



**SITE PLAN CONTROL APPLICATION  
DELEGATED AUTHORITY REPORT  
PLANNING, DEVELOPMENT AND BUILDING SERVICES DEPARTMENT**

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Site Location: 729 Ridgewood Avenue

File No.: D07-12-21-0089

Date of Application: June 22, 2021

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This SITE PLAN CONTROL application submitted by Tim Beed, on behalf of Brigil Homes, is APPROVED as shown on the following plan(s):

1. **Erosion Control Plan and Detail Sheet**, EC/DS-1, prepared by Stantec Consulting Ltd., dated 21.06.09, revised 24.04.02.
2. **Existing Conditions Plans**, EX-1, prepared by Stantec Consulting Ltd., dated 21.06.09, revised 24.04.02.
3. **Grading Plan**, GP-1, prepared by Stantec Consulting Ltd., dated 21.06.09, revised 24.04.02.
4. **Notes and Legends Plan**, NL-1, prepared by Stantec Consulting Ltd., dated 21.06.09, revised 24.04.02.
5. **Sanitary Drainage Plan**, SA-1, prepared by Stantec Consulting Ltd., dated 21.06.09, revised 24.04.02.
6. **Storm Drainage Plan**, SD-1, prepared by Stantec Consulting Ltd., dated 21.06.09, revised 24.04.02.
7. **Site Servicing Plan**, SSP-1, prepared by Stantec Consulting Ltd., dated 21.06.09, revised 24.04.02.
8. **Mooney's Bay Bloc 1 Elevations**, A400, prepared by Neuf Architects, dated 2023-04-24, revised 2024-01-25.
9. **Mooney's Bay Block 2 Elevations**, A400, prepared by Neuf Architects, dated 2023-04-24, revised 2024-01-25.
10. **Mooney's Bay Bloc 2 Elevations**, A401, prepared by Neuf Architects, dated 2023-04-24, revised 2024-01-25.
11. **Site Plan**, A102, prepared by Neuf Architects, dated 2023-04-24, revised 2024-01-25.
12. **Mooney's Bay Tower 1 Elevations**, A400, prepared by Neuf Architects, dated 2023-04-24, revised 2024-01-25.
13. **Mooney's Bay Tower 1 Elevations**, A401, prepared by Neuf Architects, dated 2023-04-24, revised 2024-01-25.
14. **Landscape Plan**, L1.01, prepared by Levstek Consultants Inc., prepared May 27/21, revised Jan. 12/24

And as detailed in the following report(s):

15. **Site Servicing and Stormwater Management Brief**, prepared by Stantec Consulting Ltd., dated April 2, 2024.
16. **Transportation Impact Assessment Report**, prepared by Parsons, dated January 2024.
17. **Roadway Traffic Noise Assessment**, prepared by Gradient Wind, dated June 15, 2021.
18. **Roadway Traffic Noise Addendum Letter**, prepared by Gradient Wind, dated November 26, 2024.
19. **Phase I Environmental Site Assessment**, prepared by Lopers & Associates, dated July 27, 2020.
20. **Phase II Environmental Site Assessment**, prepared by Lopers & Associates, dated August 14, 2020.
21. **Geotechnical Investigation**, Report PG5172-1 Revision 1, prepared by Paterson Group Inc., dated June 21, 2021.
22. **Tree Conservation Report**, prepared by Bowfin Environmental Consulting, dated July 16, 2020.

And subject to the following General and Special Conditions:

### **General Conditions**

1. **Execution of Agreement Within One Year**

The Owner shall enter into this Site Plan Control Agreement, including all standard and special conditions, financial and otherwise, as required by the City. In the event that the Owner fails to sign this Agreement and complete the conditions to be satisfied prior to the signing of this Agreement within three (3) years of Site Plan approval, the approval shall lapse.

2. **Barrier Curbs**

The Owner acknowledges and agrees that the parking areas and entrances shall have barrier curbs and shall be constructed in accordance with the drawings of a design professional, such drawings to be approved by the General Manager, Planning, Development and Building Services.

3. **Water Supply for Fire Fighting**

The Owner shall provide adequate water supply for fire fighting for every building. Water supplies may be provided from a public water works system, automatic fire pumps, pressure tanks or gravity tanks.

4. **Reinstatement of City Property**

The Owner shall reinstate, at its expense and to the satisfaction of the General Manager, Planning, Development and Building Services, any property of the City, including, but not limited to, sidewalks, curbs and boulevards, which is damaged as a result of the subject development.

5. **Construction Fencing**

The Owner acknowledges and agrees to install construction fencing, at its expense, in such a location as may be determined by the General Manager, Planning, Development and Building Services.

6. **Construct Sidewalks**

The Owner shall design and construct sidewalk(s) within public rights-of-way or on other City owned lands to provide a pedestrian connection from or to the site as may be determined by the General Manager, Planning, Development and Building Services. Such sidewalk(s) shall be constructed to City Standards.

7. **Extend Internal Walkway**

The Owner shall extend internal walkways beyond the limits of the subject lands to connect to existing or proposed public sidewalks, at the sole expense of the Owner, to the satisfaction of the General Manager, Planning, Development and Building Services.

8. **Completion of Works**

The Owner acknowledges and agrees that no new building will be occupied on the lands until all requirements with respect to completion of the Works as identified in this Agreement have been carried out and received Approval by the General Manager, Planning, Development and Building Services, including the installation of municipal numbering provided in a permanent location visible during both day and night and the installation of any street name sign on relevant streets. Notwithstanding the non-completion of the foregoing Works, occupancy of a lot or structure may otherwise be permitted, if in the sole opinion of the General Manager, Planning, Development and Building Services, the aforesaid Works are proceeding satisfactorily toward completion. The Owner shall obtain the prior consent of the General Manager, Planning, Development and Building Services for such occupancy in writing.

Until all requirements with respect to completion of the Works as identified in this Agreement have been carried out and received Approval by the General Manager, Planning, Development and Building Services, the Owner shall give notice to the City of a proposed conveyance of title to any building at least thirty (30) days prior to any such conveyance. No conveyance of title to any building shall be effective unless the Owner has complied with this provision.

Nothing in this clause shall be construed as prohibiting or preventing the approval of a consent for severance and conveyance for the purposes of obtaining financing.

9. **Development Charges**

The Owner shall pay development charges to the City in accordance with the by-laws of the City.

10. **Designated Substances Survey**

Prior to demolition of any existing buildings located on the lands described in Schedule "A" herein, the Owner acknowledges and agrees to complete a designated substances survey and submit the findings and recommendations for the proper handling and disposal of waste as identified in said survey, to the satisfaction of the General Manager, Planning, Development and Building Services, and in accordance with Best Management Practices. The survey shall address, but not be limited to:

- (a) O.Reg. 278/05: Designated Substance - Asbestos on Construction Projects and in Buildings and Repair Operations under the Occupational Health and Safety Act, R.S.O. 1990, c.O.1, as amended (O.Reg. 278/05);
- (b) Guideline - Lead on Construction Projects, prepared by the Ontario Ministry of Labour - Occupational Health and Safety Branch, published September 2004 and revised April 2011, as amended;
- (c) O.Reg. 213/91: Construction Projects under the Occupational Health and Safety Act, R.S.O. 1990, c.O.1, as amended (O.Reg. 213/91);
- (d) Registration Guidance Manual for Generators of Liquid Industrial and Hazardous Waste, prepared by the Ontario Ministry of the Environment, Conservation and Parks, published April 1995 and revised January 2016, as amended, to be used in conjunction with R.R.O. 1990, Reg. 347: General-Waste Management under the Environmental Protection Act, R.S.O. 1990, c.E.19, as amended (R.R.O. 1990, Reg. 347);
- (e) R.R.O. 1990, Reg. 362: Waste Management – PCB's under the Environmental Protection Act, R.S.O. 1990, c.E.19, as amended (R.R.O. 1990, Reg. 362).

**Special Conditions**

11. **Professional Engineering Inspection**

The Owner shall have competent Professional Engineering inspection personnel on-site during the period of construction, to supervise the Works, and the General

Manager, Planning, Development and Building Services, shall have the right at all times to inspect the installation of the Works. The Owner acknowledges and agrees that should it be found in the sole opinion of the General Manager, Planning, Development and Building Services, that such personnel are not on-site or are incompetent in the performance of their duties, or that the said Works are not being carried out in accordance with the approved plans or specifications and in accordance with good engineering practice, then the General Manager, Planning Development and Building Services, may order all Work in the project to be stopped, altered, retested or changed to the satisfaction of the General Manager, Planning, Development and Building Services.

## **Roads Right-of-Way and Traffic**

### **12. Notice on Title – On-site Parking**

The Owner acknowledges and agrees that a notice shall be registered on title to the subject lands, at the Owner's expense. The Owner further acknowledges and agrees that such notice on title, or the clauses as written directly below, shall be included in all agreements of purchase and sale and lease agreements to inform prospective purchasers and tenants of these matters. The notice on title shall include, but not be limited to, the following:

The Owner, or any subsequent owner of the whole or any part of the subject lands, acknowledges and agrees that all agreements of purchase and sale or lease agreements shall contain the following clauses, which shall be covenants running with the subject lands:

"The purchaser/lessee for themselves, their heirs, executors, administrators, successors and assigns, acknowledges being advised that the unit being sold/rented may not be provided with any on-site parking. Should the purchaser/lessee have a vehicle for which they wish to have parking, alternative and lawful arrangements may need to be made to address their parking needs at an alternate location and that such arrangements are solely the responsibility of the person seeking parking. The purchaser/lessee acknowledges that the availability and regulations governing on-street parking vary; that access to on-site street parking, including through residential on-street parking permits issued by the City of Ottawa, cannot be guaranteed now or in the future; and that the purchaser/lessee intending to rely on on-street parking for their vehicle or vehicles does so at their own risk."

"The purchaser/lessee covenants with the vendor/lessor that the above clauses, verbatim, shall be included in all subsequent agreements of purchase and sale and lease agreements for the lands described herein, which covenant shall run with the said lands."

## **Access**

### **13. Private Approach Detail**

The Owner acknowledges and agrees that all private approaches serving the proposed development shall be designed and constructed, at the sole expense of the Owner, in accordance with the City's "Curb Return Entrances – Uncontrolled Intersections" Plan, Drawing No. SC7.1, dated March 2007 and revised March 2021, and the Owner shall comply with the City's Private Approach By-law, being No. 2003-447, as amended.

## **Noise**

### **14. Noise Control Attenuation Measures**

The Owner acknowledges and agrees to update the noise study and implement the noise control attenuation measures recommended in the approved Roadway Traffic Noise Assessment, referenced in Schedule "E" of this Agreement, as follows:

- (a) Buildings 3 and 4 are to be equipped with central air conditioning;
- (b) Buildings 1 (Tower 1) and 2 are to be fitted with a forced air heating system and ducting, and shall be sized to accommodate central air conditioning;
- (c) further to subsection (b) above, the location and installation of any outdoor air conditioning device(s) shall comply with the noise criteria of the Ministry of the Environment, Conservation and Parks' Publication NPC-216, dated 1993, and the Environmental Noise Guidelines for Installation of Residential Air Conditioning Devices, dated September 1994, as amended, in order to minimize the noise impacts both on and off the immediate vicinity of the subject lands;
- (d) upon completion of the development and prior to occupancy and/or final building inspection, a professional engineer, licensed in the Province of Ontario with expertise in the subject of acoustics related to land use planning, shall be retained to visit the lands, inspect the installed noise control measures and satisfy themselves that the installed recommended interior noise control measures comply with the measures in the Roadway Traffic Noise Assessment referenced in Schedule "E" hereto. The professional engineer shall prepare, sign and stamp a letter to the General Manager, Planning, Development and Building Services (the "Certification Letter") stating that they certify acoustical compliance with all requirements of the applicable conditions in this Agreement, to the satisfaction of the General Manager, Planning, Development and Building Services.
- (e) Prior to registration of this Agreement, the Owner acknowledges and agrees to provide the General Manager, Planning, Development and Building Services, with a memorandum prepared by a Professional Engineer, licensed in the Province of Ontario with expertise in the subject of acoustics

related to land use planning, identifying required noise attenuation control measures applied to the Site Plan dated 2023-04-24, revised 2024-01-25. The Owner further acknowledges and agrees that said memorandum shall be to the satisfaction of the General Manager, Planning, Development and Building Services, and all associated costs shall be the Owner's responsibility.

15. **Notice on Title – Noise Control Attenuation Measures**

The Owner acknowledges and agrees that a notice shall be registered on title to the subject lands, at the Owner's expense. The Owner further acknowledges and agrees that such notice on title, or the clauses as written directly below, shall be included in all agreements of purchase and sale and lease agreements to inform prospective purchasers and tenants of these matters. The notice on title shall include, but not be limited to, the following:

The Owner, or any subsequent owner of the whole or any part of the subject lands, acknowledges and agrees that all agreements of purchase and sale or lease agreements shall contain the following clauses, which shall be covenants running with the subject lands:

Type B – Increasing Roadway Traffic – all units

"The purchaser/lessee for themselves, their heirs, executors, administrators, successors and assigns, acknowledges being advised that despite the inclusion of noise control features in this development and within building units, noise levels from increasing roadway may be of concern, occasionally interfering with some activities of the dwelling occupants as the outdoor sound level exceeds the City of Ottawa's and the Ministry of the Environment, Conservation and Parks' noise criteria."

Type C – Forced Air Heating System and Ducting – Buildings 1 & 2

"The purchaser/lessee for themselves, their heirs, executors, administrators, successors and assigns, acknowledges being advised that this dwelling unit has been fitted with a forced air heating system and the ducting, etc. was sized to accommodate central air conditioning. Installation of central air conditioning by the purchaser/lessee will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the City of Ottawa's and the Ministry of the Environment, Conservation and Parks' noise criteria."

"The purchaser/lessee for themselves, their heirs, executors, administrators, successors and assigns, acknowledges and agrees it shall identify the location and install any outdoor air conditioning device(s) so as to comply with the noise criteria of the Ministry of the Environment, Conservation and Parks' Publication NPC-216, dated 1993, and the Environmental Noise Guidelines for Installation of Residential Air Conditioning Devices, dated September 1994, as amended, in order to minimize the noise impacts both on and off the immediate vicinity of the subject lands."

## Type D – Central Air Conditioning – Buildings 3 & 4

“The purchaser/lessee for themselves, their heirs, executors, administrators, successors and assigns, acknowledges being advised that this dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the City of Ottawa’s and the Ministry of the Environment, Conservation and Parks’ noise criteria.”

### Ending Paragraph

“The purchaser/lessee covenants with the vendor/lessor that the above clauses, verbatim, shall be included in all subsequent agreements of purchase and sale and lease agreements for the lands described herein, which covenant shall run with the said lands.”

## **ENGINEERING**

### **Geotechnical Engineering and Soils**

#### **16. Geotechnical Investigation**

The Owner acknowledges and agrees that it shall retain the services of a geotechnical engineer, licensed in the Province of Ontario, to ensure that the recommendations of the Geotechnical Investigation (the “Report”), referenced in Schedule “E” herein, are fully implemented. The Owner further acknowledges and agrees that it shall provide the General Manager, Planning, Development and Building Services with confirmation issued by the geotechnical engineer that the Owner has complied with all recommendations and provisions of the Report, prior to construction of the foundation and at the completion of the Works, which confirmation shall be to the satisfaction of the General Manager, Planning, Development and Building Services.

### **Civil Engineering**

#### **17. Notice on Title – Below Grade Parking Areas and Depressed Driveways**

The Owner acknowledges and agrees that a notice shall be registered on title to the subject lands, at the Owner’s expense. The Owner further acknowledges and agrees that such notice on title, or the clauses as written directly below, shall be included in all agreements of purchase and sale and lease agreements to inform prospective purchasers and tenants of these matters. The notice on title shall include, but not be limited to, the following:

The Owner, or any subsequent owner of the whole or any part of the subject lands, acknowledges and agrees that all agreements of purchase and sale or lease



agreements shall contain the following clauses, which shall be covenants running with the subject lands:

"The purchaser/lessee for themselves, their heirs, executors, administrators, successors and assigns, acknowledges being advised that during major storm events, depressed driveways and below grade parking areas may be subject to flooding due to drainage from the road allowance. The purchaser/lessee further acknowledges being advised that the City of Ottawa shall not be liable for flooding claims. Backwater valves are recommended for installation on catch basins located in depressed driveways."

"The purchaser/lessee covenants with the vendor/lessor that the above clauses, verbatim, shall be included in all subsequent agreements of purchase and sale and lease agreements for the lands described herein, which covenant shall run with the said lands."

18. **Stormwater Management Memorandum**

Prior to registration of this Agreement, the Owner acknowledges and agrees to provide the General Manager, Planning, Development and Building Services, with a memorandum prepared by a Professional Engineer, licensed in the Province of Ontario, confirming that the designed roof-top scuppers and associated spill point elevations will be set equivalent to the top of the control weir of the approved roof drain elevation(s). The Owner further acknowledges and agrees that said memorandum shall be to the satisfaction of the General Manager, Planning, Development and Building Services, and all associated costs shall be the Owner's responsibility.

19. **Stormwater Works Certification**

Upon completion of all stormwater management Works, the Owner acknowledges and agrees to retain the services of a Professional Engineer, licensed in the Province of Ontario, to ensure that all measures have been implemented in conformity with the approved Site Servicing and Stormwater Management Brief, referenced in Schedule "E" herein. The Owner further acknowledges and agrees to provide the General Manager, Planning, Development and Building Services with certificates of compliance issued by a Professional Engineer, licensed in the Province of Ontario, confirming that all recommendations and provisions have been implemented in accordance with the approved Plans and Reports referenced in Schedule "E" herein.

20. **Inlet Control Devices (ICDs)**

The Owner acknowledges and agrees to install and maintain in good working order the required stormwater inlet control devices, as recommended in the approved Site Servicing and Stormwater Management Brief, referenced in Schedule "E" herein. The Owner further acknowledges and agrees it shall assume all maintenance and replacement responsibilities in perpetuity. The Owner shall keep

all records of inspection and maintenance in perpetuity, and shall provide said records to the City upon its request.

21. **Private Storm Sewer Connection to City Sewer System**

The Owner acknowledges and agrees that any new storm sewers to be installed as part of this development shall not be connected to the City's existing storm sewer system until such time as either:

- (a) a certificate of conformance and As-built Drawings have been received from a Professional Engineer, licensed in the Province of Ontario, certifying that all required inlet control devices have been properly installed to City Standards or Specifications, and that the storm sewer system has been installed in accordance with the approved engineering drawings for site development and City Sewer Design Guidelines. The inlet control devices shall be free of any debris; or
- (b) a flow limiting orifice plate, designed by a Professional Engineer licensed in the Province of Ontario and to the satisfaction of the City, has been installed at the storm water outlet prior to connecting any upstream storm sewers. Such orifice plate shall not be removed until subsection (a) above has been satisfied and approved by the General Manager, Planning, Development and Building Services.

22. **Leak Survey**

The Owner acknowledges and agrees that the Water Plant and sewer service within the lands is a private system, including Private Services and sewer services and appurtenances, and the Owner acknowledges and agrees that it is responsible for the operation, maintenance and/or replacement, in perpetuity, of the Private Services and sewer system, including the Private Watermains, private hydrants, private sanitary and storm sewer infrastructure (collectively the "private system") which are located on the lands and that the Owner will retain copies of all the associated Work and maintenance contracts, and make said contracts available for inspection upon demand by the City.

Further, the Owner acknowledges and agrees to have a Professional Engineer, licensed in the Province of Ontario, conduct regular inspections of the water system and sewer system, which includes a leak detection survey at least every five (5) years and a video of the sanitary sewer system to check for major water infiltration into the private system. Copies of the inspection reports and videos shall be provided to the General Manager, Infrastructure and Water Services and Fire Services. The Owner further acknowledges and agrees that as part of the Owner's ongoing maintenance responsibility for the private system, repairs to the system must be completed immediately to correct any deficiencies which contribute to water loss or leakage of infiltration within the private system. Any deficiencies shall be immediately reported to the City. The Owner acknowledges and agrees to notify

the General Manager, Infrastructure and Water Services when such repairs have been completed.

## **Blasting**

### **23. Use of Explosives and Pre-Blast Survey**

The Owner acknowledges and agrees that all blasting activities will conform to the City's Standard S.P. No. F-1201 entitled Use of Explosives, as amended. Prior to any blasting activities, a pre-blast survey shall be prepared as per S.P. No. F-1201, at the Owner's expense, for all buildings, utilities, structures, water wells and facilities likely to be affected by the blast based on the location where explosives are to be used. In particular, a pre-blast survey shall be completed in accordance with Table 1 of S.P. No. F-1201. The standard inspection procedure shall include the provision of an explanatory letter to the owner or occupant and owner with a formal request for permission to carry out an inspection.

## **Site Lighting**

### **24. Site Lighting Certificate**

- (a) In addition to the requirements contained in Clause 19 of Schedule "C" hereto, the Owner acknowledges and agrees, prior to the issuance of a building permit, to provide the City with a certificate from an acceptable professional engineer, licensed in the Province of Ontario, which certificate shall state that the exterior site lighting has been designed to meet the following criteria:
  - a) it must be designed using only fixtures that meet the criteria for full cut-off (sharp cut-off) classification, as recognized by the Illuminating Engineering Society of North America (IESNA or IES); and
  - b) it must result in minimal light spillage onto adjacent properties. As a guideline, 0.5 fc is normally the maximum allowable spillage.
- (b) The Owner acknowledges and agrees that, upon completion of the lighting Works and prior to the City releasing any associated securities, the Owner shall provide certification satisfactory to the General Manager, Planning, Development and Building Services, from a Professional Engineer, licensed in the Province of Ontario, that the site lighting has been constructed in accordance with the Owner's approved design plan.

## **PLANNING AND OTHER**

### **Planning and Design**

#### **25. Exterior Elevations Drawings**

The Owner acknowledges and agrees to construct the proposed building in accordance with the approved Elevations for Blocs 1, 2, and Tower 1, referenced in Schedule “E” herein. The Owner further acknowledges and agrees that any subsequent proposed changes to the approved plans shall be filed with the General Manager, Planning, Development and Building Services and agreed to by both the Owner and the City prior to the implementation of such changes. No amendment to this Agreement shall be required.

#### **26. Maintenance and Liability Agreement for Landscaping**

The Owner acknowledges and agrees it shall be required to enter into a Maintenance and Liability Agreement with the City, for those elements which are to be located in the City’s Ridgewood Avenue right-of-way, as shown on the approved Site Plan referenced in Schedule “E” herein, including all plant and landscaping material (except municipal trees), for the pedestrian walkway connections to the public sidewalk. The Maintenance and Liability Agreement shall be registered on title, at the Owner’s expense, immediately after the registration of this Agreement. The Owner shall assume all maintenance and replacement responsibilities in perpetuity.

#### **27. Parkland Dedication**

- (a) The Owner acknowledges and agrees that the cash-in-lieu of parkland conveyance requirement to the City shall be 1,295 square metres.
- (b) The Owner covenants and agrees that the cash-in-lieu of parkland conveyance requirement has been calculated at the rates set out below in accordance with the Parkland Dedication By-law, being By-law No. 2022-280, as amended:
  - a) For cash-in-lieu of conveyance of parkland (residential > 18 units/net ha):
    - i. one hectare per 1,000 net residential units but shall not exceed a maximum of 10% of the gross land area where less than or equal to five hectares.
  - b) For conveyance of parkland, cash-in-lieu of conveyance parkland, or combination thereof:
    - ii. 2% of the gross land area (commercial & industrial uses).

- c) Where land is developed for a mix of uses within a building, the conveyance requirement shall be the cumulative sum for each use, as calculated using the applicable rate prorated proportionally to the gross floor area allocated to each use;

In accordance with the Parkland Dedication By-law and the *Planning Act*, the cash-in-lieu of parkland dedication requirement has been calculated for the proposed development in accordance with the following tables. In the event that the proposed land uses change or the gross floor areas of the residential and commercial uses change prior to the registration of the site plan agreement, the parkland dedication requirement may also change.

**Table 1: Allocation of Lot Area to Commercial and Residential Uses based on Gross Floor Area.**

Land Use	Gross Floor Area	Percentage of Total GFA	Proportion of Lot Area based on Percentage of Total GFA
Commercial	701.52 m <sup>2</sup>	2.2%	291 m <sup>2</sup>
Residential (Apartments)	31,251.39 m <sup>2</sup>	97.8%	12,947 m <sup>2</sup>
Total	31,952.91 m <sup>2</sup>	100.0%	13,238 m <sup>2</sup>

**Table 2: Cash-in-lieu of Parkland Conveyance Requirement.**

Land Use	Net Residential Units	Proportion of Lot Area	Parkland Dedication Rate	Parkland Dedication Requirement
Commercial	-	291 m <sup>2</sup>	Exempt or partially exempt from parkland conveyance under subsection 11(3)(b) of Parkland Dedication By-law No. 2022-280	TBD
Apartment Dwellings	444	12,947 m <sup>2</sup>	1 hectare per 1,000 net residential units to a maximum of 10% of the area of the site being developed	1,295 m <sup>2</sup>
Total	444	13,238 m <sup>2</sup>		1,295 m <sup>2</sup>

## 28. **Cash-In-Lieu of Conveyance of Parkland**

Prior to registration of the Site Plan Agreement, the Owner acknowledges and agrees to pay cash-in-lieu of conveyance of parkland as referenced in Schedule “B” herein. Pursuant to the City’s Parkland Dedication By-law, being By-law No. 2022-280, as amended, 40% of said funds collected shall be directed to City wide funds, and 60% shall be directed to Ward 16. The Owner shall also pay the parkland appraisal fee of \$820.00 plus H.S.T. of \$106.60, as referenced in Schedule “B” herein.

29. **Indemnity**

The Owner, on behalf of himself, his heirs, executors, administrators and assigns, including his successors in title, covenants and agrees to indemnify and save harmless the City from all actions, causes of actions, suits, claims or demands whatsoever which arise directly or by reason of this Agreement and the construction and maintenance or the improper or inadequate construction and/or maintenance of the Works.

**Signs**

30. **Street Name and Signs**

- (a) The Owner acknowledges and agrees it shall provide for, install and maintain, at its own expense, all regulatory traffic signage, in accordance with the City's Municipal Addressing By-law 2014-78, as amended, for any private road within the area controlled by this Agreement and as shown on the approved Site Plan temporary street name signs, in accordance with the City's Municipal Addressing By-law 2014-78, as amended, for any private road within the area controlled by this Agreement and the approved Site Plan, referenced in Schedule "E" herein.
- (b) The Owner acknowledges and agrees it shall, at its own expense, make arrangements for the City to provide, install, and maintain all permanent street name signs, in accordance with the City's Municipal Addressing By-law 2014-78, as amended, and to City Specifications or Standards.

February 12, 2025



\_\_\_\_\_  
Date

\_\_\_\_\_  
Lily Xu  
Manager, Development Review South,  
Planning, Development and Building  
Services Department

Enclosure: Site Plan Control Application approval – Supporting Information



## **SITE PLAN CONTROL APPROVAL APPLICATION SUPPORTING INFORMATION**

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**File Number:** D07-12-21-0089

### **SITE LOCATION**

729 Ridgewood Avenue, and as shown on Document 1.

### **SYNOPSIS OF APPLICATION**

- The site is located on the north side of Ridgewood Avenue between Riverside Drive and Springland Drive.
- The site is currently used as a 1-storey commercial plaza, with at grade parking fronting onto Ridgewood Avenue and along the eastern property boundary, with the commercial space located centrally on the site. The site is sloped down from west to east.
- The surrounding lands include low-rise residential immediately to the east and north. Further to the east are the Norberry Residences consisting of 3 mid-rise buildings and 1 high-rise building. Immediately to the west is a 12-storey residential building (The Denbury), and beyond Riverside Drive is Mooney's Bay. South across Ridgewood Avenue is St. Elias Antiochian Orthodox Cathedral and associated hall and parking lot.
- The proposal includes four buildings, with building one being a 20-storey tower on a 6-storey podium (building two), building three being a 4-story residential building, and building four being a 4-storey mixed-use building with at grade retail and a breezeway separating the main floor to improve pedestrian circulation.
- The proposal includes 444 residential apartment units and 729m<sup>2</sup> of commercial space.
- The proposed buildings frame an internal pedestrian area which included a central turning circle, plaza space, landscaping and garden space.
- The proposal includes 539 vehicle parking spaces, with 533 in 2 underground parking levels. At grade parking includes 6 parking stalls, 2 accessible parking stalls, and 1 commercial loading zone. Additionally, 227 bicycle parking spaces are proposed.
- Garbage is to be collected by private pick-up and is to be housed in multiple locations within level 1 of the underground parking. The bins will be moved to the surface on collection days.

- The site fronts onto Ridgewood Avenue, with pedestrian access into the site located along the western property boundary and centrally to the site where the singular vehicular access is placed.
- The 4 buildings will be cohesive in exterior finishes but will not be identical.
  - Building 1 is finished with a mix of glass and balconies. The balconies are finished with metal railings and perforated metal.
  - Building 2 includes a mix of white masonry veneer and white aluminum panels and a rooftop amenity space.
  - Building 3 will have an exterior of white masonry veneer and white metal railings for windows that fully open.
  - Building 4 includes large windows at grade typical of commercial space as well as white masonry veneer. Floors 2-4 are finished with ribbed aluminum and masonry accents.
- The setbacks along the eastern boundary of the site were increased to ensure the retention of an existing row of mature cedars along the property boundary.

### **Residential Units and Types**

<b>Dwelling Type</b>	<b>Number of Units</b>
Apartment	444

### **Related Applications**

The following applications are related to this proposed development:

- Zoning By-law Amendment: D02-02-21-0057.

### **DECISION AND RATIONALE**

This application is approved for the following reasons:

- Within the City of Ottawa Official Plan (OP), the site is identified on Schedule B3 – Outer Urban Transect as Neighbourhood.
- On Schedule C2 – Transit Network, Riverside Drive is designated as a Transit Priority Corridor and as a Major Pathway on Schedule C3 – Active Transportation Network. As well, Ridgewood Avenue is identified as a collector and Riverside Drive as an arterial on Schedule C4 – Urban Road Network.
- On Schedule C12 – Urban Greenspace, Mooney’s Bay Park is identified approximately 120 metres from the site, as well open space and urban natural feature designations to the north of Hog’s Back Road, approximately 700 metres from the site.



- It is noted under OP Section 6.3.1 that development in neighbourhoods will be predominantly low-rise, except in areas already characterized by taller buildings such as this site with the Denbury building immediately west of this property at 12-storeys, St. Patrick's home to the north at 5-storeys, and the apartment cluster on Springland Drive varying in height from 6- to 10-storeys. The placement of Building I in the northwest corner of the site is ideal for privacy and allowing for the transition in height from Building I to surrounding low-rise building.
- The unit breakdown is consistent with OP direction in Section 3.2 for large dwelling units, which are units that are about 93 m<sup>2</sup> or greater. The target for the Outer Urban Transect is for 50% of low-rise building units and 5% of units for mid-rise buildings or taller. 88 large dwellings are identified across the 4 buildings, slightly exceeding the minimum target of 86 large dwellings.
- Section 5.3.4 of the OP states that outer urban areas shall implement development standards that transition away from a suburban model and move towards urban built forms. This relates to regulating the built form to frame the public right of way, which this project does with a maximum building height of 4-storeys along Ridgewood Avenue, and a setback of 5.5 metres with a mixture of soft and hard landscaping features. The frontage of Building IV also provides for at-grade street facing commercial space. The property is currently occupied by the Riverside Mall which sits centrally on the site surrounded by parking and does not frame the street. The redevelopment proposal improves this condition.
- Section 4.6 outlines considerations for the compatibility of new developments in built up areas to make healthier, more environmentally sustainable living accessible for people of all ages. The immediate area surrounding the site is made up of a range of building heights and uses, from low- to high-rise forms. 4.6.6.2 notes that a transition between high-rise buildings and adjacent properties designated as Neighbourhood will be achieved by providing a gradual change in height and massing, such as shown in the proposal with building heights stepping down from 20-storeys to 6-storeys and 4-storeys. An angular plan graphic was included in the submission package showing that this site fits within a 45 degree angular plane from nearby low-rise residential buildings.
- The tower exceeds the floorplate size guidelines at 910 square metres, which is 160 square meters above the 750 square metres noted in the High-rise Design Guidelines, however the building remains narrow enough to mitigate shadowing and wind impacts, and sky views are still retained. The ground level of the development proposes multiple entrances for pedestrians along Ridgewood Avenue, as well as an enhanced pedestrian realm central to the site. Rooftop amenity space is proposed for the podium roof of Building II.
- The separation of towers is outlined under Section 2.25 of the High-rise Design Guidelines, and states that the minimum setback of towers should be 23 metres where the separation between Building I and the Denbury will be approximately 30 metres.

- The site does not fall within a Design Priority Area, however the applicant completed an informal review by the Urban Design Review Panel and revised the proposal based on those comments.
- Overall, the change in zoning to permit a low- to high-rise mixed-use development is compatible with the surrounding community in terms of land use and built form and is considered acceptable for the Neighbourhood designation and this site due to:
  - the proximity of the site to a major transit corridor, and major greenspace
  - opportunity for the redevelopment of a large underutilized property, with retail and residential uses through intensification, with impacts properly mitigated.
  - The opportunity of the site to develop new housing and the inclusion of large dwelling units.
  - The transportation and engineering capacity
  - Opportunity to promote and strengthen the 15-minute neighbourhood in this area.
- The proposed development generally represents good planning by providing appropriate and efficient land use.

## **PARKLAND DEDICATION**

Parkland dedication, in accordance with By-law 2022-280, is being satisfied within this approval through the taking of cash-in-lieu of parkland as detailed in the above conditions.

## **URBAN DESIGN REVIEW PANEL**

The Site Plan Control application was subject to the Urban Design Review Panel process. A formal review meeting was held on October 1, 2020.

The panel's recommendations from the formal review meeting are:

- Concerns were raised regarding the high-rise form of building I on this site.
- Concerns were raised with the initial plan that would see a 7-storey building run along most of the perimeter of the site.
- The building along the southern property line formed a wall along Ridgewood Avenue and would block access to the central courtyard of the property.
- The panel was generally supportive of the proposed landscape design and green roof.

The Panel was successful in aiding in the implementation of the following:

- The initial plan was for a range of building heights from 7-storeys to 25-storeys. Working through various versions to integrate the new development with the existing area, building heights were reduced along the eastern boundary and street front to 4-storeys (buildings III and IV), as well building II was reduced from 7- to 6-storeys and building I from 25- to 20-storeys.
- The size of the property allows for a transition of building heights within the property to minimize impacts on adjacent properties. The placement of Building I on the northwest corner of the property is considered ideal for privacy as it is next to the neighbouring site's parking garage.
- The plan has been updated to reduce the height of perimeter buildings along the eastern, southern, and southwestern property boundaries to 4-storeys.
- The initial proposal seemed to wall off the interior courtyard from the street, removing itself from the neighbourhood. In the revised design, the massing along the southern property has been broken into two buildings creating a visual opening into the centre of the site. A breeze way is also planned on the ground floor of Building IV to improve visual and physical connections within the site by allowing a more direct route into the courtyard area of the site from the street.
- Concerns were raised that the building sat too close to Ridgewood Avenue. Buildings III and IV facing Ridgewood Avenue have been pushed further from the property line to a 5.5 metre setback from the minimum 3 metres. This results in the opportunity to provide a mix of hard and soft landscaping in front of the commercial spaces in Building IV and in front of Building III.
- The panel was generally supportive of the proposed landscape design and green roof. The green roof has been retained for Building II, and the landscape plan has been improved with further tree planting at grade.

## **CONSULTATION DETAILS**

### **Councillor's Comments**

Councillor Riley Brockington was aware of the application related to this report. Councillor has concurred with the proposed conditions of approval.

Councillor Riley Brockington indicated the following comments:

### **Public Comments**

This application was subject to public circulation under the Public Notification and Consultation Policy. There were public comments received online and staff considered these comments.

### Summary of public comments and responses

#### Public Comments and Responses

##### Comment:

The building heights should be lowered, and number of units should be reduced. The proposal includes buildings that are too close to the Denbury and will obstruct views from the Denbury.

##### Response:

The plans for the site have been revised in response to comments received. The buildings fronting onto Ridgewood Avenue (buildings III and IV) have been reduced in height to four-storeys from the initial proposal of seven-storeys. As well, due to the grade changes on the site, Building III is proposed to have a finished elevation of 96.6 metres above sea level, which is a lower than the other proposed four-storey building (Building IV) of 97.7 metres above sea level.

##### Comment:

Development on the site should be similar to 700 Brookfield Road, which is in proximity to the site. Similarly to the Brookfield site, the proposal should be no taller than nine-storeys and should not be denser than 700 Brookfield.

##### Response:

The two sites have different constraints when considering the best form and function of the sites. 700 Brookfield has residential properties along a portion of the southern boundary with office and institutional uses around other boundaries of the property. The site of 729 Ridgewood is mostly surrounded by residential and slopes down from west to east. The form proposed reduces the building heights along the residential property boundaries while providing for more density in a taller and slenderer building near a neighbouring parking garage. Taller buildings with narrower floor plates reduce the impact of shadowing for adjacent properties.

The Brookfield property has a residential density of 347 units per hectare and the proposed development on Ridgewood has a density of 336 units per hectare.

##### Comment:

Concerns were raised that the buildings are too close to the property boundaries of the site.

Response:

The buildings meet and exceed the setbacks for structures in this zoning designation. The interior side yard setbacks at 6.4 metres exceed the minimum 3 metre setback. Since the first submission the front yard setback has been increased from 4.5 metres to 5.5 metres, and the rear yard setback has increased from 7.5 metres to 7.8 metres. Additionally, the underground parking garage is setback a minimum of 3 metres from all property boundaries to ensure trees along the property lines are not negatively impacted.

Comment:

There is concern about the limited above ground parking for the buildings and the challenge this creates for accessibility.

Response:

The plan calls for 8 above ground parking spaces with two of them designated as accessible parking spaces. In total the site will have 527 vehicle parking spaces, with 235 in basement level 1 and 284 in basement level 2. Each building will be accessible from the parking garage with stairs and elevators. Locating the majority of parking underground provides for ground level public amenity spaces within the site.

Comment:

The development should address the slope of the property. A lower east side will allow properties to the east access to sunlight.

Response:

The grades on the property slope down from southwest to northeast by approximately 2.5 metres across the site. This has been incorporated into the planning for the site by reducing the height of Building III to four-storeys from the initial concept of seven-storeys. As well, since the property slopes downward to the east, the height of Building III is proposed to be 1.1 metres lower than Building IV.

Comment:

Concerns were also raised regarding privacy concerns for properties to the east.

Response:

In addition to the building height for Building III being reduced, the balconies along the eastern side of Building III have been removed. The retention of the existing cedar tree line along the eastern boundary will also provide privacy screening.

Comment:

A concern was raised that an increase in density and the development of rental residential units will lower property values.

Response:

The City of Ottawa Official Plan, through the General Urban Area designation, encourages a range of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, leisure, and institutional uses. This helps to facilitate the development of complete and sustainable communities with the intention of improving the sense of community and improve access to services.

Research has shown that affordable housing in general does not affect property value and that property value is more based on the quality of the building, building management, and maintenance.

Here is a summary article which cites a few academic and a few non-academic studies that have been conducted:

[https://furmancenter.org/files/media/Dont\\_Put\\_It\\_Here.pdf](https://furmancenter.org/files/media/Dont_Put_It_Here.pdf)

Comment:

The laneway of the proposal will interfere with the Denbury.

Response:

The site is proposed to be developed with the parking garage 3 meters from the western property boundary, with the closest portion of Building IV 6.4 metres from the property line. The existing two vehicular entry points will be combined to a singular access centrally located on the property, approximately 50 metres from the western (Denbury side) property line and 30 metres to the eastern property line.

Comment:

Concerns were raised that the site will need additional parking, especially in the summer months when Mooney's Bay Park is highly active. A specific comment noted that there should be one parking space per unit.

Response:

The proposed parking ratio for the development is 0.95 parking spaces per unit with 420 spaces for 444 units. There are an additional 88 visitor parking spaces and 19 spaces for commercial uses. In addition to the vehicular parking spaces, there are an additional 226 bicycle parking spaces. The site is also within 120 metres of bus stop for routes for the 90, 190, and 290 buses. The proximity of the

site to transit, and the anticipated modal share for person trips to and from the site support the reduction of the parking minimum.

Comment:

Concerns were raised on the impact of construction on the surrounding community, such as noise, dirt, and possible blasting effects on nearby property foundations and retaining wall along the property.

Response:

The City of Ottawa Noise By-law applies to a number of causes of noise to promote public health, safety, welfare and peace and quietness of the inhabitants of the City. The Noise By-law applies to such causes of noise, including but not limited to, shouting, sound amplification devices, mechanical equipment (i.e. exhaust systems), garbage collection, and deliveries.

A condition for street cleaning is typically included in Site Plan Agreements to ensure that streets within the area of the construction site are clear of mud, dust, and other material resulting from vehicles involved in the development.

Conditions of approval will be discussed with the applicant during Site Plan Control to ensure any impacts on neighbouring structures and foundations will be properly reviewed and mitigated. Conditions, such as a preconstruction inspection, may be included in the Conditions of Approval and Site Plan Control Agreement

Comment:

Concerns were raised about the impact the construction may have on the trees along the driveway embankment and along the eastern side of the property.

Response:

A significant tree line runs along the eastern boundary of the property. The 3.0 metre separation of the parking garage from the property lines and tree protection measures will keep construction activities away from the critical root zone of the existing trees. Along the eastern side of Building III the landscape plan calls for the placement of grass and junipers to enhance the landscaping along this edge. The landscape plan proposes the planting of 40 trees, 349 shrubs, 97 vines, 696 perennial flowers, and 163 ornamental grasses.

Comment:

The residential density of the site is too high, but the area could use the commercial businesses.

Response:

The OP policies allow redevelopment and intensification on existing underutilized sites, and permit higher densities and heights in areas close corridors and major amenities. Increasing the residential density in the area will also encourage businesses which serve the local community.

Comment:

This is an area of town with a lot of seniors who have mobility difficulties and public transit may not be suitable as a main transportation for many. Seniors getting to and from the commercial spaces in the new development are going to have great difficulty with a series of buildings suited mainly for pedestrians and public transit. It will make the commercial spaces difficult to access for many of the potential customers. There will be many people for whom travel by car is the only practical option.

Response:

The commercial space is located within Building IV and will have 19 parking spaces to be used, with three of them being on ground level. An elevator is planned for Building IV, which includes the commercial spaces, with two accessible parking spaces next to the elevator on basement level 1.

Comment:

Can this spot be improved to include businesses to serve the immediate community as well as bike rentals.

Response:

The types of uses that are anticipated to occupy the commercial spaces on the property would be geared toward local services for the neighbourhood. The GM zone does allow a wide range of service uses. Suggestions for the type of business can be submitted to the property owner.

Comment:

A comment received suggested that the proposal is under developing the site and that the proposal should include taller buildings.

Response:

While the site provides for the redevelopment of a sizeable shopping centre property, it is important to develop within the existing fabric of the neighbourhood. The current plans provide for a strong transition to neighbouring properties while increasing density to support neighbourhood commercial businesses.

## **APPLICATION PROCESS TIMELINE STATUS**

This Site Plan application was not processed by the On Time Decision Date due to the complexity of issues related to the application.



**Contact:** Kelby Lodoen Unseth Tel: 613-580-2424, ext. 12852 or e-mail:  
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## Document 1 – Location Map



D01-01-21-0008 D02-02-21-0057  
D07-12-21-0089

21-1066-D

I:\CO\2021\Zoning\Ridgewood\_726

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REVISION / RÉVISION - 2023 / 07 / 12

LOCATION MAP / PLAN DE LOCALISATION  
ZONING KEY PLAN / SCHÉMA DE ZONAGE  
SITE PLAN / PLAN DE EMPLACEMENT  
OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL

**729 av. Ridgewood Avenue**



Area A to be rezoned from GM1 F(1.0) to GM1 [xxxx] Sxxx  
Le zonage du secteur A sera modifié de GM1 F(1.0) à GM1 [xxxx] Sxxx



## Document 2 – Proposed Elevation

