



949 North River Road

Planning Rationale + Design Brief
Zoning By-law Amendment & Site Plan Control
September 24, 2021



Prepared for Gemstone (River Road) GP Inc.

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1.0 Introduction

Fotenn Planning + Design has been retained by Gemstone (River Road) GP Inc. (“Gemstone”) to prepare this Planning Rationale in support of Zoning By-law Amendment & Site Plan Control applications to facilitate the proposed development on the property municipally known as 949 North River Road in the City of Ottawa.

The proposed development consists of a five-storey residential use building containing a total of 46 condominium units, 40 vehicle parking spaces, and 39 bicycle parking spaces. The existing two-storey residential building is proposed to be demolished to accommodate the development. The development is proposed to contain a variety of dwelling units, including at-grade units with private entrances along Ontario Street. Of the 46 units proposed, 30 are proposed as one-bedroom units and 16 are proposed as two-bedroom units. A combination of private and communal amenity space is located throughout the proposed development via private balconies, terraces, indoor communal spaces, and a rooftop terrace atop the 5th-storey. Storage lockers are proposed to be provided internally at the ground floor.

1.1 Required Applications

To facilitate the proposed development, concurrent Zoning By-law Amendment & Site Plan Control applications are being submitted. A Plan of Condominium application is anticipated to be submitted at a later date.

The proposed Zoning By-law Amendment proposes to amend the zoning of the subject property to Residential Fifth Density, Subzone B, with a site-specific exception and schedule. A new site-specific zoning schedule will establish permitted building heights, required setbacks, and setbacks while the site-specific exception will provide the necessary relief from specific provisions of the proposed zone as detailed in Section 5 of this report.

The Site Plan Control application will address the detailed design of the site and buildings, including such aspects as site servicing, landscaping and building materiality.

1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
 - A Pre-Application Consultation Meeting was held with City Staff, a member of the local community association, and the applicant team on October 7, 2020.
- / Notification of Ward Councillor, Councillor Rawlson King
 - o The Ward Councillor was notified of the proposed development for the subject site prior to the applications being submitted.
 - o A meeting was held with Councillor King on September 2, 2021 to discuss the proposed development prior to application submission.
- / Notification of the Overbrook Community Association, President Sheila Perry
 - o The Overbrook Community Association was notified of the proposed development for the subject site prior to the applications being submitted.
 - o The Overbrook Community Association provided written and verbal comments during the pre-application consultation meeting on October 7, 2020.

- The community association were circulated revised plans and graphics prior to submission, and provided additional comments on September 2, 2021.
- / Community “Heads Up” to local registered Community Associations
 - A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process.
- / Community Information Session
 - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
 - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
 - Due to ongoing COVID-19 restrictions on public gatherings, it is anticipated that the community information session would be held via an online format such as a Zoom webinar or another similar platform.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee

2.0 Site & Surrounding Context

2.1 Subject Site

The subject site is located in Rideau-Rockcliffe Ward (Ward 13) and is a P-shaped corner lot with a total area of approximately 1,676.5 square metres (Figure 1). It has approximately 30 metres of frontage along North River Road on the western side of the property and approximately 43 metres of frontage along Ontario street on the south side of the property. Located in the Overbrook-McArthur neighbourhood, the site currently contains a two-storey residential apartment building with surface parking located to the rear and within the north east portion of the site, access via Ontario Street.



Figure 1: 949 North River Road, subject site indicated



Figure 2: Top Left, looking west towards the subject site; Top Right, looking north towards the subject site from Ontario Street; Bottom Left, looking along the front property line of the subject site; Bottom Right, looking northwest towards the rear of the subject site

2.2 Surrounding Context

North: Immediately north of the subject site is a four-storey residential apartment building, municipally known as 939 North River Road. Further north of this are low-rise residential buildings in the form of detached and townhouse buildings at Stevens Avenue and North River Road. Further north is an eight-storey residential apartment building fronting North River Road which spans the length of the block between Stevens Avenue and Washington Avenue. A five-storey residential apartment building is located to the east of this along Stevens Avenue, which contains the Edgewood Child Care Centre. Further north is characterised by low- to mid-rise residential buildings, where larger apartment buildings are located along North River Road, and low-rise residential buildings are contained to the east. Three office towers between 10 storeys and 19 storeys are located at the corner of McArthur Avenue and North River Road, approximately 300 metres north of the site.

East: Immediately east of the subject site are three-storey residential buildings in the form of townhouse and stacked townhouse buildings. Further east is a residential neighbourhood which contains low-rise detached and semi-detached

dwelling through to the Vanier Parkway and a Loblaws grocery store to the north at the corner of McArthur Avenue and the Vanier Parkway, approximately 300 metres east of the site. Further east across the parkway is the Education Permanente language school, Gil-O Julien Park, and three (3) 19 storey residential towers at the south-east corner of McArthur Avenue and the Vanier Parkway.

South: Immediately south of the subject site is a five-storey residential apartment building which spans the length of the block between Donald Street and Ontario Street. South of this is a five-storey residential building which spans the length of the block between Donald Street and Columbus Avenue. Further south is characterised by low-rise residential buildings both along North River Road and east into the neighbourhood.

West: Immediately west of the subject property are low-rise residential buildings along the west side of North River Road, and the Riverain Park along the Rideau River which contains the Rideau River Eastern Pathway. Within the area are recreation facilities, including basketball courts, tennis courts, baseball diamonds, open space, and indoor arenas as part of the Rideau Sports Centre. The Adawe Crossing is a pedestrian bridge located at the western terminus of Donald Street which crosses Rideau River into the Sandy Hill Neighbourhood. Multi-use trails, recreation facilities, and greenspace are located along both sides of the Rideau River to the west of the subject site.

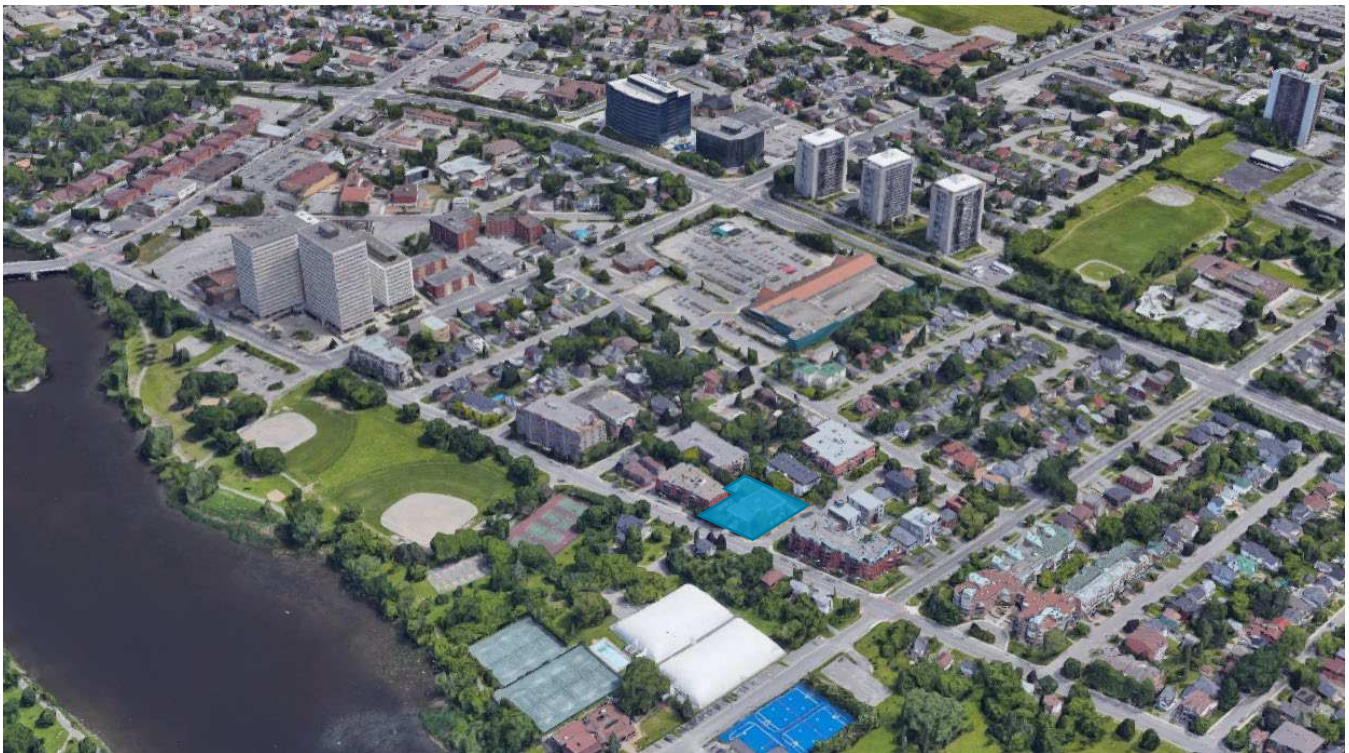


Figure 3: Context Map of 949 River Road, subject site indicated



Figure 4: Top Left, looking south across Ontario Street to five-storey property; Top Right, looking towards properties abutting the subject site to the south; Bottom Left; looking south along River Road to four-storey property to the north; Bottom Right, Eight-storey apartment located one block north of the subject site

2.3 Road Network

The subject site is a corner lot with 30 metres of frontage along North River Road at a portion which is designated a collector road on Schedule E of the Official Plan (Figure 3). The collector road designation applies to the portion of North River Road between McArthur Avenue and Donald Street, and continues east along Donald Street. North of McArthur, North River Road is designated an Arterial Road, a designation which applies to McArthur Avenue and Montreal Road to the north of the site. The subject property is well connected to the surrounding urban road network.



Figure 3: Schedule E of the Official Plan, Urban Road Network, subject site indicated

2.4 Transportation Network

The subject site is well-connected with respect to the public transit, cycling, and the pedestrian network. The site is located within 400 metres distance to Transit Priority Corridors along McArthur Avenue, Montreal Road, and Rideau Street, as described on Schedule D of the Official Plan (Figure 4). These Transit Priority Corridors contain both continuous lanes and isolated measures in facilitating efficient public transit.

The OCTranspo network serves the site with local and frequent routes, including routes 9, 12, 14, 18, and 19 (Figure 5). Frequent Routes 12 and 14 are located within 400 metres of the subject site, along Montreal Road and McArthur Avenue, respectively, both connecting along Rideau Street. These routes connect generally in an east-west direction, from Blair and St-Laurent Light Rail Transit (LRT) stations in the east to the Rideau LRT station in downtown Ottawa. Local Route 18 is located directly adjacent to the subject site, with a bus transit stop located directly abutting the property at the corner of North River Road and Ontario Street. Local Route 9 is located along the Vanier Parkway, while Local Route 19 provides service along Donald Street. These routes generally provide more localized connections throughout the surrounding area.

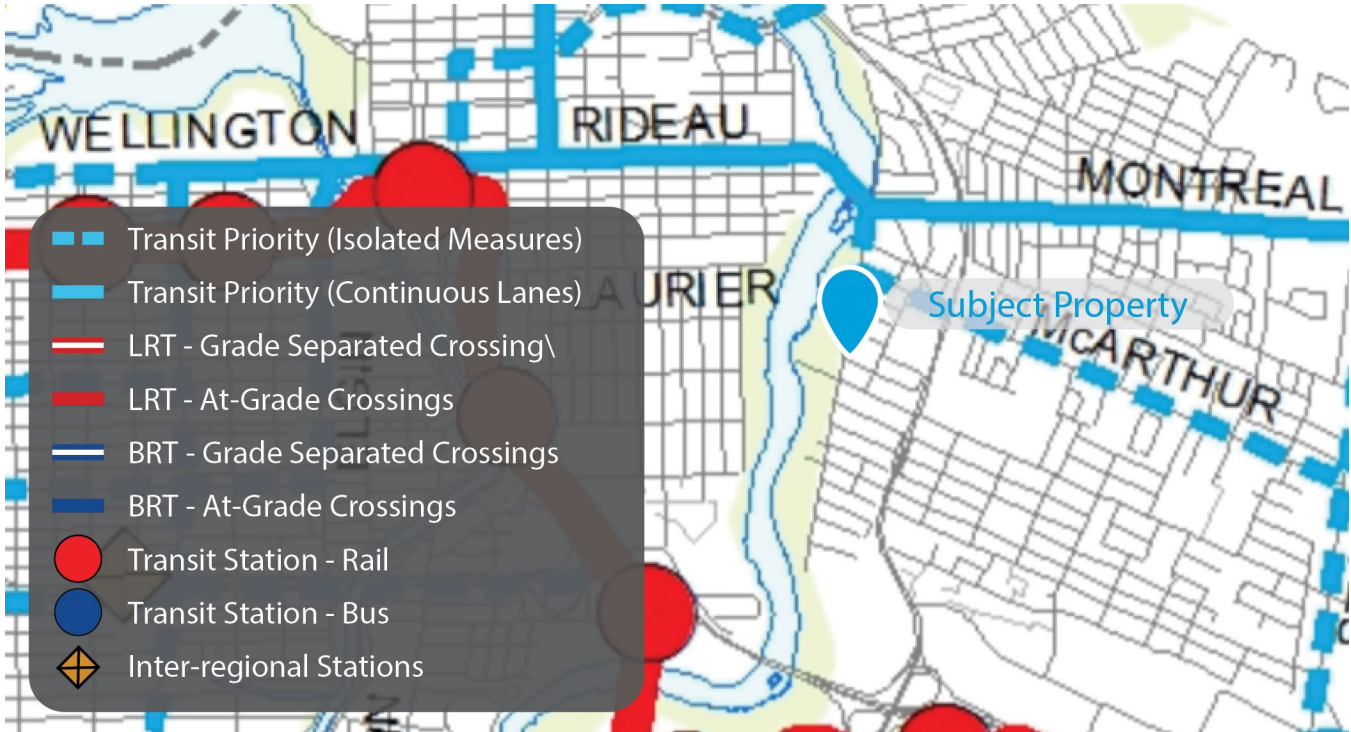


Figure 4: Schedule D of the Official Plan, Rapid Transit Network, subject site indicated



Figure 5: OCTranspo Network Map, subject site indicated

The subject site is served by the urban cycling network, as described on Schedule C of the Official Plan (Figure 6). North River Road is identified as a Spine Route, while the portion of this road from Donald Street to Coventry Road is identified as a Cross-Town Bikeway, connecting cyclists to the east along Coventry Road and to the west across the Rideau River along Somerset Street. Spine Routes are also located along Montreal Road, Rideau Street, and the Vanier Parkway, within close proximity to the site. Further, Multi-use Pathways are located along either side of the Rideau River. The

cycling pathways and routes close to the subject site connect into the greater cycling network throughout the City of Ottawa.

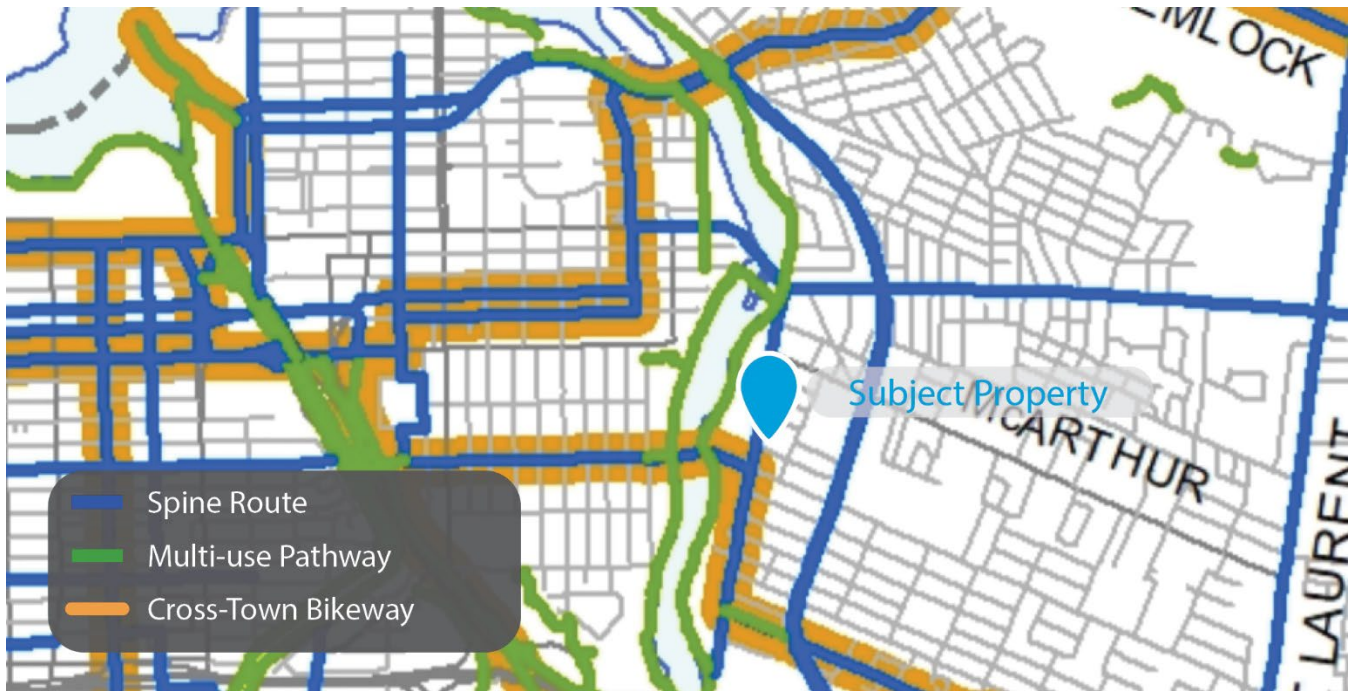


Figure 6: Schedule C of the Official Plan, Urban Cycling Network, subject site indicated

2.5 Neighbourhood Amenities

Considering its location in the Overbrook-McArthur neighbourhood, the subject site enjoys close proximity to many nearby amenities including a variety of commercial uses such as restaurants, retail shops, community services, tourist attractions, and greenspaces. The site benefits from access to two large grocery stores within a 15-minute walk – Loblaws at 100 McArthur Avenue and the Green Fresh Supermarket at 29 Selkirk Street. The site is well-served with respect to attractions, parks, and community facilities, located adjacent to Riverain Park and the Rideau River, the Rideau Sports Centre south and the Overbrook Community Centre to the east.

The below list of neighbourhood amenities and services illustrates the wide range of uses within close proximity to the subject site, including:

- / Major commercial, restaurants, and retail business, including the above mentioned grocery stores, are located generally along McArthur Avenue, Montreal Road, and Rideau Street.
- / Recreational facilities, including private gyms and community fitness spaces, including the Rideau Sports Centre and Sandy Hill Arena;
- / Parks including Riverain Park, Gil O Julien Park, Strathcona Park, and pathways along the Rideau River, all containing outdoor community recreation spaces such as courts, arenas, playgrounds, and open greenspace; and,
- / Libraries and public schools such as the Ottawa Public Library (St Laurent Branch), Education Permanente Catholic School, St Michael School, Ottawa Technical Secondary School, Robert E Wilson Public School, and Viscount Alexander Public School.

3.0 Proposed Development

3.1 Project Overview

The proposed development consists of a five-storey residential use building containing a total of 46 condominium units, 40 vehicle parking spaces, and 39 bicycle parking spaces. The existing two-storey residential building is proposed to be demolished to accommodate the development. The development is proposed to contain a variety of dwelling units, including at-grade units with private entrances along Ontario Street. Of the 46 units proposed, 30 are proposed as one-bedroom units and 16 are proposed as two-bedroom units. A total of 40 vehicle parking spaces are proposed, with 36 allocated for residential use, including 1 accessible space, and 4 visitor parking spaces. Of the total parking, 9 spaces, including the 4 visitor spaces, are proposed to be located at-grade, while the remaining spaces are located within a single level of underground parking.

A total of 39 bicycle spaces are proposed, including 36 bicycle spaces located internally, and 3 spaces along the northern edge of the property at-grade. A combination of private and communal amenity space is located throughout the proposed development via private balconies, terraces, indoor communal spaces, and a rooftop terrace atop the 5th-storey. Storage lockers are proposed to be provided internally at the ground floor.

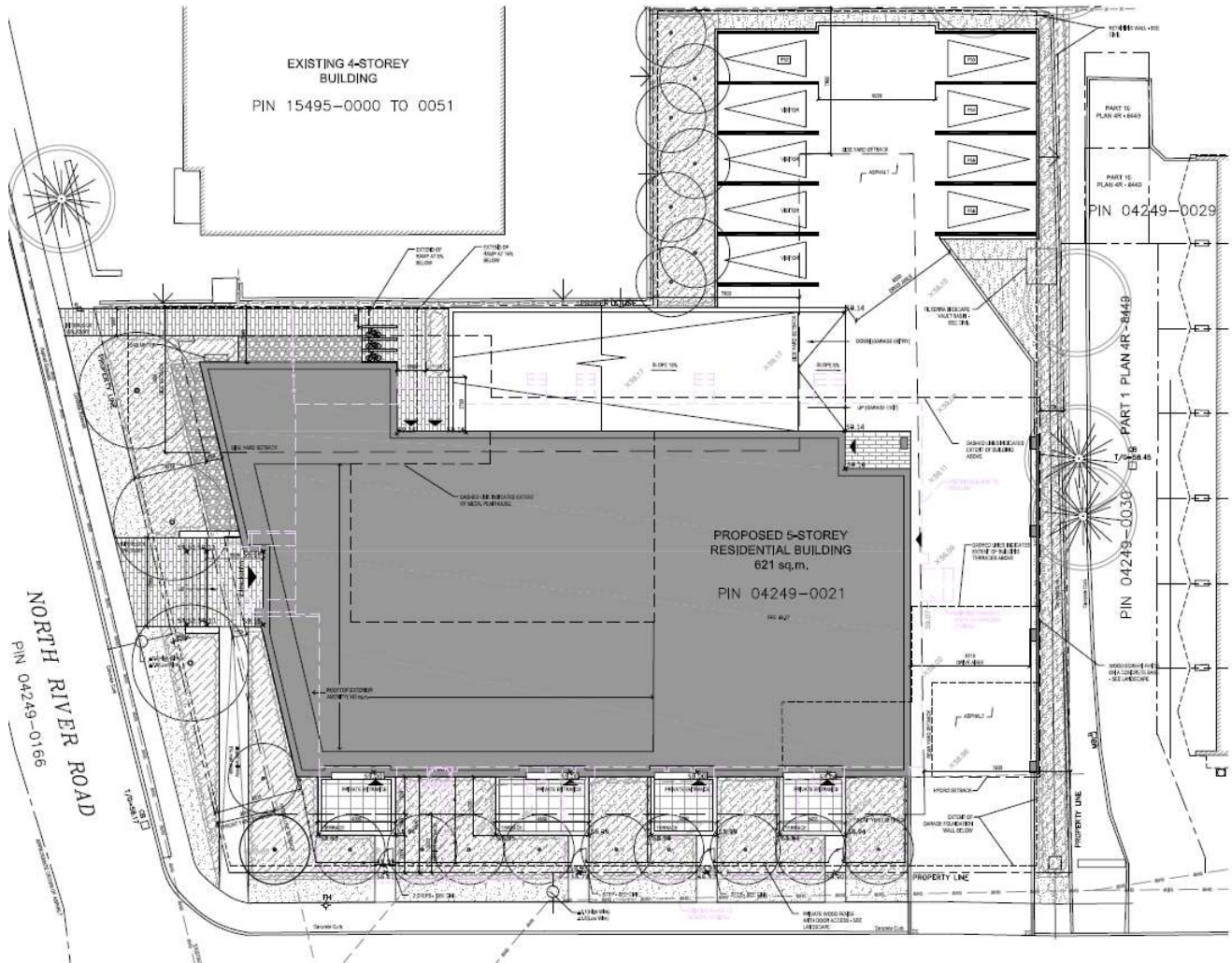


Figure 7: Proposed Site Plan for 949 North River Road

3.2 Design Brief

A detailed Design Brief has been prepared as part of the applications, with further complementary details included in the architectural package. A detailed analysis of the surrounding context and site function, as well as architecture, was undertaken in order to understand an appropriate built form and materiality for the site.

3.2.1 Building Design and Massing

The proposed development has been designed as a contemporary aesthetic which integrates well with the surrounding context. The natural grading of the site slopes from the east portion of the site down towards North River Road. As such, to maintain the natural topography of the site at street level, primary residential entrances are located along Ontario Street, accessed through a series of front entry stair to a terraced space. The main entrance is accessed through a main entry stair and a small, sloped walkway, situated in nearly the exact location of the existing building.



Figure 8: West elevation (front) of the proposed development along North River Road

The proposed building placement, articulation, fenestration, and materiality are proposed to complement the existing context of the neighbourhood while providing a distinct, contemporary design. Building cladding is proposed to mainly consist of masonry materials, complete with a panelized cladding system in a copper tone, which complement nearby existing structures. Careful detail to the material junctions was developed to provide a clear understanding the building facade parti. Stepbacks and setbacks are incorporated into the building design to mitigate sun and shadow impacts on abutting properties. In order to accentuate the cascading terraces at the upper floors, the finish of the recessed walls are clad in a black metal panel, which is used to clad the mechanical penthouse roof.



Figure 9: Looking northwest to the proposed development

Access to an underground parking garage is located via a private drive off Ontario Street to the east of the property. This lane access provides access to a small surface parking area with 9 parking (including 4 visitor spaces), waste collections, and the underground parkade ramp on the north side of the building. The remainder of the ground floor includes entry lobby with a mail area and elevator lobby, ground floor residential units, a garbage room, and an indoor bicycle and tenant storage room. The bicycle, tenant storage, and garbage rooms are accessed through the covered car parking lane area at the east end of the building. Communal amenity spaces for the building tenants are provided as a roof top amenity deck and through a series of individual private balconies and terraces. The proposed development employs series of cascading terraces on the southeast section of the building allows the building to gradually transition to the low-rise neighbourhood to the east.

3.2.2 Relationship to Public Realm

The subject site is located is on the northeast corner of the Ontario Street and North River Road, and currently contains a two-storey residential apartment building with an existing main entrance access off North River Road. The proposed development will enhance the intersection by highlighting the corner of these streets. To maintain a connection to both the North River Road and Ontario Street, the proposed development includes a series of residential units with private access to the street. By proposing a clear main entrance serviced by a formal stair and sloped walkway to a distinct main entrance, the proposed development will enhance the streetscape along Ontario Street, providing a new residential interface with the public realm. These ground floor units will continue the at-grade language and streetscape pattern consistent with the surrounding neighbourhood. These units are also provided with a small low fence gate and terrace.



Figure 10: Looking northeast towards the proposed development

Landscape buffers or fence lines are provided along the various property lines with the intent of providing good urban at-grade transitions between all properties surrounding the project. New trees and landscaping will be provided along both main streets, however high trees may not be possible due to the presence of high voltage hydro lines running along both streets. A retaining wall was added to the northwest property lines to make up the significant grade change while ensuring the proposed site does not discharge flows to adjacent properties. A wood fence will be provided for the full length of the property line at the sides and rear of the site.

3.2.3 Sustainability

With regards to sustainability, this project will explore multiple possible solutions to contribute to sustainable design. First and foremost, the project will be subject to SB10 of the Ontario Building Code (OBC) that requires the building's energy performance levels to exceed the National Energy Code by 30% for standard projects of this type. This requirement helps stakeholders meet energy efficiency requirements in the Building Code and came into force on January 1, 2017. Ontario continues to promote some of the most progressive regulations in North America for reductions of Green House Gas (GHG) emissions and improvements for energy conservation in buildings. To meet these high standards, the project must provide an energy model that looks at the balance between the use of high-performance building envelope systems, the percentage amount of glazing and the mechanical systems required to heat and cool the building through the 4 seasons. An energy model will provide the design team with the best strategies to effectively and economically meet the high standards of the OBC. Other aspects that will be considered will be bird safe glazing for any large street facing curtainwall. As well as the use of white reflective roofing membranes to minimize heat island effect created from sun absorption at the roof horizontal surfaces.



Figure 11: Looking west to the proposed development from North River Road

4.0 Policy & Regulatory Review

4.1 Provincial Policy Statement (2020)

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies that support the development and intensification of the subject site include:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
 - o Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1a);
 - o Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing (1.1.1.b); and,
 - o Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1.e);

- / 1.1.3: Identifies settlement areas as the focus of growth and development, where:
 - o Land use patterns in settlement areas are to be based on densities and a mix of land uses which efficiently use land and resources, are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion (1.1.3.2); and,
 - o New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (1.1.3.6).

- / 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 or current and future residents of the regional market area by:
 - o Permitting and facilitating:
 - All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities (1.4.3.b.1); and,
 - All types of residential intensification, including additional residential units, and redevelopment (1.4.3.b.2);
 - o 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 (1.4.3.c);
 - o 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 (1.4.3.d);

Section 1.6 of the PPS provides policies for infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.

- / 1.7.1: Long-term economic prosperity should be supported by:

- Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (1.7.1.b).
- / 1.8.1: 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:
- promote compact form and a structure of nodes and corridors (1.8.1.a);
 - promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b); and
 - encourage transit-supportive development and intensification to improve the mix of housing uses to shorten commute journeys and decrease transportation congestion (1.8.1.e).

The proposed development is consistent with the Provincial Policy Statement, 2020 and achieves its vision in addressing efficient development and land use patterns. Redevelopment of the subject site accommodates an appropriate range and mix of residential types to meet long-term needs, promotes cost-effective development patterns, and supports transit and active transportation. Furthermore, the policies direct development to locations that have been identified for intensification and redevelopment by the municipality. Considering its location near Transit Priority Corridors, and within the established Overbrook-McArthur neighbourhood, the proposed redevelopment advances provincial goals of healthy, liveable and safe communities that efficiently utilizes existing infrastructure, improves the range and mix of housing types, and supports transit use.

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

The City of Ottawa Official Plan provides the policy framework for strategic growth and development of the city to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support livable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

4.2.1 Managing Growth

Section 2.2 of the Official Plan describes how growth is to be managed within the City of Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies. This section recognizes residential intensification as the most efficient pattern of development and is broadly defined in Section 2.2.2 which states "the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development" (Policy 1). The subject site is located within the General Urban Area, which is expected to mature and evolve through intensification and infill at a scale contingent on proximity to major roads and transit, and the area's planned function, with consideration given to the character in the surrounding community to determine compatibility within a community.

Although the predominant form of intensification in the General Urban Area should be low-rise, intensification is encouraged to occur through a variety of built forms with the greatest density and building heights supported in proximity to Rapid Transit and Transit Priority Corridors (Policy 10). The City is supportive of compatible intensification outside of Target Areas, including within General Urban Area, and will promote opportunities for intensification in areas determined by the policies in Section 3.6.1 (Policy 22). Further, appropriate building heights will be determined by proximity to a Transit Priority Corridor and by the design and compatibility of the development within the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height (Policy 11).

The proposed development represents residential intensification through the redevelopment of an underutilized lot within the General Urban Area, providing a compatible design and appropriate building height. Although the site is located in the General Urban Area, the proposed five-storey building height is appropriate at the subject site surrounded by an existing mid-rise context, including five-storey to eight-storey residential buildings along North

River Road. The proposed development is appropriate as the site is located within 400 metres of two (2) Transit Priority Corridor and provides a built form which complements the surrounding existing land uses and supports the area's planned function.

4.2.2 Land Use Designation

The subject site is designated as General Urban Area, as described on Schedule B of the Official Plan (Figure 12). The General Urban Area designation permits a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. The City supports infill development and intensification within the General Urban Area which enhances and complements the characteristics of the community and ensures its long-term vitality. A broad scale of uses is found within this designation, including low- to mid-rise buildings.

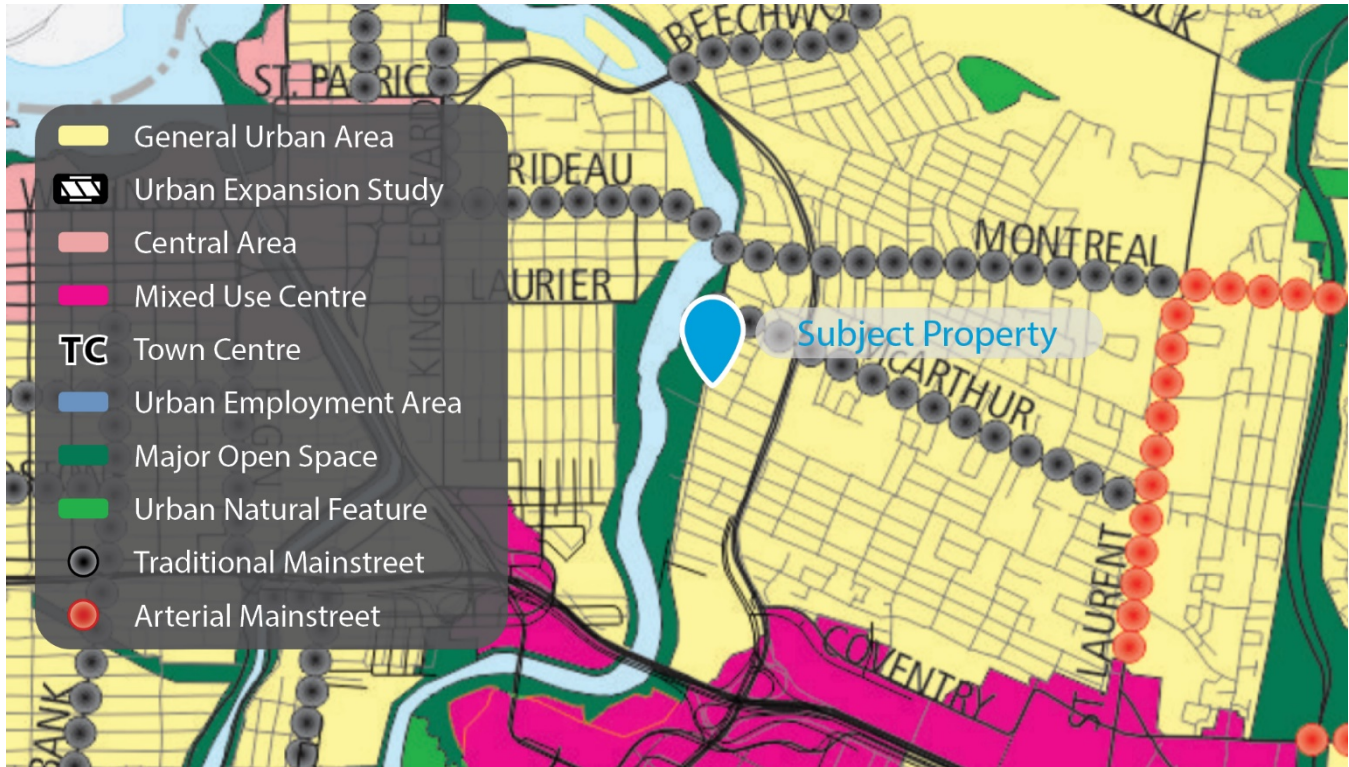


Figure 12: Schedule B, *Urban Policy Plan*, subject site indicated

Although building heights in the General Urban Area will continue to be predominantly low-rise (Policy 3), new taller buildings may be considered for sites which are in an area already characterised by taller buildings (Policy 4). The City is supportive of intensification which complements the existing pattern, scale of development, and planned function of the area, and is to assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces (Policy 5).

Policies within the General Urban Area are supportive of the proposed development. The proposed development provides an increased range and choice of new housing on an underutilized site which can accommodate a more intensive built form. The mid-rise, five-storey residential building is proposed in an area characterised by taller buildings, including five-storey buildings adjacent to the property, and several other mid-rise buildings along North River Road. The proposed development provides a more intensive built form along the edge of the neighbourhood, ensuring more housing options are provided in the area while mitigating impacts on low-rise residential buildings within the established neighbourhood. The proposed development is reflective of a built form and pattern which is desirable for the site and complements the existing and planned function of the area.

4.2.3 Designing Ottawa

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impacts on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

The following Design Objectives, which are intended to influence Ottawa’s built environment as it grows, are applicable to the subject site and proposed development:

- / Enhances the sense of community by creating and maintaining places with their own identity;
- / Defines quality public and private spaces through development;
- / Creates places that are safe, accessible and are easy to get to, and move through;
- / Ensures that new development respects the character of existing areas; and
- / Considers adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.

In the review of development applications, proponents of new development or redevelopment are required to demonstrate how the proposal addresses the above Design Objectives.

The proposed development addresses the Design Objectives by providing a design which redevelops an underutilized site within the established Overbrook-McArthur neighbourhood. The proposed development is designed in a manner which enhances the existing community and property along North River Road by contributing new housing options in an area well-served by public transportation, neighbourhood services and amenities, and existing municipal infrastructure. The public realm is paid particular attention, where upgraded landscaping is proposed throughout and townhome style units are provided along Ontario Street. The proposed development introduces a more intensive, compact residential form to the site which respecting the existing character and context by providing appropriate transitions, setbacks, and stepbacks at all frontages.

4.2.4 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development.	This Planning Rationale and prepared Design Brief satisfies the requirement for a Design Brief for the proposed development.
Building Design	
5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: <ul style="list-style-type: none"> • Setbacks, heights and transition; 	The proposed development achieves compatibility with the surrounding buildings and public realm by employing a range of architectural and landscape techniques. The proposed development introduces appropriate setbacks

Policy	Proposed Development
<ul style="list-style-type: none"> • Façade and roofline articulation; • Colours and materials; • Architectural elements including windows, doors and projections; • On site grading; and • Elements and details that reference common characteristics of the area. 	<p>from all lot lines which complement the existing pattern of development in the area. The proposed building heights are appropriate for the subject site considering its location and context. Stepbacks are provided where the property abuts low-rise residential to mitigate wind and shadow impacts, while also providing dimension to the proposed building. Materials and articulation provide a modern take on traditional elements found throughout the neighbourhood, while patterns along all facades are complementary to the existing rhythm in the area.</p>
<p>6. Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>The principal facade is located along River Road North, providing access to the majority of residential units. This entrance is in a near exact location to that which currently exists. Private entrances, landscaping and terraces are provided along Ontario Street to provide a consistent rhythm and better interface along the streetscape.</p>
<p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>Vehicle access is proposed to be located from Ontario Street at the southeast corner of the site, providing minimal disruption to the public realm and maintaining a streetscape rhythm along River Road North. Vehicle circulation, parking and waste collections have all been internalized and integrated within the site to not disrupt the streetscape and public realm.</p>
<p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building</p>	<p>The rooftop mechanical equipment and access to rooftop amenity spaces have been incorporated into the design and massing of the building, integrated with a rooftop amenity access.</p>
<p>Massing and Scale</p>	
<p>11. The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.</p>	<p>A shadow analysis demonstrates that the majority of the shadows resulting from the proposed building are mitigated by setbacks from the north and step backs from Ontario Street with minor shadow impacts on properties to the north, and only limited periods where the shadows will impact the properties to the east.</p> <p>A wind study prepared demonstrates that the conditions at-grade will be acceptable for the intended pedestrian uses throughout the year.</p>
<p>12. Transition refers to the integration of buildings that have greater height or massing than their</p>	<p>The development proposes a building height consistent with existing properties along River Road North and</p>

Policy	Proposed Development
<p>surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>	<p>provides transitions to the abutting residential neighbourhood and low-rise buildings surrounding the site. All facades provide an articulation, fenestration and rhythm which complements the existing character of the area, while setbacks and stepbacks have been employed to ensure architectural variation and mitigate any potential impacts on abutting properties. The proposed development provides a landscaped buffer along all edges abutting residential properties, while setbacks with landscaping, trees, and plantings are provided to enhance the streetscape.</p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down); b) massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); c) Building setbacks and stepbacks. 	<p>The proposed development provides a building height which is consistent with its existing context. The five-storey building locates the greatest heights along public streets, while the mechanical penthouse and amenity access is greatly setback to the centre of the building to mitigate projecting height impacts. The proposed development includes terraced stepbacks at the southeast corner to mitigate impacts and provide a transition to abutting low-rise properties. These terraces areas also provide architectural variety and a human scale along Ontario Street. Units along Ontario Street are ground oriented, with private terraces and entrances proposed at-grade.</p>
<p>Outdoor Amenity Areas</p>	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>The proposed development maintains interior and rear yard spaces in the northeast portion of the property to provide transition to abutting residential properties. The building has been designed in a manner which locates the greatest height and massing to the corner of Ontario Street and North River Road, while setbacks, landscaped buffers, new plantings and trees provide transitions between the proposed development, existing uses, and public realm.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards).</p>	<p>The proposed development provides amenity spaces in the form of private balconies, terraces, and a communal rooftop patio. These amenity spaces are designed to be high-quality and are an appropriate size and location considerate of the proposed development.</p>

The proposed development conforms to the policy direction of Section 4.11. The proposed development positively contributes to the existing neighbourhood character by proposing a high-quality modern design which complements

the fabric of the area. The development has been designed in a manner that will minimize impacts to surrounding properties through enhanced design and appropriate transition. Further, the public realm and streetscape will be enhanced by the proposed built form, landscaping, and new plantings throughout the site.

4.3 New City of Ottawa Official Plan (Anticipated 2021 – 2046)

The City of Ottawa is currently undertaking a comprehensive review of their Official Plan, which will result in a brand-new Official Plan that will plan for a 25-year time horizon (2021 to 2046). The timeline for this review is detailed below:

- / The majority of the draft Official Plan was released on November 20th, 2020. The City received many comments regarding this draft.
- / A second draft of the OP has recently been released for review before it is considered by the Joint Committee in October 2021.
- / The new Official Plan is scheduled to go to Council for endorsement in October, after which the Ministry of Municipal Affairs and Housing will review/approve the document (with or without modifications). The Ministry's review could take several months, which could extend into 2022. When the new Official Plan is approved, the current Official Plan will be repealed.

While this proposed development will be evaluated under the current Official Plan it is important to note that it supports the intensification goals put forward for the new Official Plan in proximity to rapid transit, and transit priority corridors. The intensification at this location contributes to a land use pattern and housing type which is supportive in achieving 15-minute neighbourhoods, a key goal of the future Official Plan.

4.4 City of Ottawa Zoning By-law 2008-250

The site is currently zoned as Residential Fourth Density (R4UC) (Figure13). Of note, the R4UC zone does not permit buildings greater than four-storeys in height therefore a Zoning By-law Amendment is required to facilitate the proposed development, as described below.

4.4.1 Zone Provisions and Analysis

Considering the applicable policies related to permitted heights and built form, it is proposed that the property be rezoned to Residential Fifth Density, Subzone B with site-specific provisions including a building height of 17 metres to accommodate the proposed development (R5B [X] H(XX)). A new site-specific zoning schedule will establish permitted building heights, required setbacks, and stepbacks while the site-specific exception will provide the necessary relief from specific provisions of the proposed zone. As such, the proposed development has been evaluated below to determine compliance to these provisions and illustrate where relief will be proposed.

The Residential Fifth Density (R5) zone is intended to allow a broad range of residential building forms, varying from semi-detached dwellings to high-high rise apartment dwellings in areas designated as General Urban Area. The R5 zoning allows a mix other residential uses in providing varied housing choices, types, and tenures.

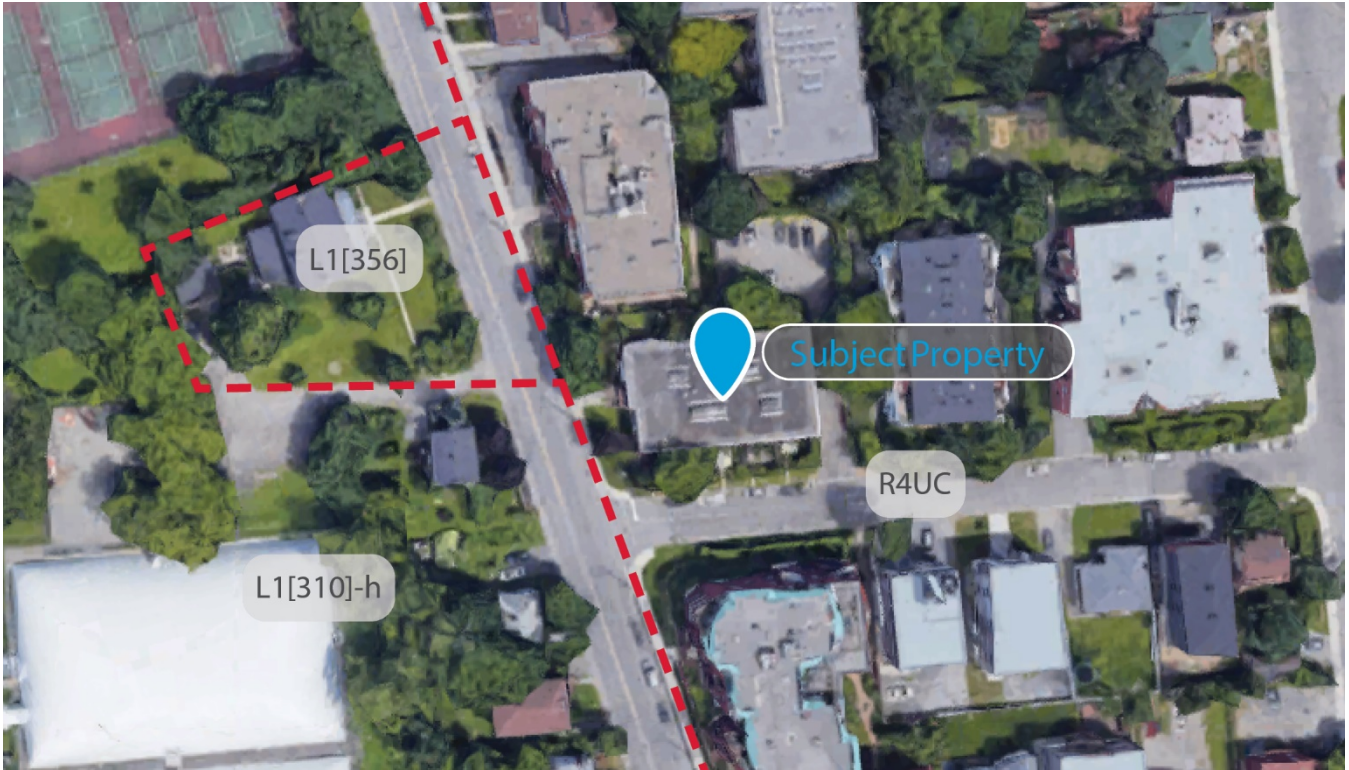


Figure 13: Zoning Map for 949 North River Road, subject site indicated

Table 1 demonstrates some of the permitted uses within the Residential Fifth Density zone.

Table 1: Permitted Uses

Permitted Uses
apartment dwelling, low rise, apartment dwelling, mid rise , apartment dwelling, high rise, bed and breakfast, detached dwelling, diplomatic mission, duplex dwelling, dwelling unit, group home, home-based business, home-based daycare, linked-detached dwelling, park, planned unit development, residential care facility, retirement home, converted, retirement home, rooming house, secondary dwelling unit, semi-detached dwelling, shelter, stacked dwelling, three-unit dwelling, townhouse dwelling, urban agriculture.

Table 2 provides a summary of the Residential Fifth Density, Subzone B (R5B) zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development complies with the provisions.

Table 2: Zoning Provisions, Requirements, and Compliance for the R5B Zone

Provision	Requirement	Provided	Compliance
Min Lot Width	22.5 metres	44.45 metres	Yes
Minimum Lot Area	675m ²	1,673.53m ²	Yes
Building Height	Varies (to be shown with an H(#), a Schedule, or as an exception)	17 metres	No

Provision	Requirement	Provided	Compliance
Minimum Front Yard Setback (River)	3.0 metres	4.92 metres	Yes
Minimum Corner Side Yard Setback (Ontario)	3.0 metres	4.5 metres	Yes
Minimum Interior Side Yard (to the north)	7.5 metres (abutting an R4 zone)	1.5 metres, exceeding 7.5 metres where parking lot is provided	No
Minimum Rear Yard Setback (to the east)	25% the lot depth, but not exceeding 7.5 metres 25% lot depth: 46.5 metres x 0.25 = 11.6 metres	1.23 metres	No
Permitted Projections above Height Limit (Sec. 64)	Mechanical / Service / Elevator Penthouse the maximum height limits do not apply as is necessary to accomplish the purpose they are to serve and that is necessary to operate effectively and safely	4.372 metres provided	Yes
Permitted Projections into Required Yards (Sec. 65)	Stairways, stoops, landings, steps and ramps Stairs: where at or below the floor level of the first floor: in the case of the front yard or corner side yard: no closer than 0.6m to a lot line Covered or uncovered balcony, porch, deck or platform in all other cases, the maximum projection is 2 m, but no closer than 1 m from any lot line	Front Steps 0.665 metres from the lot line Corner Side Yard Steps 0.0m from lot line Terraces (south) 1.065 metres projection into required yard 1.935 metres from the corner lot line	Yes No Yes
Landscaped Area	30% of the lot area must be provided as landscaped area Required: 1673m² x 30% = 502.1m	508m ² = 30.3%	Yes
Amenity Area	6m ² / dwelling unit, where 50% is required communal Required: 6m² x 46 = 276m² with 138m ² as communal	232m ² balconies/terraces 140m ² rooftop communal 372m ² total amenity area	Yes

Table 3 describes vehicle and bicycle parking requirements, and how the proposed development complies with these provisions.

Provision	Required	Provided	Compliance
Parking Requirements (Area X)	0.5 per dwelling unit, less the first 12 units 34 required units x 0.5 = 17 spaces	36 residential spaces provided, 1 accessible space	Yes
Visitor Parking	0.1 per dwelling unit, less the first 12 units 34 required units x 0.1 = 3.4 spaces	4 visitor spaces provided	Yes
Driveway Provisions to a Parking Lot	A driveway providing access to a parking lot or parking garage must have a minimum width of 6.0 metres (double lane)	6.0 metres +	Yes
Driveway Aisle Width for a Parking Garage (Double Lane)	in the case of an apartment dwelling, mid-rise with a garage of more than 20 parking spaces: Maximum 6.7 metres	6.2 metres	Yes
Bicycle Parking	0.5 spaces per dwelling unit 46 units x 0.5 = 23 spaces	39 bicycle spaces provided	Yes

Proposed Amendments

The proposal would seek to allow the following site specific provisions of the Zoning By-law

- / **Maximum Building Height:** Per the Zoning By-law, the maximum permitted building height in the R5B zone is to be described with an H(#) on the Zoning Map, on a Schedule, or an exception zone. The applicant is seeking a building height of 17 metres. The subject property is highly suitable for this building height as it considers its existing and planned mid-rise context both to the north and south of the subject site. The proposed development is supported by its location within a built-up existing neighbourhood, and its proximity to multi-modal transit options and many neighbourhood amenities. Further, the five-storey building envelope provides appropriate transition to all adjacent properties, where the proposed development provides terraced setbacks from the rear yard property line at the 4th- and 5th-storeys, increased setbacks to the northeastern portion of the interior side yard property line, and a centrally located mechanical penthouse, all of which complements the existing built form pattern throughout the area while maintaining and enhancing an underutilized site.
- / **Interior Side Yard Setback:** The Zoning By-law requires a side yard setback of 7.5 metres where a mid-rise apartment building abuts a Residential Fourth Density zone. The proposed development seeks a reduced setback on the north interior side yard setbacks to permit a setback of 1.5 metres. The setback provided at-grade and to the east of the building is increased to accommodate vehicle parking and circulation, which will further mitigate impacts. The proposed reduction of this setback requirement is appropriate to allow the feasible intensification of the subject site, which provides a condition and built form consistent with the site's context along River Road and within the Overbrook neighbourhood. The proposed development is designed in a manner which maintains the existing and planned condition along River Road, mitigating any potential impacts on abutting properties, streetscape, and public realm.
- / **Rear Yard Setback:** The Zoning By-law requires a rear yard setback of 25% of the lot depth, to a maximum of 7.5 metres. The applicant seeks to reduce the rear yard setback requirement to 1.23 metres to accommodate an internal vehicle access, drive aisle, and a feasible building envelope. Considering the condition along Ontario Street, the reduction of this rear yard setback requirement is appropriate as this property line is characteristic of an interior side yard setback rather than a true rear yard due to the corner lot nature of the property. Townhome style residential apartment units are provided along Ontario Street with private balconies and entrances, activating and enhancing a continuous streetscape along Ontario Street. A landscaped buffer and partition between the drive aisle and abutting properties is provided to mitigate any potential impacts. Further, terraced setbacks are provided at the 4th- and 5th-storeys to mitigate potential sun and shadow impacts. The proposed reduction is appropriate in accommodating the appropriate intensification and a high-quality built form at the subject site.
- / **Permitted Projection (Stairs):** Section 65 of the Zoning By-law does not permit stairs to be located within 0.6 metres of any lot line. To accommodate greater private amenity space and to enhance the public realm along Ontario Street, relief from the Zoning By-law is requested to permit stairs located abutting the lot line for the walkways to the at-grade units.

It is Fotenn's opinion that the proposed development does not adversely impact the subject site or abutting properties, but rather enhances an underutilized site in the Overbrook neighborhood. The proposed development replaces an aging residential structure on a large corner site within an existing neighbourhood, appropriately accommodating the proposed Residential Fifth Density zoning. The proposed development contributes to its existing and planned context by providing a built form consistent with its surroundings while enhancing the public realm and streetscape along both River Road and Ontario Street. Relief from the above zoning provisions, as described, is appropriate in facilitating a high-quality site design, layout, and built form which complements the context of the property.

6.0 Supporting Studies

The following plans and reports have been prepared in support of the concurrent Zoning By-law Amendment and Site Plan Control applications.

6.1 Geotechnical Investigation

A Geotechnical Investigation has been prepared by Pinchin Ltd., dated May 4, 2021. The purpose of the Geotechnical Investigation is to delineate the subsurface conditions and soil engineering characteristics, determined via four (4) sampled boreholes at the subject site. Based on the analysis, recommendations have been prepared related to site preparation, open cut excavations, groundwater management, foundation design, and underground parking design, detailed within the report. The report indicates that from a geotechnical perspective, the subject site is adequate in accommodating the proposed development.

6.2 Phase One Environmental Impact Assessment

A Phase One Environmental Impact Assessment (ESA) has been prepared by Pinchin Ltd., dated May 14, 2021. The purpose of the Phase One ESA is to assess the potential presence of environmental impacts at the subject site due to activities both at and near the property. The assessment did not identify anything which is likely to have resulted in impacts to the soil and groundwater at the subject site. As such, a Phase II ESA is not required and the Phase I ESA is adequate in fulfilling the requirements of these applications.

6.3 Roadway Traffic Noise Assessment

A Roadway Traffic Noise Assessment has been prepared by Gradient Wind Engineers & Scientists, dated September 8, 2021. The report describes a detailed roadway traffic noise assessment performed for the proposed residential development. Based on its analysis, the assessment describes the range of noise levels during daytime and nighttime periods, with the highest noise level occurring at the west facade, which is nearest and most exposed to North River Road. However, as the noise levels do not exceed limits during either timeframe, building components compliant with the Ontario Building Code will be sufficient and upgraded building components are not recommended. The noise levels at the rooftop amenity area also meet the ENCG criterion, therefore, no mitigation measures are required. The assessment recommends that the proposed building should be designed with forced air heating and provisions for the installation of central air conditioning.

6.4 Servicing and Stormwater Management Report

A Servicing and Stormwater Management Report has been prepared by McIntosh Perry, dated September 24, 2021. The purpose of the report is to present a servicing and stormwater management design for the development. The report addresses the water, sanitary and storm sewer servicing for the development, ensuring that existing infrastructure available will adequately service the proposed development. The report further contains erosion and sediment control measures related to the proposed development. The report recommends a connections to Ontario Street for water, sanitary sewer, and stormwater service be provided and that water storage at the rooftop be provided.

6.5 Tree Conservation Report & Landscape Plan

A Tree Conservation Report has been prepared for the subject site by IFS Associates, dated September 14, 2021. The report provides an inventory and detailed assessment of all individual trees on and adjacent to the subject site. As the proposed below-grade parking will require excavation which extends the full expanse of the subject site, all five trees fully on the subject property and two on adjacent city property are slated for removal. All trees on adjacent private

property will be preserved, with preservation and protection measures recommended to mitigate damage during construction. An associated Landscape Plan, prepared by IFS Associates dated September 17, 2021, describes replacement trees, shrubs, and plantings following the redevelopment of the site, including new plantings and landscaping along North River Road, Ontario Street, and within the northeastern portion of the site.

7.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications to permit redevelopment of the subject site constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing a range of new housing types and tenures in an established urban area, efficiently utilizing existing municipal infrastructure, and supporting rapid public and multi-modal transit.
- / The proposed development will allow the intensification and addition of residential density to an underutilized parcel of land within an established urban neighbourhood which implements growth management policies of Section 2.2. of the Official Plan while conforming to the policies for urban design and compatibility within Section 2.5.1 and Section 4.11.
- / The proposed development conforms to the policy directions for the General Urban Area, as described in Section 3.6.1 of the Official Plan, in that it proposes the redevelopment of an underutilized property within proximity to rapid transit, provides a built form consistent with its context, and ensures sustainable development within an established neighbourhood by providing a range of residential housing types.
- / The proposed development meets many of the applicable requirements for the proposed Residential Fifth Density zoning, as described in the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create negative impacts on the abutting properties.
- / The proposed development is supported by technical studies, plans, and reports submitted as part of this application.

Sincerely,



Jacob Bolduc, MCIP RPP
Senior Planner



Nathan Petryshyn
Planner