



November 22, 2013

Ms. Bliss Edwards
Planning & Growth Management Department
City of Ottawa
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1

Dear Ms. Edwards,

RE: **101 Norman Street, Ottawa**
Site Plan Control Application
File No. D01-01-12-0012 / D02-02-12-0110

On behalf of Tamarack (Norman) Developments (“Tamarack”), FOTENN is pleased to submit this Site Plan Control application for the property municipally known as 101 Norman Street. The proposal features a medium-rise residential apartment building, comprised of a nine-storey tower and a three-storey podium stepping back to a fourth and fifth storey. The entire podium base of the proposal is framed by two-storey walk-up townhouses.

In support of this Site Plan Control application, please find enclosed the following plans and studies:

- Site Plan, 101 Norman Street, Tamarack Developments, prepared by Roderick Lahey Architect Inc., prepared November 18, 2013;
- Elevations, Perspectives and Sun Shadow Study, 101 Norman Street, prepared by Roderick Lahey Architect Inc., prepared October 2013;
- Site Servicing Plans, 101 Norman Street, prepared by DSEL, October 25, 2013.
- Landscape Plan, 101 Norman Street, Tamarack Developments, prepared by David Lashley and Associates, prepared November 12, 2013;
- Tree Conservation Report and Vegetation Cover Plans, 101 Norman Street, prepared by David Lashley and Associates, November 2013
- Environmental Site Plan Noise Assessment, 101 Norman Street, prepared by State of the Art Acoustik Inc., prepared October 23, 2013;
- Transportation Brief Addendum, 101 Norman Street, prepared by Delcan, prepared October 21, 2013; and
- Functional Servicing Report, 101 Norman Street, prepared DSEL, October 25, 2013.

Zoning By-law Amendment and Official Plan Amendment applications for this property have been submitted with the City for approval and are anticipated to go to Planning Committee in December 2013.



Site Context

The subject property is located on the north side of Norman Street in Little Italy. The property has approximately 72 metres of frontage along Norman Street and a total area of 2,268 m². It is located approximately 30 metres west of Preston Street, or Corso Italia, the commercial street that acts as the centre of the community. Norman Street terminates at a dead end immediately west of the property, which abuts a multiuse pathway that runs north-south parallel to the O-Train corridor. The site itself is currently occupied by a single family home, and small scale commercial auto body use. There are nine (9) trees existing on the property, seven Manitoba maples and two Eastern White Cedars.

Existing Adjacent Uses

North: The abutting properties to the north of the subject property are occupied by single-detached dwellings that front onto the south side of Beech Street.

South: South of the subject property are two (2) blocks of predominantly low-profile residential uses. Beginning on Adeline Street, the uses change to light industrial, auto-oriented commercial, surface parking, and a high-density residential tower south to Carling Avenue.

East: Immediately east of the subject property is a two-storey commercial building that fronts onto Preston Street. The Preston Street / Corso Italia Traditional Mainstreet lies east of the property, running in a north-south direction, and features a range of commercial and residential uses.

West: Immediately west of the subject property is the O-Train corridor, which runs north-south from Bayview Station to Greenboro Station. West of the corridor is a residential community with a variety of building types. Access to this community is gained via Beech Street or Carling Avenue, both of which cross the O-Train trench.

Proposed Development

In line with the newly-established Council direction that outlines support for mid-rise development with height of up to nine (9) storeys at this location, the submitted plans demonstrate a 117-unit development with a height of nine (9) storeys along the O-Train line, transitioning to a three (3) storey podium closer to Preston Street with a fourth and fifth storey recessed by 1.8m on the front and rear elevation. The revised development proposal has been designed to integrate a medium-profile building into a traditional low-rise mixed-use residential / commercial neighbourhood.

The nine-storey mid-rise component occupies approximately 50% of the building footprint. It has been strategically located on the western half of the property immediately adjacent to the multi-use pedestrian pathway and the O-Train transit corridor. The configuration of the building reduces the impacts of the medium-profile portion of the development, while contributing to the transition to the high-rise neighbourhood west of the transit corridor.

The low-rise portion of the site's eastern half continues the ground-oriented units along the street and within the private courtyard on the north side of the building. The two-storey townhouse units along Norman Street have been designed to reflect the existing



housing fabric of the street in a more contemporary manner. The third floor building face is vertically aligned with the two-storey townhouses, although comprised of apartment units. Private amenity space is provided through the inclusion of terraces and balconies, with balconies varying across the built form, where some are recessed into the fabric and others protruding creating an engaging building elevation.

The terraces on the front elevation work to contribute to an active frontage along Norman Street and connect the private and public realm in a meaningful way. The three-storey podium provides an appropriate transition from the tower to the street. The fourth and fifth floors are stepped back 1.8 metres on the front and rear elevations and 3.5 metres on the east elevation to further aid in the transition. The architectural detail on these floors offers a more pristine curtain wall glazing system, with breaks of masonry element that will allow the fourth and fifth storeys to float above, but remain connected to, the more solid masonry podium base.

The 117 dwelling units will be divided between studio (approximately 10%), one-bedroom (approximately 50%) and two (2) bedroom (approximately 32%) units. One (1) bedroom units range from 46-70 m² (500-750 sq. ft.), while two (2) bedroom units range from 79-95 m² (850-1,020 sq. ft.). The 3-storey podium will also contain nine (9) townhouse units (comprising approximately 8% of total units) fronting onto Norman Street along the east portion of the building.

Two (2) floors of underground parking will be provided for all residents at a rate of 0.8 spaces per unit, totaling 94 spaces. Visitor parking will also be included in the underground levels at a rate of 0.085 spaces per dwelling unit, totaling 10 spaces. The underground levels will also accommodate 60 bicycle parking spaces.

Vehicular access to the underground parking garage will be via a 6.0 metre driveway located on the southeast side of the development, with access from Norman Street. The pedestrian access to the residential tower along the south side of the building is separated significantly from the parking garage entrance to avoid conflicts with vehicles. Sidewalk infrastructure along the property frontage will be improved to a width of 2.0 metres within the public right of way to provide ample space for pedestrian movement.

Indoor communal amenity space will be provided on the ground floor adjacent to the lobby with each unit also having its own private balcony. Additionally, communal outdoor amenity space will be provided on the roof decks of the podium and tower elements at a recessed setback from the building face.

The architecture of the proposed building is attractive, and incorporates a mix of materials to reinforce the character of the existing built form. Lighter colours were selected for the tower to add interest and reduce visual impacts. The building is designed to animate the street, contributing to an active frontage along Norman Street. Each podium unit contains an outdoor terrace area facing onto Norman Street, further strengthening the development's relationship to the pedestrian realm. The podium is three (3) storeys in height, framing the street with a continuous building frontage and providing a transition from the mid-rise tower to the low- to-mid-rise built form on Preston Street to the east.

The underground parking garage services the entire proposed development, resulting in the removal of multiple curb cuts that are currently present on the subject property. The uninterrupted sidewalk, along with the built form of the proposed development, will contribute to a safer and more cohesive pedestrian experience along the street. Trees and other soft landscaping are proposed in the terraces along Norman Street, as well as the perimeter of the private patio space along the rear property boundary to soften the transition to abutting properties. The nine (9) existing trees are proposed for removal.



Policy Framework

This section provides an overview of key land use policies that affect the property, and demonstrates how the proposed development conforms to the land use objectives applicable to the site.

City of Ottawa Official Plan (2003, Consolidated 2011)

The site is designated *Mixed-Use Centre* on Schedule B – Urban Policy Plan in the City of Ottawa Official Plan. *Mixed-Use Centres* are strategically located on the rapid-transit network and adjacent to major roads, constituting a critical element in the City’s growth management strategy to achieve compact and mixed-use development.

Based on the policy direction for this area, the surrounding properties that redevelop over time are intended to do so at a medium to high density. In addition, the Bayview-Preston *Mixed-Use Centre* has been assigned a minimum density target of 200 people and jobs per hectare by 2031. Considering the planned function for the subject property and the surrounding area, this site is well-suited to accommodate medium-profile development.

The proposed development conforms to the policies relating to *Mixed-Use Centres*.

Section 2.5.1 – Compatibility & Community Design

The purpose of compatibility and design policies is to help the City manage growth in a way that enhances a community. The proposed development meets the following objectives in Section 2.5.1 of the Official Plan:

Enhancing the sense of community by creating and maintaining places with their own distinct identity:

- The design of the building is sensitive to its existing context along a low-profile residential street, by locating street-fronting townhouses along Norman Street in the centre of the block.
- Simultaneously, the built form of the entire project is cognizant of its role in a vibrant mixed-use area that is sustained through high-density development. The proposed mid-rise apartment tower introduces the necessary residential density to the area, while being situated at the end of Norman Street, away from the low-medium profile built form along Preston Street and the surrounding residential neighbourhood.

Define quality public and private spaces through development:

- The proposed development will improve the continuity of street frontage on Norman Street, replacing the existing surface parking lots that occupy some properties with active residential uses.
- The quality of the pedestrian environment will be enhanced through the elimination of curb cuts, and the close relationship of the proposed development to the sidewalk.
- The mid-rise tower proposed for the west end of the property will mark the end of the street and indicate the edge of the neighbourhood adjacent to the O-Train corridor.



Creating places that are safe, accessible and are easy to get to, and move through:

- Pedestrians will gain access to the proposed development directly from Norman Street, with safe and visible entrances. Sidewalk infrastructure along Norman Street will be widened to 2.0 metres within the public right of way to ensure ample circulation space at the front of the building.
- The building design sufficiently separates pedestrian access from automobile access to ensure safe, mode-separated movements onto the site, with crosswalks and pavement treatment used to emphasize areas meant for pedestrian circulation.
- More “eyes” will be overlooking the proposed multi-use pathway, representing a passive safety measure for pathway users.
- The development is located within walking distance to the nearby O-Train station, major bus routes that pass through the area, cycling routes, and the pedestrian pathway along the LRT corridor, and is close to many community services and amenities, including Preston Street and Dows Lake.

Ensure that new development respects the character of the existing area:

- The planned function for the area is one that encourages intensification through redevelopment and infill to a mid- to high-rise profile at certain locations. Recent development activity in the community reflects this intention with applications for development ranging from 12 to 48 storeys.
- The design of the proposed development is sensitive to the existing character of Norman Street, by including a 3-storey podium intended to integrate with the surrounding built form.

Consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice:

- The density of the proposed development will help the city to achieve a more compact urban form and achieve the City’s objective of increasing density in proximity to transit to ensure its success.
- The range of unit types proposed, including one (1) and two (2) bedroom condominiums, as well as townhouses, contributes to the range of housing options available in the community to cater to a diverse population.

Maximizing energy-efficiency and promoting sustainable design to reduce resource consumption, energy use, and the carbon footprint of the built environment:

- The proposed development reduces the carbon footprint by providing for compact, vertical living, which has a smaller ecological impact.
- Greenery added to the communal outdoor areas will provide visual integration of nature with the built form at varying points in the elevation.
- The development will be designed and constructed to meet new Ontario Building Code standards, which emphasize energy efficiency through the use of energy efficient windows/doors, higher insulation requirements for ceilings, walls, foundation walls and basements and high-efficiency furnaces, among others.



Overall, the proposed development meets the intent of the design objectives while offering a compact form of development that will assist the City in meeting its intensification targets in a community in transition.

Section 4.11 – Compatibility

The criteria in Section 4.11 provide a means to objectively evaluate compatible infill. The section provides criteria to weigh the proposal against its context. It is our opinion that the proposed design is appropriate, as follows:

Traffic

A Traffic Study was prepared by Delcan and submitted in support of the proposal. It raises no concerns regarding traffic issues. A further addendum note was prepared and submitted to assess the proposal against the City's preliminary comments requesting the analysis be expanded to include recent development activity in the area. The conclusions maintain that the site's proximity to transit and employment support a mid-rise development at this location and maintain an acceptable level of service on the existing road network.

Vehicular Access

The underground parking garage will be accessed via Norman Street, a local street with low traffic volume. The proposed 6.0 metre driveway will minimize automobile movement disruption along the street, improve traffic flows, and contribute to a safer pedestrian environment by eliminating several curb cuts that are currently present along the northern side of Norman Street. Noise and headlight glare impacts will generally be absorbed by the building itself through its orientation to the parking access.

Parking Requirements

The underground parking garage will accommodate parking for all of the proposed uses and exceeds the total vehicular and bicycle parking requirements under the By-law, with a total of 104 vehicle spaces and 60 bicycle spaces. The development provides more than the required number of resident and bicycle parking spaces, and the proposed 10 visitor spaces stand in line with other recent approvals in the area. Given the site's proximity to transit, it is also subject to a maximum limit for resident and visitor parking rate. The proposed number of parking spaces is well below the permitted maximum number.

Outdoor Amenity Area

The proposed development maintains a 7.5-metre rear yard setback above the parking deck which provides available at grade private amenity. Active outdoor amenity areas are also planned on the roof of the podium and tower sections of the building, as well as individual private balconies provided for each dwelling unit. These are set back significantly from the adjacent residences. While the tower element will introduce some privacy considerations at the interface with adjacent low-rise, efforts have been made to mitigate any impact at grade through the use of fencing and landscape treatments, and at the upper levels through ample building setbacks.

Loading Areas, Service Areas, and Outdoor Storage

Services and storage, including waste removal storage for the proposed development, will be contained internally and designed to minimize disruption to adjacent properties.

Lighting

Building and lighting design will be designed to minimize glare and reduce spill-over onto adjacent properties.



Noise and Air Quality

No noise impacts have been identified. The proposed residential buildings are not considered significant noise generators. Rooftop mechanical equipment must be designed to be sensitive to adjacent uses and have been contained within the building envelope.

Sunlight

A sun-shadowing study has been prepared and included in the submission package. The most significant shadowing impacts occur to the northwest until 9am, and then to the north east in the afternoon during winter months. Minimal shadow impact is cast on the properties to the south. The revised building print of the tower reduces the length of the shadow cast in either direction, and the relatively small footprint of the tower in comparison to the overall building footprint ensures that the shadow moves quickly across the affected properties.

No shadow impacts extend to Ev Tremblay Park.

Supporting Neighbourhood Services

The proposed development is located within walking distance to a wide range of community services such as parks, institutional uses and a variety of commercial/service uses along Preston Street and in the immediate surrounding area. The proposed development will contribute to the critical density required to support these services and bring others into the community.

The proposed development meets the intent of Official Plan policies, including the urban area growth objectives, the Mixed-Use Centre land use designation, and compatibility criteria.

Preston-Champagne Secondary Plan

Tamarack has applied for an Official Plan Amendment to change the land use designation in the Preston-Champagne Secondary Plan. The application was submitted concurrently with a Zoning By-law Amendment application.

The property is currently designated *Residential Low-Profile*. The Official Plan Amendment application proposes to change the designation to *Residential Medium-Profile* to permit the proposed development.

Draft Carling-Bayview Light Rail Transit (LRT) Corridor Community Design Plan (CDP) and Strategic Directions Report

To support the preparation of the CDP, the City of Ottawa hired Urban Strategies Inc. to provide advice on design potential in the planning area. Policy directions and a Height Schedule based on the Urban Strategies Strategic Directions report were recommended to City Council by Planning Committee on March 26, 2013 which outlined that the report would serve as a guide to the completion of the CDP for this area, and serve as a framework for development applications within the Preston-Carling district.

The height schedule from the Strategic Directions report designates the subject property as *Low-Profile* on the east side, and *Medium-Profile* on the west side. A maximum of four (4) storeys are envisioned for Low-Profile areas, with a maximum of nine (9) storeys envisioned for *Medium-Profile* areas.



Urban Design Guidelines for Transit-Oriented Development

Transit-oriented development is described as moderate- to high-density transit-supportive land uses located within easy walk of a rapid transit station that is oriented and designed to facilitate transit use. The Urban Design Guidelines for Transit-Oriented Development provide a framework for the physical layout, massing, functioning, and relationships of infill buildings. These guidelines help to implement policies of the Official Plan and facilitate the approval process. The proposal meets many of the design guidelines, including:

- Provide transit supportive uses within 600 m of a rapid transit station that establish high residential/employee densities and attract pedestrian and cycling traffic, such as apartments, offices, and post-secondary institutions.
- Locate buildings along the street to encourage ease of walking between the building and public transit.
- Locate the highest density and mixed uses as close as possible to the transit station.
- Orient buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles.
- Create highly visible landmarks through distinctive design features that can be easily identified.
- Design pedestrian connections that are convenient, safe and continuous and that lead directly to transit.
- Provide convenient bicycle parking that is accessible and close to building entrances, protected from the weather, and does not impede the movement of pedestrians.

Urban Design Review Panel Pre-Consultation – August 2013

In September 2011, a presentation was made to the City of Ottawa Urban Design Review Panel (UDRP) on behalf of the previous Owner of the subject property, BKM Developments. The proposed design involved a high-rise apartment tower on the west of the property on top of a low-rise podium along Norman Street.

Tamarack purchased the land from BKM Developments in 2012 and following ongoing consultation with the City and community, returned to the UDRP in August 2013 to present the revised concept to the Panel. The Panel found that the revised proposal addressed several of the concerns raised previously, including reducing the height of the tower to nine (9) storeys, and minimizing shadowing impacts.

In general the Panel is pleased with the new design, and considers it a precedent-setting example of compatible development for the Preston-Carling area. The overall scale was considered appropriate, and the wrapping of units at grade onto the multi-use pathway appreciated. The Panel approved of the materiality of the design, but suggested that the detailing on the upper levels be broken up. It was also advised that the height of the front terraces align with other porches on Norman and Beech Streets, and that the grade of the rear terraces maintain a good relationship with the properties fronting onto Beech Street. Screening along this rear property line is highlighted as a priority. Recommendations to provide greater variations in height between the tower and the transition sections of the building to create two distinct sections and break up the mass were also suggested.



In response to these recommendations, the architectural package was updated as follows:

- Masonry elements were added on the 4th and 5th storey to provide additional architectural detailing on these levels.
- The expanse of balcony on the 4th and 5th storey was also broken up to provide finer grain detail in the elevation at this level and maintain closer connection to the at grade façade.
- Front terraces have been aligned to be consistent with the existing context on Norman Street.
- The grade differential and privacy concerns at the rear have been minimized as best as possible through thoughtful landscaping treatment at grade while still accommodating appropriate clearances between parking decks.
- Outdoor roof top amenity space was added on the tower portion of the building to offer additional communal space and greenery on the upper levels along with a response to the comment on clearer distinction between the two sections of the building.

A formal presentation to the UDRP will be completed as part of the Site Plan Control application process.

City of Ottawa Comprehensive Zoning By-law 2008-250

A Zoning By-law Amendment application has submitted for the property, and is expected to go to Planning Committee in December 2013. Tamarack has requested that the zoning on the property be changed to *Residential Fifth Density, Subzone B, Exception Zone XXXX, Subject to a Site-Specific Height Schedule - R5B [xxxx] S (xxx)*. The new zone permits mid- to high-rise buildings.

The requested Zoning includes the following variances to the R5B Subzone provisions:

- Increase in Height (subject to a height schedule in line with the mid-rise profile supported in the Strategic Directions report);
- Reduction to Visitor Parking (21 are required, 10 are provided, in line with the visitor parking requirements of By-law 93-97 and many of the recently-approved surrounding developments);
- Reduction to Interior Side Yard Setback (setback does not meet 6-metre requirement beyond 21 metres from the front lot line);
- Encroachment of parking deck into rear yard setback (extends to within 0.3 m of rear lot line);
- Reduction of Driveway Width to 6.0 metres.



Conclusions

It is our professional opinion that the enclosed Site Plan Control application meets the intent of the Zoning By-law and the objectives of the Official Plan. It is appropriate for the subject property for the following reasons:

- The proposed development conforms to Official Plan goals, objectives, and policies for managing growth within the urban area.
- The proposed development conforms to the Official Plan policies for *Mixed-Use Centres*, particularly with respect to mixed-use infill development that is compact, transit-oriented, defines the street edge, and provides an enhanced pedestrian environment.
- The site is located within 300 m of an existing transit station and within 600 metres of a future transit station that are planned to accommodate light rail rapid transit, and the planned function of the overall area is for medium- to high-density development. The proposal transitions well to the low- to mid-rise development along Preston Street to the east. The development will undoubtedly contribute to the critical density required to support the planned transit system and the services and amenities along Preston Street and in the surrounding area.
- The proposal complies with the City's compatibility criteria established in the Official Plan (Sections 2.5.1 and 4.11), including provisions relating to parking requirements, vehicular access, outdoor amenity areas, and supporting neighbourhood services.
- The proposal conforms to the vision established in the Strategic Directions report recently approved by Council, which will inform the forthcoming Carling-Bayview Community Design Plan.
- The design of the building will contribute to the development of a continuous street frontage where there is currently a mixture of residential and light industrial uses. The consistent streetscape will not only offer a more appealing pedestrian experience but also reduce driveway cuts into the public right of way and offer the opportunity for on street parking. The use of hard and soft landscaping, and the design of the entranceway will contribute to the aesthetic amenity along the street while delineating the private and public realms of the streetscape.
- The development conforms with the objectives and guidelines established in the City's *Design Guidelines for Transit-Oriented Development*, including those relating to building orientation, landscaped open space and pedestrian accessibility.

Please do not hesitate to contact the undersigned at 613-730-5709 for any questions on the enclosed.

Sincerely,

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Planner
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