



PLANNING RATIONALE REPORT ZONING BY-LAW AMENDMENT

August 2026

551 Riverdale Avenue

Part of Lot M, Concession C (Rideau Front) Geographic
Township of Nepean, City of Ottawa

Prepared for:
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Attachment A: 350-year floodplain correspondence from the City of Ottawa, dated December 18, 2025

Attachment B: Removal of Holding Symbol – Confirmation of Local Flood Control Measures letter from RVCA, dated June 16, 2026

1 Executive Summary

The proposed redevelopment of 551 Riverdale Avenue consists of replacing the existing 23 townhouse dwelling units with a four-storey apartment building containing **92** dwelling units. The proposal will increase the supply and diversity of housing within the Old Ottawa South Neighbourhood while making efficient use of a residential property located near transit, parks, and active transportation facilities. The development is intended to proceed generally in accordance with the existing Neighbourhood Zone, Subzone 4B (N4B) permissions.

The site is subject to holding provision [2657]-h, which may be removed upon confirmation from the Rideau Valley Conservation Authority (RVCA) that local flood-control measures are adequate to mitigate flood risk. In a letter dated June 16, 2026, the RVCA confirmed that the local dike is performing as expected and that it has no objection to removal of the holding symbol, subject to the continued applicable floodproofing requirements. The proposed redevelopment will remain subject to site-specific floodproofing, grading, servicing, and regulatory requirements through the development approval and RVCA permit process. A Zoning By-law Amendment is also required to reduce the minimum front yard setback from 4.5 metres to **3.7** metres.

A review of the applicable planning policy framework, including the 2024 Provincial Planning Statement (PPS) and the City of Ottawa Official Plan, has been completed. This Planning Rationale concludes that the proposed redevelopment is consistent with the PPS, conforms with the Official Plan, represents appropriate and compatible residential intensification within the Inner Urban Transect, and constitutes good land use planning in the public interest.

1.1 Supporting Studies

The reports itemized below support the proposed zoning bylaw amendment:

- ⊕ **Topographic Plan of Survey** – Prepared by Farley, Smith & Denis Surveying LTD., dated June 19, 2025.
- ⊕ **Servicing & SWM Report** – Prepared by Robinson Land Development, dated July 2026.
- ⊕ **Civil Design Drawings** – Prepared by Robinson Land Development, dated July 2026.
- ⊕ **Environmental Impact Assessment** – Prepared by Kilgour and Associates, dated July 22, 2026.
- ⊕ **Phase I Environmental Site Assessment** – Prepared by Paterson Group, dated February 26, 2025.
- ⊕ **Phase II Environmental Site Assessment** – Prepared by Paterson Group, dated April 14, 2025.
- ⊕ **Geotechnical Investigation** – Prepared by Paterson Group, dated March 11, 2025.
- ⊕ **Geotechnical Response to City Comments** – Prepared by Paterson Group, dated January 20, 2026.
- ⊕ **Environmental Noise Control Study** – Prepared by Paterson Group, dated August 12, 2026.
- ⊕ **Site Plan** – Prepared by M. David Blakely Architect Inc., dated July 28, 2026.
- ⊕ **Partial Site Plan (Entrance Courtyard)** – Prepared by M. David Blakely Architect Inc., dated June 28, 2026.
- ⊕ **Floor Plans & Building Elevations** – Prepared by M. David Blakely Architect Inc., dated July 28, 2026.

- ⊕ **Architectural Site Design Rationale** – Prepared by M. David Blakely Architect Inc., dated July 28, 2026.
- ⊕ **Tree Conservation Report and Landscape Plan** – Prepared by JBLA, dated July 28, 2026.

1.2 Consultation

An initial pre-consultation meeting was held with City of Ottawa and RVCA staff on November 20, 2025. A consultation meeting regarding the proposed development was subsequently held with the Old Ottawa South Community Association on November 28, 2025. Further consultation with City staff has continued through email correspondence.

A consultation meeting with representatives of the local Councillor's office was held on July 30th, 2026. An additional follow up meeting was held with the Councillor on August 11th, 2026.

2 Introduction

2.1 Overview

JFSA Canada Inc. (JFSA) has been retained by JSS Riverdale Holdings Inc. to prepare a Planning Rationale in support of the proposed redevelopment of 551 Riverdale Avenue, hereafter referred to as the “site”. The site is a residential property located within the Evolving Neighbourhood Overlay and is currently developed with 23 townhouse dwelling units. The proposed redevelopment will replace the existing townhouse development with a four-storey apartment building containing **92** dwelling units.

The proposed redevelopment will provide a mix of one, two, and three-bedroom dwelling units, including several barrier-free units. The development concept has been informed by pre-consultation with City of Ottawa staff and the Rideau Valley Conservation Authority (RVCA), particularly in relation to the area of reduced flood risk context of the site and the technical requirements necessary to support its redevelopment and servicing.

The site is currently zoned N4B[2657]-h. A Zoning By-law Amendment is required to reduce the minimum front yard setback from 4.5 metres to 3.7 metres. The proposed zoning is N4B[XXXX], with a site-specific exception permitting the reduced front yard setback. The zoning amendment also requests lifting of the holding provision. The proposed setback is consistent with the established neighbourhood character and will allow the proposed four-storey apartment building to maintain a similar relationship with Riverdale Avenue.

This report provides a review and analysis of the applicable land use planning policies and zoning provisions in support of the proposed redevelopment and Zoning By-law Amendment.

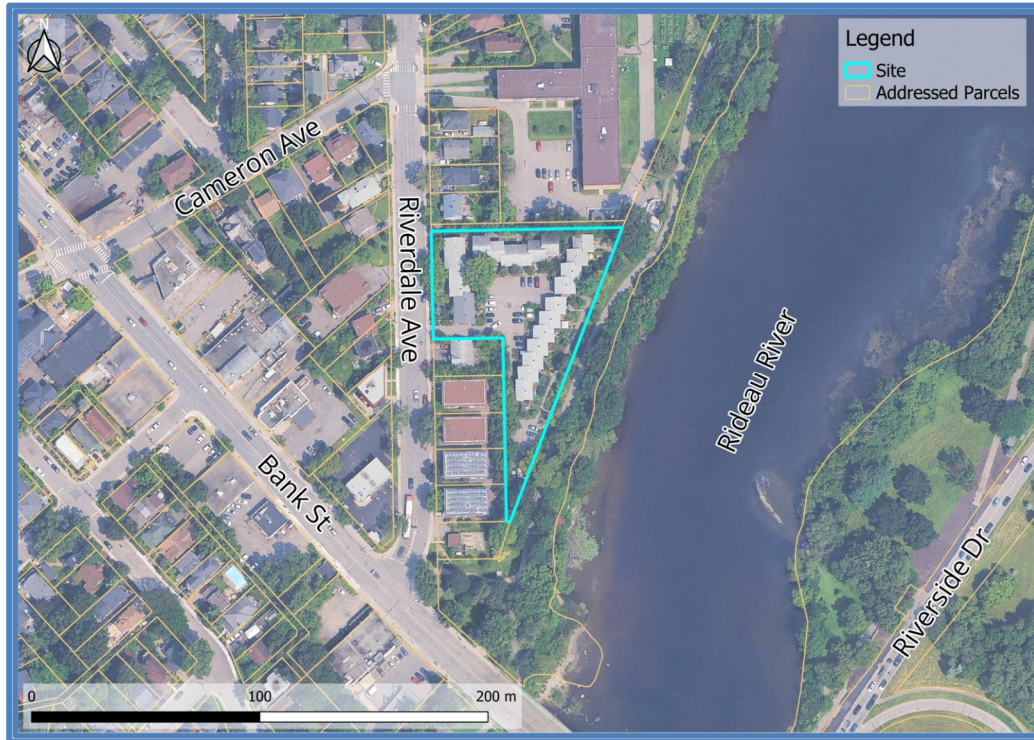
2.2 Location

The site is municipally known as 551 Riverdale Avenue and is located in the Old Ottawa South neighbourhood. Legally, the site is described as Part of Lot M, Concession C (Rideau Front), Geographic Township of Nepean.

The site has an area of 4,741 square metres (0.472 hectares), with approximately 47.24 metres of frontage on Riverdale Avenue. The site is irregularly shaped and is bounded by Riverdale Avenue to the west, existing residential development to the north, and the Rideau River greenspace corridor to the east and south.

The site fronts onto Riverdale Avenue and is situated within an established urban neighbourhood near the Rideau River. Vehicular access is provided from Riverdale Avenue. The site is also located within the Windsor Park area of reduced flood risk. **Figure 1** below identifies the location of the site.

Figure 1: Location of Site



2.3 Surrounding Area

The surrounding area is characterized by a mix of existing residential, open space, and commercial uses. The site is bounded by Riverdale Avenue to the west, existing single detached dwellings and an apartment building to the north, and greenspace associated with the Rideau River corridor to the east and south. The broader area includes predominantly residential uses, with commercial uses concentrated along Bank Street. The site is located in the Evolving Neighbourhood Overlay on Schedule B2 of the Official Plan. **Figure 2** shows the context of the surrounding area.

⊕ North

Directly north are existing residential uses consisting of single-detached dwellings and an apartment building.

⊕ East

Immediately east of the site is greenspace associated with the Rideau River corridor, beyond which is the Rideau River.

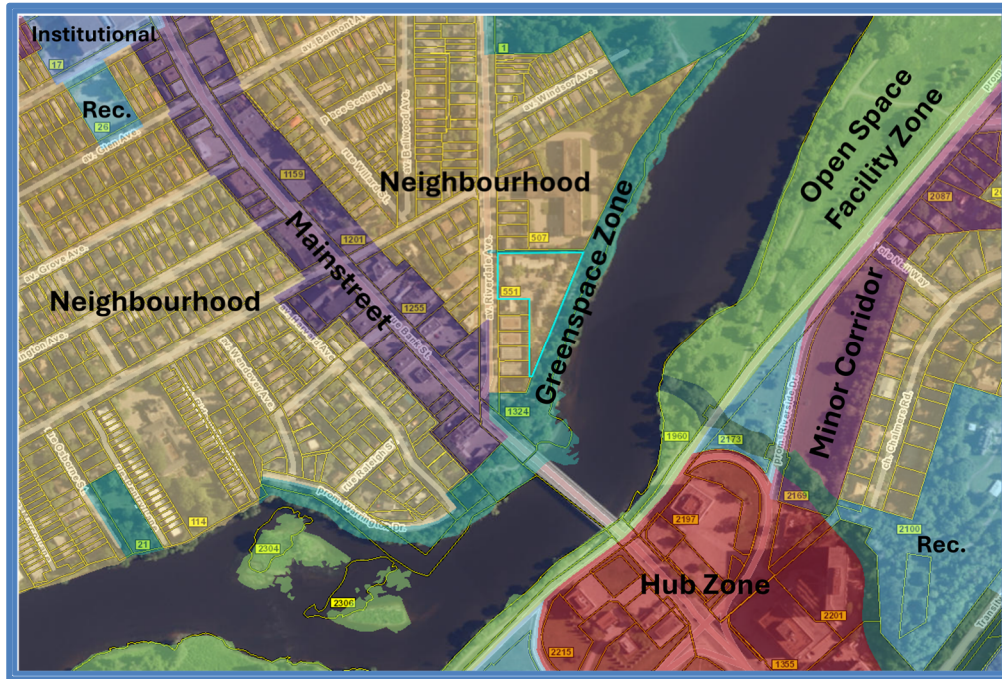
⊕ South

Immediately south of the site is greenspace associated with the Rideau River corridor. Further south is Billings Bridge, which provides access across the Rideau River toward an area designated as a Hub.

West

- ⊕ Riverdale Avenue abuts the site to the west. Further west are existing commercial uses concentrated along Bank Street.

Figure 2: Site Context



2.4 Site Conditions

The site is currently developed with four townhouse blocks containing a total of 23 residential dwelling units, together with internal parking areas, driveways, walkways, landscaping, and mature trees. The townhouse units are ageing and are reaching the end of their reasonably maintainable lifespan. The owners of the site have identified that additional and more complicated maintenance issues are arising each year.

Figures 3, 4, and 5 illustrate the existing frontage along Riverdale Avenue, the internal parking area, and the rear of the site, respectively.

Figure 3: Frontage of 551 Riverdale Avenue



Figure 4: 551 Riverdale Avenue Internal Parking



Figure 5: Rear of 551 Riverdale Avenue on Multi-Use Path



2.5 Relationship to Landscape

The site is visually and physically connected to the greenspace corridor along the Rideau River. Although the site is an urban residential property, mature trees are established on and around the site, and a multi-use pathway extends through the greenspace corridor to the rear. The site fronts onto Riverdale Avenue, an established residential street where some residential properties are undergoing redevelopment.

2.6 Transportation Connections

Riverdale Avenue is a two-lane urban collector road that provides vehicular access to the site and serves as the principal street connection for the site. A two-way, full-movement driveway connects the site to Riverdale Avenue, which has a municipal right-of-way width of approximately 18.4 metres. The site is located approximately 100 metres north of the intersection of Riverdale Avenue and Bank Street, placing it within walking distance of a Mainstreet corridor offering frequent transit service. Riverdale Avenue connects the site to the surrounding local street network, while Bank Street provides access to the broader arterial road network.

Highway 417 is located approximately 2.2 km north of the site, measured in a straight line. Access to Highway 417 going east is available via the Metcalfe Street and Isabella Street interchange, approximately 2.9 kilometres from the site by road. Access going west is available from the intersection of Catherine Street and O'Connor Street, approximately 3 km by road.

A City-owned multi-use path runs through the greenspace corridor along the Rideau River to the rear of the site. This path provides access to the city's wider cycling network.

Current transit connections nearby include:

- **Route 18 (Billings Bridge/St-Laurent)** provides service along Riverdale Avenue. Nearby stops are located at Riverdale Avenue and Cameron Avenue directly in front of the site, Windsor Avenue to the north, and at Bank Street and Riverdale Avenue to the south, approximately a 2-to-3-minute walk from the site. Route 18 provides service approximately every 30 minutes throughout the day.
- **Route 6 (Rockcliffe/Greenboro)** is accessible at the intersection of Bank Street and Riverdale Avenue, an approximately 2-to-3-minute walk from the site and provides service approximately every 16 minutes throughout the day.
- **Route 48 (Carleton/Hurdman)** is also accessible at the intersection of Bank Street and Riverdale Avenue and provides service approximately every 30 minutes throughout the day.

Further, the Billings Bridge Bus Rapid Transit (BRT) Station is within approximately 665 m of the site and provides access to multiple transit routes.

2.7 Proposed Development

JSS Riverdale Holdings Inc. is proposing to redevelop 551 Riverdale Avenue with a four-storey apartment building containing **92** dwelling units on a site of approximately 4,741 square metres, resulting in a residential density of approximately **194.91** units per net hectare. The proposed building will replace the four existing townhouse blocks containing 23 dwelling units, resulting in a net increase of 69 dwelling units.

The site is located within the Windsor Park Area of Reduced Flood Risk. This is an area that is protected by flood control works along the Rideau River, however it would be vulnerable to flooding if the publicly maintained flood control structures were to be damaged. The existing townhouse development was constructed at elevations below the regulatory flood level and would remain vulnerable to flooding in the event that the existing flood-control works were overtopped or failed. The proposed redevelopment includes comprehensive grade raise and floodproofing measures intended to establish the building and occupied residential areas above the applicable flood elevation and freeboard requirement. These measures will improve the site's flood resilience relative to the existing development and have been developed in consultation with the RVCA.

The proposed development will contain a mix of one, two, and three-bedroom dwelling units, including several barrier-free units. The development will also provide a front entrance courtyard, shared indoor and outdoor amenity areas, a fitness room, multi-function room, storage room, private balconies and patios, landscaping, bicycle parking, and pedestrian connections. The proposed amenity area and bicycle parking exceed the minimum zoning requirements.

One level of underground parking is proposed, together with a limited number of surface parking spaces. Vehicular access will be provided from Riverdale Avenue. The building will be oriented toward Riverdale Avenue, while parking, access, landscaping, pedestrian circulation, and amenity areas will be arranged to support the function of the site and compatibility with the surrounding area. Further details regarding active transportation facilities, parking, transportation demand management, landscaping, and waste management are provided in the following subsections.

The proposed development is intended to proceed generally in accordance with the existing N4B zoning of the site. A Zoning By-law Amendment is required to reduce the minimum front yard setback from 4.5 metres to **3.7** metres. The requested reduction will allow the building to frame

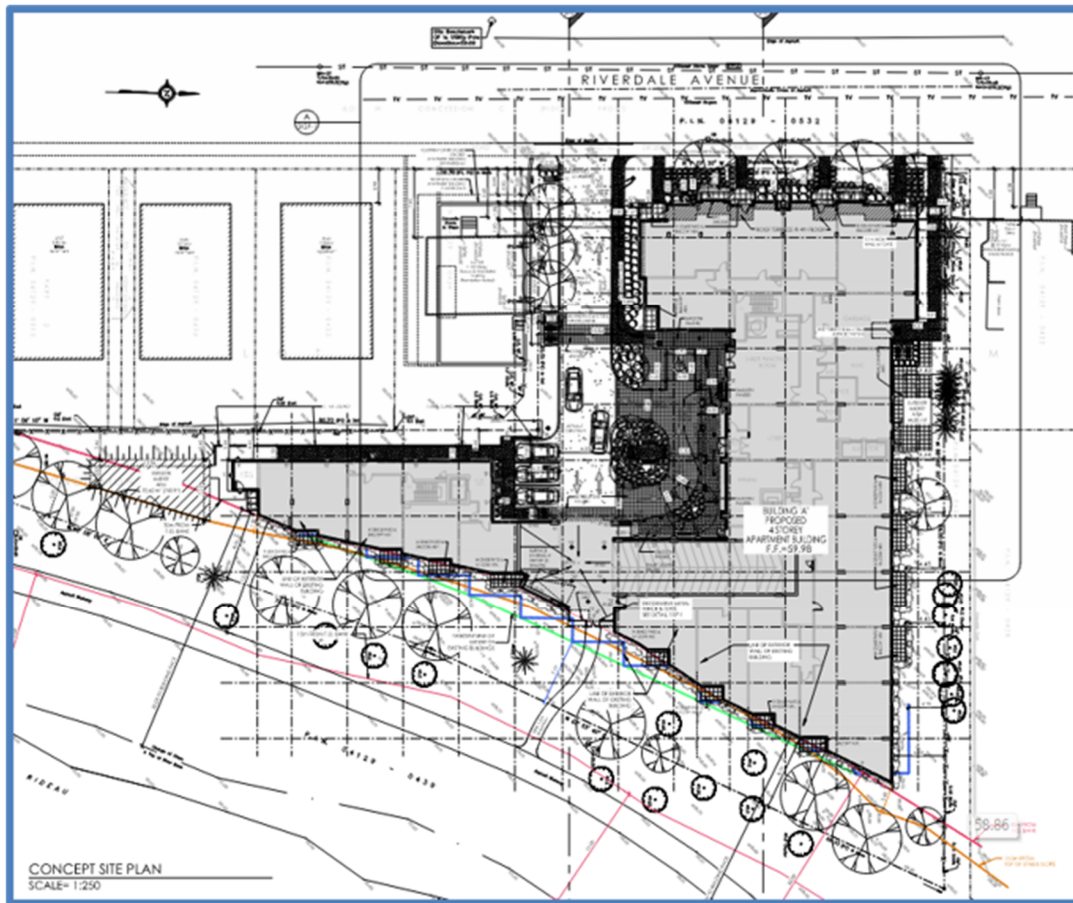
Riverdale Avenue and maintain a setback generally consistent with the established relationship of nearby development to the street. Despite the reduced setback, the front yard will continue to accommodate pedestrian walkways, entrances, landscaping, tree planting, and private patios. Positioning the building closer to Riverdale Avenue also allows development to be directed away from the Rideau River corridor and supports a more urban built-form pattern consistent with the Urban Transect and Evolving Neighbourhood Overlay. Details of the requested Zoning By-law Amendment are discussed further in Section **3.3.3** of this report.

The proposed four-storey apartment building will increase the supply and diversity of housing within the Old Ottawa South neighbourhood. The mix of one, two, and three-bedroom dwelling units will provide housing options for households of different sizes and compositions. The redevelopment will also make more efficient use of an existing residential property located near the Bank Street Mainstreet corridor, transit service, greenspace, and active transportation facilities.

2.7.1 Site Design

The proposed site design organizes the four-storey apartment building around a central entrance courtyard fronting Riverdale Avenue. The building is oriented toward the street, with the principal entrance, pedestrian connections, landscaping, private patios, and short-term bicycle parking contributing to the relationship between the development and the public realm. Surface parking is limited and screened by the building, while most vehicle and long-term bicycle parking is located below grade. **Figure 6** illustrates the site plan.

Figure 6: Proposed Site Plan



The proposed building uses varied massing, façade articulation, balconies, canopies, and a mix of brick, stone, metal panels, and glazing to provide visual interest and reduce the perceived scale of the four-storey built form. The fourth floor is additionally setback along the Riverdale frontage. The design establishes a pedestrian-scale frontage along Riverdale Avenue while responding to the surrounding residential context and maintaining a landscaped relationship with the Rideau River corridor. **Figure 7** shows the proposed building elevations.

Figure 7: Proposed Elevations (Front and Rear)



2.7.2 Active Transportation Facilities

During pre-consultation, City staff indicated that increased bicycle parking would further support the proposal and the City's objectives for active transportation and reduced automobile dependence. The proposed development provides **124** long-term bicycle parking spaces and **10** short-term bicycle parking spaces, for a total of **134** spaces. This exceeds the zoning requirement of **92** long-term spaces and seven short-term spaces. **Five** of the long-term bicycle parking spaces are designed as inclusive spaces.

The long-term bicycle parking spaces are located within a secure bicycle storage area on the underground parking level, while the short-term spaces are provided at grade near the building and its pedestrian entrances. The site is also connected by walkways to Riverdale Avenue and is located adjacent to the multi-use pathway network along the Rideau River. These facilities will support cycling as a convenient transportation option for residents and visitors.

Table 1 and 2 summarize the bicycle parking requirements under section 613 of the Zoning By-law 2026-50 and the bicycle parking spaces proposed as part of the development.

Table 1: Bicycle Parking Rates

Bicycle Parking Type	By-law Rate	Calculation	Required	Proposed
Short-term	2 spaces plus 1 space per 20 dwelling units	$2 + (92 \div 20) = 6.6$	7 spaces	10 spaces
Long-term	1 space per dwelling unit	92×1.0	92 spaces	124 spaces
Total bicycle parking		7 short-term + 92 long-term	99 spaces	134 spaces

Table 2: Inclusive Bicycle Parking Spot Requirements

Bicycle Parking Type	By-law Rate	Calculation	Required	Proposed
Inclusive long-term	5% of required long-term spaces	$92 \times 0.05 = 4.6$	5 spaces	5 spaces

2.7.3 Parking

A total of **38** vehicle parking spaces are proposed, including **30** spaces within the underground parking garage and **eight** surface parking spaces. The surface parking supply includes one Type A barrier-free parking space. Vehicular access to the surface and underground parking areas is provided from Riverdale Avenue.

The site is located within Area B on Schedule A1 of Zoning By-law 2026-50, where a maximum of 115 parking spaces is permitted for the proposed 92 dwelling units. The proposed 38-space parking supply is below the maximum permitted rate. The site is also located within Area C on Schedule A3, which requires seven visitor parking spaces; the surface parking spaces are intended as visitor parking spaces.

The proposed parking supply reflects the site's proximity to transit service along Riverdale Avenue and Bank Street, the Bank Street Mainstreet corridor, and the active transportation network along the Rideau River. The provision of 134 bicycle parking spaces will further support alternatives to private automobile use.

2.7.4 Transportation Demand Management

Transportation Demand Management (TDM) measures are proposed to encourage residents to use sustainable transportation and reduce reliance on private automobiles. Five actions have been identified:

1. An internal TDM coordinator will be designated by the owner. The TDM coordinator will be responsible for preparing a travel information package for new residents.
2. Parking costs will be unbundled from monthly rent to encourage alternate forms of transport instead of private automobiles.
3. A multimodal travel information package will be provided to new residents upon move in.
4. Bus schedules and routes will be posted in the lobby.
5. Local maps with MUPs and key locations will be posted in the lobby.

Additionally, the development will also provide **124** long-term and **10** short-term bicycle parking spaces, exceeding the zoning requirements. The bicycle parking supply, together with the site's proximity to transit service and the multi-use pathway network along the Rideau River, will support cycling and other alternatives to private automobile travel.

2.7.5 Landscaping

The landscape design provides new trees, shrubs, ornamental grasses, perennials, and sodded areas throughout the site, together with landscaped outdoor amenity areas and screening along portions of the site boundary. The proposed planting program consists primarily of native species and native cultivars selected to support the site's urban and natural setting.

Proposed Landscaping includes a mix of large and medium deciduous trees, smaller ornamental trees, and coniferous trees. Proposed species include maple, bur oak, basswood, hackberry, honeylocust, red oak, serviceberry, tamarack, and white spruce. Additional planting includes native shrubs, switchgrass, and black-eyed Susan. Existing trees identified for retention will be protected during construction in accordance with the tree-protection measures shown on the plan.

The proposed landscaping is projected to provide approximately 2,504 square metres of tree canopy at maturity, representing approximately **54.1** percent of the site area after 40 years. The proposed canopy coverage exceeds the City-wide 40 percent urban forest canopy target identified in the Official Plan.

2.7.6 Waste Management

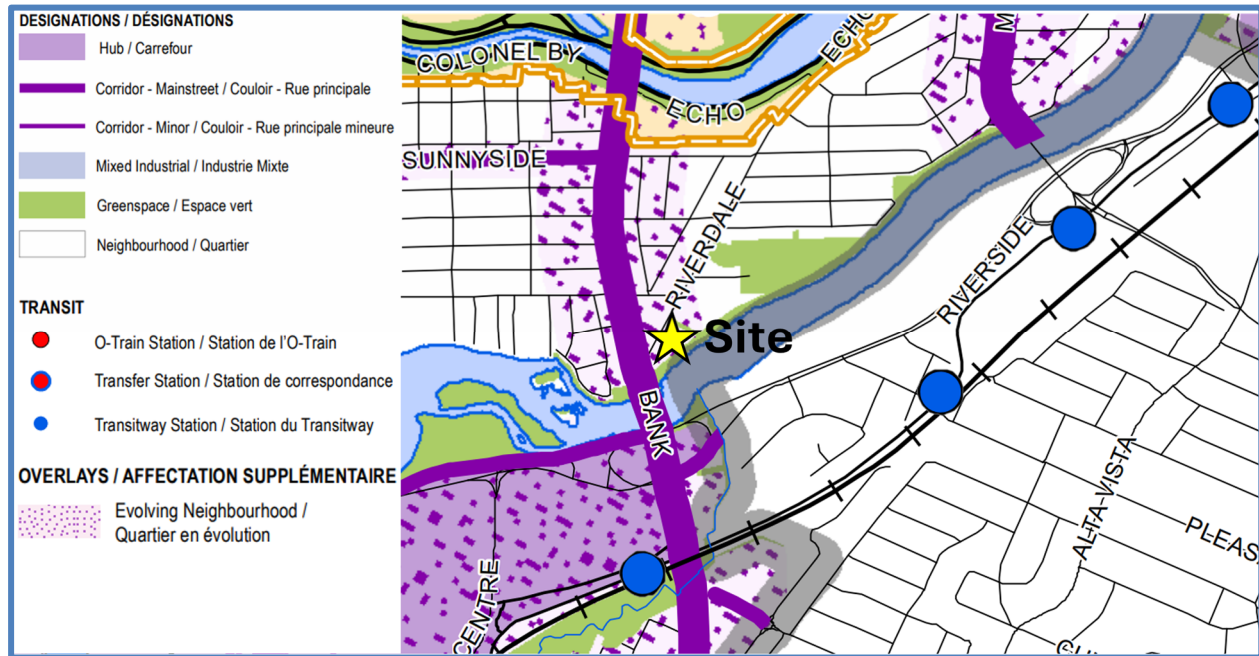
A dedicated waste management room is proposed on the ground floor of the building, with internal access for residents and direct exterior access to facilitate collection. The waste room will accommodate separate containers for garbage, fibre, mixed recyclables, and organic waste in accordance with the City's requirements for multi-unit residential development. Locating the waste storage area within the building will screen waste containers from public view, protect them from weather and wildlife, and minimize the potential for odour or windblown debris.

2.8 Official Plan Designation

The site is within the Inner Urban Transect and is designated Neighbourhood of the City of Ottawa Official Plan Schedule B2. The site is also subject to the Evolving Neighbourhood Overlay.

Neighbourhoods are contiguous urban areas that constitute the heart of communities. They are intended to permit a mix of building forms and densities. It is the intent of the Official Plan to reinforce the conditions for 15-minute neighbourhoods; guide those that have few missing elements into gaining them; and to seed conditions for future 15-minute neighbourhoods into those that are currently not. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development. **Figure 8** shows the site on Schedule B2.

Figure 8: Site Shown on Schedule B2 (Inner Urban Transect)



2.9 Zoning By-law

2.9.1 Existing Zoning

The site is zoned Neighbourhood Zone, Subzone 4B, urban exception 2657, subject to a holding provision (N4B[2657]-h) under City of Ottawa Zoning By-law 2026-50. The N4B zone permits residential uses, including a low-rise apartment dwelling.

Urban exception 2657 and the associated holding provision address the floodplain context of the site. The holding provision is intended to remain in place until confirmation is provided that local-flood-control measures are adequate to mitigate flood risk. In a letter dated June 16, 2026, the RVCA confirmed that the local dike is performing as expected and that it has no objection to removal of the holding symbol, subject to the continued application of applicable floodproofing requirements.

This application requests to lift the hold in accordance with the exception zone requirements.

2.10 Parks

It is understood that cash-in-lieu of parkland will be required for net units gained and that cash-in-lieu will be collected at the building permit stage.

3 Policy Justification

3.1 Provincial Planning Statement

Under Section 3 of the Planning Act, the 2024 Provincial Planning Statement (PPS) establishes provincial policies for land use planning and development. The PPS promotes compact growth within urban settlement areas to support the efficient use of land, resources, infrastructure, and public service facilities. It also seeks to provide an appropriate range and mix of housing options, protect public health and safety, and conserve natural features and systems.

The PPS prioritizes compact and transit-supportive development that provides convenient access to housing, employment, services, recreation, and active transportation. The proposed redevelopment supports efficient and resilient development and land-use patterns by increasing the supply of housing within an established urban neighbourhood that is served by existing municipal infrastructure, transit, and public service facilities.

Chapter 2 of the PPS focuses on building homes and sustaining strong and competitive communities. The proposed development and Zoning By-law Amendment are consistent with the following policies:

- ⊕ **Section 2.1 (6)** – The proposal will support complete communities by increasing the supply of housing options with multimodal access to employment, public service facilities, institutional use, recreation, parks and open space, and other uses to meet long-term needs. This will facilitate accessibility for people of all ages and abilities.
- ⊕ **Section 2.2 (1)** – The proposed zoning will contribute to the appropriate range and mix of housing options to meet the projected needs of residents. The proposal for redevelopment of the site will result in a net increase in residential units in an area that is well supported by existing transit and infrastructure.
- ⊕ **Section 2.3.1 (1)** – The site is within a settlement area which are directed to be the focus for growth and development under the PPS.
- ⊕ **Section 2.3.1 (2)** – The proposed land use pattern efficiently uses land and resources, optimizing planned infrastructure and public services. Active transportation and transit access are available in close proximity to the site.
- ⊕ **Section 2.4.1 (2)** – Billings Bridge Rapid Transit Station is located approximately 665 metres from the site and operates as a key station on Ottawa's Transitway Bus Rapid Transit network. As the site is located within the general 500- to 800-metre radius associated with a Major Transit Station Area, the proposed redevelopment supports the objectives for Strategic Growth Areas by providing compact residential intensification near higher-order transit, commercial services, public spaces, and active transportation facilities.
- ⊕ **Section 2.4.2** – Major Transit Station Areas on higher-order transit corridors are to be planned to accommodate minimum density targets. The proposed redevelopment will increase the number of dwelling units on the site from 23 to 92. This increase in density will concentrate additional housing within walking distance of Billings Bridge Rapid Transit Station and support the efficient use of existing and planned higher-order transit infrastructure.

Chapter 3 of PPS 2024 sets out policies for the provision of Infrastructure and Facilities. The proposed zoning bylaw amendment is consistent with the following:

- ⊕ **Section 3.6 (2)** – The proposed development is on full municipal services as is noted as the preferred form of servicing for development within settlement areas.
- ⊕ **Section 3.9 (1)** – The zoning will facilitate the development of additional residential units in an area with access to adequate public spaces, recreation, parks, trails and open space.

Chapter 5 of PPS 2024 guides Protecting Public Health and Safety. The proposed zoning bylaw amendment is consistent with the following:

- ⊕ **Section 5.1 (1)** - Development is directed away from areas of natural or human-made hazards and will not create new or aggravate existing hazards.
- ⊕ **Section 5.2 (3)** – The site has safe access under the regulatory flood conditions.
- ⊕ **Section 5.2 (4)** – Redevelopment of the site addresses the risks of a changing climate. The flood protection efforts incorporated in the plan will eliminate the risk of the 1-in 350 year event. Correspondence from the City of Ottawa addressing the application of the natural-hazard policies and the mapped 1-in-350-year climate-change flood vulnerability area is included as **Attachment A** to this Planning Rationale.
- ⊕ **Section 5.2 (8)** – The site is within an Area of Reduced Flood Risk, which permits development subject to proof of adequate floodproofing as approved by the Conservation Authority. The proposed redevelopment has been designed in consultation with RVCA and incorporates site grading, floodproofing, and building-design measures intended to mitigate flood risk and improve the resilience of the site relative to the existing townhouse development. The supporting environmental, engineering, and geotechnical studies conclude that the redevelopment can proceed subject to the recommended mitigation measures and applicable approval requirements, without creating or aggravating existing hazards or resulting in adverse environmental impacts.

The proposed development is consistent with the above direction provided in the PPS 2024, as it is located within the urban boundary, and adds to the local mix of housing, in an established residential area, that can be efficiently serviced. The additional density provided by the proposed development supports future investment in higher-order transit infrastructure.

3.2 Ottawa Official Plan

3.2.1 Section 2.1 – Big Policy Moves

The proposed development aligns with the “Big Policy Moves” outlined in Section 2.1 of the official plan. These policy directions establish the City’s long-term vision for growth, mobility, urban and community design, environmental resiliency, and economic development. The big policy moves are:

- *Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.*
- *Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.*
- *Big Policy Move 3: Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*
- *Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*

- ***Big Policy Move 5: Embed economic development into the framework of our planning policies.***

The proposed redevelopment is well-suited to help achieve the big policy moves, firstly by accommodating residential intensification within the existing urban area through the replacement of 23 townhouse dwelling units with a four-storey apartment building containing 92 dwelling units. By increasing residential density on an underutilized site within the Inner Urban Transect, the proposal contributes to the Official Plan objective of accommodating growth through intensification rather than greenfield expansion. Denser unit types allow for a wider variety of demographic and economically diverse residents. Additional housing will enable more local services to be supported facilitating the further development of a 15-minute neighbourhood in this location. Further, the 1 to 3-bedroom unit sizes allow for opportunities for attainable rental accommodation.

The site is located within walking distance of transit services, Billings Bridge Station, and the Rideau River multi-use pathway network, supporting sustainable transportation choices. The proposed development also introduces a compact, low-rise built form that makes efficient use of existing municipal infrastructure while providing additional rental housing in an established neighbourhood.

The proposal further supports the Official Plan's objectives related to environmental sustainability, urban design, and economic development through increased housing supply, enhancing landscaping and tree planting, support for active transportation, and the efficient use of a fully serviced urban site.

Overall, the proposed redevelopment advances the intent of the Official Plan's Big Policy Moves by supporting intensification, sustainable transportation, environmental stewardship, good urban design, and housing choice.

3.2.2 Section 2.2 – Cross Cutting Issues

3.2.2.1 Intensification and diversifying housing options

The proposed redevelopment supports the Official Plan objective of directing residential growth to the built urban area and increasing housing choice.

Directing residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods

- ⊕ Intensifies residential development design for efficient use of infrastructure and land.
- ⊕ Located within walking distance of Bank Street, transit service, Billings Bridge Station, parks, pathways, and other neighbourhood amenities.
- ⊕ Supports the development of a complete and connected community where daily needs can be met through walking, cycling, or transit.

Improve public amenities and services

- ⊕ Increases the supply and diversity of housing options through a mix of one, two, and three-bedroom dwelling units.
- ⊕ Supports additional population growth in an area with existing access to parks, open space, and recreational opportunities.
- ⊕ Enhances the urban tree canopy through new landscape planting, with projected tree canopy coverage of approximately **54.1** percent at maturity.

3.2.2.2 Economic Development

The proposed redevelopment supports Ottawa's economic development objectives by increasing the supply of housing in an established urban neighbourhood.

Enhance Ottawa's high quality of life to attract a skilled workforce and businesses.

- ⊕ Provides additional housing in proximity to employment areas, commercial services, transit, and community amenities.
- ⊕ Supports workforce accommodation by increasing housing supply in a transit-supportive location.
- ⊕ Contributes to the continued growth and vitality of the Old Ottawa South community through residential intensification.

3.2.2.3 Energy and Climate Change

The proposed redevelopment supports the Official Plan's energy and climate change objectives through compact urban development, support for sustainable transportation, and enhanced landscaping.

Plan a compact and connected city.

- ⊕ Increases residential density within the existing urban area, supporting efficient use of land and existing infrastructure.
- ⊕ Directs growth to a location with access to transit, active transportation facilities, and community amenities.

Prioritize a shift to energy efficient transportation modes

- ⊕ Supports transit use through proximity to transit service and Billings Bridge Station.
- ⊕ Provides **134** bicycle parking spaces, exceeding zoning requirements and encouraging active transportation.

Reduce the urban heat island effect and help protect the vulnerable from extreme heat

- ⊕ Introduces significant landscaping and tree planting throughout the site.
- ⊕ Contributes to the urban forest canopy, with projected tree canopy coverage of approximately **54.1** percent at maturity.

Respond to climate related flood risk

- ⊕ The site is located within a mapped climate-change flood vulnerability area associated with the 1-in-350-year flood event.
- ⊕ The proposed redevelopment incorporates site grading, floodproofing, and building-design measures intended to improve the site's resilience relative to the existing townhouse development.
- ⊕ Redevelopment of the site will establish grades adjacent to the building that are higher than the 1-in-350-year plus 30 cm freeboard, thus eliminating the flood risk associated with the 1-in-350-year event.
- ⊕ The proposed mitigation measures have been evaluated through the supporting engineering and geotechnical studies and consultation with the RVCA. Correspondence addressing the 1-in-350-year flood risk is included in **Attachment A**.

3.2.2.4 Healthy and Inclusive Communities

The proposed redevelopment supports the Official Plan's objective of creating healthy, inclusive, and walkable communities through the provision of additional housing and access to community amenities.

Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities.

- ⊕ Increases housing choice through a mix of one-, two-, and three-bedroom dwelling units.
- ⊕ Provides additional housing within walking distance of transit, commercial services, parks, and community amenities.
- ⊕ Supports the continued evolution of a complete and walkable neighbourhood.

Advance human health through decision-making on the built environment.

- ⊕ Provides direct access to the Rideau River multi-use pathway network, supporting active transportation and recreation.
- ⊕ Maintains access to nearby greenspaces, parks, and open space areas that contribute to the physical and mental well-being of residents.
- ⊕ Includes indoor and outdoor amenity areas, enhanced landscaping, and additional tree planting to support a high-quality residential environment.

3.2.2.5 Gender and Racial Equity

The proposed redevelopment supports the Official Plan's gender and racial equity objectives by increasing housing choice in a location with access to transit, parks, services, and community amenities.

Improve access to amenities.

- ⊕ Provides a mix of one-, two-, and three-bedroom dwelling units that can accommodate a variety of household sizes, ages, and living arrangements.
- ⊕ Increases housing opportunities in an established neighbourhood with convenient access to transit, employment, community facilities, and commercial services.
- ⊕ Maintains access to nearby parks, greenspace, and the Rideau River pathway network, providing opportunities for active and passive recreation for a diverse range of users.
- ⊕ Supports equitable access to housing and community amenities by locating additional housing within a well-connected urban area.

3.2.3 Section 3 – Growth Management

The site is located within the Inner Urban Transect and is designated Neighbourhood under the Official Plan. The proposed redevelopment supports the growth management objectives of Section 3 by accommodating additional housing within the existing urban area through intensification of a fully serviced residential property. The proposal will make efficient use of existing infrastructure, public services, transit, and community amenities while contributing to the City's objective of directing growth to the built-up area.

3.2.4 Section 4 City-Wide Policies

Section 4 of the Official Plan establishes City-wide policies that apply to development throughout Ottawa. The policies most relevant to the proposed redevelopment address mobility, housing, parks, and recreational facilities. The following sections assess the proposal against these applicable policy directions.

3.2.4.1 Section 4.1 Mobility

Section 4.1.2 of the Official Plan supports development patterns that encourage walking, cycling, and transit use while reducing reliance on private automobiles. Policy 9 states that long-term bicycle parking should be secure, sheltered, and accessible, while short-term bicycle parking should be visible, well-lit, and conveniently located near building entrances.

- ⊕ The proposed development provides 124 long-term bicycle parking spaces and 10 short-term bicycle parking spaces, exceeding the minimum zoning requirements.
- ⊕ Long-term bicycle parking is provided within a secure indoor bicycle storage area, while short-term bicycle parking is provided at grade near building entrances.
- ⊕ The site is located within walking distance of transit service on Riverdale Avenue and Bank Street, Billings Bridge Station, and the Rideau River multi-use pathway network.
- ⊕ Transportation Demand Management measures, including unbundled parking and resident travel-information packages, are proposed to support sustainable transportation choices.

3.2.4.2 Section 4.2 Housing

Section 4.2 of the Official Plan seeks to increase housing supply, support a range of housing options, and encourage residential intensification in locations well-served by transit, services, and community amenities.

Section 4.2.1, Policy 2

- ⊕ The proposed development contributes to the supply and diversity of housing by introducing 92 dwelling units in an established urban neighbourhood.
- ⊕ The proposal provides a mix of one-, two-, and three-bedroom units, supporting a range of household sizes and compositions.
- ⊕ The site is located within walking distance of transit service, Billings Bridge Station, parks, pathways, and commercial services, making it an appropriate location for additional residential density.
- ⊕ The redevelopment supports the Official Plan objective of directing additional housing to locations that can accommodate growth efficiently and sustainably.

Section 4.2.2, Policy 1

- ⊕ The proposed development will provide new market rental housing, contributing to Ottawa's overall rental housing stock.
- ⊕ The addition of 92 dwelling units will help address housing demand and support the City's objective of maintaining an adequate supply of rental accommodation.

3.2.4.3 Section 4.4 Parks and Recreational Facilities

Section 4.4.1 Policy 4 *"The Parkland Dedication By-law, or any successor by-law, shall include provisions for the rate of parkland dedication. As per the Planning Act the following rates apply at the time of adoption of this Plan"*

- ⊕ As indicated during pre-consultation, cash-in-lieu will be provided at the time of building permits for all newly developed units.

3.2.4.4 Section 4.6 Urban Design

Section 4.6 of the Official Plan establishes urban design policies intended to create attractive, functional, and compatible development that contributes positively to the public realm. The site is

not located within a Design Priority Area or View Protection Area and does not abut a Scenic Entry Route identified on Schedule C13 of the Official Plan.

- ⊕ The proposed building is oriented toward Riverdale Avenue, reinforcing the public street edge and maintaining an appropriate relationship with the surrounding neighbourhood.
- ⊕ Pedestrian access, landscaping, outdoor amenity areas, and building entrances have been designed to support a comfortable and attractive public realm.
- ⊕ The development provides a compact, low-rise built form that is compatible with the surrounding residential context while making efficient use of an underutilized urban property.
- ⊕ New landscaping and tree planting will enhance the streetscape and contribute to the overall quality of the site design.
- ⊕ The proposed reduction to the minimum required front yard setback from 4.5 metres to 3.7 metres will not prohibit any of these features from being established in the front yard.

3.2.4.5 Section 4.7 Drinking Water, Wastewater and Stormwater Infrastructure

Section 4.7 of the Official Plan seeks to ensure that development is supported by adequate municipal infrastructure and that servicing capacity is available to accommodate growth.

Section 4.7.1, Policy 1

- ⊕ A Site Servicing and Stormwater Management Report prepared by Robinson Land Development confirms that the proposed development can be adequately serviced by the existing municipal water, sanitary, and stormwater infrastructure.
- ⊕ The proposed redevelopment will not exceed the capacity of the existing infrastructure system and can be accommodated within the available municipal services.

Section 4.7.1, Policy 5

- ⊕ Stormwater management for the proposed development has been designed in accordance with applicable City standards and servicing requirements.
- ⊕ The proposed development incorporates stormwater-management measures to control runoff and maintain acceptable post-development drainage conditions.

Section 4.7.2, Policy 2

- ⊕ The site is located within the urban area and is serviced by existing municipal water and wastewater infrastructure.
- ⊕ The proposed redevelopment will continue to be serviced by full municipal services, consistent with the Official Plan.

3.2.4.6 Section 4.8 Natural Heritage, Greenspace and the Urban Forest

Section 4.8 of the Official Plan seeks to protect and enhance Ottawa's natural heritage system, expand the urban forest, and ensure residents have access to greenspace and recreational opportunities.

Section 4.8.2 Policy 2

"The City shall pursue an urban forest canopy cover target of 40 per cent with equity as a guiding principle, in part through the development of sub-targets based on evolving urban form, climate resiliency, and environmental factors."

- ⊕ Existing trees will be retained and protected where feasible. Certain trees must be removed to accommodate the site grading and flood-mitigation works required to establish safe and flood-resilient development conditions.
- ⊕ The grading works are necessary to address the site's location within an Area of Reduced Flood Risk and to protect future residents and property from the residual flood risk. In this context, achieving appropriate flood protection represents the greater long-term public-safety interest.
- ⊕ The proposed landscaping will mitigate the tree removals through extensive replacement planting using primarily native species and native cultivars.
- ⊕ The Landscape Plan projects approximately **54.1** percent tree canopy coverage at maturity, exceeding the Official Plan's 40 percent urban forest canopy target.
- ⊕ The proposed landscaping includes 20 new trees, primarily consisting of native species and native cultivars, together with additional shrubs, grasses, and perennial plantings.

Section 4.8.3 Policy 2

"In general, and to support health, climate resiliency, accessibility and gender and social equity, the City shall seek to provide all urban residents with the following minimum access to high-quality greenspace:

- a) Within a 5-minute safe walking distance (400 metres), a public greenspace providing space for passive or active recreation;*
- b) Within a 10-minute safe walking distance (800 metres), two green public spaces; and*
- c) Within a 15-minute trip by transit, a publicly owned natural area"*

Windsor Park to the east of the site provides passive and active recreation opportunities to residents, as does Linda Thom Park just to the southwest of the site. Existing pathways connect both of these parks to the site.

3.2.4.7 Section 4.9 Water Resources

Section 4.9 of the Official Plan includes policy direction for protecting water resources, maintaining healthy watersheds, mitigating flood and erosion risk, and establishment of appropriate setbacks from surface water features.

Section 4.9.3 Policy 2

Policy 2 establishes minimum setbacks from surface water features based on the top of bank, and stable top of slope.

- ⊕ The site is adjacent to the Rideau River corridor and is subject to the surface-water setback policies of the Official Plan.
- ⊕ The proposed building is located within the most suitable developable area of the site, with landscaping maintained along the Rideau River corridor.
- ⊕ The applicable hazard limits and setbacks are identified on the supporting plans and have informed the proposed building location.

The proposed building is outside of the 30 metre top of bank setback and 15 metre stable top of slope setback. Some balconies and patios extend into these setback lands, however, those intrusions are not anticipated to have any negative impacts on the setback lands.

Section 4.9.3 Policy 4

Policy 4 requires changes to the applicable surface-water setbacks to be obtained through a Zoning By-law Amendment or minor variance that conforms with the water-resource policies of the Official Plan.

- ⊕ Establishment of setbacks will be consistent with section 404(2) of zoning bylaw 2026-50 which sets out that *"an alternative setback, developed in accordance with the criteria set forth in the Official Plan, may be provided where such a setback is identified in the conditions of approval of a site plan control or plan of subdivision agreement"*

Section 4.9.3 Policy 7

Policy 7 permits exceptions to the applicable setbacks on existing lots where the minimum setback cannot be achieved because of the lot size or location, existing or approved uses, or other physical constraints, subject to ecological enhancement and appropriate building placement.

- ⊕ The site is an existing urban residential property constrained by its irregular configuration, location adjacent to the Rideau River, area of reduced flood-risk overlay, and geotechnical considerations.
- ⊕ The proposed building has been located toward Riverdale Avenue and does not unnecessarily encroach toward the Rideau River. The existing buildings are already located within the 30 metre watercourse setback therefore the proposed redevelopment of the site will improve this condition.
- ⊕ The existing site includes paved parking lots and buildings within the setback lands. These features will be removed through redevelopment, thus improving the ecological function of the setback.
- ⊕ The Environmental Impact Study prepared with this application confirms that the small intrusion of the balconies and patios into the setback will not have any negative impacts on the environmental operation of the setback lands.

Overall, the proposed redevelopment conforms with the intent of Section 4.9 by balancing environmental protection, flood-risk mitigation, ecological enhancement, and appropriate redevelopment of an existing urban property.

3.2.5 Section 5 Transects

The proposed redevelopment is within the Inner Urban Transect as shown on Schedule B2 and conforms with the general characteristics of the Urban built form, as specified by Table 6 of the Official Plan (**Table 2**). The Inner Urban Transect is characterized by a mix of established neighbourhoods, mainstreets, institutions, parks, employment areas, and supporting community amenities. The Official Plan anticipates that a significant portion of future growth within this transect will occur through residential intensification and redevelopment on existing urban lands.

Table 3: Excerpt from Table 6 of Ottawa Official Plan

Urban
Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm
Principal entrances at grade with direct relationship to public realm
Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios
Minimum of two functional storeys

Buildings attached or with minimal functional side yard setbacks
Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing
No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage

3.2.5.1 Section 5.2 Inner Urban Transect

The Inner Urban Transect comprises neighbourhoods surrounding the downtown core, built pre and post World War II. Pre-war neighbourhoods generally reflect the Urban built form characteristics described in Table 6, while the post-war neighbourhoods reflect suburban characteristics. The proposed development conforms with the following policies:

Section 5.2.1 Policy 1

“The Inner Urban Transect’s built form and site design includes both urban and suburban characteristics as described in Table 6. Its intended pattern is urban.”

- ⊕ The proposed development supports the urban built form on the site.
- ⊕ The requested reduction to front yard setback from 4.5 metres to 3.7 metres is consistent the urban context of the site. Table 6 in the official plan notes that shallow front yard setbacks as a common feature in the urban context.

Section 5.2.1 Policy 3

“The Inner Urban Transect is generally planned for mid- to high-density development, subject to:
a) *Proximity and access to frequent street transit or rapid transit.”*

- ⊕ The proposed density on site is appropriate given the low-rise nature of the neighbourhood, transect policies, and proximity to future higher-order transit investments.

Section 5.2.2 Policy 3

“Motor vehicle parking in the Inner Urban Transect shall be managed as follows:

- d) *Where new development is proposed to include parking as an accessory use, such parking:*
- i) *Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;*
 - ii) *Shall be accessed by driveways that minimize the impact on the public realm and on both Cityowned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and*
 - ⊕ The majority of parking of the site is within an underground parking garage. The surface parking area is intended as visitor parking only.
 - ⊕ The courtyard area is intended for only a very small number of parking spaces for visitors and to facilitate short term drop-off and pick-up, or delivery vehicles.
 - ⊕ Surface parking within the courtyard is screened from view behind the front portion of the proposed apartment building. Additional vegetated screening is proposed along the driveway.
 - ⊕ The proposed driveway maintains the preexisting connection to Riverdale Avenue in the same location.

Section 5.2.4 Policy 1

“Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1, as applicable and that:

c) Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;

d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and

- ⊕ The proposal contributes to the residential growth contemplated within the Inner Urban Transect by increasing the number of dwelling units on the site from 23 to 92.
- ⊕ The proposed four-storey building is consistent with the low-rise built-form permissions contemplated by the Official Plan for appropriate intensification sites within the Inner Urban Transect.
- ⊕ The proposal emphasizes built form, site design, landscaping, and the relationship to the public realm rather than lot configuration or unit count.

3.2.5.2 Section 5.6 Overlays

Overlays provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that are otherwise not included in the designation section of the Official Plan. The Evolving Overlay applies to the site.

The Evolving Overlay is intended to signal a gradual evolution over time that will see a change in character to support intensification. This includes guidance for a change in character from suburban to urban to allow new built forms. The proposed redevelopment supports this gradual increase in intensification on the site based on the following policies:

Section 5.6.1 Policy 1

“The Evolving Neighborhood Overlay ... is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

b) Allowance for new building forms and typologies, such as missing middle housing;

c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals”

- ⊕ The proposed redevelopment increases the number of dwelling units on the site from 23 to 92, supporting residential intensification within the existing urban area.
- ⊕ The proposal introduces a compact low-rise apartment building that contributes to a more urban pattern of development while remaining compatible with the surrounding neighbourhood context.
- ⊕ The site is located in proximity to transit, active transportation facilities, parks, and community amenities, supporting the City's transportation mode share objectives.

Section 5.6.1 Policy 3

“In the Evolving Neighborhood Overlay, the City: a) Where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan's policy direction, or

post adoption of this Plan, to be consistent with the policy intent of this Plan, the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan”

- ⊕ The proposal represents an appropriate form of low-rise residential intensification within the Inner Urban Transect.
- ⊕ The four-storey building is consistent with the low-rise built-form permissions contemplated by the Official Plan, while still respecting the character in the area.
- ⊕ Appropriate density in keeping with the transect goals is provided.
- ⊕ The proposed development incorporates enhanced landscaping, significant new tree planting, pedestrian connections, indoor and outdoor amenity areas, and a site layout that supports a high-quality public realm.
- ⊕ The requested zoning relief is limited to a reduction in the front yard setback and does not alter the overall intent of the underlying N4B zone.

3.2.5.3 Section 6.3 Neighbourhood Designation

The site is within the Neighbourhood designation on Schedule B2. Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of the Official Plan that they permit a mix of building forms and densities. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development as they become 15-minute communities.

Section 6.3.1 Policies 1-5

These policies provide guidance that supports low-rise housing options, density and variety, depending on conditions such as proximity to transit stations, potential small scale non-residential uses and services, and certain larger scale institutional and office-based facilities.

- ⊕ The proposed building is low-rise residential.
- ⊕ The proposed development will allow additional density in an area near future rapid transit.
- ⊕ Parks provide publicly accessible and useable space.

Section 6.3.2 Policy 1

“The Zoning By-law and approvals under the Planning Act will allow innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15- minute neighbourhoods...”

- ⊕ The proposed development contributes to the Official Plan objective of creating complete, 15-minute neighbourhoods through the addition of housing in proximity to transit, services, parks, and active transportation facilities.
- ⊕ The proposal increases housing choice through a mix of one-, two-, and three-bedroom dwelling units suitable for a range of household types.
- ⊕ The redevelopment makes more efficient use of an existing residential property while supporting the long-term growth objectives of the Neighbourhood designation.

Section 6.3.2 Policy 2

Policy 2 directs form-based regulation to address local context, the public realm, building articulation, height, setbacks, massing, landscaping, and the intended density of development.

- ⊕ The proposed 3.7 m front yard setback generally aligns with the 3 to 4 m setbacks of the existing apartment buildings to the south and establishes an appropriate building line along this evolving portion of Riverdale Avenue.
- ⊕ The setback provides separation between the public sidewalk and ground-floor dwelling units while accommodating tree planting, landscaping, walkways, covered stoops, and individual entrances facing Riverdale Avenue.
- ⊕ The building steps back at its north and south ends to respond to adjacent properties, while the fourth floor is stepped back to reduce the perceived height of the building along the street.
- ⊕ Surface parking and garage access are located within the site rather than forming part of the Riverdale Avenue façade, supporting a pedestrian-oriented public realm.

Section 6.3.2 Policy 3

Policy 3 directs development within the Evolving Neighbourhood Overlay to reflect the urban characteristics described in Table 6 where increased density and changes in building form are anticipated.

- ⊕ The proposal reflects an urban built-form pattern through its shallow front yard setback, street-oriented building placement, individual ground-floor entrances, and limited surface parking.
- ⊕ The articulated façade, three-storey brick base, stepped-back fourth floor, balconies, canopies, and complementary materials provide a pedestrian-scale design that responds to the surrounding residential context.
- ⊕ The landscaped entrance courtyard provides shared flexible space and creates a visual and pedestrian connection through the site toward the Rideau River multi-use pathway.
- ⊕ The proposal supports the gradual evolution of the neighbourhood while maintaining a low-rise residential form and an appropriate relationship with Riverdale Avenue.

Overall, the proposed setback and site design respond to the existing and planned context of Riverdale Avenue while supporting an urban, pedestrian-oriented form of low-rise residential intensification.

3.2.5.4 Section 10 Protection of Health and Safety

The site is located within the Windsor Park Area of Reduced Flood Risk on Schedule C15 of the Official Plan. Section 10 establishes policies to protect people and property from natural hazards, including flooding and erosion.

Section 10.1.2

Section 10.1.2 (4) permits development within an Area of Reduced Flood Risk where public-safety risks can be mitigated and applicable floodproofing, access, environmental, and conservation authority requirements are satisfied.

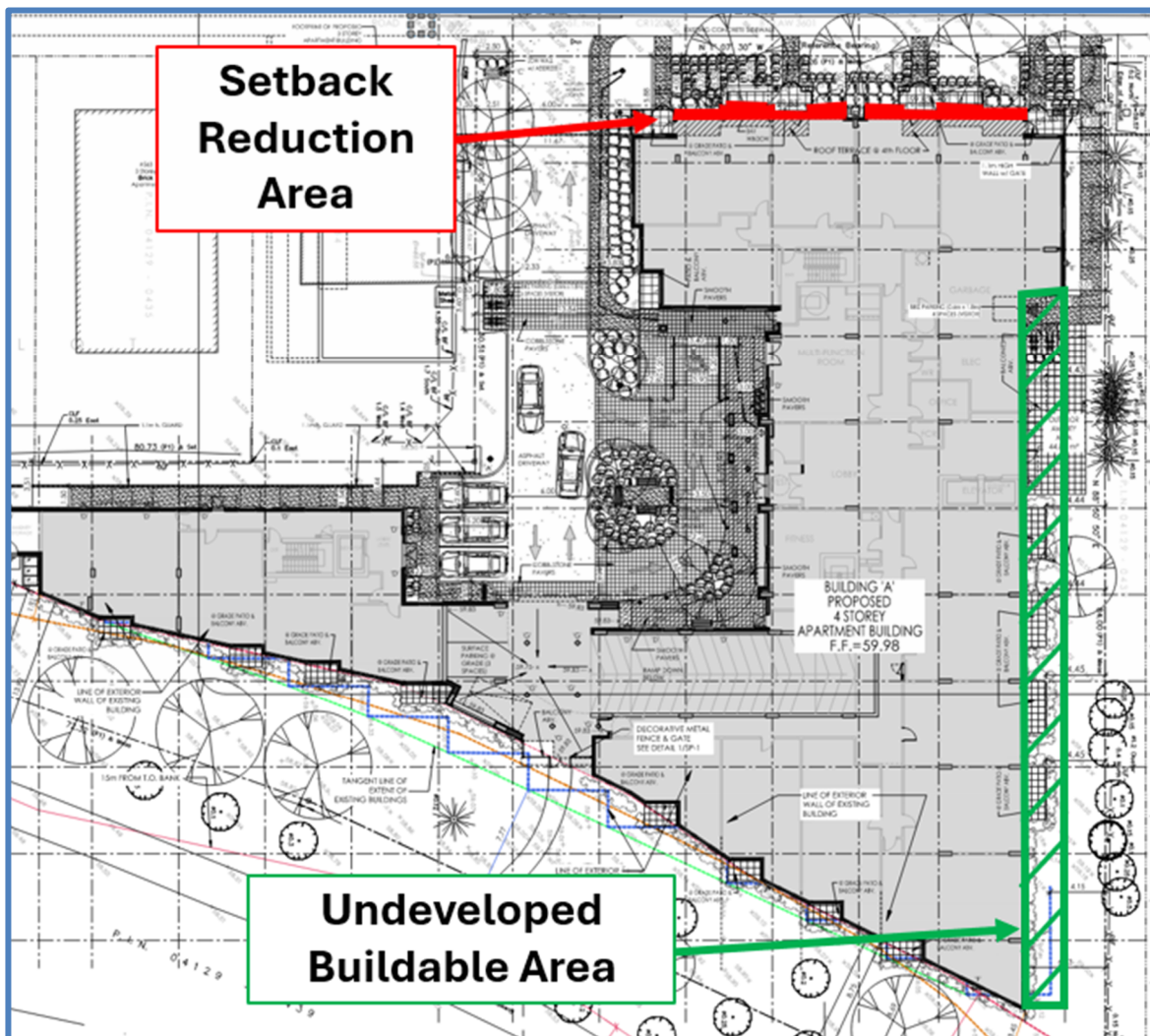
- ⊕ The proposal incorporates grading and floodproofing measures to mitigate flood risk and avoid creating or aggravating hazards.
- ⊕ The supporting environmental and engineering studies indicate that the redevelopment will not result in adverse environmental impacts.
- ⊕ Safe access is available during a regulatory flood event.
- ⊕ No dwelling units are proposed below grade.
- ⊕ No adverse environmental impacts will result from redevelopment of this site.

- ⊕ An RVCA regulatory permit for development within an area of reduced flood risk is being submitted concurrently with the site plan and zoning amendment applications.

Section 10.1.2 (5) guides “to avoid an increased risk to life and property” amendments to the zoning bylaw shall not increase the number of dwelling units on a lot in an area of reduced flood risk. In this case, the requested zoning amendment is consistent with policy 5 because:

- ⊕ The policy seeks specifically to avoid an increase to risk. The proposed development will raise the grades on site and eliminate the flood risk associated with the regulatory event. Eliminating the risk will avoid an increase to the risk.
- ⊕ The location of the requested reduction to front yard setback is not within the boundary of the area of reduced flood risk. The requested zoning amendment would not have the effect of increasing the number of dwelling units in the area of reduced flood risk.
- ⊕ The total footprint of the building will not be increased beyond what is already permitted on the site. The area of the requested front yard setback reduction (~12 m²) is compensated by areas within the currently permitted buildable envelope on the site that have not been developed (~160 m²). in see **Figure 9**.

Figure 9: Comparison of Requested Setback to Developable Area.



Overall, the proposal responds to the natural-hazard policies of Section 10 through flood-resilient grading and building design, avoidance of below-grade dwelling units, and consultation with the RVCA. The proposed site alterations and lifting of the holding provision have been reviewed in consultation with the RVCA and are supported by the accompanying technical materials. The requested zoning relief applies only to the minimum front yard setback and does not directly increase the number of dwelling units permitted by the underlying N4B zone.

3.2.6 Secondary Plans and Area Specific Policies

The site is not located within the geographic boundary of a Secondary Plan adopted under the Official Plan. The site is also not subject to any Area-Specific Policies contained within Volume 2C of the Official Plan. Accordingly, no additional policy direction applies to the proposed redevelopment beyond the applicable city-wide, transect, overlay, and land-use designation policies discussed in this Planning Rationale.

3.3 Zoning By-law

3.3.1 Existing Zoning

Then site is zoned Neighbourhood Zone, Subzone 4B, urban exception 2657, subject to a holding provision (N4B[2657]-h) under City of Ottawa Zoning By-law 2026-50. The N4B zone permits residential uses, including a low-rise apartment building.

3.3.2 Lifting of the Holding Symbol

Urban Exception 2657 applies a holding symbol to the site that may be removed upon confirmation from RVCA that local flood-control measures are adequate to mitigate flood risk.

In a letter dated June 16, 2026, the RVCA confirmed that its 2025 review found the local dike to be performing as expected and continuing to provide a reduced level of flood risk to the lands it is intended to protect. On this basis, the RVCA has no objection to the removal of the holding symbol. The RVCA letter is included as **Attachment B**.

The condition associated with the holding symbol has therefore been satisfied through the RVCA's confirmation that the local flood-control works are performing as expected. Removal of the holding symbol is appropriate, subject to the continued application of all applicable floodproofing and regulatory requirements.

3.3.3 Proposed Zoning

The proposed redevelopment is generally consistent with the permissions of the existing N4B zone and does not require a change to the underlying zone category. A zoning By-law Amendment is proposed to establish a site-specific exception permitting a reduced minimum front yard setback of **3.7 metres**, whereas a minimum front yard setback of 4.5 metres is otherwise required.

The proposed amendment will facilitate the construction of the four-storey apartment building while maintaining an appropriate relationship with Riverdale Avenue and the surrounding streetscape. The proposed front yard setback is appropriate given the evolving nature of the surrounding buildings on the street and will continue to provide sufficient space for landscaping, pedestrian circulation, and site access.

The proposed zoning is N4B[XXXX], where the site-specific exception will permit the reduced front yard setback. A summary of the proposed zoning amendment is provided in **Table 4**.

Table 4: Requested Relief from Zoning

By-law Requirement or Applicable Section	Requirement	Proposed
Minimum Front Yard Setback	4.5 m	3.7 m

4 Conclusion

This Planning Rationale has been prepared in support of a Zoning By-law Amendment and Site Plan Control application for the redevelopment of 551 Riverdale Avenue. The proposed development consists of a four-storey apartment building containing 92 dwelling units.

Under zoning bylaw 2026-50 the proposed amendment will be from N4B[2657]-h to N4B[XXXX]. A site-specific modification to reduce the minimum front yard setback to 3.7 metres, from 4.5 metres is requested. Additionally, the holding zone provision is requested to be lifted as it has been confirmed to be appropriate in the supporting letter from the Rideau Valley Conservation Authority.

This rezoning will facilitate redevelopment of the site that will increase housing supply, make efficient use of existing municipal infrastructure, support transit and active transportation, and contribute to the continued evolution of a complete and sustainable neighbourhood. The proposal represents appropriate and compatible residential intensification within the Inner Urban Transect.

Based on our review of the applicable policy framework, supporting technical studies, and consultation undertaken as part of the application process, it is our opinion that the proposed Zoning By-law Amendment is consistent with the 2024 Provincial Planning Statement, conforms with the City of Ottawa Official Plan, represents good land use planning and is in the public interest.

We recommend approval of the proposed rezoning to the city. Should you have any questions please contact the undersigned.

Respectfully,

B. Thomas

Brennan Thomas, B.A.,
Planning Assistant, JFSA Canada Inc.

Reviewed by:

Tim Eisner



Tim Eisner, M.Pl., RPP, MCIP, LEED Green Associate
Planner, JFSA Canada Inc.

5 JFSA Statement of Limitations

JFSA Canada Inc. (JFSA) has prepared this report, and performed the services described in this report, in a manner consistent with the level of care and skill normally exercised by members of the planning profession currently practicing under similar conditions in the jurisdiction in which the services are provided, subject to the time limits and financial and physical constraints applicable to the services. No other warranty, expressed or implied, is made. This report has been prepared for the exclusive use of the client representative, for the specific site, objective, and purpose described to JFSA by the client. The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location. Any change of site conditions, purpose and/or development plans may alter the validity of the report. The report, which specifically includes all tables, figures and appendices, is based on data and information assembled by JFSA, and is based on the conditions at the site and study area at the time of the work and on the information provided by others. JFSA has relied in good faith on all information provided and does not accept responsibility for any deficiencies, misstatements, or inaccuracies contained in the report as a result of omissions, misinterpretation, or fraudulent acts of the persons contacted or errors or omissions in the reviewed documentation and data. Any use which a third party makes of this report, or any reliance on, or decisions to be made based on it, are the responsibilities of such third parties. JFSA accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report

Attachment A

350-year floodplain correspondence from the
City of Ottawa, dated December 18, 2025

Tim Eisner

From: Hayley, Matthew <Matthew.Hayley@ottawa.ca>
Sent: December 18, 2025 3:37 PM
To: Tim Eisner
Cc: Hughes, Brett; Khan, Haris; Renaud, Jean-Charles; Smith, Jack; Kunjikutty, Sobha
Subject: RE: 551 Riverdale - Request 350 year floodplain elevation

Hi Tim,

Our Infrastructure Policy team was able to provide the information you requested. Sobha (copied) is our contact and should be able to assist if you have any more detailed questions.

The HECRAS model cross-sections (FPM report) for this site will be 7891 (D/S) and 7994 (U/S), and the corresponding 350-year WSEs are 58.98m and 59.04 m, respectively.

Sobha has provided some screenshots from the relevant reports below:

Water Elevation (m)						
C/S	Reach	5-year	20-Year	50-Year	100-Year	350-Year
7327	RVCA Rideau River (HB to RF) FPM 2016	58.08	58.46	58.63	58.73	58.88
7891	RVCA Rideau River (HB to RF) FPM 2016	58.16	58.56	58.73	58.84	58.98
7994	RVCA Rideau River (HB to RF) FPM 2016	58.21	58.61	58.79	58.89	59.04
8101	RVCA Rideau River (HB to RF) FPM 2016	58.27	58.68	58.85	58.96	59.1



Please let us know if you have any questions.

Sincerely,

Matthew

Matthew Hayley
Senior Environmental Planner, Development Review,
Planificateur environnemental principal, Examen des projets d'aménagement,
Planning, Development and Building Services Department
Direction générale de la planification, de aménagement et du bâtiment
City of Ottawa | Ville d'Ottawa
613.580.2424 ext. |poste 23358
ottawa.ca/planning | ottawa.ca/urbanisme

Classified as City of Ottawa - Internal / Ville d'Ottawa - classé interne

From: Tim Eisner <teisner@jfsa.com>
Sent: December 16, 2025 11:27 AM
To: Hayley, Matthew <Matthew.Hayley@ottawa.ca>
Subject: 551 Riverdale - Request 350 year floodplain elevation

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Hi Matthew,

I am looking into addressing comment 59 (below) from our preconsult on 551 Riverdale. The primary way we intend to address flood risk is through raising grade on the site, so we need to know the elevation of the 350 year floodplain in this location. Are you able to provide the elevation?

59. The site is located within the 1:350 (1 in 350 year) floodplain (mapped on GeoOttawa layer - Surface Water - Flood Extents). This is a related but separated consideration to the 1:100 floodplain/area of reduced flood risk. The applicant team will need to address the Official Plan 10.3.1 policy 3 "Where lands located in a climate change flood vulnerable area are subject to site plan control or plan of subdivision applications, flood risk will be evaluated, and mitigation measures will be applied as part of the planning and design of the site. These measures will be determined through the servicing studies required as part of the development approvals process." geoOttawa or Interactive Flood Plain Map

Thank You,

Tim Eisner, M.Pl., RPP, MCIP, LEED Green Associate
Planner



52 Springbrook Drive, Ottawa ON, K2S 1B9

Tel.: 613-836-3884 x227 | Email: teisner@jfsa.com | Website: jfsacanada.com

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Attachment B

Removal of Holding Symbol – Confirmation of Local Flood
Control Measures letter from RVCA, dated June 16, 2026



3889 Rideau Valley Drive
PO Box 599, Manotick ON K4M 1A5
T 613-692-3571 | 1-800-267-3504
F 613-692-0831 | www.rvca.ca

June 16, 2026

Tim Eisner
Planner - JFSA Canada Inc.
52 Springbrook Drive
Ottawa ON
K2S 1B9

Subject: Removal of Holding Symbol – Confirmation of Local Flood Control Measures

This letter acknowledges receipt of a request from representatives of the landowner at 551 Riverdale Avenue, in the City of Ottawa, related to the zoning of the subject lands. It is the understanding of the Rideau Valley Conservation Authority (RVCA) that the subject lands are currently zoned "Residential Zone – R4UD[2657]-h" by Zoning By-law 2008-250 and "Neighbourhood Zone 4 – N4B[2657]-h" by Zoning By-law 2026-50. The site specific exception (2657) relates to a holding symbol:

h holding symbol will be removed upon confirmation by the RVCA that local flood control measures are adequate to mitigate flood risk.

It is our understanding that the noted holding symbol was implemented by the City of Ottawa in response to concerns expressed by RVCA during the second phase of the City initiated R4 zoning review process. Specifically, RVCA objected to the proposed increased densities on residential lands within Areas of Reduced Flood Risk/Area Specific Provisions. RVCA did not request/recommend the implementation of the noted holding symbol. RVCA recommended that the proposed zoning in these areas be amended so as not to increase the permitted unit counts,

RVCA has completed its annual 2025 review of the local flood control works associated with the subject area. Based on this review, RVCA is satisfied that the dike is currently performing as expected and continues to provide a reduced level of flood risk for the lands it is intended to protect. On this basis, RVCA has no objection to the removal of the holding symbol, subject to the continued application of applicable floodproofing requirements through the development review and/or permit process pursuant to Section 28 of the *Conservation Authorities Act*, as appropriate.

It is important to note that the dike provides protection for an event in the range of approximately the 1:5 to 1:10 year return period. It does not provide protection from the regulatory flood event, which is the 1:100 year event in this context. Accordingly, while the dike reduces flood risk, it does not eliminate flood risk and should not be interpreted as providing full regulatory flood protection.

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with our 18 watershed municipalities**

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Drummond/North Elmsley, Elizabethtown-Kitley, Merrickville-Wolford, Montague,
North Dundas, North Grenville, Ottawa, Perth, Rideau Lakes, Smiths Falls, South Frontenac, Tay Valley, Westport

For this reason, RVCA's position is that floodproofing measures remain necessary for development within the reduced flood risk area, consistent with RVCA policies and applicable regulatory requirements. These measures are intended to address the residual flood risk that remains despite the presence and ongoing performance of the dike.

This confirmation is provided for the purpose of supporting the removal of the holding symbol and should not be construed as removing the need for site-specific floodproofing, grading, servicing, or other technical requirements that may apply at the time of development.

Please contact the undersigned if you require any additional information.

Sincerely,



Isabelle Maltais
Director of Watershed Science and Engineering
Rideau Valley Conservation Authority