

729 Ridgewood Avenue

Planning Rationale Addendum

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July 26, 2022

Mr. Kelby Lodoen Unseth

Planner II, Development Review, South
Planning, Infrastructure and Economic Development Department
City of Ottawa
110 Laurier Avenue West
Ottawa, ON K1P 1J1

Via Email: Kelby.LodoenUnseth@ottawa.ca

**RE: 729 Ridgewood Avenue
Official Plan (D01-01-21-0008), Zoning By-law (D02-02-21-0057) Amendments and Site Plan Control Applications
(D07-12-21-0089)**

Dear Mr. Lodoen Unseth,

On behalf of Brigil, Fotenn has prepared the following Planning Rationale and Design Brief Addendum in response to technical circulation comments received on October 8th, 2021, which addressed the first submission of materials supporting the Official Plan & Zoning By-law Amendments and Site Plan Control applications (D01-01-21-0008, D02-02-21-0057, and D07-12-21-0089) related to the property at 729 Ridgewood Avenue in the City of Ottawa.

In support of the resubmission, please find enclosed the following:

- / Revised Architectural Package;
- / Revised Design Brief;
- / Planning Rationale Addendum;
- / Civil Engineering Package;
- / Geotechnical Report; and
- / Revised Landscape Concept Plan.

In our professional opinion, the enclosed submission appropriately addresses comments raised by City Staff and request that this file proceed to Planning Committee.

Should you have any questions on the revised submission, please don't hesitate to reach out to the undersigned at beed@fotenn.com.

Sincerely,



Tim Beed, MCIP RPP
Senior Planner



Jillian Simpson, M.PI
Planner

1.0 Introduction

In June 2021, Fotenn Consultants Inc. (“Fotenn”) submitted a Planning Rationale and Design Brief for Official Plan Amendment and Zoning By-law Amendments as well as Site Plan Control applications for the proposed development of a grouping of five (5) buildings at 729 Ridgewood Avenue, organized around a central courtyard and public space. This submission package addresses the comments received as a result of the first round of technical circulation from the City of Ottawa on October 8th, 2021, and summarizes revisions made to the application package since the time of the initial submission.

As a result of those comments, as well as an internal reevaluation of the development program, the proposed development has been amended from five (5) buildings to four (4). There has also been a reallocation of massing and height including an increase in height for Tower I from 15 storeys to 20 storeys at the northeast corner of the site to minimise shade on surrounding buildings and to provide improved views to the river with a corresponding decrease in height of the two buildings with frontage on Ridgewood Avenue (Buildings III & IV) from the originally proposed 6-storeys to 4-storeys. The total unit count has also increased from the previous proposed 387 units to 446 units in this revised submission. Tower I has been redesigned to allow access to a green roof and amenities at the top of Building II. Additionally, there has been a reduction in parking from 573 to 555 spaces. This reduction in proposed vehicle parking spaces as well as a 1:1 bicycle parking rate will facilitate a healthy modal split and achieve city wide objective relating to reducing personal vehicle usage.

Further, as shown within the re-submitted architectural package, the overall building massing has been adjusted to ensure improved compatibility with the existing community and mitigate adverse impacts. As mentioned, in addition to the increased height of Tower I, towers 3 and 4 have been reduced in height along Ridgewood Avenue. This revised scale and massing better represents the fabric of the existing community and re-deploys building height away from the public realm to ensure a positive interface at the edge between the public and private realm.

The intent of this Planning Rationale and Design Brief Addendum is to assess the revised development proposal against the applicable policy and regulatory framework, and to provide an analysis of how the proposed revisions to the development achieves good design and is appropriate for the site. Information from the original Planning Rationale that did not require any further clarification or discussion has not been included within this report but remains applicable for consideration. The originally submitted Planning Rationale and Design Brief should be read together with this Addendum.

Please also refer to the revised and resubmitted design brief, submitted under separate cover, for a fulsome understanding of the objectives and merits of the revised proposal.

1.1 Required Applications

The required planning applications remain generally consistent with the originally submitted application. To facilitate the proposed development, Official Plan Amendment & Zoning By-law Amendments as well as Site Plan Control Applications are required.

- / The subject property is designated Mixed-Use in the Confederation Heights Secondary Plan. As discussed in greater detail below, 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 of 20-storeys in height, the overall scale of the development does not align with **Policy 7.5.2 of the Confederation Heights Secondary Plan** 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, being a mixed-use development with residential uses, does not align with the existing **Neighborhood Commercial (Policy 8.5.1 c) land use designation within the Riverside Park Secondary Plan**. 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. Given the site's immediate proximity to the High-Density Residential Commercial designation to the west as well as its current Neighbourhood Commercial designation, the proposed amended land use designation on the site is appropriate in allowing for the natural evolution of this area to achieve residential intensification while also serving its function to provide locally serving commercial uses.

It is important to note that both Secondary Plans with jurisdiction over the Subject Lands are proposed to be repealed under the framework of the pending New Official Plan. As discussed in greater detail throughout this report, although certain policies of the Secondary Plans are to be carried into the new Official Plan as Area Specific Policy, no policies will remain pertaining to height or building density on the Subject Lands. Once the New Official Plan is in full force and effect, the requirement for an Official Plan Amendment to facilitate the proposed development will be void.

- / 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 63 metres.

These amendments are appropriate and demonstrate good planning as the proposed development is located within the urban boundary, on a site that is presently serviced, represents an ideal location for residential intensification, and contributes to the City's goals of directing growth to its built-up areas. Further, the purpose of the proposed development is to create a multiplicity of spaces and responses for the diversity of the residents, acting as a welcoming gateway to the Riverside Park neighbourhood through carefully considered building design, public amenity spaces and at-grade commercial opportunities.

2.0

Proposed Development & Design Brief

2.1 Design Changes from Original Submission

The revised proposed development for the subject lands has changed from a grouping of five (5) mixed-use buildings on the site to four (4) but are still organized around a central courtyard and public space. Changes to building height has been made to Buildings 3 & 4, reducing from six (6) to four (4) storeys each, while Tower I is increased in height from 15 storeys to 20. Further, the revision includes a reduction in parking spaces from 573 to 555. Structure and parking layouts were updated to function with the new layout discussed below. As a result of the increased height of Tower I, the total GFA and unit count have increased from the original submission.

2.1.1 Summary of Revisions

- / Reduction of the number of buildings on site from five (5) to four (4);
- / Increase in height for Tower I from 15 storeys to 20 storeys;
- / Reallocation and redesign of enclosed rooftop amenity space on Building II;
- / Reduction in parking spaces from 573 to 555 to encourage healthy modal split, and active transportation options;
- / As detailed in Table 1 below, as a result of the reallocation of massing and height, the proposal provides an increased gross floor area of 13,328m², unit count of 446 units, and amenity space area of 8,206.7m².



Figure 1: Rendering of proposed revised development concept for the subject site.

2.1.2 Building Configuration

The original proposed development comprised of five (5) buildings: 1 high-rise tower, 2 mid-rise buildings, and 2 low-rise buildings (see Figure 2).

The updated submission comprises of one high-rise tower (Tower I), one mid-rise building (Building II), and two low-rise buildings (Buildings III and IV). A different type of transition is how the volumes onsite interact with their surroundings according to their characteristics. Using these transitions, combined with the opportunity provided by having multiple heights of four and six storeys, there is now a better integration between the neighbourhood fabric already present in the area adjacent to the site and the project.

Accordingly, low-rise buildings are located along Ridgewood Avenue and adjacent to the east to the townhouses. Meanwhile, Tower I is carefully placed at the centre of the urban block, on the northeast corner of the site with 11.5 metres of separation from the rear and side yard property lines. With this proposed layout, the buildings also shape a central public space that is accessible to the community, and where leisure activities can take place.

2.1.3 Tower Height

The original submission proposed a tower of 15 storeys in height (Figure 2), whereas the revised design has increased the height of Tower I from 15 storeys to 20 storeys (Figure 3). In part, this design change was due to the neighbouring 14-storey condominium to the west of the subject site that expressed concern about blocked sightlines of their lower level units from the proposed 6-storey L-shaped Building IV. In a meeting with the neighbouring condominium boards and City Councillor, it was requested that Building IV be reduced from 6 storeys to 4, moving those loss of units into Tower I with an increase in height.

Adhering to the original submission, Tower I is carefully placed in the center of the urban block to North-East corner of the site. With this proposed layout, the buildings shape a community accessible central public space where leisure activities can take place.

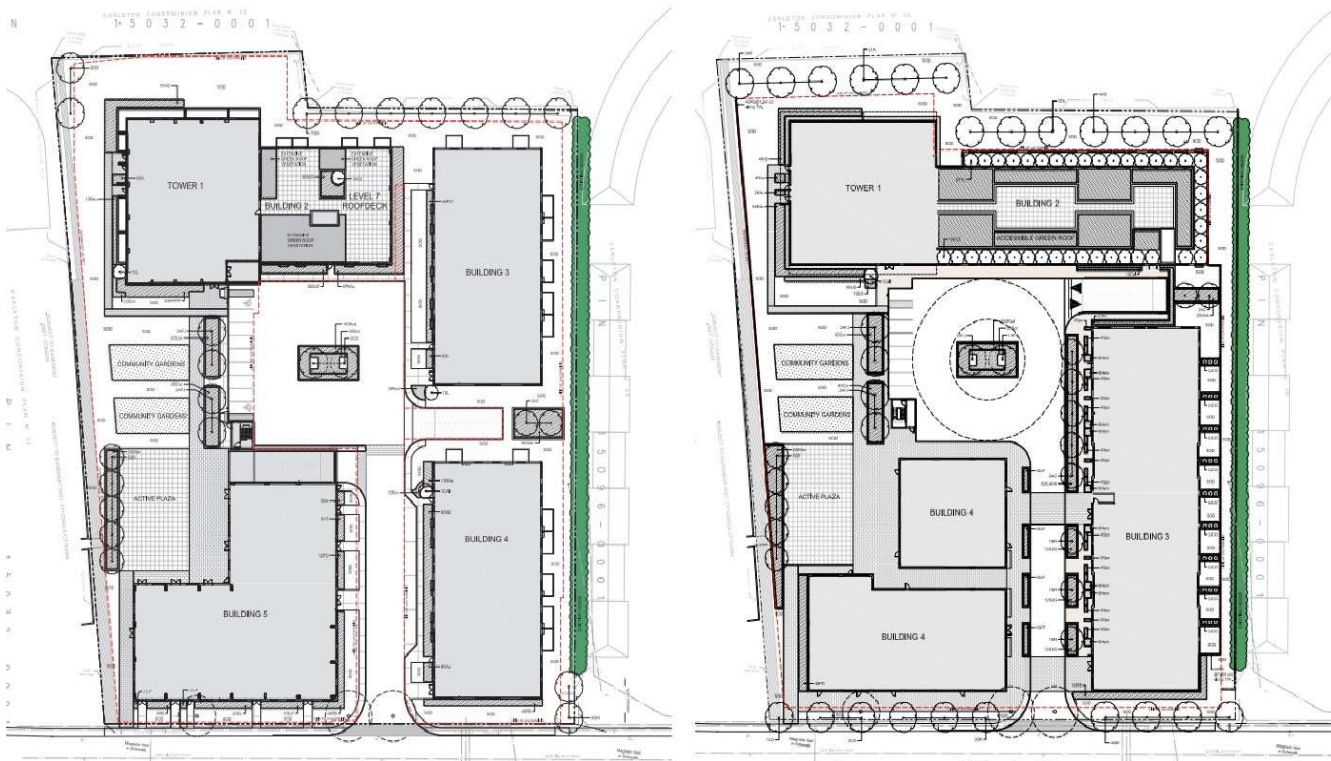


Figure 2: Building layout (Left: original development proposal; Right: revised development proposal)



Figure 3: Tower perspective from original development proposal, looking north from Ridgewood Avenue

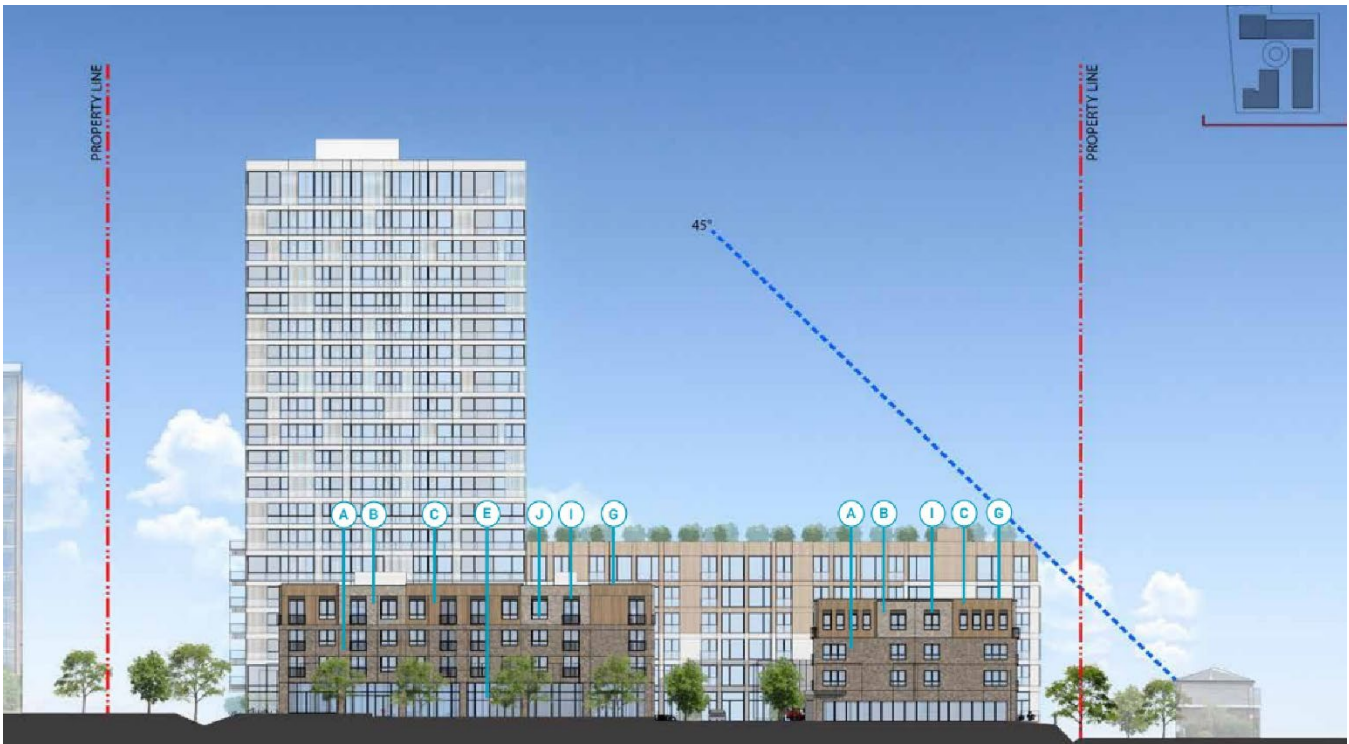


Figure 4: Tower perspective from revised development proposal, looking south from Ridgewood Avenue

2.1.4 Parking

The original submission had a total of 573 parking spaces. The updated proposal has a total of 555 parking spaces, at a 1.2 per dwelling unit with 442 parking spaces for the 446 units, 89 visitor parking spaces, and 24 commercial parking spaces. The revised proposal now also proposes a 1:1 bicycle parking ratio for the entire site.

2.1.5 Gross Floor Area

The original submission had a total of 28,778 square metres of GFA. With the reconfiguration of number of buildings and the increase of 5 storeys for Tower I, the GFA of the site has increased to a total of 38,499 square metres.

2.1.6 Floor Space Index

With the change in GFA, the Floor Space Index (FSI) has increased from 2.17 to 2.89. The following is a summary of how the proposed development has been revised:

Table 1: June 2021 Submission compared to Current Submission

	June 2021 Submission	Current Submission
Lot Area	13,328 square metres	13,328 square metres
Lot Width	99.74 metres	99.74 metres
Unit Count	387 units	446 units
Gross Floor Area	28,778.5 square metres	38,499 square metres
Floor Space Index	2.17	2.89
Building Height	15 storeys	20 storeys (63 metres)
Vehicle Parking	Residential: 465 Visitor: 78 Commercial: 30 Total: 573	Residential: 442 Visitor: 89 Commercial: 24 Total: 555
Bicycle Parking	194 bicycle parking spaces + 4 commercial bicycle parking spaces Total: 198	442 bicycle parking spaces + 4 commercial bicycle parking spaces Total: 446 (1:1 ratio)
Amenity Space	6,927 square metres	6,150 square metres at ground floor + 2,056.7 square metres for Building II interior and green roof Total: 8,206.7 square metres



Figure 5: At-grade perspective of proposed development from Ridgewood Avenue.

3.0 Policy and Regulatory Framework

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment.

3.1.1 Section 1.0 – Building Strong Healthy Communities

Section 1.0 of the PPS recognizes that “efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities...” and provides policies to achieve these healthy communities throughout Ontario. Within this section, the policies applicable to the site and proposed development are as follows:

Subsection 1.1: Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- (a) promoting efficient development and land use patterns...;
- (b) accommodating an appropriate affordable and market-based range and mix of residential types, employment, and other uses to meet long-term needs;
- (c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- (d) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns...; and
- (g) ensuring that necessary infrastructure and public service facilities are or will be available....

The proposed development is located within the urban boundary on a serviced lot. As a site within walking distance of existing amenities and services and on the edge of an established neighbourhood, it has easy access to amenities and services, including parks, schools, employment, retail, and transit. The proposed development will contribute to the mix of housing types sizes to accommodate a variety of family and tenant compositions. Furthermore, the zoning permits for commercial uses that will support employment opportunities.

Subsection 1.1.3: Settlement Areas

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- (a) efficiently use land and resources;
- (b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available...;
- (e) support active transportation; and
- (f) are transit-supportive, where transit is planned, exists or may be developed.

The proposed development is on an existing underutilized lot the promotes private vehicle usage within the urban boundary where services, amenities, facilities, transit, and infrastructure are readily available. The site is in close proximity to a Transit Priority Corridor and is within walking distance to access amenities and services, including parks, schools, employment, retail, and transit.

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.

The subject site is an appropriate location for development that promotes opportunities for transit-supportive development in close proximity to an identified Transit Priority Corridor. The proposed development will provide a significant supply and range of housing options through intensification and redevelopment.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

The proposed development conforms to the policies of the Official Plan as they relate to intensification and compatible development and responds to the City's urban design guidelines.

Subsection 1.3: Employment

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- (a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- (b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; and
- (d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4.

The current and proposed zoning for the subject site permits mixed-use development and the proposed development includes ground-floor space for employment uses that will help to support liveable and resilient communities.

Subsection 1.4: Housing

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:

- (b) permitting and facilitating: 1. 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 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- (c) 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;
- (d) 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;
- (e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- (f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development, which is on an existing underutilized lot within the urban boundary, will contribute to achieving residential intensification in an appropriate location to make use of existing services, including infrastructure and transit.

Section 1.5 Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 Healthy, active communities should be promoted by:

- (a) 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 encloses the street edge with active at-grade uses that feature large amounts of glazing and active entrances to the sidewalk.

Section 1.7 Long-Term Economic Prosperity

1.7.1 Long-term economic prosperity should be supported by:

- (a) promoting opportunities for economic development and community investment-readiness;
- (b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- (c) optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;
- (d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
- (e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

The proposed development provides additional residential opportunities within the urban boundary and enhances the vitality and viability of the neighbourhood. The design of the development promotes an improved sense of place along Ridgewood Avenue by creating a continuous street edge and providing active at-grade uses.

Section 1.8 Energy Conservation, Air Quality and Climate Change

1.8 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- (a) promote compact form and a structure of nodes and corridors;
- (b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
- (e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development provides additional residential intensification within an existing walkable community and in close proximity to a transit priority corridor. Further, the development will offer a mix of uses, and create a sense place along this stretch of Ridgewood Avenue. The proposed building is located on an infill site and will have environmental benefits as it will reduce development pressure on outlying areas which, in turn, helps to safeguard lands that serve important ecological functions and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions.

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' 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 remain as low-rise at heights of 4-storeys each, however, the remaining two buildings are characterized as mid- and high-rise buildings at 6 and 20 storeys in height. As noted in the original Planning Rationale, 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.

However, as per Policy 3 above, increased building heights are appropriate on this site as 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.

- / Policy 5 of Section 3.6.1 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.

The proposed mixed-use development continues to represent 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.

- / Policy 8 of Section 3.6.1 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 proposed development is mixed-use and will feature commercial tenants at grade for Building IV. 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 both intensification and infill and by new development on vacant land in designated growth areas that contributes to the completion of an existing community or builds a new community(ies).

The proposed mixed-use development continues to fit 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.

- / Per Section 2.2.2, Policy 1, the proposed redevelopment can be considered residential intensification, which creates new residential units, and is characterized by infill and the conversion of commercial space to a mixed-use development.

The proposed redevelopment includes 446 new residential units within a mixed-use development, providing appropriate infill along Ridgewood Avenue.

- / Per Section 2.2.2, Policy 10, intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Low-rise intensification will be the predominant form of intensification in the General Urban Area.

The proposed development promotes residential intensification ranging from low to high-rise development which due to its proximity to a Transit Priority Corridor and the future Mooney's Bay LRT station will support public transit options and reduce personal vehicle usage.

Policy 10 does not specify that denser development *must* be on a Transit Priority Corridor or within 800 metres of an LRT or BRT station but rather than it "should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses". The policy does not outline distance or locational criteria, only that it should support the Rapid Transit and Transit Priority networks. The proposed development conforms to this policy as it supports the transit network in the following ways:

- **Located within 100 metres of a Transit Priority Corridor, less than two minutes walking distance from the subject lands.**
 - **A local bus stop is located on Ridgewood Avenue, less than 50 metres from the subject lands. This stop provides connections to the greater transit network.**
 - **The future Mooney's Bay LRT Transit Station, located approximately 1 kilometre northeast of the subject lands, and the future Baseline-Heron BRT, to be located approximately 1 kilometre from the subject lands, are both within an approximate 15-20 minute walk of the subject lands or can be reached in 9 minutes via the local bus route.**
- / Policy 11 of Section 2.2.2 states the distribution of appropriate building heights will be determined by:
 - a) The location in a Target Area for Intensification identified in Policy 4 above 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

- b) 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.

As a site that is not within a target area for intensification, Policy 22 identifies that compatible intensification is supported within the General Urban Area designation, including on underdeveloped sites such as current or former parking lots.

The subject site is currently an underutilized site consisting of predominantly surface parking within the General Urban Area. As such, compatible intensification is supported. As discussed herein, it is Fotenn's professional opinion that the proposed development is compatible and appropriate for the subject site.

- / Policy 14 of Section 2.2.2 states that building heights are established in Section 3 and in the following policies. However, secondary plans, including site-specific policies in Volume 2 of this Plan may specify greater or lesser building heights than those established in Section 3 where those heights are consistent with the strategic directions of Section 2. Existing zoning that permits a greater height than set out in this Plan will remain in effect.

This policy states that building heights are established through the policies in Section 3, in the policies of Section 2.2.2, through the site-specific policies of applicable secondary plans, and through existing zoning permitting greater height that will remain in place to dictate height. The policy includes a reference to each of these factors as they will each influence the permitted heights.

As noted later in this addendum, both Secondary Plans do not specify any additional restrictions on heights.

- / Section 2.2.2, Policy 17, describes what must be demonstrated to determine if an increase in height is appropriate as being:
- a) The impacts on the surrounding area (e.g., the community design plan study area) have been assessed comprehensively;

The generation of community, the integration of public areas with services, and the incorporation of a residential function are the main concepts of this development. Through building orientation and design, by having multiple heights of four and six storeys, and providing a large inviting amenity space for the community, there is a better integration between the neighbourhood fabric already present in the area adjacent to the site and the project. In addition, a suite of required studies (i.e., wind, noise, shade) have determined the proposed development does not raise significant impacts on the surrounding community.

- b) The direction in Policy 10 above is met;

The proposed development promotes residential intensification ranging from low to high-rise development which due to its proximity to a Transit Priority Corridor and the future Mooney's Bay LRT station will support public transit options.

As noted above, Policy 10 does not specify that denser development *must* be on a Transit Priority Corridor or within 800 metres of an LRT or BRT station. The policy does not outline distance or locational criteria, only that it should support the Rapid Transit and Transit Priority networks.

- c) The requirements of Section 2.5.6 (Secondary Planning Process) where the proposal involves a High-Rise or High-Rise 31+ building; and

Not appropriate or necessary for a Secondary Planning process through this development application, they are currently being updated through the new Official Plan.

However, several informal conversations, meetings and formal consultations have occurred over the past two years with residents, community groups and the ward Councillor. Through these discussions, it has been ensured that the community has had and will continue to have opportunities to voice their comments and concerns. In addition, a good working relationship has been maintained with representatives of the Riverside Park Community Association and members of each abutting condominium development (CCC-96 and the Denbury Condo Association).

- d) an identified community amenity is provided.

The increase in building height is consistent with the general direction of the Official Plan as per Section 3.6.1 which speaks to consideration of taller buildings in the General Urban Area. Further, a communal amenity space is proposed with the interior courtyard, whose configuration is shaped by the surrounding buildings. This courtyard is considered the heart of the project, as a space for the residents of this development, while also being an inviting space for the community.

Policy 22 and 23 below pertain to intensification outside of Target Areas:

- / Section 2.2.2, Policy 22 indicates that the City 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 underdeveloped sites such as current or former parking lots and sites that are no longer viable for the purpose for which they were originally used or intended.

The intensification of this proposal is compatible with the surrounding context; as indicated in the original submission, the addition of 446 residential dwelling units in a mixed-use format, represents an appropriate type of intensification for this former commercial plaza known as the Riverside Mall.

- / Per Section 2.2.2, Policy 23, the original planning rationale indicates that 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.

The subject site is an underutilized site consisting of predominantly surface parking within the General Urban Area. As such, compatible intensification is supported. As discussed herein, it is Fotenn's professional opinion that the proposed development is compatible and appropriate for the subject site.

The proposed development intensifies lands within the General Urban Area designation, and 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.

3.3 Secondary Plans

The subject lands are located within the jurisdiction of both the Confederation Heights Secondary Plan and Riverside Park Secondary Plan. In the City of Ottawa, Secondary Plans are supplementary documents to the Official Plan that are prepared as necessary by the City to provide a detailed policy framework for addressing planning issues and applications in specific areas of the City. Secondary Plans are intended to reinforce and be consistent with the planning principles and policies of the Official Plan while giving recognition to the distinctive form of community character, providing neighbourhood-specific guidance as to how to implement the overarching directions of the City-wide Official Plan.

Importantly, under the framework of the pending New Official Plan, both Secondary Plans are proposed to be repealed with only very specific policies carried over to the new document. Further, some policies of the Confederation Heights Secondary Plan will be implemented in Volume 2C – Area-Specific Policies of the new Official Plan. Eventually, and as part of the ongoing Confederation Heights Master Planning Process, a new Secondary Plan will be created for portions of the lands currently under the existing Secondary Plan jurisdiction. At this stage, it is anticipated that the new Secondary Plan for the area will not include the subject property lands.

The Riverside Park Secondary Plan will be fully repealed with no imminent plans identified to initiate a process to create a new Secondary Plan for the area.

Once the New Official Plan is in full force and effect, the requirement for an Official Plan Amendment to facilitate the proposed development will be void.

The City of Ottawa’s own Policy Planning Team has stated the following regarding the existing Secondary Plans for Riverside Park – Mooney’s Bay neighborhoods in their January 6th, 2021, presentation to the Riverside Park Community Association:

Riverside Park Secondary Plan was created in 1999 and carried forward in 2003 with Amalgamation of the City.

- / It was determined that Riverside Park was a stable built-up area and that the secondary plan provides very little direction now. If any development was proposed for height or use that is not consistent with the Parent Official Plan, a zoning by-law amendment would have to be applied for.
- / It was determined that the natural heritage policies are out of date and have been superseded by the overall natural heritage policies.
- / It was determined that policies for infrastructure improvements were no longer necessary because the infrastructure has been built.
- / It was determined that some parks policies are still needed.

Confederation Heights Secondary Plan was created in 1997 and carried forward in 2003 with Amalgamation of the City.

- / It is actually overlapped by the Riverside Park Secondary Plan, which is the newer of the two.
- / The majority of these lands comprise of the federally-owned Confederation Heights employment campus.
- / The secondary plan is dated, and any major redevelopment of the planning area should be performed under a new secondary plan for the area.
- / In the interim, any infill development should be directed by the New Official Plan and the existing zoning.
- / It was determined that some policies that were in the secondary plans, proposed to be repealed, may still be relevant. These policies are proposed to be added to Volume 2C of the New OP.
- / For this neighbourhood, there are policies proposed to be carried over from the Riverside Park Secondary Plan
 - / To provide direction for limitations to the height of a potential retirement home at 3071 Riverside Drive.
 - / To provide direction for a recreation facility, if one is ever built, for 3530 Old Riverside Drive, which is lands owned by the NCC.
 - / There are policies proposed to be carried over from the Confederation Heights Secondary Plan that are deemed still relevant and a new policy is proposed to require that a new secondary plan be created for the federally-owned Confederation Heights Campus for when major redevelopment occurs.
- / Various City of Ottawa planning staff have reviewed all proposed repealed plans to see which policies are still relevant. The City of Ottawa Policy Planning staff have stated the following:

“It was determined that Riverside Park was a stable built-up area and that the secondary plan provides very little direction now. If any development was proposed for height or use that is not consistent with the Parent Official Plan, a zoning by-law amendment would have to be applied for.” And, “The [Confederation Heights] secondary plan is dated, and any major redevelopment of the planning area should be performed under a new secondary plan for the area, which I will discuss shortly. In the interim, any infill development should be directed by the New Official Plan and the existing zoning.”

3.3.1 Confederation Heights Secondary Plan (1997)

The subject lands are designated Mixed-use Area within the Confederation Heights Secondary Plan. The following policies are applicable to the proposed development:

- / Per Policy 7.5.1 i), within this area, low profile retail and residential intensification in accordance with the zoning in place at the time of the adoption of the Secondary Policy Plan shall be encouraged and shall be infill type development, where at grade retail uses are provided with residential uses on upper floors.

This portion of Ridgewood Avenue is underdeveloped and consists of variable built form, vacant lots, and surface parking. The proposed development will improve on the existing condition and provide an enhanced pedestrian experience through the inclusion of at-grade retail uses with residential uses on upper floors of the proposed buildings. The proposed 4-storey buildings along the front property line will animate and frame the public realm providing for an improved streetscape rhythm and scale.

- / Per Policy 7.5.2 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.

The Confederation Heights Secondary Plan predates the current Official Plan. Both this secondary plan and the Riverside Park Secondary Plan were written as snapshots in time and do not provide a future vision for the subject site. In the past 25 years the City's objectives have changed, as seen with intensification directions from both current and new Official Plans.

The proposed development is located in the periphery of the Riverside Park neighbourhood and new commercial uses will service the greater community.

Section 7.3 of this Secondary Plan outlines the vision of the site as follows:

- / The area, originally developed in the 1950's and early 1960's as a car-orientated government office complex where buildings were developed within open space settings and where extensive areas of surface parking were provided, will evolve into a compact urban environment that is transit orientated and pedestrian and bicycle friendly. Development will be integrated with surrounding developments and uses, particularly the established residential area to the south and will respect its natural setting comprised primarily of the major open space areas along the Rideau River.

See Table 2, below, for the proposed developments' adherence to the vision of the Confederation Heights Secondary Plan.

3.3.2 Riverside Park Secondary Plan (1999)

The subject lands are also designated Neighbourhood Commercial in Schedule R of the Riverside Park Secondary Plan and are the only lands designated as such. Per Policy 8.5.1.1 of the Secondary Plan, the Neighbourhood Commercial area recognizes the existing neighbourhood shopping centre 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.

The parcel of land adjacent to the subject site at the corner of Ridgewood Avenue and Riverside Drive is designated Residential – High Density. The majority of the proposed development is residential, although designated Neighbourhood Commercial; this will help facilitate evolution that takes the land use next to the site and extend it to the current site.

Section 8.3 of this Secondary Plan outlines the vision of the site as follows:

- / In the future the Riverside Park area will continue to be a stable residential community with limited opportunities for redevelopment. Little change is expected from its current mix of low, medium and high-density housing, local commercial, schools, churches, parks and open space. Any change that does occur in the area will be expected to

fulfill the principles of sustainable development by promoting a healthy community in balance with the environment. The Mixed Use Residential Commercial area along the south side of Brookfield Road and the east side of Riverside Drive will develop as a transition between the lower density residential neighbourhood to the south, the higher density Confederation Heights Mixed Use Centre to the north and Mooney's Bay Park to the west.

The current policies of this secondary plan did not contemplate the potential redevelopment of the shopping mall at the time it was written due to changes in the commercial tenants and a new vision from the current property owner. As a result, it is requested that the designation be amended to a mixed-use residential / commercial designation.

It is clear that the policies of both the Confederation Heights and Riverside Park Secondary Plans are outdated as both documents are over 25 and 23 years old respectively. Ottawa has changed drastically in that time and the City will have approved three (3) Official Plans in that span in addition to numerous changes to the demographics, employment uses, and residential land uses of the area surrounding the subject lands. Though it is correct that the policies of the Secondary Plans take precedence over the policies of the Official Plan when reviewing development applications, it should be recognized that the visions for these Secondary Plans do not necessarily reflect current planning best practices, up to date information and projections, or new Official Plan policy recommendations. The proposed redevelopment of the subject property is intended to reinforce the planning principles and policies of the Official Plan while proposing a context specific, and compatible redevelopment program for the lands.

Importantly, the following vision statements for the Secondary Planning framework can continue to be met:

Table 2: Secondary Plan Vision Statements and Proposed Development Compliance

Secondary Plan	Vision Statement	Compliance
<p>Confederation Heights</p>	<p>The area, originally developed in the 1950's and early 1960's as a car-orientated government office complex where buildings were developed within open space settings and where extensive areas of surface parking were provided, will evolve into a compact urban environment that is transit orientated and pedestrian and bicycle friendly. Development will be integrated with surrounding developments and uses, particularly the established residential area to the south and will respect its natural setting comprised primarily of the major open space areas along the Rideau River.</p>	<p>The existing site is a car oriented commercial plaza with extensive surface parking (Figure 5, below) and includes uses which cater generally to a driving clientele (ex: automobile garage, restaurants, pharmacy, personal services). The proposed development seeks to redevelop the lands towards a more compact, mixed-use site that features significantly improved pedestrian amenities such as pathways, sidewalks, seating areas, varying surface treatments, landscaping elements, an active plaza and community gardens.</p> <p>The proposed mixed-use development seeks to integrate many similar commercial uses to what is existing on the site and the developer is exploring the option of a grocer or retail food store to serve new residents and the established neighborhood.</p> <p>The 4 to 20-storey height range proposed as part of the redevelopment integrates well with the existing development in the immediate surrounding which includes high-rise, mid-rise, and low-rise residential buildings.</p>

<p>Riverside Park</p>	<p>In the future the Riverside Park area will continue to be a stable residential community with limited opportunities for redevelopment. Little change is expected from its current mix of low, medium and high-density housing, local commercial, schools, churches, parks and open space. Any change that does occur in the area will be expected to fulfill the principles of sustainable development by promoting a healthy community in balance with the environment.</p> <p>The Mixed Use Residential Commercial area along the south side of Brookfield Road and the east side of Riverside Drive will develop as a transition between the lower density residential neighbourhood to the south, the higher density Confederation Heights Mixed Use Centre to the north and Mooney's Bay Park to the west.</p>	<p>As discussed above, the Secondary Plans are outdated and do not necessarily reflect current conditions and growth scenarios. As such, to state that there is “limited opportunities for redevelopment” goes against the policies and direction of the new Official Plan which proposes 60% of new dwellings units will be accommodated in the inner urban areas via redevelopment and infill in existing neighborhoods.</p> <p>The proposed development will introduce medium and high-density housing in addition to commercial uses in an area where these uses already exist as the current site features commercial elements and there are examples of high-rise to low-rise buildings in the surrounding area. The redevelopment of the lands will introduce more vegetation and sustainable elements than currently exists on the property, including the community gardens feature.</p> <p>The heights and density contemplated as part of the proposed development are organized so that there is a transition of higher height and density to lower height and density from west to east. The property directly abutting to the west is designated ‘High Density Residential Area’ in the Secondary Plan and features an existing 12-storey building. The proposed development’s 20-storey tower abuts the west property line whereas the proposed 6-storey building is placed slightly offset from the property line and more central to the site. This allows for an additional transition to the low-rise 4-storey buildings along the east property line where it abuts an existing low-rise development which is designated ‘Medium Density Residential Area’ in the Secondary Plan.</p>
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Figure 6: Existing surface parking area.

3.4 Urban Design Guidelines for High Rise Buildings

The City of Ottawa’s Urban Design Guidelines for High-rise Buildings (the “Guidelines”) were approved by City Council on May 23, 2018, and provide recommendations for urban design and guidelines to be used during the review of development proposals. As stated on page 2 of the Guidelines, “they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site”. As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges. Further, the guidelines indicated that the context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. Proponents of a development proposal and City staff participating in the review of the proposal should review these guidelines holistically and work collaboratively to determine which guidelines are priorities for implementation and how they may be applied in the preparation and review of the development proposal.

The Guidelines also recognize that the Official Plan “provides direction to evaluate the appropriateness of individual sites...and to inform many aspects of high-rise design”. As the subject site is not subject to a Secondary Plan, Policy 4.11(10) of the Official Plan requires that high-rise development will be assessed using the Guidelines, as appropriate.

The following sections provide analysis of the Guidelines and Fotenn’s professional opinion as they relate to the proposed development.

3.4.1 Section 1 – Context

Section 1 of the Guidelines acknowledges that development must consider existing and planned context to provide an effective design response. The following guidelines within this section are applicable to the revised development proposal.

- / 1.1: Identify existing and future landmarks with the associated views and vistas. Existing and future landmarks with associated views and vistas are typically determined by the Official Plan (OP), a Secondary Plan and/or a CDP.
- / 1.2: The Official Plan has established a series of views and angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols. These views and angular planes must be respected in the development process. A comprehensive view

analysis, including a three-dimensional computer model is required to evaluate the potential impact of the proposed development on these views and view planes.

While the proposed development is not within the Central Area, it does not impact any identified protected views to protected landmarks or prominent locations.

- / 1.4: In the absence of Council policies, the proposal for a high-rise development should clarify whether or not the proposed building will be a landmark building or a background building through a thorough context analysis, documented in the Design Brief or Scoped Design Brief.

The proposed building will function as a background building setting a framework for the established Riverside Park neighbourhood, looking west towards Mooney's Bay.

- / 1.6: If the proposed high-rise building is determined to be a background building that will frame important views and vistas, the context analysis should indicate:
 - (a) the characteristics of the views and vistas;
 - (b) the characteristics of the background that frames the views and vistas, such as the scale, skyline, fenestration patterns, texture, materials, and color; and
 - (c) how the proposed high-rise building will respect and enhance the characteristics of the background.
- / 1.9: A background building should:
 - (a) respect and enhance the existing and planned views and vistas through the placement of the building, height transitions, setbacks and step backs, and landscaping; and
 - (b) respect and enhance the overall character of the existing and planned urban fabric and the skyline by maintaining a harmonious relationship with the neighbouring buildings through means such as height transition, built form design, fenestration patterns, color, and materials without necessarily being the same.

There are four buildings within the proposed development (Figure 6). A punctual tower, Tower I, is proposed at the northeast corner to minimise shade on surrounding buildings, and to provide magnificent views to the river. The tower will interface with the urban landscape and the existing skyline. Tower I can be considered a background building and, as such, the design of the building, which includes fenestration and light-coloured materials on the tower, serves to ensure the building truly serves as a background by blending in with the views to the north.

It is the professional opinion of Fotenn that, the views from Mooney's Bay and the surrounding neighbourhood will not be negatively impacted by the proposed development. The light material and use of fenestration, as well as the volumes with different heights and configuration provides a gentle transition from Building IV to Building III at four storeys each, to Building II at six storeys, which then integrates to Tower I at twenty storeys. The shorter volumes and the openness of the courtyard are located to the southwest. This orientation was chosen to maximise the sun exposure of the courtyard, but also to allow the existing buildings to breathe by creating separate volumes.



Figure 7: Building design and placement (Left: original development proposal; Right: revised development proposal)

- / 1.12: Include base buildings that relate directly to the height and typology of the existing or planned street wall context.

The proposed massing of the buildings is fashioned with the intention to generate a strong presence on Ridgewood Avenue with a low-rise construction of four storeys high, Building IV. It includes a commercial conveyed podium appealing to human scale. The sense of arrival to the development is shaped through a drive aisle positioned central to the complex, creating a visually pedestrian friendly main entrance linked to the inner courtyard, and locating a small visitor parking and drop-off.

- / 1.14: The lot should be in regular shape to allow for a design that incorporates effective transition measures.

The rectangular lot is uniform in shape.

- / 1.15: The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.

The site abuts Ridgewood Avenue, and is within 500 metres of Mooney's Bay, but does not abut a second public realm as recommended in the guideline. It is our professional opinion that, given the size of the lot (13,328 m²), the length of the frontage (100 metres), and the design of the building, the proposed lot configuration is appropriate.

- / 1.16: 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 (b) 1,800m² for an interior lot or a through lot;

At 13,328 m², the lot is a sufficient size to accommodate a high-rise building.

- / 1.17: 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:
 - (a) in the Central Area and the emerging downtown districts, the lot should be of sufficient size to establish a minimum 20m tower setback from the abutting low-rise residential properties (Diagram 1-5); and
 - (b) in other areas, the lot should be of sufficient size to establish a gradual height transition on site by generally following an angular plane, typically 45° (Diagram 1-6).

The subject lands consist of a lot area of 13,328 m² and exceeds the minimum lot size guideline. Using appropriate design and a compact and sensitive tower portion of the buildings, shadowing and overlook are minimized, and sky views are preserved. Furthermore, trees are proposed in key locations along the north and west property lines to create some additional screening which will further aid in achieving appropriate transition.

Also, the proposed development achieves an angular plane of 45° between the abutting residential dwellings and Tower I & Building II. Please note that it is consistently Fotenn’s position that the angular plane is one of many mechanisms to assess and guide building transition to existing, low-rise residential properties. Other mechanisms can include lower podium heights, setbacks of podium and towers, upper-floor setbacks, and density and massing redistribution to upper floors, or other design approaches.

3.4.2 Section 2 – Built Form

Built form is discussed in Section 2 of the Guidelines and states that “built form is key to achieving many Official Plan design objectives, including enhancing the sense of community, defining quality public and private spaces, promoting sustainable design and ensuring compatibility”. The following guidelines within this section are applicable to the revised development proposal.

- / 2.1: 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:
 - (a) fits into the existing urban fabric, animates existing public spaces, and frames existing views; and
 - (b) creates a new urban fabric, defines, and animates new public spaces, and establishes new views.

The proposed development enhances the overall pedestrian experience in the immediate surrounding public realm through well-designed low-rise buildings along the public realm with high-quality materiality and glazing which animates the existing street edge. The replacement of a large surface parking lot with new high-quality, low-rise building along the public realm will significantly improve the pedestrian experience along this portion of Ridgewood Avenue.

- / 2.2: Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that:
 - (a) protects and/or creates views and landmarks; and
 - (b) respects and/or enriches urban fabric and skylines

The proposed buildings enhance and create the image of a community and a city through the design of the upper portion of the buildings that respect and enhance the skyline.

- / 2.3: Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions: a. a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives (Diagram 2-2). b. a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment.

The proposed buildings have been designed to transition from low-rise at the interface with the public realm to high-rise further into the site, therefore creating an overall experience expressed with a distinctive base, middle, and top, well-coordinated materials like metal, brick, wood panels and aluminum accent finishes as the prime constituents.

- / 2.13: 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):
 - (a) where there is an existing context of street wall buildings, align the facades of the base with adjacent building facades;
 - (b) 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 proposal places the low-rise portion of the development to form a continuous building edge along the street appropriately framing the public realm on Ridgewood Avenue.

- / 2.20: Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by:
 - (a) breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context;
 - (b) determining appropriateness of larger-scale façades in certain areas, such as along the ceremonial routes; and
 - (c) introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor.

The massing of Tower I is broken up by the abutting Building II, providing appropriate step down from the abutting private realm. The light beige materiality, glazing from floor to ceiling windows, and Juliet type buildings that surround the square building help to promote an improved scale and rhythm to the street and abutting properties.

- / 2.21: 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 proposed design uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façades.

- / 2.22: Use bird-friendly best management practices in accordance with the City's guidelines. In particular, apply visual markers or use low reflectance materials on all exterior glazing within the first 20 m of the building above grade.

The bird-friendly guidelines will be utilized at the detailed design stage of this process.

- / 2.23: 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 (refer to guideline 3.12).

The ground floor of the base has been designed to be animated and transparent with pedestrian access to both the residential and commercial portions of the proposal.

- / 2.24: Encourage small tower floor plates to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into interior spaces: (a) the maximum tower floor plate for a high-rise residential building should be 750 m²;

The proposed tower floorplate is 904 square metres but manages to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into the established neighbourhood and interior courtyard of the development.

- / 2.25: Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of sky views, and allow for natural light into interior spaces:
 - (a) the minimum separation between towers should be 23 m;
 - (b) a tower must provide a minimum 11.5 m setback from the side and/or rear property lines when abutting another high-rise building;



Figure 8: Tower Setbacks from Adjacent Properties.

The tower has been setback 11.5 metres from abutting property lines to ensure adequate separation distances and reduce any adverse impacts of shadowing, overlook, or loss of sky views

- / 2.29: Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening sky-views:
 - (a) a step back of 3 m or greater is encouraged.
 - (b) the minimum step back, including the balconies, should be 1.5 m; and
 - (c) where development lots are very narrow (less than 30 m), such as in the Central Area and emerging downtown

Although the materiality of Tower I is repeated on Building II for a clean and clear building façade and seamless transition in height, Building II acts as the step back and base of Tower I allowing it to be the primary defining element for the site.

- / 2.31: Orient and shape the tower to minimize shadows

The tower location and floorplate has been oriented and shaped to minimize shadow and wind impacts on the public and private spaces. The property is located north of the low-rise residential community and public parking to the rear which ensures minimal shadow impacts on these areas.

- / 2.33: For a background building, create a fenestration pattern, and apply colour and texture on the facades that are consistent with and complement the surrounding context.

Tower I is light beige in colour, imposing and closing the volumetric movement proposed by the entire complex. The language of exterior finish of Tower I will be repeated on Building II, with vertical and magnificent full height windows resulting in a clean and clear building façade, and sometimes using Juliet type balconies to surround the square building. Windows interspersed with Juliet balconies provide a continuous elevation at all levels facing the central plaza. Interlaced vertical metal panels playing between the different levels and making the elevations a rhythmic composition.

- / 2.35: The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.
- / 2.36: Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.
- / 2.37: The top should make an appropriate contribution to the character of the city skyline:
 - (a) for a background building, the top should fit into the overall character and contribute to the harmony of the city skyline; and
 - (b) for a landmark building, the top should enrich the city skyline by creating a new focal point.

Tower I has been designed with light beige façade, Juliet balconies that provide continuous elevation, and full height windows that contribute to the overall character of the area. The building design is squared off to fit the design of the three other buildings on site, as well as the access to a green roof and amenities at the top of Building II.

3.4.3 Section 3 – Pedestrian Realm

The final section of the Guidelines addresses the pedestrian realm with a focus on pedestrian spaces to support high-rise intensification, as well as opportunities to design safe and attractive pedestrian spaces while also managing the challenges to managing microclimates created through development.

- / 3.1: Provide a minimum 6 m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area:
 - (a) the pedestrian clearway must be within the ROW;
 - (b) on a street with commercial character, introduce hard surfaces between the curb and the building face to maximize the walkable area and provide flexible spaces to accommodate seasonal uses such as outdoor patios, where appropriate; and
 - (c) on a street with residential character, introduce landscaping and/or residential patios between the sidewalk and the building face to allow for public/private transition.
- / 3.2: At locations with high foot traffic volumes, such as the Central Area and the emerging downtown districts, a wider curb to building face space may be desirable to accommodate pedestrians, street furniture, signs, displays, and vendor space:
 - (a) provide increased building setbacks at the street corner, where appropriate; and
 - (b) in areas where the streets are narrow and building setback is difficult to achieve, provide additional pedestrian spaces through pedestrian easements, and use arcaded, colonnaded and cantilevered building bases to augment the width of the pedestrian space at grade.

The proposed base of the low-rise buildings along Ridgewood are setback 4.5 m from the front property line with additional room in the ROW for setback from the curb and the vehicle travel lanes of Ridgewood Avenue. Appropriate hard and soft landscaping will be implemented within the front yard of the building to improve on the interface between the public and private realm.

- / 3.10: Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.

- / 3.11: Where the main pedestrian entrance is located away from the sidewalk provide a direct, clearly defined pedestrian connection such as a walkway or a pedestrian plaza, between the main pedestrian entrance and the sidewalk.
- / 3.12: Animate the streets, pathways, parks, open spaces, and POPS by:
 - (a) introducing commercial and retail uses at grade on streets with commercial character;
 - (b) incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character;
 - (c) providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time;
 - (d) providing a minimum of 50% of clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm;
 - (e) providing a range of amenities appropriate to the context to meet the needs of a diversity of potential uses, including seniors and children, residents and employers, local people, and visitors; and
 - (f) providing public arts that suits the scale and character of the high-rise building and the surrounding pedestrian realm.

The main pedestrian entrances to both at-grade commercial and residential uses are linked with a seamless connection to the sidewalk and glazing is provided at the pedestrian level to better frame and animate the public realm.

- / 3.14: Locate parking underground or at the rear of the building.
- / 3.15: Locate drop-off and pick up areas on private lands and where possible, at the rear of the property.
- / 3.16: Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.
- / 3.18: Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm.
- / 3.19: Recess, screen, and minimize the size of the garage doors and service openings visible from streets and other public spaces.
- / 3.20: Design elements such as the screen, garage doors and service openings as integral parts of the building and use high quality finishings
- / 3.21: Locate ventilation shaft, grades, and other above grade site servicing equipment away from public sidewalk and integrate these elements into the building and landscape design.

Parking is located predominantly underground and accessed away from the primary pedestrian realm. Loading, servicing, and utilities are screened from view and underground. Fencing and screening will be installed along the rear property line, which will ensure appropriate separation from the parking area together with the setback of the parking spaces. Where the parking area abuts the street, the right-of-way provides appropriate separation and space for landscaping.

- / 3.23: Infill development should fit in and enhance the character of the street by:
 - (a) implementing the applicable City's streetscape design standards; and
 - (b) implementing streetscape design visions and policies of a CDP and Secondary Plan, where applicable.

This portion of Ridgewood Avenue is underdeveloped and consists of variable built form, vacant lots, and surface parking. The proposed development will improve on the existing condition and provide a building podium that improves the pedestrian experience through framing the ROW and provide glazing and landscaping for visual amenity. Active commercial and residential entrances are provided to facilitate an active and vibrant streetscape.

- / 3.27: Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms.

In order to understand the impact of the proposed development in terms of shadowing, a Shadow Study was undertaken. The Shadow Study shows that shadows from the proposed development do not impact the surrounding public and private realms. Instead, shadowing is due to the orientation of the 12-storey Denbury building, where much of the shadowing impacts to properties north and east of the subject lands are pre-existing.

- / 3.28: Protect pedestrians from wind, rain, snow, and intense sun with features such as arcades, canopies, arbours, or other elements to moderate the microclimate and facilitate year-round use.
- / 3.29: Provide permanent pedestrian weather protection, such as overhangs or canopies, at the building entrances and along commercial and mixed-use street frontage.
- / 3.31: Integrate pedestrian-scale lighting, signage, street numbering, and other features where appropriate.

A covered front entrance area to Tower I offers protection from inclement weather for residents and visitors. The details of the lighting plan as well as the potential for permanent pedestrian weather protection will be considered at the Site Plan Control stages of this development process.



Figure 9: Rendering of proposed development, view of courtyard shown

3.5 City of Ottawa New Official Plan

Section 3 of the New Official Plan outlines a growth management framework, which is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions. The Official Plan will increase the share of future growth to be within Ottawa's existing built-up area to 60 per cent by 2046, by putting in place zoning and other mechanisms to give the City the opportunity to avoid or delay further expansions.

The New Official Plan notes that most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon. Most

of the employment growth will occur within the built-up portion of the urban area. Most of the remaining rural growth will be directed to villages with some rural highway interchanges reserved as strategic locations for future Industrial and Logistics uses. The Plan states: “enough land is designated in the urban and rural areas to meet the projected housing, employment and other land uses to 2046” (s. 3). The urban area and villages shall be the focus of growth and development (s. 3.1.3). The City will allocate household growth targets as follows (s. 3.1.4) and as shown in Figure 7, below:

- / 93 per cent within the urban area where:
 - / 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and
 - / 46 per cent is within the greenfield portion of the urban area;
- / 7 per cent within the rural area where:
 - / 5 per cent is within the villages; and
 - / 2 per cent is outside of villages.

Geographical Growth Areas

Growth Allocation by Area

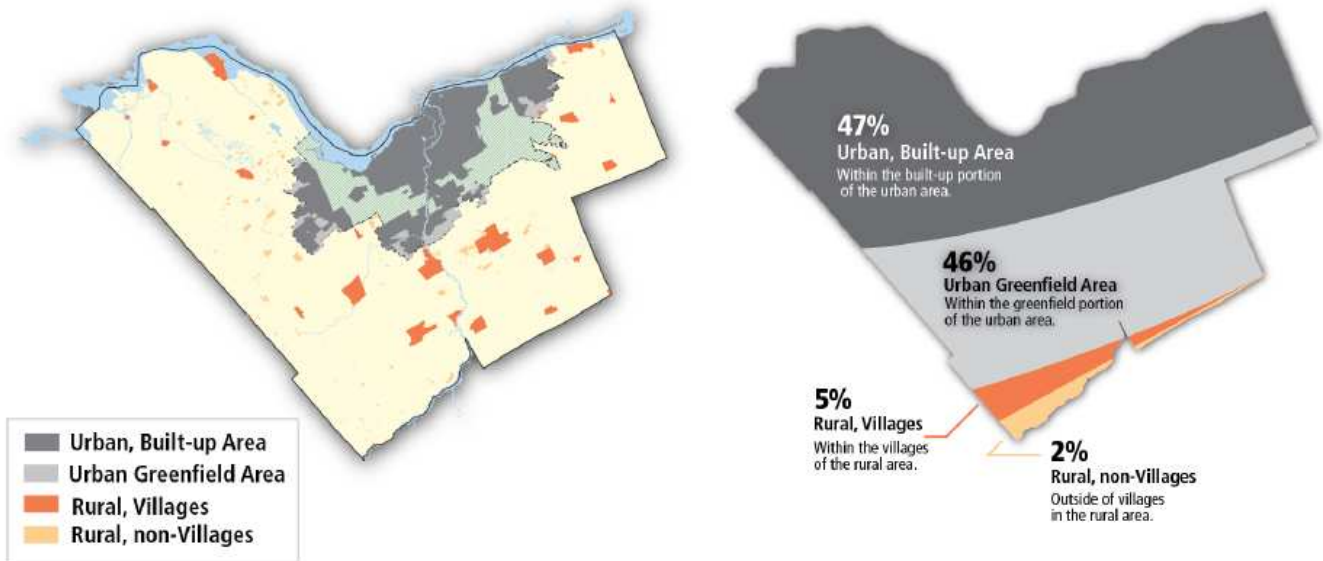


Figure 10: Household growth targets (New City of Ottawa Official Plan)

In Section 3.2, the New Official Plan outlines its goals for intensification, including focusing Residential intensification in 15-minute neighbourhoods in Neighbourhood-designated lands and on serviced lands. Per Policy 1, the target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units. Policy 4 notes that intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services.

The proposed development, which is located within the urban boundary and on a site that is presently serviced, represents an ideal location for residential intensification and contributes to the City’s goals of directing growth to its built-up areas.

3.5.1 Neighbourhoods Designation

The site falls in the Neighbourhood Designation in the Outer Urban Transect Area of the New City of Ottawa Official Plan. The intent of the Neighbourhood Designation is to permit a mix of building forms and densities to move towards 15-minute areas. Neighbourhoods are further categorized with a Mature or Evolving overlay.

Building heights in Neighbourhoods are expected to be Low-rise, except in areas already characterized by taller buildings 6.3.1 (2)(b). The new OP states that if development in Neighbourhood designation seeks additional height beyond four (4) storeys, it may be considered through a Zoning By-law amendment rather than the need for an Official Plan amendment in cases where zoning does not contain provisions for taller heights (6.3.1 (3)).

The Zoning By-law will distribute permitted densities in the Neighborhood by allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to rapid-transit stations, Corridors and major neighbourhood amenities (6.3.1 (5)).

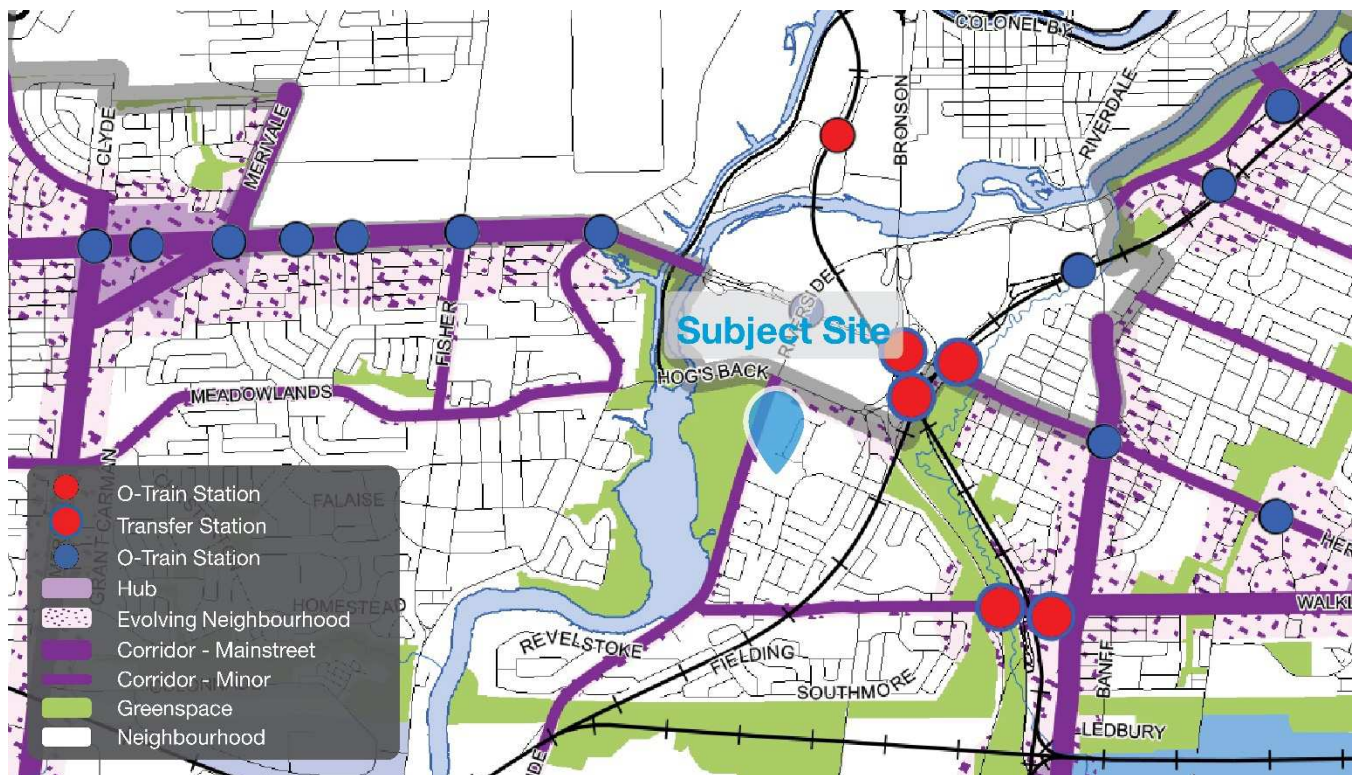


Figure 11: Schedule B3 – Outer Urban Transect of the New Official Plan

The Policies of the new Official Plan are designed for densities that promote a shift towards 15-minute neighbourhoods. In general, the Official Plan gives direction for low-rise built form with maximum of four (4) storeys in the Neighbourhood designations. However, taller heights are permitted in areas where other taller buildings already exist. Considering there are other taller buildings existing and proposed in close proximity to the subject property, heights greater than four (4) storeys can be pursued on the subject property without the need for an Official Plan Amendment.

3.6 City of Ottawa Zoning By-Law

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. The purpose of the General Mixed-Use Zone is described below. The Secondary Plan

framework for the subject property refers to adherence to the provisions of the zoning to control future development. As such, the proposed development adheres to the purpose of the GM – General Mixed-Use Zone as follows:

1. Allow residential, commercial and institutional uses, or mixed-use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
 - / **The proposal offers a mixed-use redevelopment of the lands with residential and community serving commercial and is located within the General Urban Area of the Official plan.**
2. Limit commercial uses to individual occupancies or in groupings in well-defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
 - / **The proposed commercial/retail component of the development is small in scale and will serve the local needs of residents of the site and nearby community. There are no Traditional or Arterial Mainstreets in close proximity mitigating concerns of adverse impacts on their viability as mixed-use areas.**
3. Permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
 - / **The proposed residential intensification of the site will generate modest increases in traffic in the area. These impacts are adequately mitigated through site design, provision of bicycle parking facilities and due to the site's proximity to local and higher order public transit options.**
4. Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.
 - / **As detailed throughout the report, ample consideration has been provided to ensure the proposed redevelopment of the subject lands is compatible and complementary to the surrounding community. The overall design strategy including 11.5 metre separation distances to nearby low-rise and minimal shadow impacts helps promotes compatible and complementary development of the subject site.**

Although the proposed development does not achieve the required height and FSI, the intent of the General Mixed-Use Zone is to have an impactful and dense development, which this site achieves.

The proposed development is compared to the GM1 F(1.0) zone requirements in Table 3, below:

Table 3: GM1 F(1.0) Zoning Requirements

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	✓

Zoning Mechanism	GM1 F(1.0)	Proposed	Compliance
Minimum Rear Yard Setback	7.5 m	7.5 m	✓
Maximum Floor Space Index	FSI = 1.0	2.89	✗
Maximum Building Height	18 m	63 m	✗
Minimum Required Resident Parking (Area C)	1.2 spaces per unit = 446 units x 1.2 spaces = 535 parking spaces	442 spaces	✗
Minimum Required Visitor Parking (Area C)	0.2 per dwelling unit = 446 units x 0.2 spaces = 89 spaces	89 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	24 spaces	✗
Minimum Parking Space Dimensions	2.6 m x 5.2 m	2.6 m x 5.2 m	✓
Small Size Parking Spaces	50% of parking spaces (except visitor) may be reduced to: 2.4m x 4.6m = 214 spaces	62 spaces	✓
Aisle and Driveway Provisions	6 m for parking garage aisles Maximum Driveway Width: 6.7 metres	6 m 7.2 metres	✓ ✗
Minimum Number of Bicycle Parking Spaces	0.5 per dwelling unit = 387 units x 0.5 spaces = 194 spaces	225 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 = 446 units x 6 m ² = 2,676 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	6,150 square metres at ground floor + 2,056.7 square metres for Building II interior and green roof Total: 8,206.7 square metres	✓
Minimum Width of Landscaped Area	3 m	4.5 m (abutting the street) East: 7 m	✓

Zoning Mechanism	GM1 F(1.0)	Proposed	Compliance
		North: 7.6 m West: 6.4 m	

Table 4 identifies the zoning provisions applicable to a Planned Unit Development, of which the proposed development is subject to:

Table 4: Zoning provisions for a Planned Unit Development

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 use building to a private way is 1.8 metres		> 1.8 m	✓
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 20-storeys, this use will have to be incorporated.

It is our opinion that the proposed high-rise tower at 20-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 63 m when 18 m is permitted.

Existing zoning only permits heights up to 18 metres; however, the proposed development is seeking to introduce four (4) buildings at the following heights:

- / Tower I: 63 metres
- / Building II: 23 metres
- / Building III: 17 metres
- / Building IV: 17 metres

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 since the initial concept of these plans due to input from local residents. 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 II. 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 of 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 2.89 at a total Gross Floor Area of 38,499 m².

3.7.4 To decrease the required number of parking

Within the zoning, 535 residential parking spaces are required. The original submission had a total of 573 parking spaces. The updated proposal has a total of 555 parking spaces, at a 1.2 per dwelling unit with 442 parking spaces for the 446 units, 89 visitor parking spaces, and 24 commercial parking spaces. The reduced parking space rate as well as providing a 1:1 bicycle parking space ratio will promote a healthy modal share split for personal trips. The subject site is in close proximity to local and regional public transportation options as well as the greater bicycle network at Mooney's Bay.

3.7.5 To increase permitted maximum Drive Aisle Width

It is proposed that the central access drive aisle be permitted at a total maximum width of 7.2 metres whereas the Zoning By-law permits 6.7 metres as the maximum. This is deemed appropriate given the central drive aisle will function as a private road serving multiple aspects of the proposed development including the residential and commercial components as well as the parking garage access. Further, it is anticipated that ride-hailing services, and deliveries/service vehicles will stop in this lane to access Building III & IV. Finally, this is also to be used as a fire lane for the entire development.

4.0 Conclusion

It is our professional planning opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan Control applications represent good planning as follows:

- / The development proposal is consistent with the intent of the Provincial Policy Statement with respect to infill development, particularly allowing development in established urban areas where services, amenities, facilities, transit, and infrastructure are readily available.
- / The proposed development is supported by the submitted plans and studies and will create no undue adverse impacts on the area regarding shadowing, wind, noise, or transportation capacity.
- / The proposed development conforms to the intention of Official Plan policies regarding intensification, managing growth, and the land use policies for the General Urban Area designation.
- / The policies of both the Confederation Heights and Riverside Park Secondary Plans are outdated and soon to be repealed as both documents are over 25 and 23 years old respectively, and their visions do not reflect current planning best practices in Ottawa.
- / The proposal complies with the City's urban design objectives and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan. The built form and materials reflect the character of the existing community and will contribute positively to the community.
- / The proposed development conforms to the Neighbourhood designation within the New Official Plan, as well as overarching policy guidance for residential intensification and contributes to the City's goals of directing growth to its built-up areas.
- / The proposed development adheres to the intent of the General Mixed Use-Subzone 1 zone with regards to the proposed built form, building orientation, and lot location. Relief is sought, however, to add an 'apartment dwelling, high-rise' as a permitted use, provide a maximum building height of 63 metres, and remove the maximum FSI cap of 1.0.
- / A Site Plan Control Application for the proposed development was submitted to resolve site-specific design considerations such as landscaping, servicing locations, and building materiality.
- / The requested Official Plan and Zoning By-law Amendments are appropriate for the subject property and will facilitate the intensification of the lands, consistent with the Provincial Policy Statement and in conformity with the Official Plan.



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