

Proposed Amendments to the Richmond Road / Westboro Secondary Plan

<div>Secondary Plan Amendment</div> <div>Unless otherwise indicated, bold and underline indicates new text, strikethrough indicates removed text</div>	Comments
<p>Section 2: Unifying Vision, Overlying Objectives and Principles</p> <p>5) Achieve compatible intensification on key redevelopment sites by:</p> <ul style="list-style-type: none">a) Providing appropriate setbacks and transition in building heights, including lower heights along the edges of neighbourhoods adjacent to low-rise buildings; andb) Contributing to the restoration of the urban fabric and introducing transit-supportive development. The future Westboro O-Train Station area has the greatest potential for intensification in the form of high-rise buildings with appropriate transition to their surroundings, while the future Kichi Sibi O-Train Station has more limited potential; andc) Conforming to the maximum recommended general maximum building heights ranges for each sector. High mid-rise and High-rise buildings will be limited to sites that are compatible with adjacent uses, such as the Capital Greenspace, sites that have deeper lots, or sites that have other natural or constructed separations enabling impacts associated with such development to be mitigated and where a step down in height can be provided abutting existing low-rise buildings; andd) Conforming to Considering the CDP design guidelines respecting built form, shared use of facilities, setbacks, relationship of the building to the adjacent neighbourhood’s character, and conforming to other policies of the Official Plan aimed at achieving compatible development while minimizing impacts on adjacent residential neighbourhoods, and the High-Performance Design Standards that ensure sustainable and climate resilient design; and <p>Section 4: Land Designation Policies</p> <p>2) Redevelopment is supported on Richmond Road and Scott Street, which are designated as Mainstreet Corridors in Volume 1 of the Official Plan, in order to optimize the use of land through increased building height and density. Development proposals will be evaluated based on the objectives of Unless otherwise specified in this secondary plan, these areas shall be subject to the Mainstreet Corridor policies in Volume 1 of the Official Plan and any applicable Council- approved design guidelines. This secondary plan supports building heights generally in the range of four to six storeys. Greater building heights will be considered in any of the following circumstances:</p> <ul style="list-style-type: none">a) Specific building heights are permitted by the Zoning By-law based on the Richmond Road / Westboro Community Design Plan or other Council-approved studies;b) The proposed building height is compatible in scale with, or provides a transition between existing buildings;c) The development provides a cultural asset, and is located on a corner lot, at a transit stop or station, or is located at a prominent location, such as a major destination, an important public space, the termination of a vista or view, or a unique natural setting;d) The development incorporates facilities, amenities, or services that that support the goals for Mainstreet Corridors as per the Official Plan including the provision of wider sidewalks or other public realm improvements consistent with Section 4.6.3; ande) Where the application of the provisions of Section 4.6 of the Official Plan determine that additional height is appropriate.	<p>The permitted heights in the secondary plan are amended to help achieve the minimum density target for the Kichi Sibi and Westboro MTSAs while preserving the general intent of the Secondary Plan.</p> <p>Several key sites with high development potential are identified for greater densities</p> <p>Section 2 Policy 5) a) replaces a reference to the edge of neighbourhoods with adjacency to low-rise buildings.</p> <p>Policy b) is amended to remove a reference to the intensification potential for the future Kichi Sibi O-Train Station.</p> <p>Policy c) is amended to remove unclear language concerning building height.</p> <p>Section 4 Policy 2 is amended to remove unclear policy direction for where greater building heights may be considered beyond 4-6 storeys.</p> <p>Section 4 Policy 3 permits building heights of up to 27 storeys in the Mainstreet designation on Scott Street.</p> <p>Section 4 Policy 4 establishes height permissions along the Mainstreet on Richmond Road by lot depth.</p> <p>Section 4 Policy 3 permits building heights of up to 27 storeys in the Mainstreet designation on Scott Street.</p> <p>Section 4 Policy 4 establishes height permissions along the Mainstreet on Richmond Road by lot depth.</p>

<p><u>3) Building heights up to 27 storeys are permitted in the Mainstreet designation on Scott Street.</u></p> <p><u>4) For the lots in the Mainstreet designation on Richmond Road, the following policies apply:</u></p> <p> <u>a) For areas that are greater than 45 metres from a lot line abutting Richmond Road, heights up to nine storeys are permitted; and</u></p> <p> <u>b) For all other areas, building heights of up to six storeys are permitted.</u></p> <p><u>4.3 Minor Corridors</u></p> <p><u>5) Churchill Avenue, McRae Avenue, and Kirkwood Avenue are designated as Minor Corridors. Unless otherwise specified in this secondary plan, these areas shall be subject to the Minor Corridor policies in Volume 1 of the Official Plan and any applicable Council- approved design guidelines.</u></p> <p><u>6) Building heights up to nine storeys are permitted in the Minor Corridor designation McRae Avenue.</u></p> <p><u>4.4 Neighbourhoods</u></p> <p><u>7) For lands designated Neighbourhood, the Zoning By-law shall permit building heights up to four storeys.</u></p> <p>Section 5: Land Use Strategy and Maximum Building Height Ranges <u>Exceptions</u></p> <p>The Richmond Road / Westboro Secondary Plan land use strategy is based on the division of the planning area into distinct sectors as shown on Schedule A - Planning Area Sectors. The strategy sets out policy directives for each sector’s land use character and appropriate general <u>established any</u> building height range <u>exceptions</u>. Schedule C - Maximum Building Height graphically depicts the general maximum building height ranges set out by the policies for key potential redevelopment sites in the planning area, <u>however, in the event of a conflict between the Schedule C and the policies, the policies shall supersede.</u></p> <p>5.1: Skead Street Area (Sector 1)</p> <p>1) Protect <u>Development should generally reflect</u> the low-rise neighbourhood character of this sector until such time as redevelopment opportunities in other sectors have been more fully realized.</p> <p>5.2: Maple Lawn / 495 Richmond Area (Sector 2)</p> <p>2) Encourage new <u>mid-rise</u> mixed-use buildings along Richmond Road, generally in the four- to six-storey range, with higher residential buildings <u>building heights up to 27 storeys</u> permitted to the rear of the lots where there is minimal impact on the nearby low-rise neighbourhood <u>where there is a 45-metre buffer from both Richmond Road and Dominion Avenue,</u> and where development is permitted on the Rochester Field parcel. This will provide a transition in building height from Richmond Road to the Capital Greenspace;</p> <p>5.3: Westboro Village (Sector 3)</p>	<p>4.3 aligns the permissions along Minor Corridors with Volume 1. Policy 6) permits building heights of up to 9 storeys along McRae Avenue Minor Corridor. Policy 7) permits building heights of up to 4 storeys in Neighbourhoods.</p> <p>Section 5 is amended to provide for building height exceptions rather than ranges. The preamble is modified to state that in the event of a conflict between the schedule and policies, the policies shall prevail.</p> <p>5.1 Policy 1) currently limits development based on the amount of development in other areas. This is removed as it is difficult to interpret.</p> <p>5.1 Policy 3), a height policy, is deleted to align with the other height changes.</p> <p>Sections 5.4 and 5.5 are modified to align with the more general changes to building heights and those shown in the schedule.</p> <p>5.5 is modified to remove overly prescriptive policy language.</p> <p>5.6 Policy 17 is modified to allow for greater heights, subject to appropriate transition.</p> <p>5.7 is amended to remove reference to height categories.</p>
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~~6) Where block sizes and the street network help to minimize impacts on nearby low-rise neighbourhoods, permit mid-rise buildings generally in the seven to nine storey range as shown on Schedule C – Maximum Building Height;~~ **Reserved for future use.**

5.4: East Village (Sector 4)

- 8) Encourage the evolution of the East Village to a Mainstreet Corridor character as an extension to Westboro Village and a link to the West Wellington traditional mainstreet east of Island Park Drive, recognizing the varying character of the existing buildings and lot and block sizes:
- a) ~~Maintain maximum building heights at four storeys where lots are less than 45 metres in depth and abut low-rise neighbourhoods, and generally up to six storeys, depending on lot depth and~~ **Ensure** the application of built form policies in Section 4.6 of the Official Plan; and [...]
 - e) Promote a gateway feature, such as a landmark building, at the Richmond Road / Island Park Drive intersection that is distinctive in form and detail compared with surrounding buildings, and represents exceptional quality in architecture and public realm design and execution, including materiality; ~~and~~
 - f) ~~Despite Schedule C – Maximum Building Height the maximum permitted height for the property municipally known as 89 Richmond Road is 20 metres or six storeys.~~
 - g) ~~Despite Schedule C and the provisions of Section 5.4(8)(4), the maximum permitted height for the property municipally known as 70 Richmond Road and 376 Island Park Drive is nine storeys. (By-law 2023-237)~~

5.5: Scott Street / Westboro O-Train Station Area (Sector 5)

- 10) Ensure that new development is ~~generally in the form of high low-rise and mid-rise buildings and is~~ compatible with and provides an appropriate transition to the adjacent low-rise neighbourhood;

~~5.6: Future Westboro O-Train Station Area (Sector 5)~~

- 12) Recognize the 250 Lanark Avenue site as ~~a regeneration opportunity, with the south half, closest to the future O-Train station, as~~ an appropriate location for high-rise buildings. The **south half of the site shall permit building heights up to 40 storeys, and the north half of the site shall permit building heights up to 27 storeys.** ~~should be developed in the form of high low-rise and low mid-rise buildings, generally in the range of four to six storeys, and~~ **Development on this site** must, provide an appropriate transition to the adjacent low-rise neighbourhood, which includes consideration for sun and shadow impacts, demonstrated through a sun / shadow study. A mix of uses, including residential and office uses are encouraged, with offices concentrated to the south;

- 15.1) Recognize the ~~335 and 339 Roosevelt Avenue, 344 Winston Avenue, and 379 and 389 Wilmont Avenue site~~ **area south of the transit corridor, west of Churchill Avenue, north of Wilmont Avenue, and east of Roosevelt Avenue**, which fronts light rail transit and is within 200 metres from the future Kìchì Sibì O-Train Station, as a regeneration opportunity for ~~two~~ high-rise buildings not exceeding ~~13 and~~ 14 storeys, including stepbacks to provide appropriate transition to the adjacent low-rise neighbourhood. ~~(By-law 2024-498 OPA 37) (By-law 2023-244)~~

~~5.7~~ **5.6**: Westboro Beach (Sector 6)

17) Maintain the area as a **generally** low-rise neighbourhood, and, specifically for the ~~Bloomfield Yards and the~~ Jules Leger Centre, ~~support low-rise residential zoning up to four storeys~~ **permit building heights up to nine storeys, provided there is an appropriate transition to**, ~~compatible with~~ the adjacent low-rise neighbourhood, ~~if redevelopment is proposed~~

~~5.8~~ **5.7**: McRae and Churchill Avenues (Sector 7)

18) Support the redevelopment of Churchill and McRae Avenues **in the form of** ~~for high low-rise and low mid-rise~~ mixed-use buildings;

Schedule C – Maximum Building Heights is amended by repealing all existing height permissions and adding the following permissions and the Mainstreet and Minor Corridor designations as shown below:

Schedule 1

