

**Subject: Zoning By-law Amendment - 729 Ridgewood Avenue**

**File Number: ACS2023-PRE-PS-0090**

**Report to Planning and Housing Committee on 6 September 2023**

**and Council 13 September 2023**

**Submitted on August 24, 2023 by Derrick Moodie, Director, Planning Services,  
Planning, Real Estate and Economic Development**

**Contact Person: Kelby Lodoen Unseth, Planner II, Development Review South**

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**Ward: River (16)**

**Objet: Modification du Règlement de zonage - 729, avenue Ridgewood**

**Dossier : ACS2023-PRE-PS-0090**

**Rapport au Comité de la planification et du logement**

**le 6 septembre 2023**

**et au Conseil le 13 septembre 2023**

**Soumis le 24 août 2023 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale de la planification, des biens immobiliers et du développement  
économique**

**Personne-ressource: Kelby Lodoen Unseth, Urbaniste II, Examen des demandes  
d'aménagement sud**

**613-580-2424, 12852, Kelby.LodoenUnseth@ottawa.ca**

**Quartier : Rivière (16)**

## REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 729 Ridgewood Avenue, as shown in Document 1, from General Mixed Use, Subzone 1, Floor Space Index 1.0 (GM1 F(1.0)) to General Mixed Use, Urban Exception XXXX, Schedule Sxxx (GM[XXXX] Sxxx) to permit a low- to high-rise mixed-use development including 444 residential units, as detailed in Document 2.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of September 13, 2023,” subject to submissions received between the publication of this report and the time of Council’s decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d'approuver une modification au *Règlement de zonage 2008-250* pour le 729, avenue Ridgewood, comme indiqué dans le document 1, faisant passer le zonage de la propriété de zone d'utilisations polyvalentes générale, sous-zone 1, rapport plancher-sol 1.0 (GM1 F(1.0)) à zone d'utilisations polyvalentes générale, exception urbaine XXXX, annexe Sxxx (GM[XXXX] Sxxx) afin de permettre l'aménagement de bâtiments à utilisations polyvalentes de faible à grande hauteur comprenant 444 logements résidentiels, comme décrit dans le document 2.
2. Que le Comité de la planification et du logement approuve que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d'explication’ aux termes de la *Loi sur l'aménagement du territoire* à la réunion du Conseil municipal prévue le 13 septembre 2023 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

## **EXECUTIVE SUMMARY**

### **Staff Recommendation**

Planning staff recommend approval of the Zoning By-law amendment for 729 Ridgewood Avenue to permit a low- to high-rise mixed-use development up to 20 storeys (66 metres), consisting of 444 residential units within four buildings, at-grade commercial space, 420 vehicle parking spaces for residential units, an additional 88 visitor vehicle parking spaces, and 19 vehicle parking spaces for commercial uses. Of the total parking amounts, the site will have 8 parking spaces at grade, 235 vehicular spaces in basement level one, and 284 parking spaces in basement level two. The proposal also includes 226 bicycle parking spaces.

The applicant has requested to add “apartment dwelling, high rise” as a permitted use, to reduce the required residential parking from 533 vehicle parking spaces to 420 spaces, to allow for an increased maximum permitted driveway width of 7.2 metres from 6.7 metres, and to permit an amenity space as a permitted projection above the height limit.

The proposal aligns with applicable policies for this area, including Section 3.2 (Support Intensification), Section 4.1.4 (Support the shift towards sustainable modes of transportation), Section 5.3.4 (Provide direction to Neighbourhoods located within the Outer Urban Transect), and Section 6.3.1 (Define neighbourhoods and set the stage for their function and change over the life of this plan).

### **Applicable Policy**

The following Official Plan (OP) policies support this application:

OP Section 3.2 (Support Intensification) targets areas within the city for intensification which supports 15-minute neighbourhoods and provides a target for the amount of large household dwelling units to be included in developments to improve the diversity of housing opportunities. This proposal achieves the target for large household dwellings and includes commercial space to support 15-minute neighbourhoods.

OP Section 4.1.4 (Support the shift towards sustainable modes of transportation) identifies sites such as this one where parking minimum rates may be reduced where they are in proximity to a stop within Transit Priority Corridors. The nearest stops on Riverside Drive are approximately 120 metre and 300 metre walking distance from the site.

OP Section 5.3 (Provide direction to Neighbourhoods located within the Outer Urban Transect) supports the implementation of development standards that transition away

from a suburban development style and move toward urban built forms and supporting the creation of a wide variety of housing types. The dwelling types in this proposal range from studio units to three-bedroom units.

OP Section 6.3.1 (Define neighbourhoods and set the stage for their function and change over the life of this plan) may permit building heights above a low-rise form in areas already characterized by taller buildings. Taller buildings already exist in this area, with the Denbury building immediately west of this property at 12-storeys, St. Patrick's home to the north at five-storeys, and the apartment cluster on Springland Drive varying in height from six- to ten-storeys. 6.3.1 5) further states that higher densities and height may be permitted, including predominantly apartments in areas closer to, but not limited to, corridors and major neighbourhood amenities. As well as allowing for the transition in permitted densities and mix of housing types from higher densities and permitted heights and predominantly ground-oriented dwelling forms.

### **Public Consultation/Input**

This application was subject to the City's Public Notification and Consultation Policy. A notice was provided to all property owners within 120 metres of the property, and two signs were posted on the site facing Ridgewood Avenue. 23 comments were received from the community through mail and e-mail and are summarized in Document 4 of the report and included:

- Proposed Density
- Proposed Height
- Parking availability and mobility concerns

Additionally, an on-site visit with the File Lead, Property Owner, Councillor, and adjacent residents was conducted on December 16, 2021.

### **RÉSUMÉ**

#### **Recommandation du personnel**

Le personnel de la Planification recommande d'approuver la modification du *Règlement de zonage* pour le 729, avenue Ridgewood, afin de permettre l'aménagement de bâtiments à utilisations polyvalentes de faible à grande hauteur pouvant aller jusqu'à 20 étages (66/67 mètres) et comprenant 444 logements résidentiels à l'intérieur de quatre bâtiments, un espace commercial au niveau de la rue, 420 places de stationnement pour véhicules pour les logements résidentiels, 88 places de stationnement supplémentaires pour les visiteurs et 19 places de stationnement pour

véhicules commerciaux. Du nombre total de places de stationnement, 8 places seront aménagées au niveau de la rue, 235 au niveau 1 du sous-sol et 284 au niveau 2 du sous-sol. La proposition comprend également 226 espaces de stationnement pour vélos.

Le requérant a demandé l'ajout « d'immeuble d'appartements de grande hauteur » à titre d'utilisation autorisée, afin de réduire le stationnement résidentiel requis de 533 places de stationnement pour véhicules à 420, pour permettre une largeur maximale d'entrée de cour de 7,2 mètres plutôt que de 6,7 mètres, et pour permettre l'aménagement d'une aire d'agrément considérée comme une saillie autorisée au-dessus de la hauteur maximale permise.

La proposition est conforme aux politiques applicables dans ce secteur, notamment la section 3.2 (La promotion de la densification), la section 4.1.4 (Étayer le basculement dans les modes durables de transport), la section 5.3.4 (Donner une orientation aux quartiers situés dans le transect du secteur urbain extérieur), et la section 6.3.1 (Définir les quartiers et les aménager d'après leur fonction et leur évolution sur la durée du Plan).

### **Politique applicable**

Les politiques suivantes du Plan officiel (PO) appuient la demande :

La section 3.2 du PO (La promotion de la densification) vise certains secteurs de la ville aux fins de densification, ce qui appuie les quartiers du quart d'heure et établit une cible pour le nombre de grandes habitations à inclure dans les aménagements dans le but d'améliorer la diversité des perspectives de logement. La proposition atteint l'objectif pour les grandes habitations et comprend un espace commercial pour appuyer les quartiers du quart d'heure.

La section 4.1.4 du PO (Étayer le basculement dans les modes durables de transport) identifie des sites comme celui-ci où les tarifs de stationnement minimaux pourraient être réduits lorsqu'ils sont situés à proximité d'un arrêt dans un couloir prioritaire de transport en commun. Les arrêts les plus proches sur la promenade Riverside se trouvent dans un rayon approximatif de 120 mètres à pied et de 300 mètres à pied du site.

La section 5.3.4 du PO (Donner une orientation aux quartiers situés dans le transect du secteur urbain extérieur) appuie la mise en œuvre de normes d'aménagement qui assurent la transition d'un modèle de banlieue vers des formes bâties urbaines qui permettent la création d'un large éventail de types de logements. Les types de logements de la proposition vont des studios aux logements de trois chambres.

La section 6.3.1 du PO (Définir les quartiers et les aménager d'après leur fonction et leur évolution sur la durée du Plan) peut permettre des bâtiments de moyenne ou de grande hauteur dans les secteurs déjà caractérisés par des bâtiments plus hauts. Des bâtiments plus hauts existent déjà dans ce secteur : le bâtiment Denbury, immédiatement à l'ouest de cette propriété, dont la hauteur est de 12 étages, la Résidence St. Patrick's Home, au nord, qui compte cinq étages, et les immeubles de l'ensemble d'appartements de la promenade Springland, qui varient de six à dix étages. La sous-section 6.3.1 5) stipule en outre que des densités et des hauteurs supérieures peuvent être autorisées, notamment des logements essentiellement constitués d'appartements, dans les secteurs proches des couloirs et des grandes infrastructures des quartiers, entre autres. En plus de permettre une transition dans les densités permises et dans l'ensemble des types de logements ayant des densités et des hauteurs permises supérieures, et des formes d'habitations essentiellement de plain-pied.

### **Consultation et commentaires du public**

La demande était soumise à la Politique sur les avis publics et les consultations publiques de la Ville. Un avis a été envoyé à tous les propriétaires fonciers dont le terrain est situé à moins de 120 mètres de la propriété, et deux panneaux ont été installés sur le terrain faisant face à l'avenue Ridgewood. Nous avons reçu 23 commentaires de la communauté par courrier et par courriel qui sont résumés dans le document 4 du rapport et portaient sur :

- la densité proposée;
- la hauteur proposée;
- la disponibilité du stationnement et les problèmes de mobilité.

De plus, une visite sur place avec le responsable du dossier, le propriétaire de la propriété, le conseiller et les résidents adjacents a été effectuée le 16 décembre 2021.

### **BACKGROUND**

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

### **Site location**

729 Ridgewood Avenue

**Owner**

Brigil Homes

**Applicant**

Timothy Beed - Fotenn Planning + Design

**Architect**

NEUF

**Description of site and surroundings**

The site is currently used as a one-storey commercial plaza, known as the Riverside Mall, centrally located on the site with at grade parking fronting onto Ridgewood Avenue and along the eastern and northern property boundaries.

The site is located on the north side of Ridgewood Avenue between Riverside Drive and Springland Drive. The Riverside Mall is a low-rise development centred on the property with ground-level parking on three sides. The surrounding lands include low-rise residential immediately to the east and to the north. Further to the east are the Norberry Residences consisting of three mid-rise buildings and one high-rise building of six to ten storeys. Immediately to the west is a 12-storey residential building (The Denbury), and beyond Riverside Drive is the Mooney's Bay Park, a popular district park in the City containing a beach, tennis courts, playground, and Terry Fox Athletic Facility. South of the site across Ridgewood Avenue is St. Elias Antiochian Orthodox Cathedral and associated hall and parking lot.

**Summary of proposed development**

The initial concept was for a range of building heights from seven-storeys to 25-storeys with the seven-storey buildings running along most of the perimeter of the site. This concept also included vehicles and pedestrians entering under the buildings facing Ridgewood Avenue, hiding the central courtyard from the street.

The revised proposal includes a mix of residential and commercial uses within four buildings on the site, ranging in height from four- to 20-storeys, organized around a central public space (as shown on Documents 5 and 6), with two levels of underground parking. Building I is proposed to be 20-storeys on the northwest corner of the building, building II is proposed to be six-storeys on the east side of building I, and buildings III and IV are proposed to be four-storeys with building III running north-south along the eastern side of the property and building IV on the southeast corner of the property. At-

grade retail space is proposed for building IV on the southwest corner of the property, facing Ridgewood Avenue and the internal plaza.

A companion Site Plan Control application has also been submitted under file number D07-12-21-0089.

An Official Plan Amendment was initially submitted under file number D01-01-21-0008 as the site was previously subject to the Confederation Heights and Riverside Park secondary plans, however these secondary plans were repealed through the formal adoption of the new OP, therefore, the Official Plan Amendment application is no longer required.

### **Summary of requested Zoning By-law amendment**

The site is currently zoned GM1 F(1.0) – General Mixed Use, Subzone 1, Floor Space Index 1. The amendment would permit heights above the current maximum of 18.0 metres, where the proposal includes heights of 16.20 metres for building III, 17 metres for building IV, 23 metres for building II, and 66 metres for building I.

The proposal is to amend the zoning of the site from General Mixed Use, Subzone 1, Floor Space Index 1.0 (GM1 F(1.0)) to General Mixed Use, Urban Exception XXXX, Schedule Sxxx (GM[XXXX] Sxxx) to facilitate the development of a low- to high-rise mixed-use development. The proposed exception zone [XXXX] and zoning schedule Sxxx will provide site development guidance to ensure compatibility with the surrounding neighbourhood, including:

- Add “apartment dwelling, high rise” as a permitted use
- Increase the maximum building height from 18 metres to 24 metres for Area B and to 66 metres for Area A, as shown on Document 3
- Reduce the required residential parking from 533 vehicle parking spaces to 420 spaces, or a reduction from 1.2 parking space per dwelling unit to 0.95 space per dwelling unit
- Increase the maximum driveway width from 6.7 metres to 7.2 metres
- Require that any part of a building or structure that is below grade be setback a minimum of 5.5 metres from the north lot line and 2.5 metres from the east, south and west lot lines
- Add “pool and amenity area” as permitted projections above the maximum building height for Area B, as shown on Document 3



## **DISCUSSION**

### **Public consultation**

This application was subject to the City's Public Notification and Consultation Policy. A notice was provided to all property owners within 120 metres of the property, and two signs were posted on the site facing Ridgewood Avenue. 23 comments were received from the community through mail and e-mail. Additionally, an on-site visit with the File Lead, Property Owner, Councillor, and adjacent residents was conducted on December 16, 2021. Comments and concerns are summarized in Document 4 of the report.

For this proposal's consultation details, see Document 3 of this report.

### **Official Plan designation(s)**

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.

### **Urban Design Review Panel**

The site is not within a Design Priority Area, however due to the scale of the development the Zoning By-law Amendment and Site Plan Control applications were subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at an informal review meeting, which was held on October 1, 2020.

The panel's recommendations from the informal review of the Zoning By-law Amendment and Site Plan Control applications 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 seven-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 seven-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 four-storeys (buildings III and IV), as well building II was reduced from seven- to six-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 four-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 5.0 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.

## **Planning rationale**

### Built form and height

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 five-storeys, and the apartment cluster on Springland Drive varying in height from six- to ten-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.

It is stated within Section 6.3.1 that the Neighbourhood designation is intended to provide a full range of low-rise housing options and to provide a for a variety of local services to promote and strengthen 15-minute neighbourhoods. While the site does include low-, mid- and high-rise forms, 141 units are to be provided within two low-rise buildings. The site also identifies approximately 552 square metres of commercial retail space on the ground floor of Building IV, which is approximately 23 per cent of the existing commercial space. The inclusion of commercial space will provide services which are compatible and complementary small-scale non-residential uses, primarily to service residents in walking distance.

The unit breakdown is consistent with OP direction in Section 3.2 for large dwelling units, which are units that are about 93 square metres or greater. The target for the Outer Urban Transect is for 50 per cent of low-rise building units and 5 per cent of units for mid-rise buildings or taller. 88 large dwellings are identified across the four 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 four-storeys along Ridgewood Avenue, and a setback of 5.0 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.

#### Urban design and compatibility

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 six-storeys and four-

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.

#### Parking reduction

The Transportation Impact Assessment (TIA) submitted in support of the application outlines anticipated mode share by transportation type, as well as the change in traffic generation between the previous uses and the proposed uses. The TIA forecasted mode share anticipates that 28 per cent of trips to and from the site will be through transit, walking, or cycling, whereas 72 per cent of trips will be as either a vehicle driver or passenger. The peak AM and PM auto trips generated per hour are anticipated to be 92, and 90 respectively. This results in a net increase of vehicle trips from the previous site uses of 90 vehicles per hour and 30 new transit trips per hour in the peak AM and PM time period. The TIA is not anticipating a change in commercial trips as residential units on site are expected to reduce external trips as local residents would make up the majority of customers.

Section 4.1.4 of the Official Plan identifies scenarios where a development may reduce its parking minimum requirement if a site is located within a 300-metre radius or 400 metre walking distance to an existing or planned transit stops along a Transit Priority Corridor. Riverside Drive is identified as a Transit Priority Corridor and is approximately 75 metres from the site. Transit stops 1055 and 8287 on Riverside Drive are within a 300-metre radius of the site. The vehicle parking for the site is proposed to be reduced from 1.2 spaces per dwelling unit to 0.95 spaces per dwelling unit and due to the factors outlined above, is therefore considered supportable.

The central driveway is requested to be 7.2 metres in width, above the permitted maximum of 6.7 metres. This is considered acceptable as this driveway acts as a private road providing multiple functions, such as providing access to the property and the underground parking, providing access for deliveries and services vehicles, and as a fire lane for the entire development.

### Servicing

Engineering considerations include adequate supply of water, capacity of sanitary sewers, as well as appropriate stormwater retention systems for rainfall events. The reports submitted are sufficient to support the zoning amendment and further review will be required through a site plan control application.

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
- The 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 servicing infrastructure capacity.
- The opportunity to promote and strengthen the 15-minute neighbourhood in this area.

### **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

### **RURAL IMPLICATIONS**

There are no direct implications associated with this report.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

The Councillor is aware of the application related to this report.

## **LEGAL IMPLICATIONS**

In the event the recommendations are adopted and the resulting zoning by-law is appealed to the Ontario Land Tribunal, it is expected that a three to five day hearing would be required. It is anticipated that the hearing could be conducted within staff resources. Should the application be refused, reasons must be provided. In the event of an appeal, depending on the reasons for refusal, it would be necessary to retain an external planner.

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with this report.

## **ASSET MANAGEMENT IMPLICATIONS**

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications. In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within the Planning Services operating budget.

## **ACCESSIBILITY IMPACTS**

The Zoning By-law amendment proposal relates to a new building that will be constructed in accordance with the Ontario Building Code; accessibility will be reviewed and achieved through the future site plan control process.

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-21-0057) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of issues associated with the development.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map

Document 2 Proposed Zoning By-law Amendment

Document 3 Zoning Schedule

Document 4 Public Consultation Details

Document 5 Proposed Elevation and Streetscape

Document 6 Proposed Site Plan

## **CONCLUSION**

The Planning, Real Estate and Economic Development Department recommend approval of the application to rezone the lands shown as Area A in Document 1 from GM1 F(1.0) to GM[XXXX] Sxxx to allow the development of a low- to high-rise mixed-use development. The application is consistent with the Provincial Policy Statement and Official Plan.

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.


Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

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	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small>	
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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



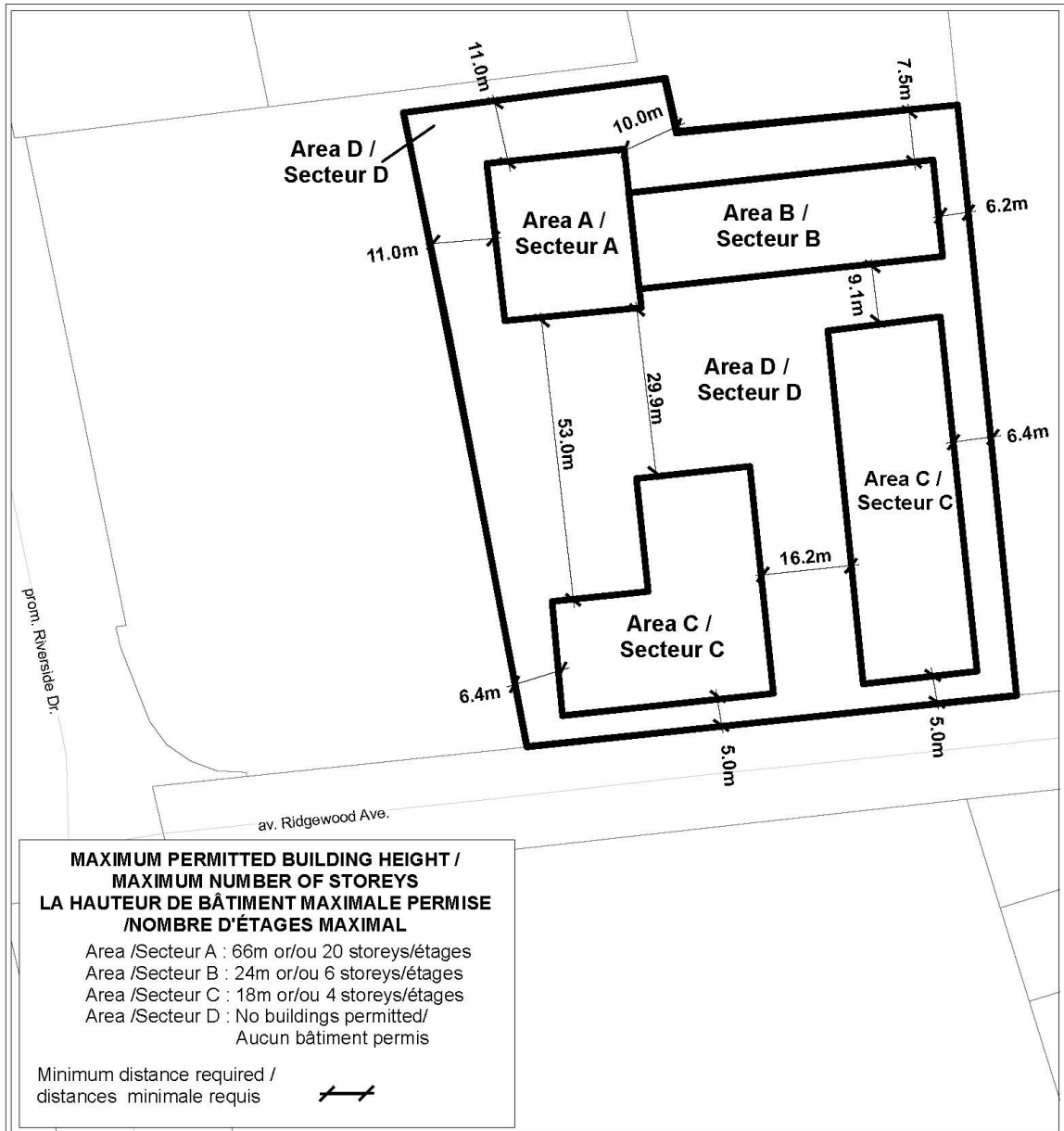


## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 729 Ridgewood Avenue:


1. Rezone the lands as shown as Area A in Document 1
  - a. Area A from GM1 F(1.0) to GM[xxxx] Sxxx
2. Add a new exception, GM[xxxx] to Section 239 – Urban Exceptions with provisions similar in effect to the following:
  - a. In Column II, add the text GM[xxxx] Sxxx”
  - b. In Column III, add the text:
    - “apartment dwelling, high rise”
  - c. In Column V, add the text:
    - “minimum parking requirement: 0.95 spaces per dwelling unit”
    - “maximum driveway width of 7.2 metres permitted”
    - “floor space index does not apply”
    - Heights and setbacks as per Sxxx
    - “Any part of a building or structure that is below grade must be set back a minimum of 5.5 metres from the north lot line and 2.5 metres from the east, south, and west lot lines”
    - “Despite Sxxx, a pool and the enclosed amenity area up to 225 square metres is permitted to project up to 3.5 metres above the height limit in Area B”
    - “Despite S xxx, a fire escape is permitted to project into Area D”
3. Add a new schedule, Sxxx, to Part 17 – Schedules as shown in Document 3.

Document 3 – Zoning Schedule



**MAXIMUM PERMITTED BUILDING HEIGHT /  
MAXIMUM NUMBER OF STOREYS  
LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE  
/NOMBRE D'ÉTAGES MAXIMAL**

Area /Secteur A : 66m or/ou 20 storeys/étages  
 Area /Secteur B : 24m or/ou 6 storeys/étages  
 Area /Secteur C : 18m or/ou 4 storeys/étages  
 Area /Secteur D : No buildings permitted/  
 Aucun bâtiment permis

Minimum distance required /  
distances minimale requis 




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**This is Schedule XXX to Zoning By-law No. 2008-250  
Annexe XXX au Règlement de zonage n° 2008-250**

This is Attachment \_\_\_ to By-law Number \_\_\_\_, passed \_\_\_\_, 2023  
 Pièce jointe n° \_\_ du Règlement municipal n° \_\_\_\_, adopté le \_\_\_\_, 2023



## **Document 4 – Consultation Details**

### Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

### 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 5.0 metres. Additionally, the underground parking garage is setback a minimum of 2.5 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 minimum 2.5 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.



Document 5 – Proposed Elevation and Streetscape



