

# FOTENN

## 386 RICHMOND ROAD SITE PLAN CONTROL – RECIRCULATION





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November 02, 2018

# CONTENTS

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1.0 Introduction .....	1
2.0 Surrounding Area and Site Context.....	2
2.1 Subject property .....	2
2.2 Surrounding Context .....	3
2.3 Road, Transit and Cycling Network.....	4
2.4 Proposed Development.....	6
3.0 Policy and Regulatory Framework.....	<b>Error! Bookmark not defined.</b>
3.1 Provincial Policy Statement.....	10
3.2 City of Ottawa Official Plan (2003, as amended) .....	12
3.2.1 Section 2.2.2 – Managing Growth within the Urban Areas.....	13
3.2.2 Section 3.6.3 – Traditional Mainstreets.....	13
3.2.3 Section 2.5.1 – Building Liveable Communities: Urban Design and Compatibility .....	13
3.2.4 Section 4.11 – Urban Design and Compatibility .....	14
3.3 City of Ottawa Official Plan Amendment 150 (OPA 150) .....	15
3.4 Richmond Road/Westboro Secondary Plan .....	16
3.5 Richmond Road/Westboro Community Design Plan (CDP) .....	17
3.6 Urban Design Guidelines.....	18
3.7 City of Ottawa Zoning By-law 2008-250 .....	19
4.0 Conclusion .....	22

# 1.0 INTRODUCTION

Fotenn Consultants Inc., acting as agents for ROCA Homes, is pleased to submit the enclosed Site Plan Control Application for the lands municipally known as 386 Richmond Road in the neighbourhood of Westboro, City of Ottawa.

The purpose of the Planning Rationale is to assess how the proposed development achieves and conforms to the objectives of the applicable policy and regulatory framework as well as how it achieves relevant urban design and compatibility objectives to determine if the development is appropriate for the subject property. ROCA Homes wishes to re-develop the site and construct a four (4) storey mixed-use building that includes at-grade retail and residential apartment units above.

In support of the Site Plan Control Application the following studies, reports and plan have been submitted:

- / Site Plan and Building Elevations, prepared by Rodrick Lahey Architects;
- / Geotechnical Study, prepared by Pinchin Ltd.;
- / Phase 1 and Phase 2 Environmental Site Assessments, prepared by Pinchin Ltd.;
- / Landscape Plan, prepared by Novatech;
- / Traffic Noise Study, prepared by Gradient Wind Engineering;
- / Engineering Study (site servicing plan, storm water report, grading and drainage plan), prepared by D. B. Gray Engineering Inc.; and,
- / Traffic Impact Assessment, prepared by Parsons.

## 2.0 SURROUNDING AREA AND SITE CONTEXT

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### 2.1 Subject Property

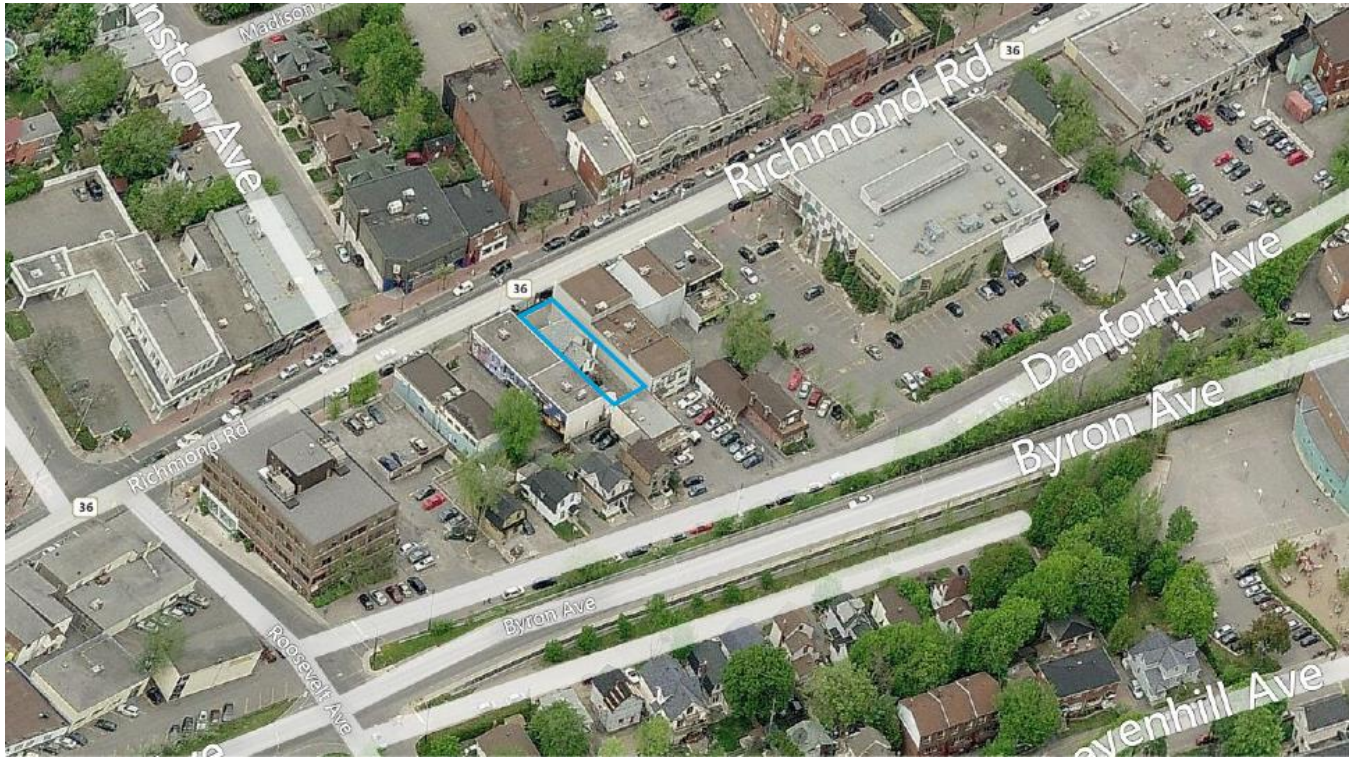


Figure 1: Subject property

The subject property, known municipally as 386 Richmond Road is approximately 3,696 sq. f. (0.084 acres) or 343.36 sq. m (0.03 hectares) in lot area and has approximately ten (10) metres of frontage onto Richmond Road, a Traditional Mainstreet. Currently, the property is occupied by a vacant and dilapidated building and is abutting a one (1) storey Scotiabank building to the west and a two (2) storey commercial and office building to the east. The rear of the building is occupied by a two (2) storey office building. There is a small driveway between the two (2) storey commercial building and the subject property that provides access to a surface parking area used by the previous tenants.



## 2.2 Surrounding Context



Figure 2: Streetview of the subject property and abutting buildings

The subject property is located along the Richmond Road commercial corridor in Westboro Village. This section of Richmond Road consists of a mix of uses, and is generally characterized by low and mid rise mixed-use buildings with at-grade commercial uses, office uses, residential apartments and surface parking.

Stage 2 of the City of Ottawa Light Rail Transit (LRT) plan proposes a new rapid transit station, Dominion Station, to the north-west and Westboro Station to the north-east of the subject property. The property is located approximately 400 metres from Dominion Station and is in close proximity (650m) to Westboro Station. Due to its proximity to rapid transit, the area is transitioning to incorporate a mix of uses and transit-supportive densities.

The subject property is surrounded by the following land uses:

- / **North:** Behind the Richmond Road corridor across the street from the subject property is a low-rise residential neighbourhood, characterized by a mix of single and semi-detached dwellings;
- / **East:** Abutting the property to the east is the Scotiabank, and further to the east are retail and commercial uses along Richmond Road, mixed-use residential buildings and low, mid and high-rise residential developments;
- / **South:** Byron Linear Park, and a mix of semi and single-detached dwellings, row houses and low- mid-rise apartment buildings; and,

- / **West:** Directly to the west is a mixed-use commercial building currently occupied by Remax. Further to the west, the site is surrounded by low-rise at-grade commercial buildings and restaurants as well as some surface parking for the MEC store.

### 2.3 Road, Transit and Cycling Network

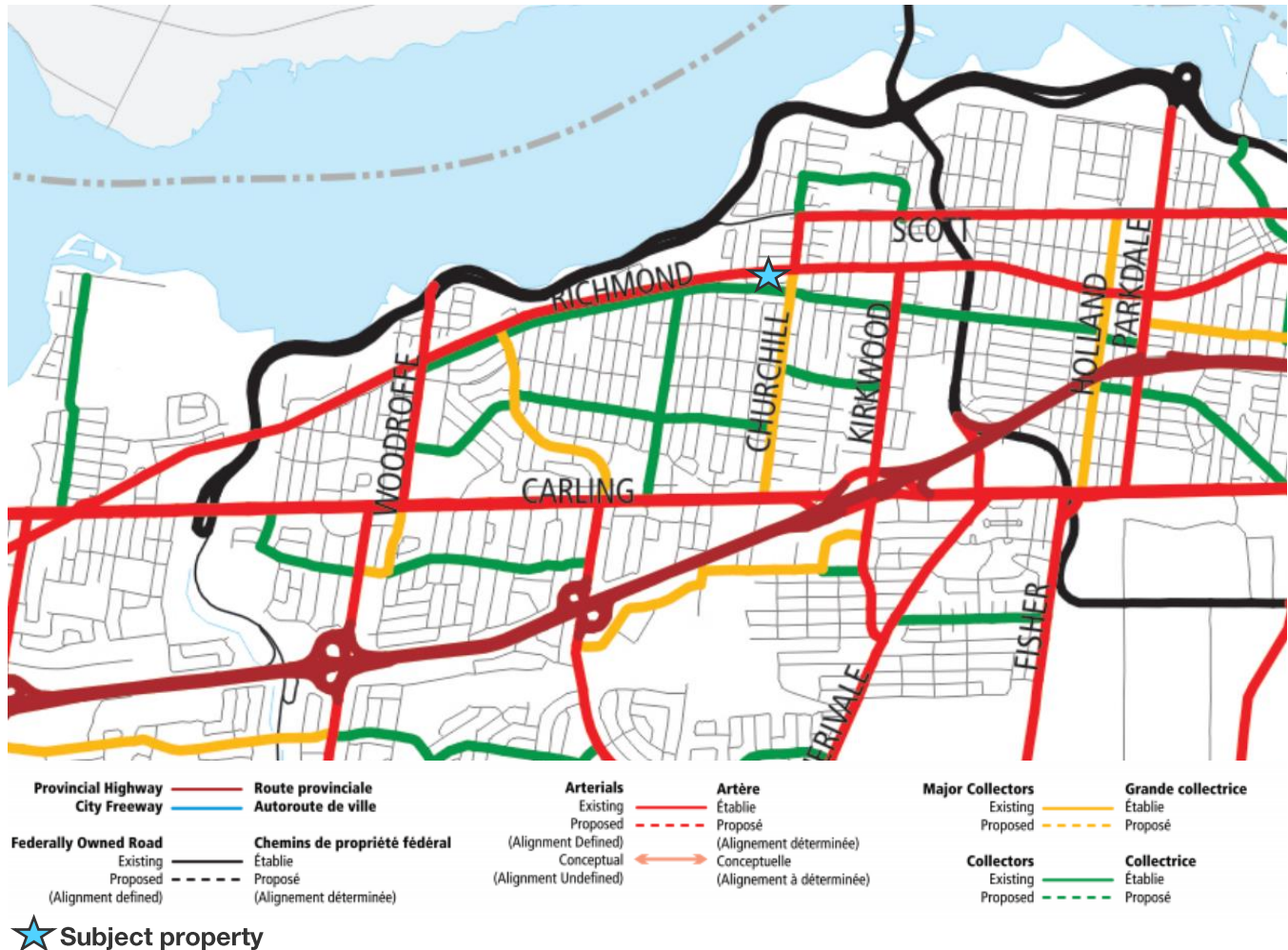
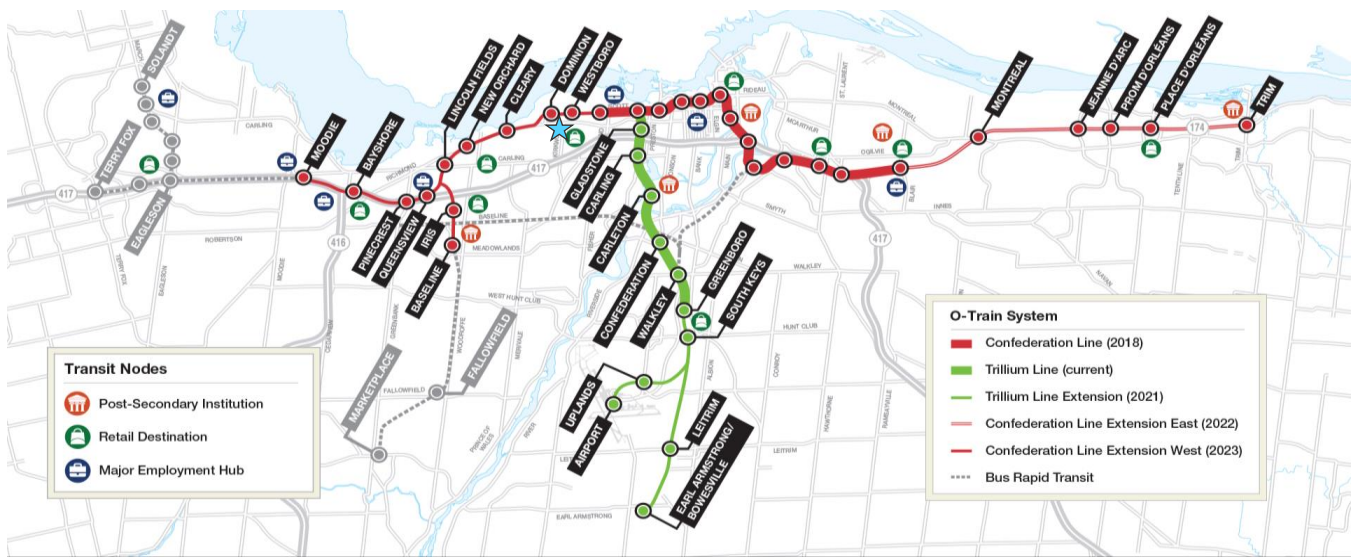


Figure 3: Schedule 'E' of the Official Plan, Urban Road Network

The subject property is well served by the existing road network. As shown in Figure 3, the subject property fronts onto an Arterial Road on Schedule E of the Official Plan. These roads are designed to carry large volumes of traffic over long distances. In addition, the subject property is located in closed proximity to Byron Avenue, an existing collector, and Churchill Avenue, an existing Major Collector roadway.





#### ★ Subject property

Figure 4: Proposed O-Train System Mapping

As shown in Figure 4 above, the subject property is located in close proximity to the proposed Westboro and Dominion stations of the LRT Confederation Line. Upon completion of Phase 2 of LRT, this rapid transit line will connect with the Trillium Line. Both rapid transit lines are scheduled to be completed by 2023. Lastly, existing bus transit offers efficient and frequent transit services east and west along Richmond Road.



#### ★ Subject property

Figure 5: Schedule 'C' of the Official Plan, Primary Urban Cycling Network

As shown in Figure 5 above, the subject property is well served by the Urban Cycling Network with access to an on-road cycling route on Richmond Road, as well as connections to the NCC multi-use pathway system.



## 2.4 Proposed Development



Figure 6: Perspective of Building from Richmond Road

The proposed development consists of a 620-square metre, four (4) storey building with a commercial unit on the ground floor, two (2) floors of residential uses and mechanical/amenity space on the 4<sup>th</sup> floor. The residential building will include eight (8) one (1) bedroom apartments. The building supports and will contribute to an active frontage with a podium along Richmond Road, while the remainder of the building is set back from the street edge. The proposed building features a separate apartment entry set back from the streetscape and near the entrance of the commercial unit.

The proposed building replaces a vacant and derelict one (1) storey commercial building with associated parking and removable carport used by the previous tenants. As proposed, the development will improve the public realm and the Richmond Road frontage by creating an active street edge and a built form within a compact-mixed use development. Further, the infill development will contribute to the building transition towards existing and proposed mid- and high-rise buildings along the Richmond Road Traditional Mainstreet.



Figure 8: View looking South from Richmond Road



Figure 9: View of rear of building, looking South from Danforth Ave



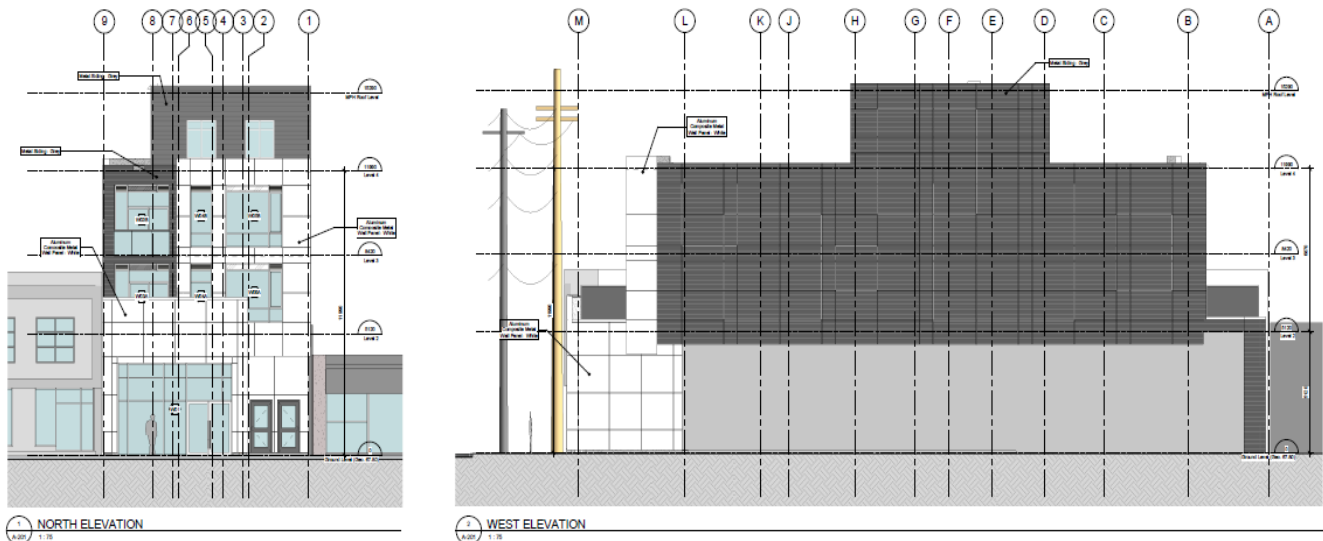


Figure 10: North and west elevations of the subject property

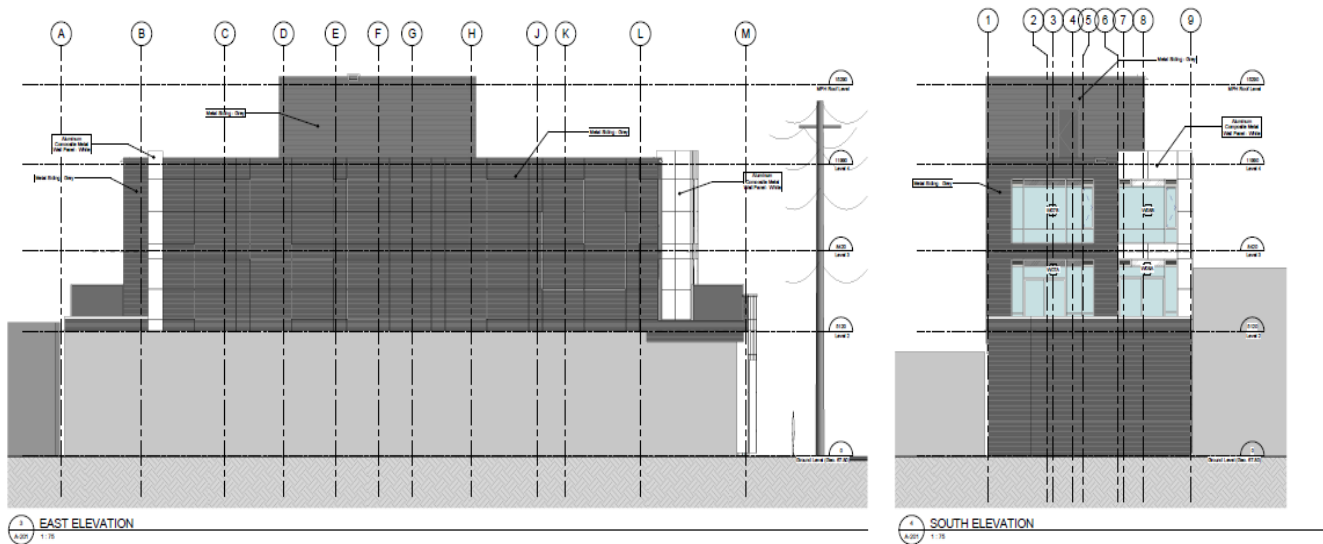


Figure 11: East and south elevations of the subject property

## POLICY AND REGULATORY FRAMEWORK

### 3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since April 30, 2014, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve their goal, planning authorities must identify and promote opportunities for intensification and redevelopment.

Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, livable and safe communities are sustained, including:

- / Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreational park and open spaces, and other uses to meet long-term needs;
- / Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- / Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- / Ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
- / Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

Policy 1.1.3.1 states that settlement areas shall be the focus of growth and development, and their vitality and regeneration be promoted. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- / Densities and a mix of land uses which:
  - o Efficiently use land and resources;
  - o Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - o Minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - o Support active transportation; and,
  - o Are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding risks.

Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.3 requires that planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents to meet the social, health and well-being requirements of current and future residents, as well as all forms of residential intensification and redevelopment. Additionally, the policy requires directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.

Section 1.6 of the PPS pertains to sewage, water and stormwater. Policy 1.6.6.2 states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas and that intensification and redevelopment within settlement areas on existing services are to be promoted.

Policy 1.6.7.2 of the PPS requires that efficient use of existing and planning infrastructure shall be made. Policy 1.6.7.4 further specifies that a land use pattern, density and mix of uses should be promoted to minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.8.1 states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

- / Promote compact form and a structure of nodes and corridors;
- / Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- / Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

**The proposed development is consistent with the policies outlined in the Provincial Policy Statement (2014). The development is located in a settlement area with existing services and therefore is in an appropriate area for growth. Furthermore, the proposed infill mixed-use development will be compact in built form and will support the use of public transit. Given its location, the property is well positioned to promote walking and to encourage other modes of active transportation. Lastly, the development proposed will make efficient use of land, infrastructure and existing community amenities in the area.**



### 3.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan is comprised of eight (8) sections, each addressing a different aspect of the planned functions of the City. Section 2 of the Official Plan guides strategic directions and governs growth and change in Ottawa.

Ottawa's population is projected to grow by up to 30 per cent by 2031 compared to 2006, and the number of households in Ottawa is projected to increase faster than the population growth. One third of population growth is expected to be within the Greenbelt in the form of smaller more compact dwelling types, including apartments.

The City plans to manage growth in a way that will support livable communities and healthy environments, meaning that growth is directed towards locations that are easily accessible by transit and that encourage walking. This approach is based on the notion of creating 'complete communities', in other words, viable communities that are livable and compact so that its residents are less likely to drive because jobs, recreation, shopping are located within walking or cycling distance to their homes.

2.5.

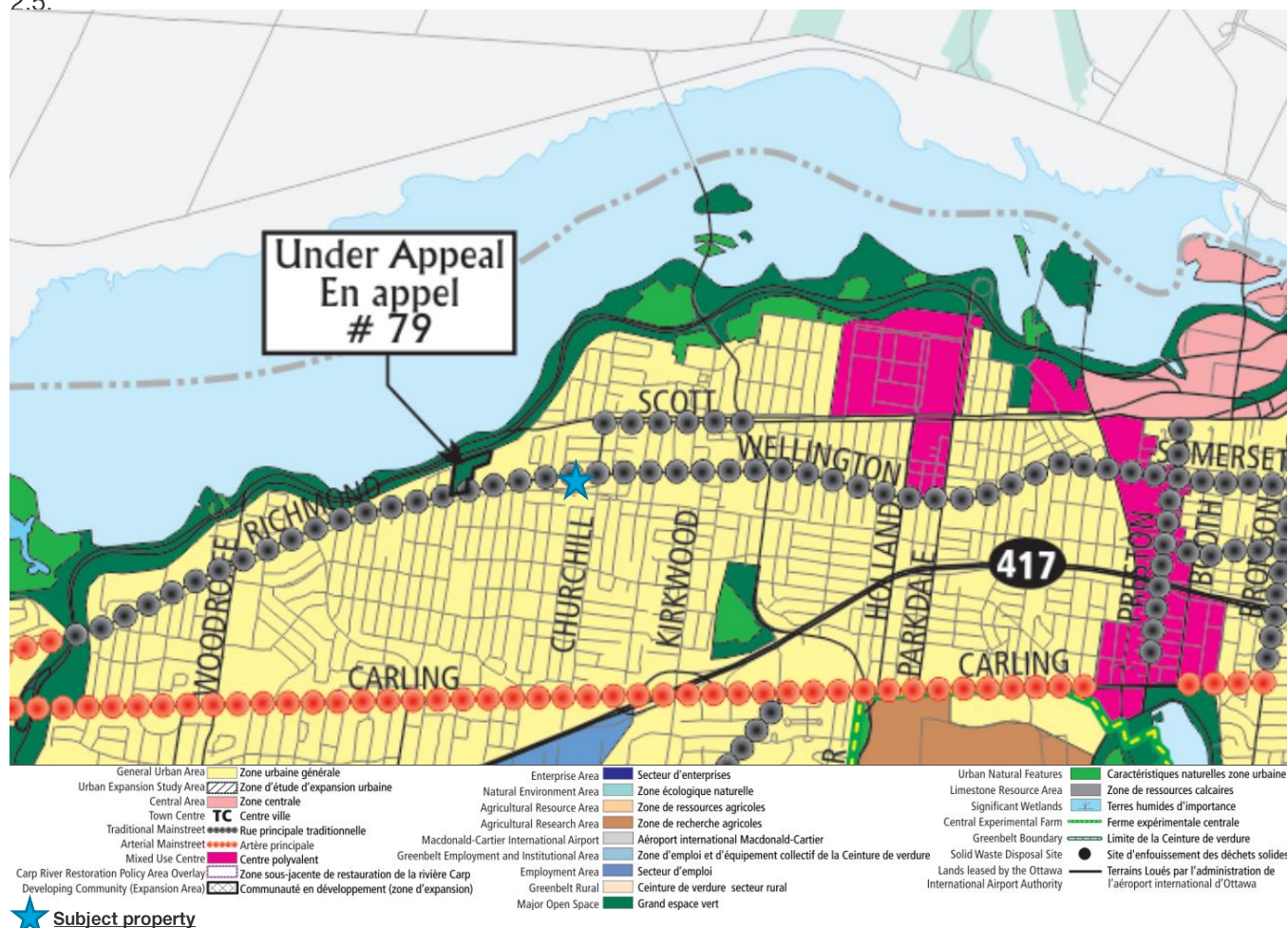


Figure 12: Schedule 'B' of the Official Plan, Urban Policy Plan

As shown in Figure 12 above, the subject property is designated Traditional Mainstreet on Schedule 'B' of the Official Plan (Urban Policy Plan).

### 3.2.1 Section 2.2.2 – Managing Growth within the Urban Areas

The City anticipates that approximately ninety (90) percent of the growth in population, jobs and housing will be accommodated within the General Urban Area. The City aims to direct growth to locations with significant development potential, specifically those designated as Mainstreets and ensures that a high-quality built environment is compatible with the existing and planned urban context. Furthermore, this section of the Official Plan ensures that areas subject to intensification promotes environmentally focused developments that encourage a healthy lifestyle through walkability and accessibility.

The policies in Section 2.2.2 deal specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit and other infrastructure. Consequently, it is the intent of the Plan that intensification continues to focus on nodes and corridors including Mainstreets, which are to act as primary service corridors, meeting places, and residences that support the public transit system, to create a community focus that allows for minimized travel times and minimized disruption to existing stable low-profile neighbourhoods.

**The proposed development conforms to the policies set out in Section 2.2.2 of the Official Plan as it is located on a Traditional Mainstreet, a designation that envisions and promotes intensification.**

### 3.2.2 Section 3.6.3 – Traditional Mainstreets

The Official Plan identifies the Mainstreet designation as streets that offer some of the most significant opportunities in the City for compact and pedestrian oriented forms of intensification. Mainstreets are identified as performing a dual role of providing adjoining neighbourhoods with a range of daily goods and services, while also serving the needs of others living beyond the neighbourhood boundaries.

Policy 3 outlines a broad range of uses permitted on Traditional Mainstreets including retail and service commercial, office and residential uses. The policy promotes that these uses can be mixed in individual buildings.

Policy 7 limits the use of surface parking adjacent to the street to avoid interrupting the continuity of the street edge, and specifically infill should ameliorate the pedestrian environment.

Redevelopment and infill are encouraged on Traditional Mainstreets as outlined in Policy 8 to optimize the use of land through intensification in a building format that defines the street edge and provides direct pedestrian access to the sidewalk. The plan supports building heights of up to six (6) storeys on Traditional Mainstreets, while requiring a minimum height of two (2) storeys (Policy 9).

**The proposed development is consistent with the policies set out in the Traditional Mainstreet designation. Once developed, the subject property will accommodate a range of uses permitted by the Official Plan designation. Further, the proposal will redevelop and infill an existing underutilized property to better define the street edge and re-introduce pedestrian-oriented commercial uses with an active entrance and a generous amount of glazing along facing the public street. The proposed development is within the building height limits of six (6) storeys and is taller than the minimum requirement of two (2) storeys.**

### 3.2.3 Section 2.5.1 – Building Liveable Communities: Urban Design and Compatibility

Various design objectives are outlined in Section 2.5.1 to guide development. The following objectives and principles are the most relevant to the proposed development:

- / To enhance the sense of community by creating and maintaining places with their own distinct identity;

- / To define quality public and private spaces through development;
- / To create places that are safe, accessible and are easy to get to, and move through;
- / To ensure that new development respects the character of existing areas; and,
- / To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

**The subject property is located within an area of Richmond Road corridor characterized as a transition area between the low-mid rise commercially-oriented strip of Richmond Road in Westboro and the low- to high-rise residential further along Richmond Road.**

**The proposed development will enhance the streetscape by replacing a vacant building with an attractive building façade along the street edge. The development will integrate with and enhance the streetscape by providing for a building podium that is consistent in height with neighbouring properties. The materiality of the podium provides for screening from the residential balconies, but also gives the impression of a two storey podium along the Traditional Mainstreet. In addition to contributing to an enhanced streetscape and continuity, the proposal will include an at-grade active commercial entrance that will facilitate and encourage a more appealing pedestrian environment. The proposed development conforms to these important urban design objectives as it respects the character of the existing area, while enhancing the street at the pedestrian level, further defining the space effectively.**

### **3.2.4 Section 4.11 – Urban Design and Compatibility**

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of infill and intensification. Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of the infill or intensification. The development can be evaluated in the following ways:

- / **Traffic:** The subject property is located on a Traditional Mainstreet, a street and designation that promotes active modes of transportation, including walking and cycling. The addition of retail and eight (8) residential units will not generate a significant amount of traffic to the existing street network. A Transportation Impact Brief was prepared no significant impacts are anticipated as part of the redevelopment.
- / **Vehicular Access:** There is no direct vehicular access to the subject property, however, Richmond Road provides on-street parking. Consistent with the policies of the TM designation, vehicular access to the existing parking at the rear of the building will be removed, thereby improving the streetscape by eliminating any potential pedestrian-vehicle conflicts as a result of the existing driveway.
- / **Parking:** The proposed development does not include parking due to its proximity to transit and the pedestrian-oriented nature of the Richmond Road corridor. The current zoning requires two resident parking spaces and one visitor parking space, a minor variance was granted to reduce the parking requirements to 0 for the subject property.
- / **Outdoor Amenity Areas:** Four (4) units at the second level have private amenity areas (balconies). The location of the amenity areas, including the two (2) storey podium, will not have any adverse impacts to adjacent outdoor amenity areas. It should also be noted the residential apartment building is setback at the rear to also minimize any impacts onto abutting commercial properties fronting onto Danforth Avenue. The private balconies will be adequately screened from the street or neighbouring properties to ensure street noise or privacy concerns are mitigated.
- / **Loading, Service and Outdoor Storage Areas:** The residential and commercial uses do not require a loading area. The building's bicycle parking and garbage is located on the first floor of the building and is accessible by residents and the tenants of the commercial unit.
- / **Lighting:** Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no significant impacts on adjacent properties.



- / **Noise and Air Quality:** A noise study has been prepared and it has been recommended that appropriate building material to be used to maintain a comfortable living environment as well as a noise barrier on outdoor amenity space. Results of the current analysis indicate that the highest noise levels will be along the north façade, which is nearest Richmond Road. The report recommends a warning clause be required in all Lease, Purchase and Sale Agreements.
- / **Sunlight:** No significant sunshading impacts are anticipated as a result of the proposed development.
- / **Microclimate:** No significant microclimate impacts are anticipated as a result of the proposed development.
- / **Supporting Neighbourhood Services:** The proposed development is in close proximity to a range of existing community amenities and services including six (6) elementary schools and two (2) secondary schools all within approximately one (1) kilometre of the proposed development. The area is well served by parks, including but not limited to, the Byron Linear Park to the south and Westboro Beach to the north.

### 3.3 City of Ottawa Official Plan Amendment 150 (OPA 150)

In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and to land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013. The amendment was approved by the Ministry of Municipal Affairs and Housing (MMAH) in April 2014, with appeals. For the purposes of this Planning Rational, the policies of the City of Ottawa Official Plan 2003 (Consolidated May 2013) have been reviewed and analyzed for the proposed development, as discussed above. In addition, the new policies of OPA 150 which are relevant to the proposed development have been taken into consideration, although they remain under appeal and not in full force and effect.

Policy changes to Section 3.6.3 states that Official Plan supports mid-rise building height of up to six (6) storeys on Traditional Mainstreets, unless a secondary plan states otherwise. The policy revisions further specify that building heights greater than six (6) storeys will only be permitted through a Secondary Plan.

Section 2.2.2 has been substantially revised through OPA 150. The section incorporates Minimum Density Requirements as well as additional built form provisions for high-rise development. The Minimum Density Requirement for Richmond Road, north of Carling, is 200 jobs and people per net hectare. The density requirements have not been converted in the Zoning By-law to apply to specific properties. The additional density proposed will assist in meeting the density objective for the Richmond Road corridor.

While Section 2.5.1 remains relatively unchanged in OPA 150 except to provide more flexibility in how its objective are addressed, Section 4.11 has been modified with revised compatibility criteria.

These new objectives are listed and discussed in the following table:

Compatibility Criteria	Proposed Development
<b>Views</b>	The low-and mid profile nature of the proposed development will not impact any protected views. By contrast, the proposal will create new views.
<b>Building Design</b>	The proposed development is setback from the street edge to balance the varying setbacks of the neighbouring lots, while providing a consistent street wall along Richmond Road. The facade of the building has been designed to an appropriate height standard consistent with the character of the existing streetscape. Further, the building design at street level will improve the

	pedestrian realm and promote an active frontage along the Traditional Mainstreet.
<b>Massing and Scale</b>	The proposed four (4) storey building is consistent with the height of the nearby buildings and the planned function of the Traditional Mainstreet. The podium also provides height continuity from the neighbouring buildings to ensure privacy and reduce any concerns relating to building scale from the street.
<b>Outdoor Amenity Areas</b>	The proposed development will enhance the streetscape condition on Richmond Road with updated hard landscaping. The required amenity space is supplemented by the addition of approximately 24m <sup>2</sup> of amenity space on the roof level of the building for residents.
<b>Design Priority Areas</b>	The site is located along the Richmond Road Traditional Mainstreet Design Priority Area. The proposal has been designed to meet high design standards while helping to define and improve this section of Richmond Road. The proposal will be subject to the Urban Design Review Panel as part of the Site Plan Control Application.

Based on the above, the proposed development is consistent with the policies of OPA 150.

### 3.4 Richmond Road/Westboro Secondary Plan



Figure 13: Planning Area Sectors

The Richmond Road/Westboro Secondary Plan is a policy document to guide to the long-term design and development of Richmond Road within Westboro. It provides direction on land use, built form, design, parking, circulation and modes of transportation.

The proposed development is located in the Westboro village area as identified in Figure 13 above. A wider range of land uses including residential, office, institutional, employment, community and open space are permitted. The Secondary Plan is divided into six (6) sectors, which further define the permitted land uses, built

form and design in the planning area, including this section of Richmond Road. This plan aims to preserve and enhance the scale of Westboro Village and Richmond Road and strives to attain an attractive and liveable urban community. The policies set out in the Secondary Plan encourage redevelopment and infill along Richmond Road in the form of mixed-use buildings generally in the four (4) to six (6) storey range (Policy 1.3.3).

Policy 1.3.4 (Sector 5) of the Secondary Plan supports the existing traditional mainstreet character of Westboro Village and reinforces this character through improved storefront facades, thus promoting mixed-use developments and locating buildings close to the street.

**The proposed development is consistent with the infill and redevelopment objectives for the Richmond Road/Westboro Secondary Plan.**

### 3.5 Richmond Road/Westboro Community Design Plan (CDP)



Figure 14: Map 1 of the Richmond Road/Westboro Community Design Plan outlining the planning area.

The Richmond Road/Westboro Community Design Plan (CDP), approved in 2007, is meant to guide the long-term growth and development of the Richmond Road/Westboro area. The CDP provides guidance on land use planning and identifies the planning area's future priorities. The area is bounded to the north by the Ottawa River, to the east by Island Park Drive, to the west by the Ottawa River Parkway and to the south by Byron Avenue. The subject property, which fronts onto Richmond Road, is located in the Westboro Village area of the CDP as noted in Figure 13. The CDP has the following key objectives as the basis for policies relating to the proposed development:

- / To identify appropriate locations for intensification and infill that will be compatible with adjacent land uses, such as near the Westboro Station;
- / To ensure that infill development is well-integrated and compatible in scale and character with existing neighbourhoods;
- / To create an attractive, pedestrian-friendly built environment;
- / To create a well-designed pedestrian streetscape along the designated Traditional Mainstreets (Richmond Road and Scott Street);
- / To balance the transportation needs among pedestrians, cyclists, transit and motorists;



The first objective of the CDP looks to identify appropriate locations for infill that will be compatible with adjacent land uses on key redevelopment sites. The proposed development focuses intensification in a location that is characterized as under-utilized and will reflect the existing character of Richmond Road. The proposed development further achieves this objective by providing intensification near transit stations and cycling facilities, supplemented by an active frontage to compliment the pedestrian-oriented nature of Westboro Village.

Within the planning strategy of the CDP, the 'human scale' (identified as 2 to 6 storeys), is to be preserved and enhanced along the Westboro Village mainstreet (Richmond Road). The proposed development is within the constraints of this scale, ultimately contributing to the existing adjacent community. The proposed development also promotes transit usage by locating a residential development near the Dominion and Westboro Transit Stations. The CDP acknowledges the existing Traditional Mainstreet designation of Richmond Road in Westboro Village, noting that a mix of uses is encouraged to create a continuity of commercial uses and active street frontages on the ground floor, a key objective met by the proposed development.

**The proposed development is consistent with the direction set out by the CDP by promoting appropriate and compatible intensification within a built environment that is aesthetically-pleasing, transit and pedestrian-friendly. The development proposes to “fill in” a vacant and under-utilized parcel on Richmond Road with a mixed-use commercial and residential building to compliment the Richmond Road mixed use corridor.**

### 3.6 Urban Design Guidelines

The proposed development is subject to the following City of Ottawa Council-approved Urban Design Guidelines:

- / Urban Design Guidelines for Development Along Traditional Mainstreets; and
- / Transit-Oriented Development Guidelines.

The Council-approved design guidelines aim to provide urban design guidance at the planning application stage. They are not intended to act as a checklist for development proposal and not every guideline is applicable to every development. A high-level evaluation on how the guidelines have been applied to the proposed development is provided below:

- / The uses proposed are supportive of transit and are located within walking distance of two (2) proposed LRT stations;
- / The building has been aligned with the average setback of adjacent buildings to create a visually continuous streetscape;
- / Minor wall variations in the building setback and alignment provides added interest to the streetscape to provide space for activities adjacent to the sidewalk;
- / The development uses clear windows and doors, to make the pedestrian level façade of walls facing the street highly transparent, and locates active pedestrian-oriented uses at-grade;
- / The upper floors of the development help to achieve a human scale and the building stepback will allow more light on the sidewalks;
- / Residential units are located above grade, providing shared entrances to residential units, which are clearly accessible from the street;
- / A number of indoor bicycle parking spaces will be offered to residents to encourage active transportation;
- / Utility equipment is located out of view and on the rooftop; and,
- / Garbage enclosures are located away from the street.

### 3.7 City of Ottawa Zoning By-law 2008-250

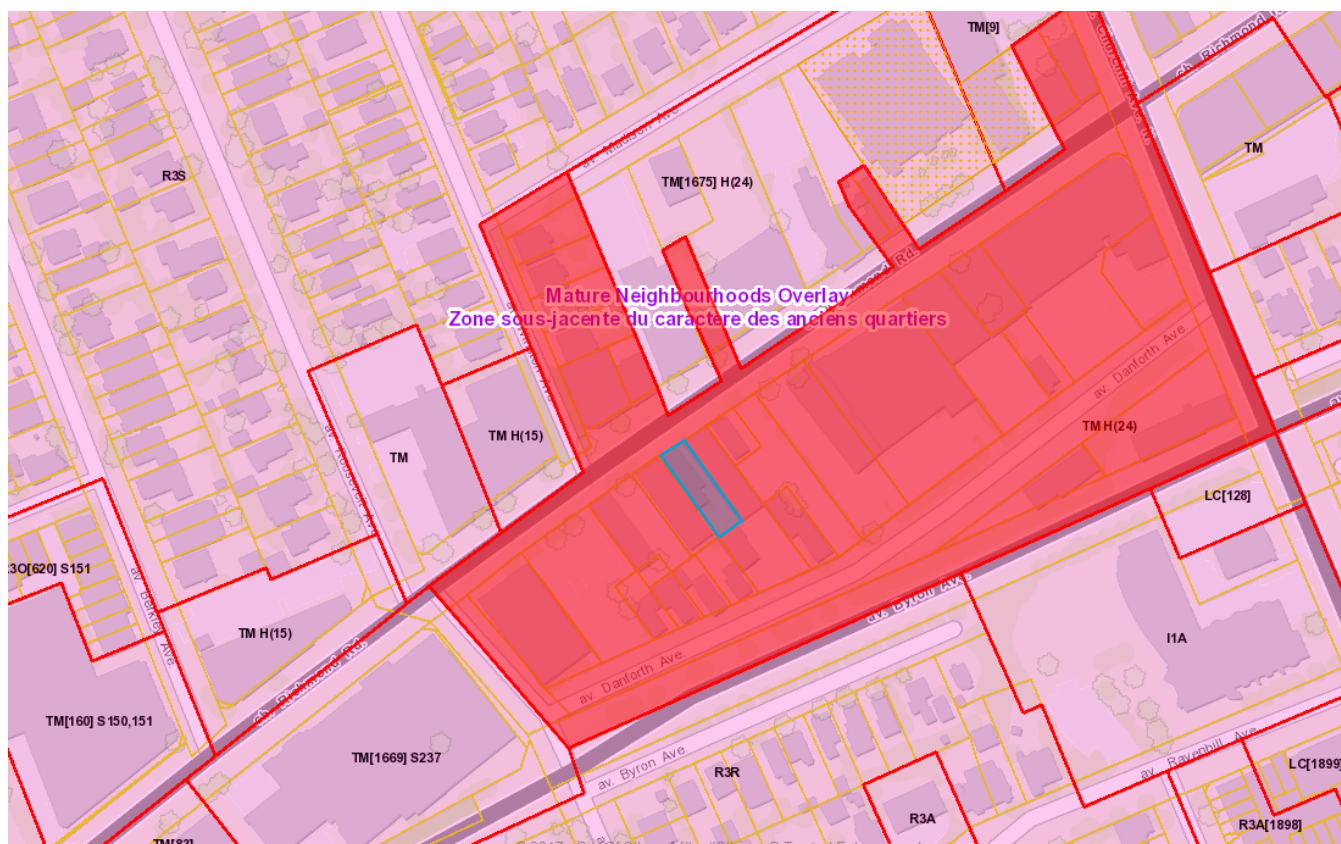


Figure 15: Zoning Map (Property Highlighted in Blue)

The subject property is zoned as Traditional Mainstreet (TM) with a site-specific maximum building height of 24 metres. The purpose of a TM zone is to:

- / Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;
- / Foster and promote compact, mixed-use, pedestrian-oriented development; and
- / Impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.

The TM zone permits the following non-residential uses, not limited to:

- / bank
- / office
- / personal service business
- / recreational and athletic facility
- / restaurant
- / retail food store
- / retail store

The TM zone permits the following residential uses:

- / apartment dwelling, low rise
- / apartment dwelling, mid-high rise
- / bed and breakfast
- / dwelling units
- / group home
- / retirement home
- / retirement home
- / rooming house
- / rooming house
- / rooming units

The proposed development is considered a low-rise mixed-use apartment dwelling, as the building is four (4) storeys in building height.

**The proposed uses are permitted within the zoning and meets the intent of the TM H(24) zoning.**

The following table summarizes the proposal's compliance with the current zoning.

Zoning Mechanism	Zoning Provision	Provided	Zoning Conformity
Minimum Lot Area	No minimum	341.1 m <sup>2</sup>	✓
Minimum Lot Width	No minimum	10.05m	✓
Maximum Front Yard Setback	2m 5m for the portion affected by the hydro power line	0.86m	✓
Interior Side Yard Setback	Maximum: 3m Minimum: n/a	0m	✓
Minimum Rear Yard Setback	No minimum	0m	✓
Building Height	24m	12m	✓
Vehicle Parking Requirements	0.5/dwelling unit after 12 units 1.25/100m <sup>2</sup> of GFA of retail uses after 500m <sup>2</sup> <b>Total: 0</b>	0 spaces provided	✓
Visitor Parking Requirements	0.1/dwelling unit after 12 units <b>Total: 0</b>	0 spaces provided	✓
Amenity Area Requirements	6m <sup>2</sup> per dwelling unit and 50% of the required amenity space must be communal Required: 48m <sup>2</sup>	Private Amenity Space: 44m <sup>2</sup> Communal Provided: 24m <sup>2</sup>	✓

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	Communal: 24m <sup>2</sup>		
Provisions for Bicycle Parking Spaces	0.5/ dwelling unit: 4 Spaces 1.0/250m <sup>2</sup> of GFA of retail uses: 1 Space <b>Total: 5</b>	Interior: 2 Spaces Exterior: 3 Spaces	✓
Loading Space Requirements	None required	None provided	✓

**The proposed development meets all of the applicable zoning provisions for this site.**



## 4.0 CONCLUSION

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It is our professional land use planning opinion that the proposed Site Plan Recirculation application represents good planning and in the public interest as follows:

- / The development proposal is consistent with the policies of the Provincial Policy Statement with respect to infill development within a settlement area. Specifically, the proposed development is located in established urban areas where services and infrastructure are readily available;
- / The proposed development conforms to the Official Plan policies for Traditional Mainstreets, particularly the respect to infill, mixed use development and the creation of attractive streetscapes;
- / The proposal complies with the City's urban design and compatibility criteria established in Section 2.5.2 and 4.11 of the Official Plan including, but not limited to the provisions relating to outdoor amenity areas and supporting neighbourhood services;
- / The proposal conforms to the new policy direction set out in the Official Plan Amendment No. 150 with regards to land use, building design and compatibility;
- / The proposed uses and building design are contemplated in the Richmond Road/Westboro Secondary Plan and Community Design Plan. The proposal is consistent with the policies set out in both documents;
- / The proposed development maintains the intent of the Urban Design Guidelines for Development Along Traditional Mainstreets, Transit Oriented Development; and,
- / The proposed development meets the intent of the Zoning By-law and the majority of the provisions applicable to the site. A future Minor Variance application will address any deficient provisions in the City's Zoning By-law (2008-250).



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