



729 Ridgewood Avenue

Planning Rationale and Design Brief
Official Plan Amendment + Zoning By-law Amendment + Site Plan Control Applications
June 21, 2021

FOTENN

Prepared for Brigil Homes

brigil

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1.0 Introduction

1.1 Application Summary

Fotenn Planning and Design has been engaged by the property owner Brigil to prepare the following Planning Rationale and integrated Design Brief in support of an Official Plan Amendment, Zoning By-law Amendment and Site Plan Control applications for the lands known municipally as 729 Ridgewood Avenue (the 'subject lands') located in the River Ward of the City of Ottawa (Figure 1).

The purpose of the Official Plan Amendment application is to:

- / Amend the policies of the Confederation Heights Secondary Plan to permit a mixed-use development at a scale and intensity above what is currently contemplated by the plan and zoning by-law; and
- / Amend the policies of the Riverside Secondary Plan to change the 'Neighborhood Commercial' designation applicable to the subject lands to a more appropriate designation for a mixed-use development of this scale.

The purpose of the Zoning By-law Amendment application is to seek relief on the following provisions:

- / Add 'apartment dwelling, high rise' as a permitted use; and
- / Permit a maximum height of up to 50.5 metres.

1.2 Subject Site

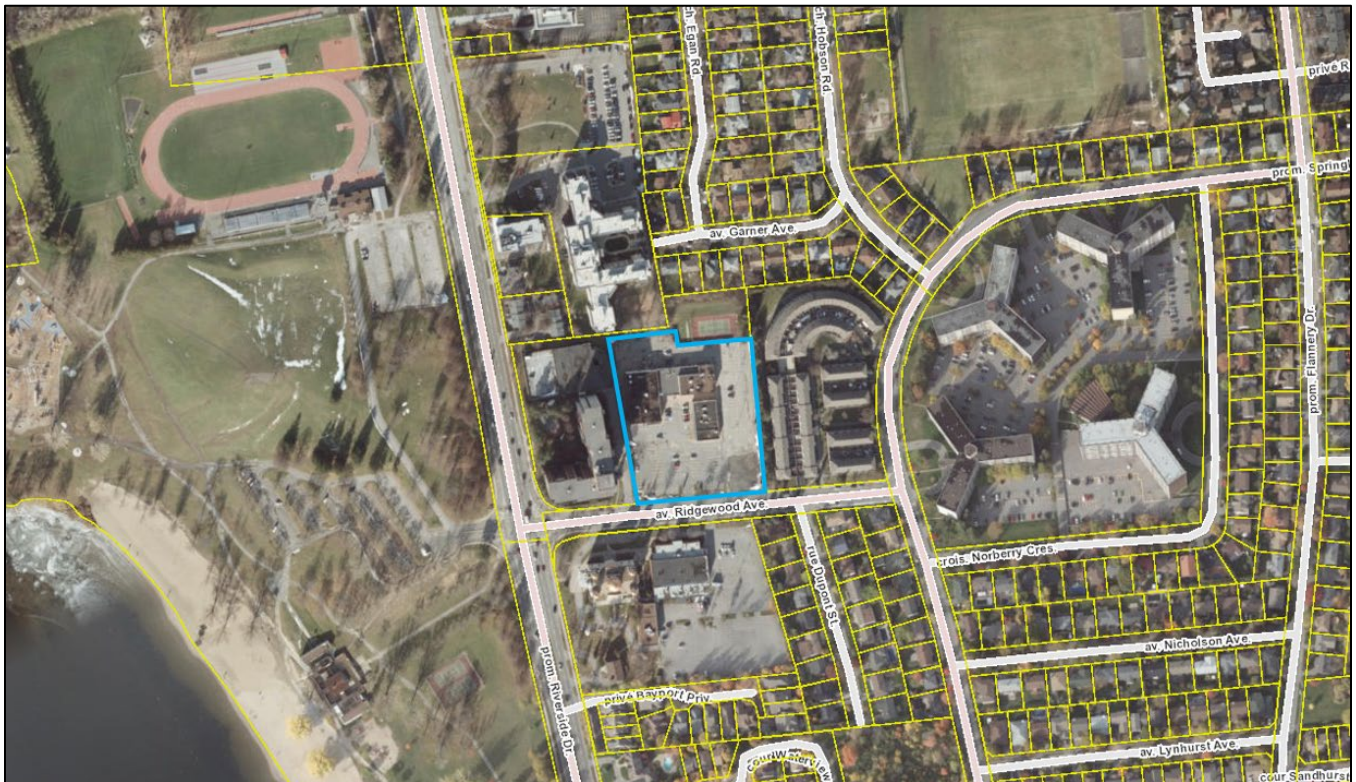


Figure 1. 729 Ridgewood Avenue - subject lands.

The subject lands are located on Ridgewood Avenue and currently consists of a commercial plaza with large areas of surface parking. Some of the plaza's commercial occupancies are vacant though several uses remain including an automobile repair garage, yoga studio, barber shop, pharmacy, accounting firm, insurance agent, restaurant, and a hair salon. Previously, a large format retail food store operated within the plaza however, the Mooney's Bay Community Garden has taken over some of the space along the sidewalk where the grocery store was previously located.

1.3 Area Context

The context of the area surrounding the subject lands is described below:

North

The area north of the subject lands can be characterized by low rise residential neighborhoods as well as higher density mid-rise residential and a mix of commercial and institutional uses, particularly along Riverside Drive. The Terry Fox Athletic Centre and Paget Park are both located approximately 300 metres north of the subject lands with Brookfield High School located slightly northeast of the park space. The Canada Post Headquarters building is located at the south-east corner of Riverside Drive and Heron Road.

South

South of the subject lands directly across Ridgewood Avenue is the St. Elias Antiochian Orthodox Cathedral and its associated hall and parking lot. The typology of the dwellings south of Ridgewood Avenue and east of Riverside Drive is almost entirely low rise with a mix of detached, semi detached and townhouse units. Erney Calcutt Park and Flannery Park are located within this residential area and Holy Cross Elementary School is also in this neighborhood.

West

Immediately abutting the subject lands to the west is a 12-storey residential apartment building (The Denbury) with an associated parking garage that is 3-storeys in height. West of Riverside Drive is the Mooney's Bay Park and Beach facilities which provide access to the Rideau River and the NCC multi-use pathway with connections throughout the city.

East

East of the subject lands is a large cluster of townhouses (CCC-96) and beyond that where Ridgewood Avenue intersects with Springland Drive there are four apartment buildings in the 6-10 storey range with some of the buildings geared towards seniors' residences. Further to the east the area is generally characterized with low-rise residential dwellings. Pauline Vanier Park is located within this low-profile neighborhood.



Figure 2. View of site looking north west.



Figure 3. St. Elias Cathedral located south of Ridgewood Avenue and across the subject lands.



Figure 4. Low rise residential (CCC-96) located to the east of the subject lands.



Figure 5. View of abutting apartment building (The Denbury) and the parking garage structure to the west of the subject lands.

1.4 Road Network

The subject lands are located along Ridgewood Avenue which provides the main entrance and access point for the site. Ridgewood Avenue is identified as a local road, however, the connecting streets to Ridgewood Avenue being Riverside Drive and Springland Drive are identified as arterial and collector roads respectively (Figure 6).

1.5 Cycling Network

The subject lands are located within proximity to cycling connections via the spine routes of Riverside Drive and Walkley Road whereas a multi use pathway is accessible through Mooney’s Bay Park and Beach where the pathways follow the Rideau River and connect to the greater cycling network of the City of Ottawa (Figure 7).

1.6 Rapid Transit Network

The subject lands are located less than 100 metres from a Transit Priority Corridor (Isolated Measures) in Riverside Drive with local transit available. As well, the Mooney’s Bay LRT Transit Station is located approximately 1 kilometre northeast of the subject lands (Figure 8). The future Baseline-Heron BRT is also located approximately 1 kilometre from the subject lands.

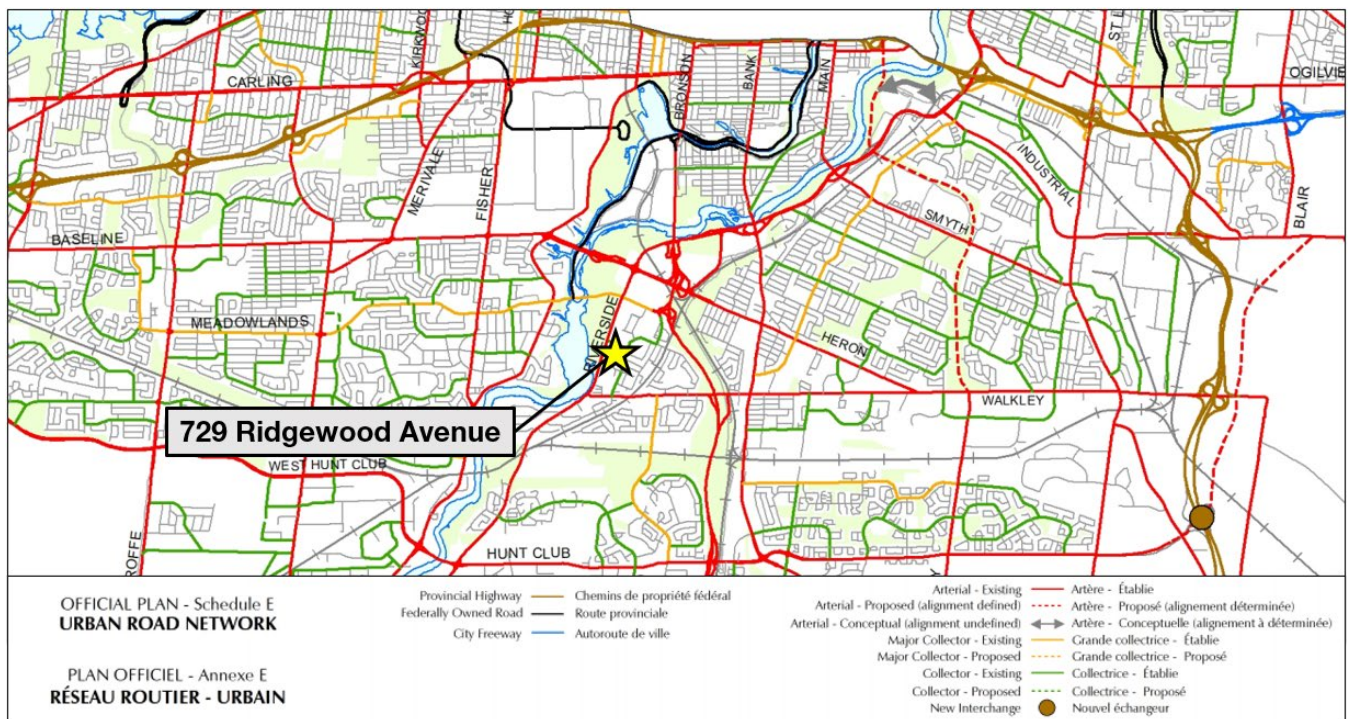


Figure 6. City of Ottawa Official Plan Schedule E - Urban Road Network.

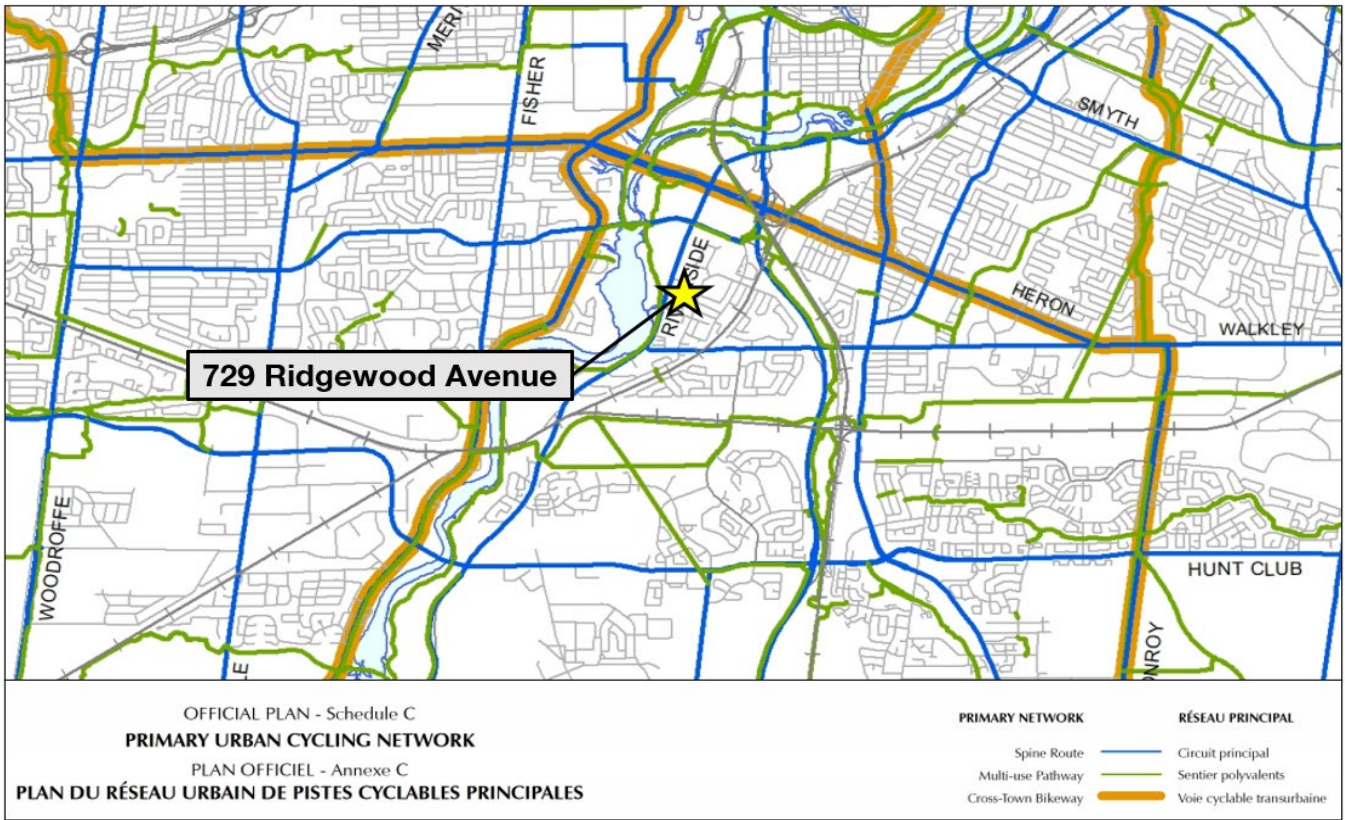


Figure 7. City of Ottawa Official Plan Schedule C - Primary Urban Cycling Network.

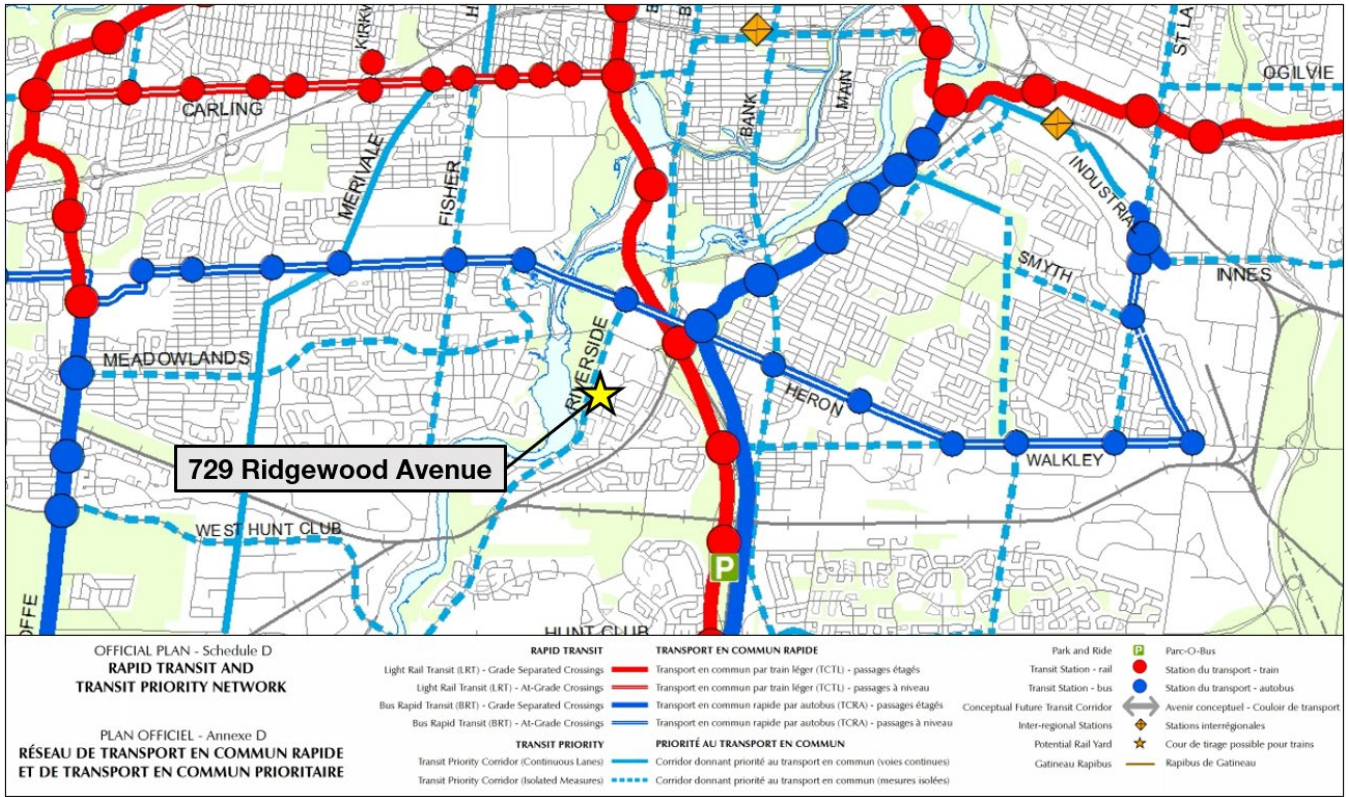


Figure 8. City of Ottawa Official Plan Schedule D - Rapid Transit and Transit Priority Network.

Proposed Development

The proposed development consists of a grouping of five (5) buildings on the site organized around a central courtyard and public space. Pedestrian priority and an animated ground-level is a focus of the site re-development, whereas vehicle parking is proposed over two (2) levels of underground parking with a small number of visitor or drop off spaces at grade. Commercial uses are also proposed as part of the development and will service not only the new residents, but also those of the surrounding community.

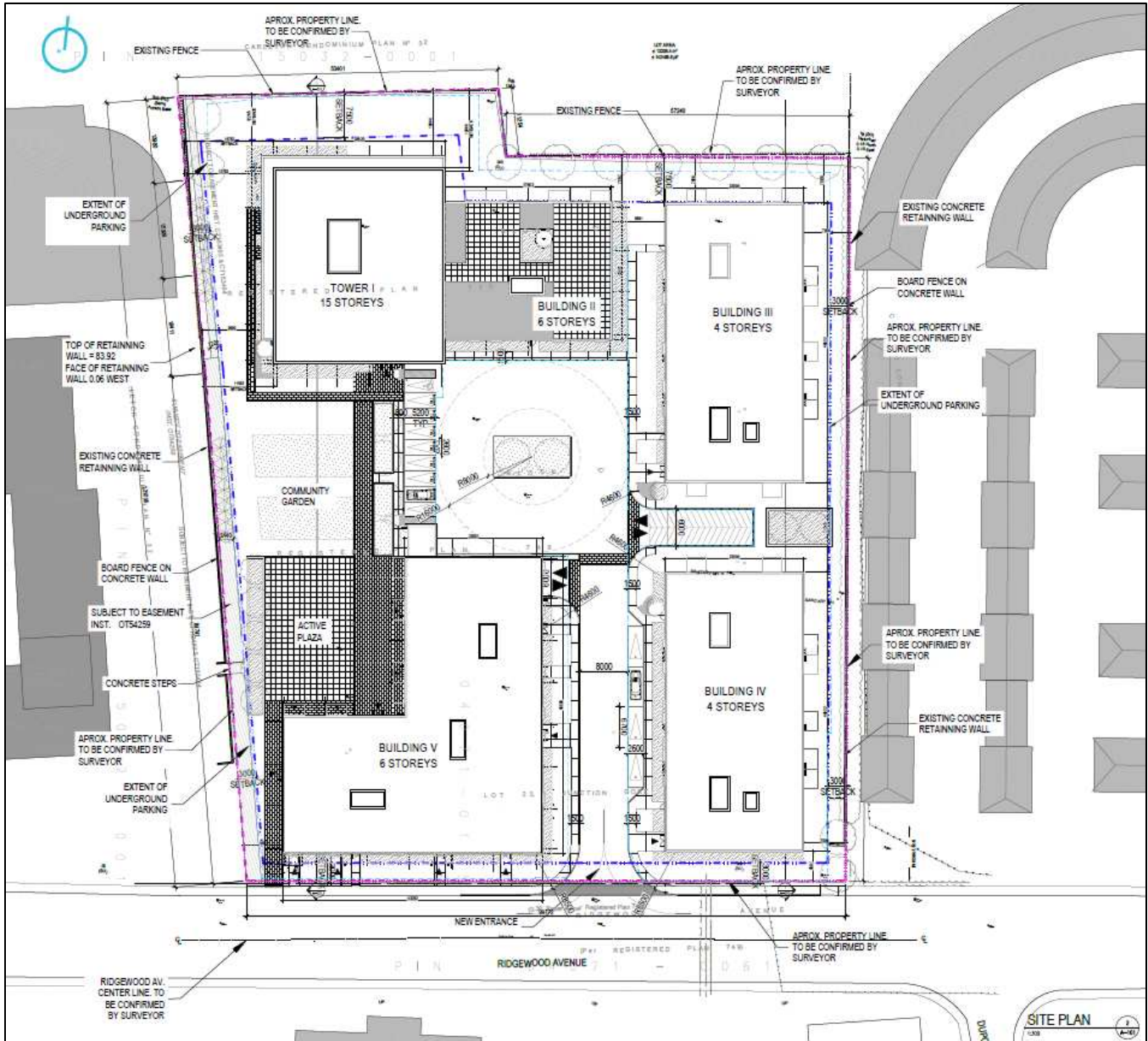


Figure 9. Overview of concept plan.

As illustrated in Figure 9, the mixed-use buildings identified as IV and V will front directly onto Ridgewood Avenue with the main vehicular access point located between the two buildings. Access to the underground parking garage is proposed via two entrances: one beneath Building V and the other located between Building

IV and Building III. The underground parking garage is proposed as two levels of parking spaces with a total of 570 spaces in addition to 198 bicycle parking stalls and storage lockers. The parking garage is dedicated to residents and visitors of the buildings in addition to commercial employees and patrons of the commercial spaces. At the ground-level, 13 parking spaces are available for commercial patrons and visitors.

All the proposed buildings are oriented around a central courtyard and publicly accessible space which also allows for limited vehicle movements within the central area of the site. Despite accommodating vehicular movements, the internal courtyard prioritizes pedestrians to encourage animation and permeation into the site. Residents and visitors will have access to a community garden space and plaza located at the west side of the subject lands between Building V and Tower I. This effectively provides an additional buffer to the existing 12-storey apartment building abutting the subject lands to the west. A rooftop amenity space is proposed above the podium of Building II, which will provide a communal amenity space for residents.

Approximately 856 square metres (approximately 9,200 ft²) of commercial retail units are proposed at grade for Building V. At this stage, four (4) individual occupancies are contemplated for the ground floor fronting Ridgewood Avenue and will serve residents and the greater community.



Figure 10. View of the courtyard area looking southeast.

2.1.1 Tower I

Tower I is proposed at 15-storeys in height (50.5 metres) with 141 dwelling units broken down as follows:

Table 1. Tower I unit breakdown.

Dwelling Unit Type	Number of Units
Studio	20
1 Bedroom	9
1 Bedroom + Den	44
2 Bedroom	51
2 Bedrooms + Den	7
3 Bedroom	10
Total	141

This high-rise tower is intended to be the focal point of the development's volumetric and massing. As it is attached to Building II, both will feature the same exterior finish and window styles to complement each other. Large, square windows interspersed with Juliet balconies provide a continuous elevation at all levels facing the central plaza. The proposed green roof and amenity area on top of Building II is also accessible from Tower I for those residents. Figure 11 demonstrates Tower I and its counterpart Building II as viewed from the center of the site where the access lane reaches the courtyard area.

2.1.2 Building II

As discussed above, Building II is attached to Tower I, and is limited to 6-storeys in height (23 metres) as it acts as a transition in built form from the height of the tower towards the low-rise buildings east of the subject lands. Building II has the following unit breakdown:

Table 2. Building II unit breakdown.

Dwelling Unit Type	Number of Units
Studio	1
1 Bedroom	11
1 Bedroom + Den	24
2 Bedroom	12
2 Bedrooms + Den	0
3 Bedroom	0
Total	48

Drawing from the same design elements as Tower I, Building II features 48 dwelling units. Juliet balconies are proposed and will face the central courtyard area, allowing natural light, air and sun access for residents. Additionally, a rooftop amenity terrace of approximately 621 square metres in area is proposed atop this building as illustrated in the excerpt from the Landscape Plan in Figure 12 below.



Figure 11. Tower I and Building II viewed looking north.

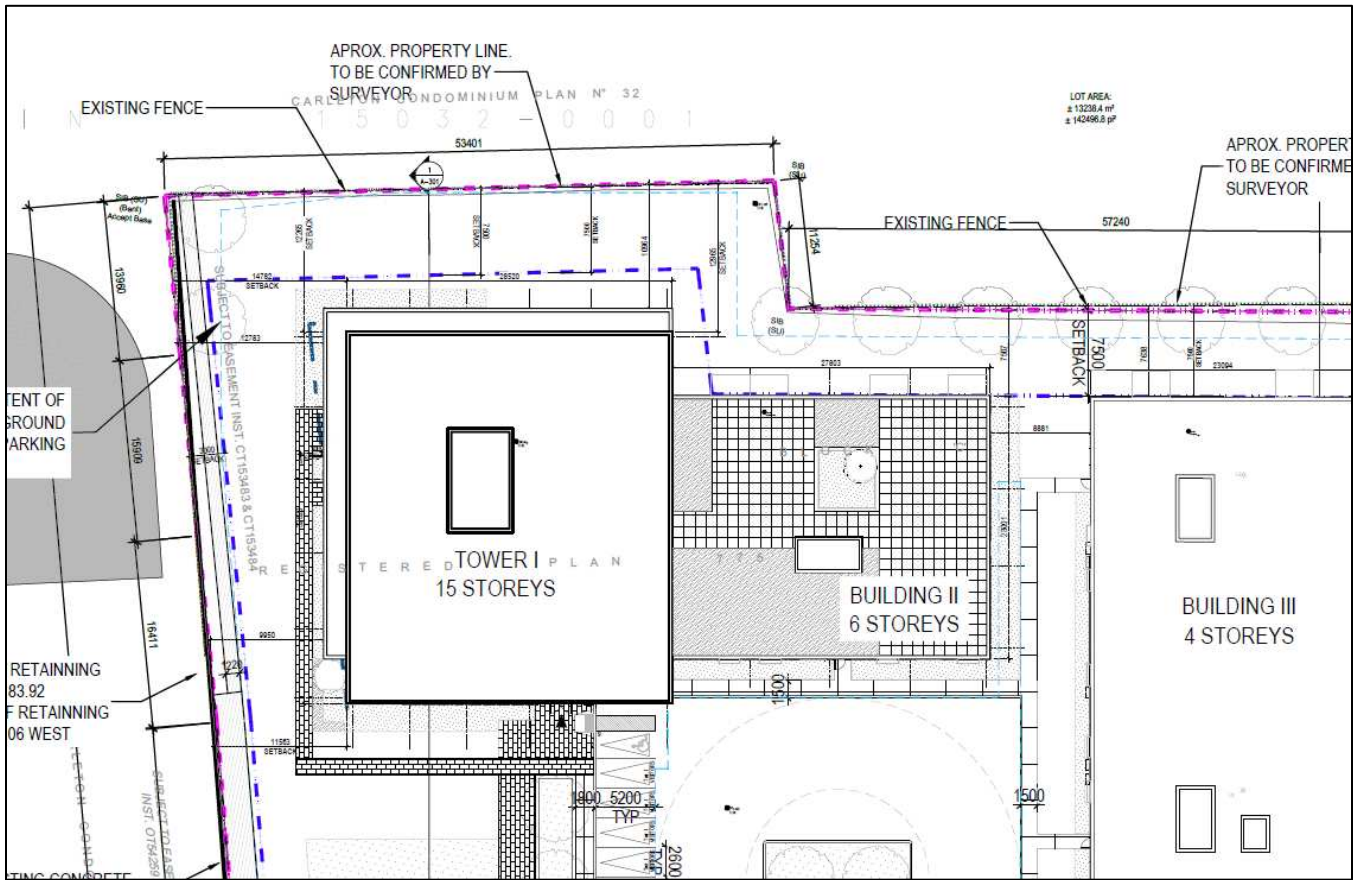


Figure 12. Proposed rooftop amenity space for Building II.

2.1.3 Building III and IV

Buildings III and IV has been designed as sister buildings and are both are proposed at four (4) storeys in height (15.5 metres). Each proposed building will contain 54 dwelling units as outlined in Table 3. The low-rise massing of these buildings provides for an appropriate transition in built form to the low-profile dwellings east of the subject lands (CCC-96). Both buildings are designed with a lighter grey brick and integrated balconies where they face existing residential dwellings while juliet style balconies are proposed facing the central plaza area (Figure 13). One of the proposed accesses to the underground parking levels is located between the buildings. The area above the underground entrance will be landscaped and treed.

Table 3. Building III and IV unit breakdown.

Dwelling Unit Type	Number of Units
Studio	0
1 Bedroom	12
1 Bedroom + Den	28
2 Bedroom	14
2 Bedrooms + Den	0
3 Bedroom	0
Total	54



Figure 13. Proposed elevation concept for Building III and IV viewed from the east.

2.1.4 Building V

The fifth building comprising the proposed development is proposed at 6-storeys in height (23 metres) and fronts onto Ridgewood Avenue. It is an L-shaped building at the southwest corner of the subject lands and will feature commercial units at the ground floor. At this stage, a total of 856 m² (9,213.9 ft²) of commercial space are proposed for the ground floor where it is anticipated that some of the site's existing tenants will have the opportunity to continue leasing a space.

Above the commercial units, 90 residential dwelling units are proposed in the following unit mix:

Table 4. Building V unit breakdown.

Dwelling Unit Type	Number of Units
Studio	2
1 Bedroom	20
1 Bedroom + Den	43
2 Bedroom	20
2 Bedrooms + Den	0
3 Bedroom	5
Total	90

The second underground parking access is proposed at the north end of Building V, allowing vehicles entering the site to turn left and access the commercial, visitor and residential parking spaces.



Figure 14. Building V ground floor layout.



Figure 15. West and east elevations of the proposed development.

2.1.5 Phasing

The development is currently being proposed to be constructed in two phases, as illustrated in Figure 16 below. In order to accommodate the required parking underground and allow for orderly development, Buildings III and IV will be constructed together with its associated underground parking garage structure as part of Phase 1 whereas Building II, V and Tower I will be incorporated and constructed in Phase 2 in addition to that section of the underground parking where it will be connected with Phase 1.

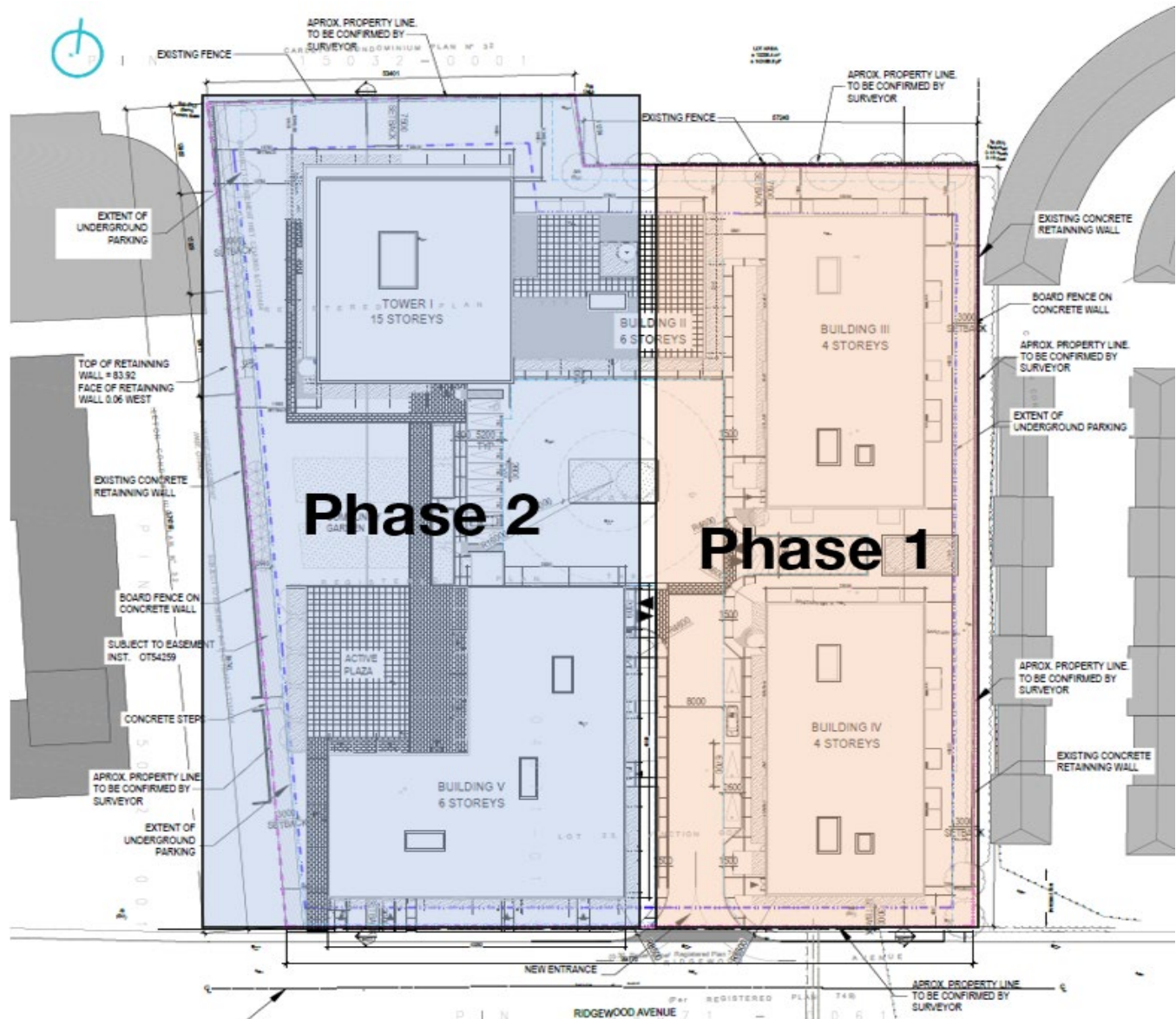


Figure 16. Proposed phasing plan.

2.2 Public Consultation Strategy

Several informal conversations, meetings as well as formal consultations have occurred over the past year with residents, community groups and the ward Councillor Riley Brockington. Brigil has taken a strong lead in ensuring the community has multiple opportunities to voice their comments and concerns and have enjoyed a

good working relationship with representatives of the Riverside Park Community Association as well as members of each abutting condominium development (CCC-96 and the Denbury Condo Association). Since the initial design was shared these groups Brigil has made multiple revisions to the project based on preliminary comments received from the community. Some of these include a reduction of the tower from 25-storeys to 15-storeys, reductions to 4-storeys along the east property line, as well as the inclusion of community gardens and public open spaces.

Prior to the submission of these applications, two (2) separate and well-attended consultation events were held through the office of the ward Councillor. On May 31st, 2021, a general information meeting was hosted by Councillor Brockington to inform residents and members of the broader community of the proposed development. Representatives from Brigil, along with the project architect, urban planner, and transportation consultant presented the revised design and responded to questions from the community. Members of the Riverside Park Community Association also presented at the meeting and indicated their general support for the redevelopment. A second meeting was held later that week (June 3rd, 2021) specifically for members of the Denbury Condo Association and CCC-96. Additional questions and concerns, mainly related to construction and timelines, were heard and responded to at this meeting.

Additional opportunities for consultation and public comments will also be coordinated as part of the typical development application process, to be determined while the applications are on technical circulation.

3.0 Policy & Regulatory Framework

3.1 Provincial Policy Statement

Ontario's Ministry of Municipal Affairs and Housing has released the latest version of the Provincial Policy Statement (2020) on February 28th, 2020. The Provincial Policy Statement (PPS) establishes province-wide standards for how we use land and resources and guides decision-making on key land use issues across Ontario.

The applicable policies of the PPS to the proposed development, among others, are listed for reference below:

- 1.1.1** Healthy, liveable and safe communities are sustained by:
- / Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - / Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - / Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
 - / Promoting development and land use patterns that conserve biodiversity;
 - / Preparing for the regional and local impacts of a changing climate;
- 1.1.3.2** Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- / efficiently use land and resources;
 - / are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - / minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - / support active transportation;
 - / are transit-supportive, where transit is planned, exists or may be developed;
- 1.1.3.3** Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.1.3.6** New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.
- 1.4.3** Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- / permitting and facilitating:

- all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
- all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- / Directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs;
- / Promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation* and transit in areas where it exists or is to be developed;
- / Requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations;

1.5.1 Healthy, active communities should be promoted by:

- / planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

The proposed development is consistent with the intent and policies of the Provincial Policy Statement (2020).

3.2 City of Ottawa Official Plan (2003, as amended)

3.2.1 Land Use Designation

The City of Ottawa's Official Plan designates the subject lands as 'General Urban Area' (Figure 17) on Schedule B (Urban Policy Plan) of the City's Official Plan. The General Urban Area (Section 3.6.1) will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area's planned function. Consideration of the character in the surrounding community is a factor in determining compatibility within a community.

Policy 3 of Section 3.6.1 states that building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four (4) storeys will remain in effect.

Notwithstanding Policy 3, Policy 4 states that new taller buildings may be considered for sites that:

- / front an Arterial Road on Schedules E or F of this Plan and which are:
 - within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan,
 - or on a Transit Priority Corridor on Schedule D of this Plan.
- / are in an area already characterised by taller buildings or sites zoned to permit taller buildings.

The proposed development's Buildings III and IV are considered low-rise at heights of 4-storeys each, however, the remaining three buildings are characterized as mid- and high-rise buildings at 6 and 15 storeys in height. The existing zoning provisions and the policies of the Secondary Plans are not currently supportive of height and density above a low-rise form and will be amended as part of the development applications. The subject lands are located in an area which is already characterized by mid to high rise building typologies, including the adjacent Denbury building at 12-storeys, the 5-storey St-Patrick's home to the north, and the cluster of four apartment buildings east of the subject lands along Springland Drive which range from 6-10 storeys in height.

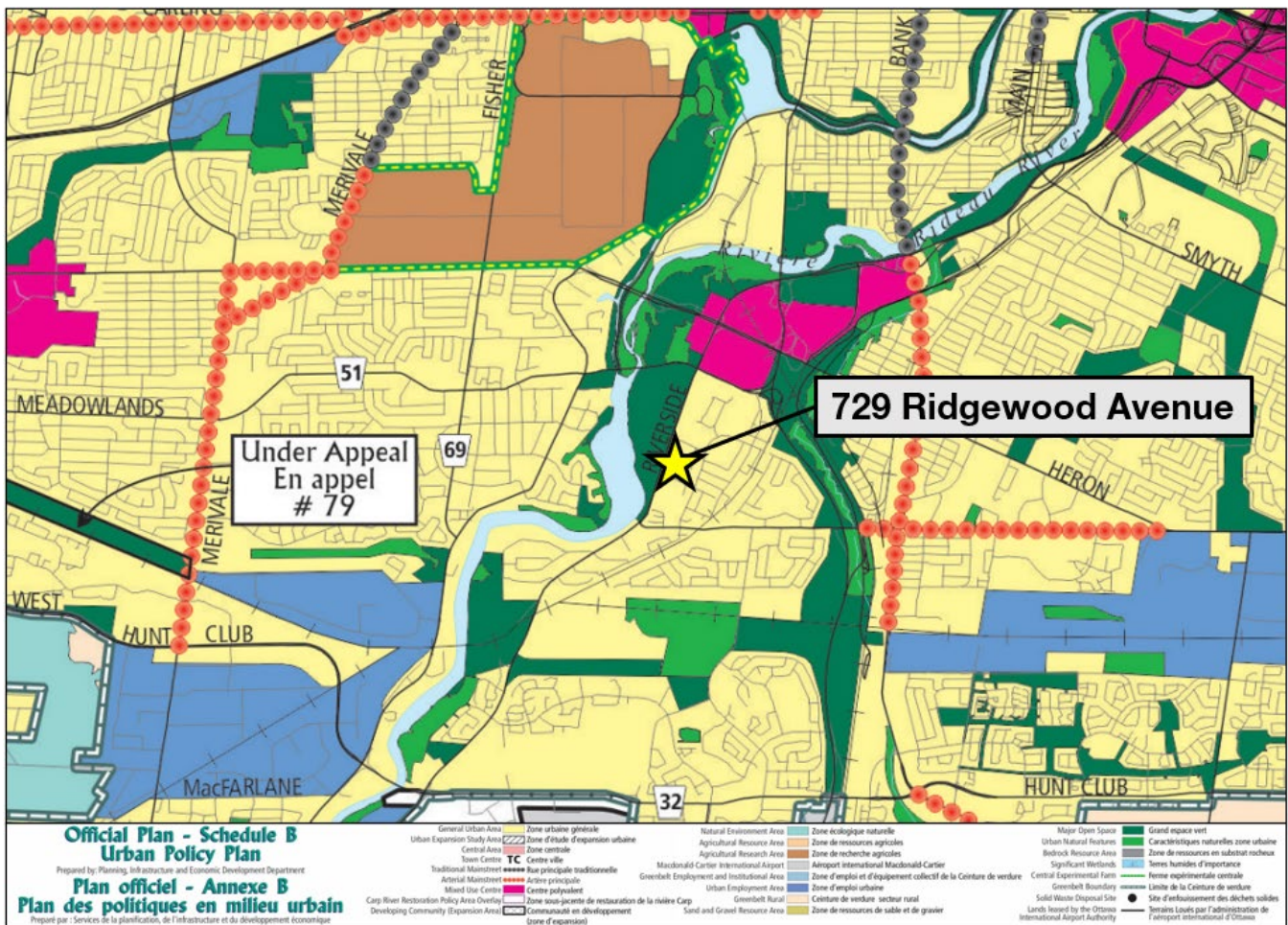


Figure 17. City of Ottawa Official Plan - Schedule B Urban Policy Plan.

Policy 5 states that the City of Ottawa supports intensification, including mid and high-rise built form within the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- / Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- / Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

The proposed mixed-use development represents an appropriate type of intensification on a site that is underutilized and auto oriented. The site layout and design are compatible with the existing context and provides a thoughtful transition in built form to abutting low-rise areas while requalifying the site with the addition of new commercial spaces, residential dwelling types, as well as significant landscaping and amenities. The subject lands proximity to transit via Ridgewood Avenue for local trips and Mooney's Bay Transit Station for broader travel will enable connectivity and access to amenities and employment centres across the City of Ottawa.

Additionally, Policy 8 of this section states that the City will encourage the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas. The City will ensure that these uses:

- / Are compatible and complement surrounding land uses;
- / Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
- / Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;
- / Are situated to take advantage of pedestrian and cycling patterns;
- / Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.

The proposed development is mixed-use and will feature commercial tenants at grade for Building V. It is anticipated that some of the existing commercial retail and personal service tenants will remain and new commercial uses that serve the community's residents would also be introduced. The subject lands are in proximity to parks and amenity areas and are well connected to multi use pathways and the transit system. Commercial and visitor parking spaces are proposed to manage local and neighborhood vehicle traffic to the site.

3.2.2 Strategic Directions

Section 2.2 of the City of Ottawa's Official Plan contains policies relating to managing growth and development within the City. Growth will be distributed throughout the urban area to strengthen the city's liveable communities through:

- / Intensification and infill; and
- / New development on vacant land in designated growth areas that contributes to the completion of an existing community or builds a new community(ies).

In particular, as it relates to the subject lands, the Official Plan states that lands designated General Urban Area will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area's planned function. Consideration of the character in the surrounding community is a factor in determining compatibility within a community.

Policy 1 of Section 2.2.2 states that residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / Infill development;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use;

Policy 11 states that the distribution of appropriate building heights will be determined by:

- / The location in a Target Area for Intensification identified by the Official Plan or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
- / The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.

With regards to intensifying outside of target areas, Policy 22 states that the City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area.

Additionally, Policy 23 states that the interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings (as defined in Figure 2.4). The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties. The City will consider these attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications or undertaking comprehensive zoning studies.

The proposed mixed-use development fits well within the context of the area which includes low, medium and high-rise apartment dwellings at a similar scale and intensity as the proposed development. Though the location of the subject lands would not be characterized to be within an “interior portion of an established low-rise area”, the proposed development intensifies lands within the General Urban Area designation. As such, the proposed design has thoughtfully responded to the existing pattern of development and character of the surrounding area through careful placement of each building to provide transition in built form, a focus on safe pedestrian movements within the site, and the provision of ample amenity spaces and communal areas.

Though not located directly on a Transit Priority Corridor, the development is within 100 metres from Riverside Drive, an identified Transit Priority Corridor, and is located approximately 1 km away from the Mooney’s Bay Transit Station and the future Baseline BRT. The addition of 387 residential dwelling units in a mixed-use format, represents an appropriate type of intensification for this former commercial plaza known as the Riverside Mall. The policies of the Riverside Secondary Plan and Confederation Heights Secondary Plan will be amended as part of an Official Plan Amendment application and are discussed in greater detail below.

3.2.3 Urban Design and Compatibility

Section 2.5.1 – “Designing Ottawa” of the City of Ottawa’s Official Plan outlines several design objectives, detailed below, which should be considered when reviewing development applications. The proposed development responds to these design objectives in the following ways:

To enhance the sense of community by creating and maintaining places with their own distinct identity.

The mixed-use development will maintain the existing commercial presence of the former mall while also adding residential dwellings to the site. Both uses will aid in supporting each other as well as creating an improved community garden space, publicly accessible amenity areas, creating a commercial destination for the surrounding community that will foster social interaction.

To define quality public and private spaces through development

The proposed development seeks to maintain as many publicly accessible spaces as possible and will allow free movement for residents and members of the greater community.

To create places that are safe, accessible and are easy to get to.

Surface parking, landscaping and surface treatment all serve to slow down drivers as they enter the site and make their way to the underground parking or the roundabout. Pedestrian and cycling movements are anticipated along the wide sidewalks of the vehicular access but also through the west edge of the development where a pathway connects to the plaza and community garden spaces. Extensive site lighting and glazing at grade provides a safe, visible environment for those use the site at all times of the day.

To ensure that new development respects the character of existing areas.

The location of Tower I is intentionally located in the northwest corner of the site to mitigate the impacts of the building height on surrounding properties, including the abutting Denbury building to the west. The design places Tower I to face the existing parking garage structure which serves the Denbury. The mid-rise buildings (Buildings II and V) are proposed to be 6-storeys and are located between the high rise and low-rise area along the eastern edge of the site. Buildings III and IV provide an appropriate transition to the townhouses of CCC-96 to the east. Overall, the site design was deliberate by mitigating impacts including shadowing to abutting properties.

To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The existing Riverside Mall and its commercial uses were contemplated to remain long term per the policies of the Secondary Plans, however, this has been disrupted by economic factors in recent years. The proposed development is an opportunity to refocus and adapt the site towards a mixed-use development that will build on this commercial context but also provide a diversity of residential dwellings to support the neighbourhood commercial uses.

To understand and respect natural processes and features in development design.

Landscaping and stormwater infrastructure will serve to manage post development flows of water runoff on the property. Multiple tree plantings and landscaping elements are proposed throughout the site including a community garden area, a rooftop amenity terrace, and trees and landscape buffers along the property lines. Wherever possible existing landscaping will remain in place.

To maximize energy-efficiency and promote sustainable design to reduce the resource

Many sustainability measures are incorporated such as south facing windows, electric car charging

consumption, energy use, and carbon footprint of the built environment.

stations, support for active transportation through bicycle parking, green spaces and landscaping to reduce the urban heat island effect.

Section 4.11 – Urban Design and Compatibility provides policies which speak to design elements of the proposal and how they fit into the context of their surroundings. Policy 2 provides compatibility criteria used for evaluating the compatibility of development applications, as follows:

Views

- / No identified viewsheds are impacted by the proposed development.

Building Design

- / The varying mass and heights of the building create visual interest but also serve to frame the site and draw the pedestrian into the center where the courtyard plaza connects to at-grade amenities and provides access to commercial uses.
- / The two proposed underground parking accesses will effectively remove vehicles from the surface and provide pedestrians and/or cyclists with more comfort and safety as they move freely through the site, reducing any potential conflicts between pedestrians and vehicles.
- / High quality materials and variations in colours serve to highlight simple architectural forms while also playing on a connecting theme for the site without creating homogenous facades and buildings.
- / Variations in window sizes and balcony styles add interest to the texture of each façade whereas the ground floors are designed towards attracting the pedestrian and allowing visibility to more active parts of the site such as the community garden space and/or courtyard.
- / Rooftop mechanical elements will be screened and acoustically dampened to reduce visual and noise impacts where possible. Additionally, service areas are proposed for the underground parking garage.

Massing and Scale

- / The proposed site design and layout has been carefully considered to ensure minimal impacts towards existing residential dwellings in the surrounding area. The placement of Tower I abutting the Denbury's parking garage mitigates potential impacts to the condo building while also creating a transition through the site as the height is dropped to 6-storeys and then 4-storeys for the remaining buildings.
- / Appropriate separation and landscaped screening from each property line is proposed to reduce impacts to abutting dwellings.
- / The submitted Shadow Analysis provides an overview of the impacts of shade on abutting properties. Due to the orientation of the 12-storey Denbury building, much of the shadowing impacts to properties north and east of the subject lands are pre-existing.

High-rise Buildings

- / Tower I is considered a high-rise building as it is 15-storeys in height. It is attached to Building II which serves as its podium and effectively transitions the height down to 6-storeys going east.
- / Significant separation is provided between Tower I and other buildings proposed as part of the development allowing enough space for pedestrians to still feel comfortable at grade by allowing for light and air to filter through in between the buildings.

- / Tower separation setbacks to the west and north property lines is 11.56 metres and 12.97 metres respectively. Due to a tapering property line, the west side yard tower setback increases to 14.78 metres as it approaches the north property line.

Outdoor Amenity Areas

- / The siting and design of the buildings, particularly Tower I, have been considered in a manner to reduce overlook into existing dwelling and provide enough separation for privacy.
- / Trees and landscaping will aid in reducing privacy concerns where possible.
- / The Shadow Analysis demonstrates that most shadow impacts are mostly mitigated and are considered reasonable in the context of an infill development.
- / A significant oversupply of amenity area is proposed with 6,927 square metres for the entire development. This includes private balconies, interior communal amenity areas, rooftop terrace, and a communal garden.

Public Art

- / At this time, no public art is contemplated as part of this development.

Design Priority Area

- / Commercial ground floors will attract pedestrians with transparent windows at grade and slightly higher floor to ceiling dimensions at 4.5 metres height.
- / A modern architectural style is present throughout the site, however, variations in materials, colours, façade treatments, balcony types, ground floor heights, massing and volumes add interest and soften the interface between the facades and public realm.
- / There is a pedestrian focus for elements of the site including the commercial ground floor of Building V, the plaza and community garden, pathways and wide sidewalks, underground parking, street furniture, tree plantings and landscaping.
- / Despite the fact that the site is not located within an identified Design Priority Area, the proponent did proceed with an informal Urban Design Review Panel consultation and solicited feedback that was taken into consideration as part of the conceptual design process.

First Nations Design Interest

- / Though no design elements incorporating First Nations interest are proposed, it is recognized that these lands are part of the traditional and unceded territory of the Algonquin Anishnaabeg people.

The proposed development's design elements meet and exceed the criteria and design objectives listed in Sections 2.5.1 and 4.11 of the Official Plan.

3.3 Confederation Heights Secondary Plan (1997)

The Confederation Heights Secondary Plan contains policies and recommendations specific to the Confederation Heights planning area, which includes the subject lands (Figure 18). The secondary plan area comprises Mooney's Bay Park, Hog's Back Park, Vincent Massey Park, certain properties on the east side of Riverside Drive south of Brookfield Road, certain properties on the south side of Brookfield Road, and that area developed as a federal employment node, known as Confederation Heights.

The subject lands are designated 'Mixed Use Area' on Schedule N Land Use. The Mixed-Use Area designation is intended to be developed as a transition area between the Primary Employment Centre to the north and

residential areas south of the subject lands. Within this area, infill and low-profile retail and residential development is contemplated either separately or as ground floor commercial with residential dwellings above. Reference should also be made to the Residential Areas, Mixed Use Residential Commercial, and Neighbourhood Commercial provisions contained in Policies 8.5.1 a), b) and c) of the Riverside Park Secondary Policy Plan, which are discussed below.

The Secondary Plan’s Policy 7.5.2 speaks to density and intensity of development as follows:

- v. For the area designated Mixed-Use on Schedule N - Land Use, the intensity of development shall not exceed the intensity of development permitted by the zoning in place at the time of the adoption of this Secondary Policy Plan.

Additionally, with regards to Urban Design, Policy 7.5.3 outlines the following:

- i. Development within the Confederation Heights area shall have regard to the policies set out in Ottawa Official Plan Sections 2.5.1 and 3.6.2.

The proposed development and the uses to be accommodated on the subject lands meet the policy intent of the Mixed-Use Area designation, however, given the scale of development which includes a high-rise tower at 15-storeys in height, the overall scale of the development does not align with Policy 7.5.2 due to a change in the requested zoning. It is Fotenn’s opinion that the Mixed-Use Designation is an appropriate land use, however, the wording of the policy is outdated as the Secondary Plan is 25 years old and should reflect the proposed development. This change is requested as part of the Official Plan Amendment application.

The proposed development conforms to the policies of the Official Plan in Section 2.5.1 and 3.6.1 as discussed in this report.

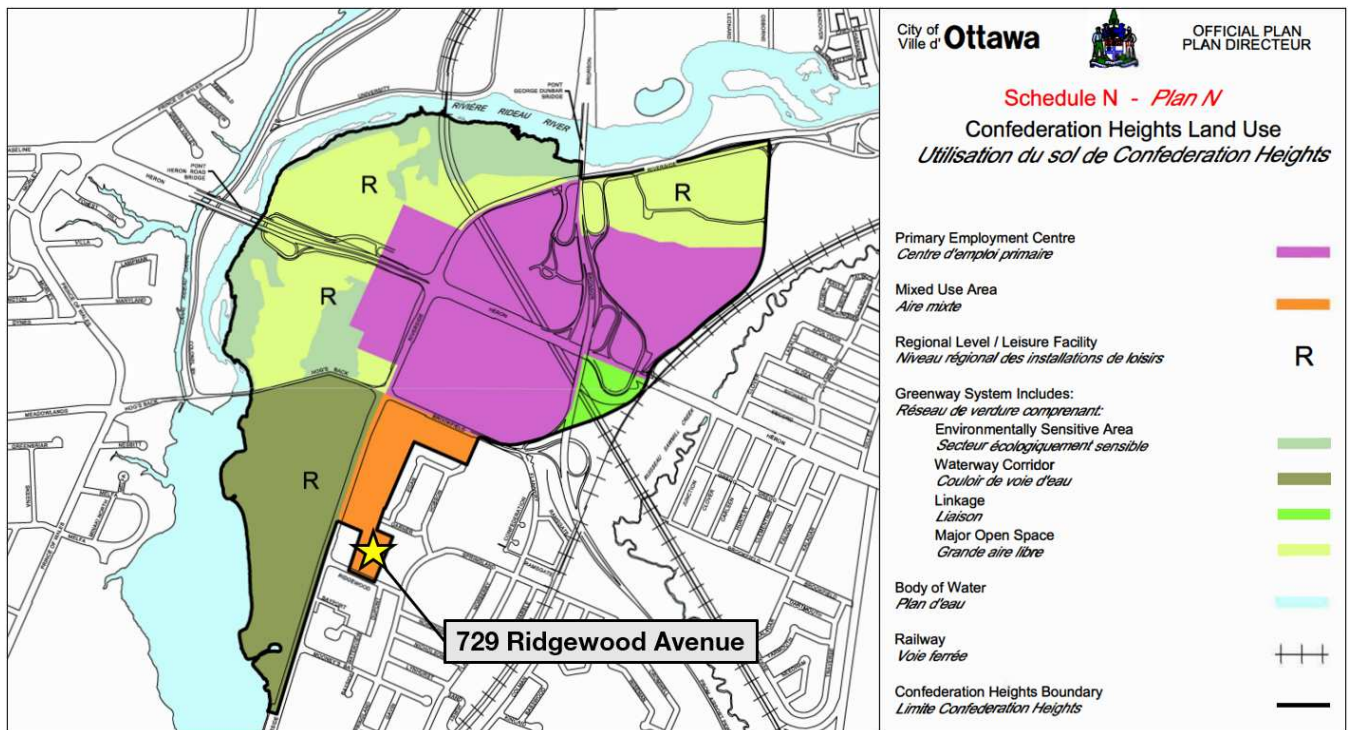


Figure 18. Confederation Heights Secondary Plan - Schedule N Land Use.

3.4 Riverside Park Secondary Plan (1999)

The subject lands are also located within the planning area of the Riverside Park Secondary Plan. The Secondary Policy Plan applies to the area generally bounded on the north by Brookfield Road, Hog's Back Road and the Confederation Heights Primary Employment Centre, on the east by the easterly boundary of the Airport Parkway lands, on the south by the Canadian National Rail line to the west of Riverside Drive and generally by the southern extent of the Hydro Corridor to the east of Riverside Drive and on the west by the Rideau River.

The subject lands are located within a Neighborhood Commercial designation per Schedule R of the Riverside Park Land Use Plan (Figure 19). The Neighbourhood Commercial area recognizes the existing neighbourhood shopping centre (the Riverside Mall) on the north side of Ridgewood Avenue. The policies governing shopping centres in the Ottawa Official Plan, Section 3.6.1 apply to this centre. Reference should also be made to the Mixed-Use Area policies of the Confederation Heights Secondary Policy Plan, areas discussed in the previous section of the report.

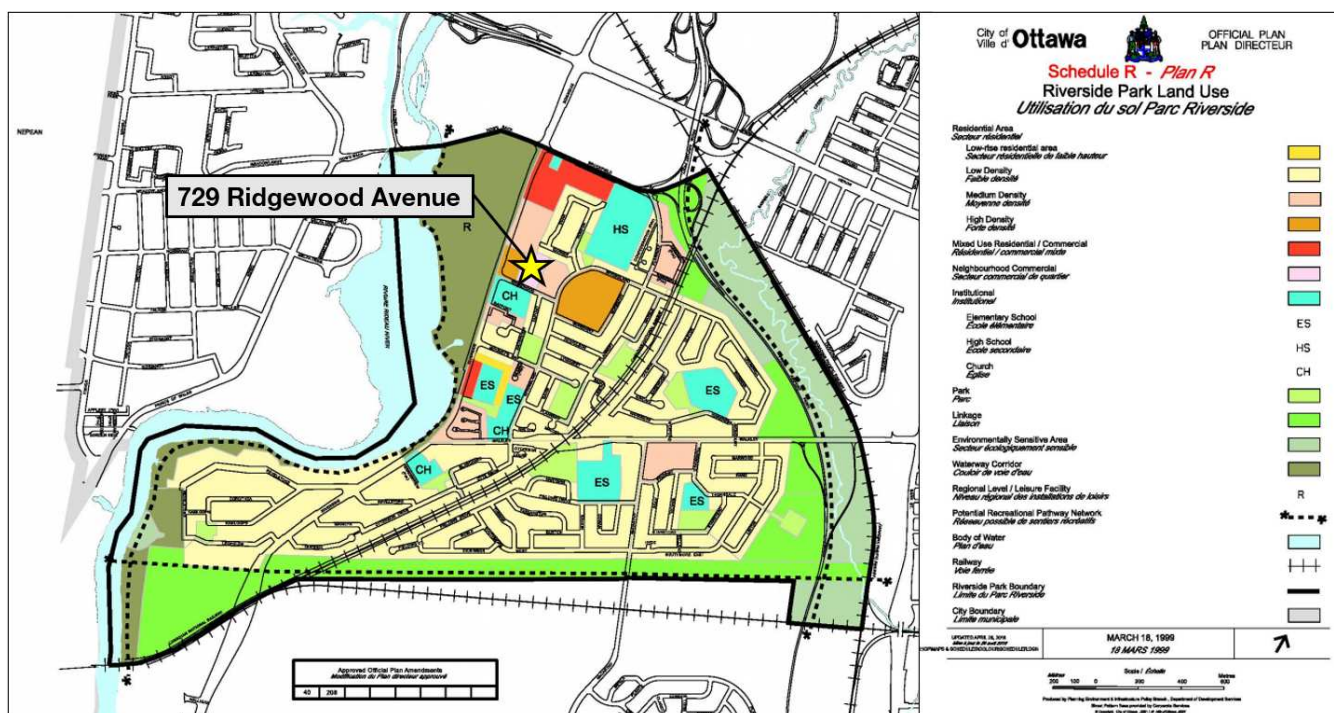


Figure 19. Riverside Park Secondary Plan - Schedule R Land Use Plan.

As the current policies of this Secondary Plan did not contemplate the potential redevelopment of the shopping mall at the time it was approved (1999), there was no contemplation for a residential or mixed-use development on the subject lands. Due to changes in the commercial tenants and a new vision from the current property owner, this site is now being proposed for a mixed-use development with commercial and residential units.

The proposed development, being a mixed-use development with residential uses, does not align with the existing Neighborhood Commercial land use designation applied to the subject lands. As part of the Official Plan Amendment application, the Official Plan Amendment application seeks to amend these policies to change the designation to a Mixed Use Residential / Commercial designation in order to permit the re-development of the shopping centre to a mixed-use development.

3.5 Urban Design Guidelines for High Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-rise Buildings was approved by City Council on May 23, 2018 and provides recommendations for urban design and guidelines to be used during the review of development proposals. The proposed Tower I meets the following guidelines, among others:

- / When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back:
 - 1,800m² for an interior lot or a through lot;

The lot has an area of 13,238 m² and exceeds the minimum lot area for high-rise buildings

- / When a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition;

Transition is provided within the site as Tower I steps down to 6-storeys and then to 4-storeys at Buildings III and IV.

- / Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which:
 - fits into the existing urban fabric, animates existing public spaces, and frames existing views; and
 - creates a new urban fabric, defines and animates new public spaces, and establishes new views
- / Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):
 - in the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution.

The base of Tower I opens directly to an open space and is connected to the remainder of the site via pathways.

- / Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by:
 - breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain-built form context;
 - introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor.

The volumes of the buildings are broken up by spaces between each. Multiple entrances for commercial and residential areas are proposed.

- / Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade.
- / The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.
- / Articulate the tower with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity, including:
 - orienting and shaping the tower to improve building energy performance, natural ventilation, and daylighting
- / Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.

Additional details can be found in Section 4 – Design Brief below.

The proposed development meets or exceeds a number of the City of Ottawa’s Urban Design Guidelines for High-rise Buildings.

3.6 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject lands are located within the General Mixed Use – Subzone 1, Floor Space Index 1 zone of the City of Ottawa Comprehensive Zoning By-law, as demonstrated in Figure 20. The purpose of the General Mixed-Use zone is to permit residential, commercial, institutional, and mixed-use developments of varying uses but at a scale which does not affect the development of other mixed-use areas.

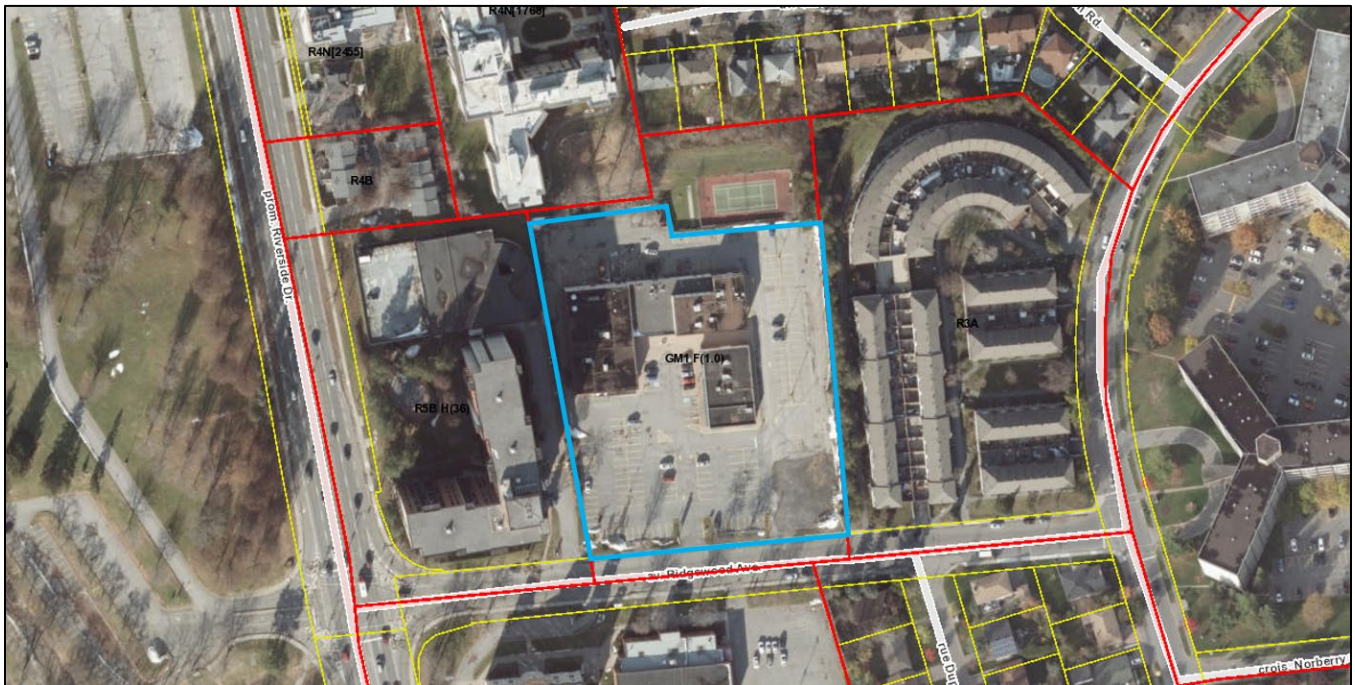


Figure 20. Subject lands - GM1 F(1.0).

Permitted uses in this zone include the following, among others:

apartment dwelling, low rise
apartment dwelling, mid rise
bed and breakfast,
dwelling unit
group home,
planned unit development,
retirement home
retirement home, converted,
rooming house
stacked dwelling,
townhouse dwelling
artist studio
bank

bank machine
catering establishment}
click and collect facility
community centre
community health and resource
centre
convenience store
day care
funeral home
home-based business,
home-based day care,
instructional facility
library

medical facility
municipal service centre
office
payday loan establishment
personal brewing facility
personal service business
place of assembly
residential care facility
restaurant
retail food store
retail store
service and repair shop

In the GM 1 Subzone, the following applies:

- / no more than 50% of the permitted floor space index may be used;
- / the provisions of subsection 187(3)(h)(ii) applies but may be reduced to 1 metre where a minimum 1.4 metre high opaque screen is provided;
- / the provision of subsection 188(1)(a) above does not apply to the following uses and the full floor space index may be used:
 - apartment dwelling, low rise
 - apartment dwelling, mid rise
 - community centre
 - community health and resource centre
 - day care
 - dwelling unit
 - group home,
 - library
 - planned unit development,
 - residential care facility
 - retirement home
 - retirement home, converted,
 - rooming house
 - shelter,
 - stacked dwelling,
 - townhouse dwelling

Table 5 below details the applicable zoning provisions and the proposed development's conformity to those standards:

Table 5. Zoning Table - GM1 F(1.0)

Zoning Mechanism	GM1 F(1.0)	Proposed	Compliance
Minimum Lot Area	No minimum	13,328 m ²	✓
Minimum Lot Width	No minimum	99.74 m	✓
Minimum Front and Corner Side Yard	3 m	4.5 m	✓
Minimum Interior Side Yard Setback	5 m	6.4 m	✓
Minimum Rear Yard Setback	7.5 m	7.5 m	✓
Maximum Floor Space Index	FSI = 1.0	2.17	✗
Maximum Building Height	18 m	50.5 m	✗
Minimum Required Resident Parking (Area C)	1.2 spaces per unit = 387 units x 1.2 spaces = 464 parking spaces	465 spaces	✓

Zoning Mechanism	GM1 F(1.0)	Proposed	Compliance
Minimum Required Visitor Parking (Area C)	0.2 per dwelling unit = 387 units x 0.2 spaces = 77 spaces	78 spaces	✓
Minimum Required Commercial Parking	3.4 spaces per 100 m ² of GFA = 856 m ² / 100 m ² x 3.4 = 29 spaces	30 spaces	✓
Minimum Parking Space Dimensions	2.6 m x 5.2 m	2.6 m x 5.2 m	✓
Aisle and Driveway Provisions	6 m for parking garage aisles	6 m	✓
Minimum Number of Bicycle Parking Spaces	0.5 per dwelling unit = 387 units x 0.5 spaces = 194 spaces	194 spaces	✓
Minimum Number of Bicycle Parking Spaces - Commercial	1 per 250 m ² of GFA = 856 m ² / 250 m ² x 1 = 3	4 spaces	✓
Minimum Required Amenity Area	6 m ² per dwelling unit = 387 units x 6 m ² = 2,322 m ² Aggregated into areas of up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²	Total: 6,927 m ² Communal: 6,358 m ²	✓
Minimum Width of Landscaped Area	3 m	4.5 m (abutting the street) East: 7 m North: 7.6 m West: 6.4 m	✓

Table 6 identifies the zoning provisions applicable to a Planned Unit Development, of which the proposed development is subject to:

Zoning Mechanism	Proposed	Compliance
Minimum width of private way: 6 m	8 m	✓
Minimum setback for any wall of a residential use building to a private way: Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a residential	> 1.8 m	✓

use building to a private way is 1.8 metres			
Minimum setback for any garage or carport entrance from a private way: 5.2 m		N/A	N/A
Minimum separation area between buildings within a planned unit development	all other cases: 3 m	All buildings separated by greater than 3 m; smallest separation distance is 8.88 m	✓
<p>In addition to providing parking pursuant to Section 100 of this by-law, parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed.</p> <p>Required visitor parking may be provided as parallel parking on a private way, provided the private way has a minimum width of 8.5 metres.</p>		<p>Parking provided on site via underground parking.</p> <p>Parallel spaces for commercial uses proposed along private way.</p>	✓

3.7 Requested Amendments

3.7.1 To add an 'apartment dwelling, high rise' as a permitted use

The proposed development includes a mix of low-, mid-, and high-rise buildings, however, the General Mixed Use Area Subzone 1 zoning only permits mid- and low-rise apartment dwellings. To permit the development of Tower I, which is a high-rise apartment dwelling of 15-storeys, this use will have to be incorporated.

It is our opinion that the proposed high-rise tower at 15-storeys in height represents an appropriate height and use for these lands. Abutting properties are already characterized by taller buildings, including the Denbury at 12-storeys in height. The proposed development is compatible with other lower profile dwellings in the area by providing appropriate transition, separation distance, and urban design measures.

3.7.2 To permit a maximum building height of 50.5 m when 18 m is permitted.

Existing zoning only permits heights up to 18 metres; however, the proposed development is seeking to introduce five (5) buildings at the following heights:

- / Tower I: 50.5 m
- / Building II: 23 m
- / Building III: 15.5 m
- / Building IV: 15.5 m
- / Building V: 23 m

Buildings III and IV are within the permitted maximum building height range, however, the other three are proposed above the 18-metre maximum.

The proposed building heights are appropriate and have been carefully considered and adjusted the initial conception of these plans due to input from local residents and the Urban Design Review Panel. Building's III and IV are proposed at heights that are within the permitted height requirement of the Zoning By-law as they abut existing low-rise residential dwellings and provide transition from the 6-storey massing of Building's II and V. The only portion of the proposed development considered a high-rise is Tower I and it has been thoughtfully placed at the opposite end of the site from low-rise residential dwellings. Additionally, the placement of Tower I is such that it abuts the parking structure of the abutting Denbury high-rise condo building thus reducing impacts to that building as well.

3.7.3 To remove the maximum Floor Space Index (FSI) Cap of 1.0

The current zoning reflects the existing Riverside Mall and its commercial presence. While the applicable zoning regulations pertain to this commercial use, this performance standard did not contemplate the future redevelopment of the subject lands. In order to proceed with the proposed development, the removal the Floor Space Index is requested.

As detailed throughout this report, the proposed development represents good planning, is compatible with the surrounding character of existing development, and meets the policies of the Official Plan. The existing FSI cap is representative of outdated zoning regulations based on the Riverside Park and Confederation Heights Secondary Plans and does not recognize the City of Ottawa's Official Plan objectives for infill and redevelopment on underutilized or vacant sites. The redevelopment of this commercial plaza will require a higher FSI than 1.0 and the proposed development would amount to an approximate FSI of 2.17 at a total Gross Floor Area of 28,778.5 m².

4.0 Design Brief

In addition to the urban design analysis found throughout this report, the following provide additional information and discussion related to the architectural design and landscape treatment.

4.1.1 Elevations

Figures 19-22 below demonstrate the elevations of the proposed development viewed from each direction.



Figure 21. South elevation - View from Ridgewood Avenue.



Figure 22. North elevation.



Figure 23. West elevation.



Figure 24. East elevation.

The ground floor of Building V in which the commercial units are located is proposed to be 4.5 metres in height and entirely glazed from floor to ceiling to create a strong streetscape and animate the public realm. Similarly, the ground floor of Tower I and Building II are also proposed to be 4.5 metres in height for similar effect. The ground floor of Buildings III and IV is slightly reduced at 3.5 metres in height to maintain a low-profile built form and allow an appropriate transition to the abutting low-rise context.

Simple rectangular volumes at the upper levels allow the pedestrian to focus their experience at the ground level, while simultaneously framing the site to create easy orientation and direction. Residents with views or balconies facing the courtyard will be able to see the activity below but maintain privacy. Maintaining “eyes on the street” will help to ensure overall security of the residents and area.

Figures 25-29 are conceptual renderings of the proposed development within the existing context of the area. As discussed previously in this report, the sitting and configuration of the buildings has been carefully considered to mitigate potential impacts to existing residential areas east and west of the subject lands. The renderings illustrate that the proposed design is contextually appropriate, provides a suitable transition within the site and to abutting low-rise townhouses west of the subject lands, and creates an attractive, pedestrian focused publicly accessible space at its centre.



Figure 25. Conceptual rendering viewed looking northeast.



Figure 26. Conceptual rendering viewed looking northwest.



Figure 27. Conceptual rendering viewed looking north.



Figure 28. Conceptual rendering viewed looking north from within the site.



Figure 29. Conceptual rendering viewed from the interior of the site looking south.

4.1.2 Landscaping

The landscape plan shown in Figure 30 illustrates the surface treatment, landscaping and tree planting proposed for the public and amenity areas of the site including the central courtyard space, the communal garden and active plaza area, as well as the rooftop amenity terrace above Building II.

Additionally, grass and ornamental shrubs or flowers are proposed along street facing frontages and public facing areas within the site along the edges of the first floor of each building. The community garden area located at the west side of the development between Tower I and Building V will feature grass, trees and planting beds where residents can plant and grow their own vegetables and produce as well as enjoy the outdoor space. This area ties into the active plaza on the backside of Building V where it is anticipated the commercial presence will attract people into the space but also allow for residents an additional area to congregate and socialize.

Trees are proposed in key locations along the north and west property lines to create some additional screening, particularly where amenity areas are located such as the tennis court for Denbury residents and the active plaza behind Building V. Furthermore, the large existing cedar hedge straddling the east property line that separates the proposed development from the abutting townhouses will be maintained.



Figure 30. Proposed development - Landscape Plan.

4.1.3 Materiality and Façade Treatments

The following (Figures 31-34) detail the treatments, materials, and colours of each building’s respective façades. Each building has a unique combination of materials and finishes including:

- / Glass;
- / Masonry brick;
- / Ceramic and cement panels;
- / Prefinished metal cladding;
- / Exposed concrete.

Although the buildings have varying colours and materials, they are tied together with a common design theme. A modern and contemporary architectural expression is reflected with each building’s design and includes similar floor to ceiling glass window dimensions at grade, a combination of punched in and cantilevered balconies, and simple but functional volumes that create interest and permeability at grade.

The urban design and architectural features have been carefully considered and improved upon throughout the design conception process. Many comments from local residents, the local Councillor, the Riverside Park Community Association and the Urban Design Review Panel have been taken into consideration throughout the design process with several changes and adjustments made as a result..

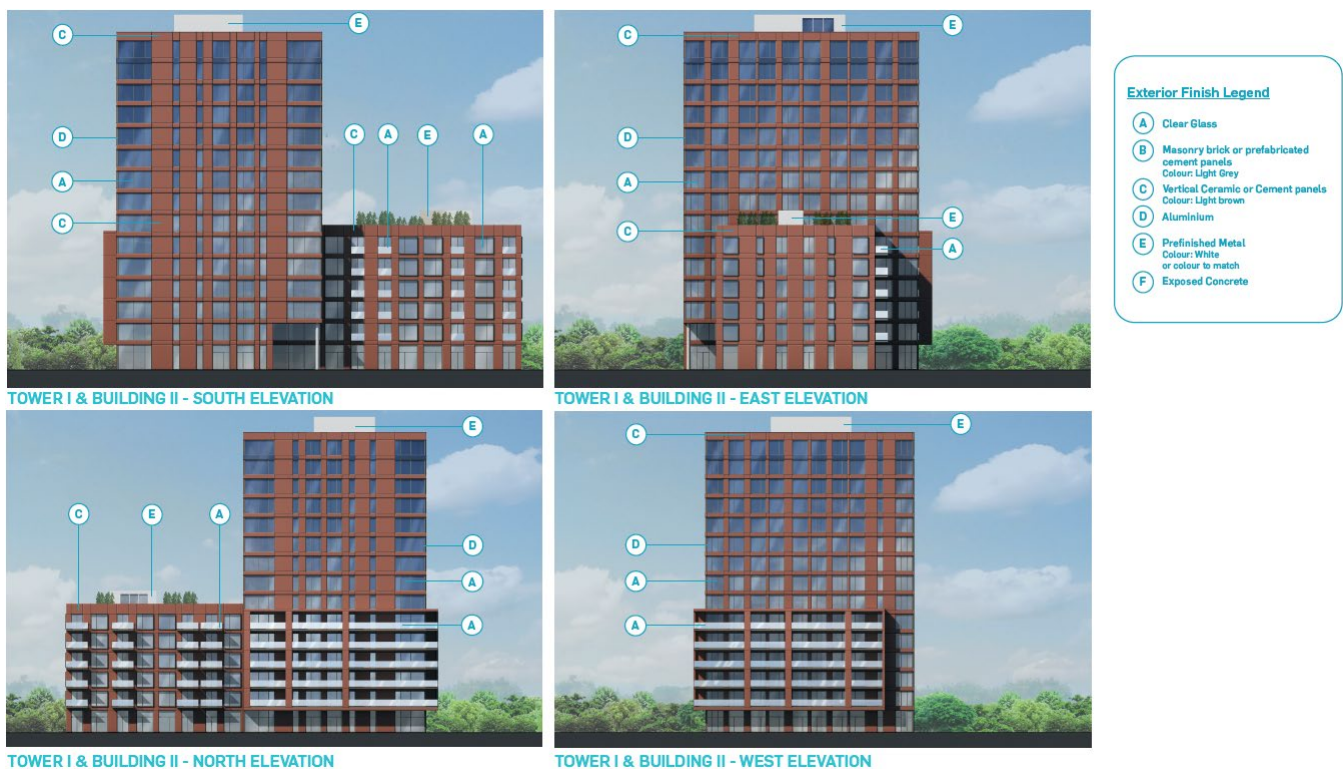


Figure 31. Tower I and Building II design details.



Figure 32. Building III design details.



Figure 33. Building IV design details.



Figure 34. Building V design details.

5.0 Conclusion

It is our professional opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan Control applications are appropriate, represents good planning, and are in the public interest.

The proposal is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary and in an area which can support transit and active modes of transportation, contributing to the range of housing options available in the Riverside Park Community.

The proposed development conforms to the Official Plan's vision for managing growth in the urban area and meets the policies for the General Urban Area. The proposal responds to its context by redeveloping the former mall into a mixed-use community, while also ensuring a built form transition to abutting low-rise residential areas. The development meets the urban design and compatibility objectives, principles, and policies contained within Sections 2.5.1 and 4.11 of the Official Plan.

The proposed development meets the vast majority of applicable zoning provisions of the Comprehensive Zoning By-law 2008-250. The proposed zoning amendment is appropriate for the site and will not create undue negative impacts on surrounding properties.

Supporting studies, reports and plans confirm that the proposal will function and is suitable and appropriate for the subject lands.

Sincerely,



Nick Sutherland, MCIP RPP
Planner