - 2017 / 05 /02	
LOCATION MAP / PLAN DE LOCALISATION PLAN OF SUBDIVISION / PLAN DE LOTISSEMENT OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL ZONING KEY PLAN / SCHÉMA DE ZONAGE	
	3071 prom. Riverside Dr.
	Existing Flood Plain (Section58) / Plaine inondable (Article 58)
 <small>NOT TO SCALE</small>	