

729 Ridgewood Avenue

Planning Rationale Addendum

March 22, 2023

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

Via Email: Kelby.LodoenUnseth@ottawa.ca

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

Dear Mr. Lodoen Unseth,

On behalf of Brigil, Fotenn has prepared the following Planning Rationale and Design Brief Addendum in response to technical circulation comments received on September 9th, 2022, which addressed the second submission of materials supporting the Official Plan & Zoning By-law Amendments and Site Plan Control applications (D01-01-21-0008, D02-02-21-0057, and D07-12-21-0089) related to the property at 729 Ridgewood Avenue in the City of Ottawa.

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

- / Revised Architectural Package;
- / Revised Civil Package;
- / Planning Rationale Addendum; and
- / Revised Landscape Plan.

The intent of this Planning Rationale Addendum is to provide a summary of the recent changes and re-confirm the required zoning by-law amendment provisions for the project. Information from the previously submitted Planning Rationale and Addendum that do not require any further clarification or discussion has not been included within this report but remains applicable for consideration.

Summary of Proposed Changes

As part of the resubmission, the plans have been revised to include:

- / A reduction in parking spaces from 573 to 527 to encourage healthy modal split, and active transportation options; and,
- / The proposal provides an increased gross floor area of 38,986m², a decrease in unit count to 444 units, and a total amenity space area of that exceeds the minimum By-law requirement.

The following table summarizes the differences between the two submissions:

	July 2022 Submission	Current Submission
Lot Area	13,328 square metres	13,328 square metres
Lot Width	99.74 metres	99.74 metres
Number of Buildings	4	4

Unit Count	446 units	444 units
Gross Floor Area	38,498 m ²	38,986 m ²
FSI	2.89	2.92
Building Height (Maximum)	20 storeys	20 storeys
Vehicle Parking	Residential: 442 Visitor: 88 Commercial: 24 Total: 555 spaces	Residential: 420 Visitor: 88 Commercial: 19 Total: 527 spaces
Bicycle Parking	225 bicycle parking spaces (0.5 / unit) 4 commercial bicycle parking spaces (1.25 / 250 m ² GFA) Total: 229 spaces	222 bicycle parking spaces (0.5 / unit) 4 commercial bicycle parking spaces (1.25 / 250 m ² GFA) Total: 226 spaces
Amenity Space	Meet / exceed the By-law minimum	Meet / exceed the By-law minimum

Required Applications

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

Zoning By-law Amendment

The purpose of the Zoning By-law Amendment application is to seek relief on the following provisions:

- Add 'apartment dwelling, high rise' as a permitted use;
- Permit a maximum FSI of 2.92;
- Reduce the required residential parking from 533 spaces to 420 spaces;
- Wider driveway width than permitted 7.2m instead of 6.7, and
- Permit a maximum height of up to 66 metres.

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

The proposed development is compared to the GM1 F(1.0) zone requirements in Table 1, below:

Table 1: GM1 F(1.0) Zoning Requirements

Zoning Mechanism	GM1 F(1.0)	Proposed	Compliance
Minimum Lot Area	No minimum	13,328 m ²	✓
Minimum Lot Width	No minimum	99.74 m	✓
Minimum Front Side Yard	3 m	5.5 m	✓
Minimum Corner Side Yard	3 m	6.4 m	✓

Zoning Mechanism	GM1 F(1.0)	Proposed	Compliance
Minimum Interior Side Yard Setback	5 m	6.4 m	✓
Minimum Rear Yard Setback	7.5 m	7.8 m	✓
Maximum Floor Space Index	1.0	2.92	✗
Maximum Building Height	18 m	66 m	✗
Minimum Required Resident Parking (Area C)	1.2 spaces per unit = 444 units x 1.2 spaces = 533 parking spaces	420 spaces	✗
Minimum Required Visitor Parking (Area C)	0.2 per dwelling unit 444 units x 0.2 = 88 spaces	88 spaces	✓
Minimum Required Commercial Parking	3.4 spaces per 100 m ² of GFA 552 m ² / 100 m ² x 3.4 = 18.76 spaces	19 spaces	✓
Minimum Parking Space Dimensions	2.6 m x 5.2 m	2.6 m x 5.2 m	✓
Small Size Parking Spaces	50% of parking spaces (except visitor) may be reduced to 2.4m x 4.6m = 213 spaces	53 spaces	✓
Aisle and Driveway Provisions	6 m for parking garage aisles Maximum Driveway Width: 6.7 metres	6 m 7.2 metres	✓ ✗
Minimum Number of Bicycle Parking Spaces	0.5 per dwelling unit 444 units x 0.5 = 222 spaces	222 spaces	✓
Minimum Number of Bicycle Parking Spaces - Commercial	1.25 per 250 m ² of GFA = 552 m ² / 250 m ² x 1.25 = 2.76	3 spaces	✓
Minimum Required Amenity Area	6 m ² per dwelling unit = 444 units x 6 m ² = 2,664 m ² Aggregated into areas of up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²	Meet / exceed the By-law minimum	✓
Minimum Width of Landscaped Area	3 m	3 m	✓

Table 2 identifies the zoning provisions applicable to a Planned Unit Development, of which the proposed development is subject to:

Table 2: Zoning provisions for a Planned Unit Development

Zoning Mechanism		Proposed	Compliance
Minimum width of private way: 6 m		8 m	✓
Minimum setback for any wall of a residential use building to a private way: Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a residential use building to a private way is 1.8 metres		> 1.8 m	✓
Minimum setback for any garage or carport entrance from a private way: 5.2 m		N/A	N/A
Minimum separation area between buildings within a planned unit development	all other cases: 3 m	All buildings separated by greater than 3 m; smallest separation distance is 8.88 m	✓
In addition to providing parking pursuant to Section 100 of this by-law, parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed. Required visitor parking may be provided as parallel parking on a private way, provided the private way has a minimum width of 8.5 metres.		Parking provided on site via underground parking. Parallel spaces for commercial uses proposed along private way.	✓

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

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



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Planner