



**SITE PLAN CONTROL APPROVAL APPLICATION
DELEGATED AUTHORITY REPORT
MANAGER, DEVELOPMENT REVIEW, URBAN SERVICES**

Site Location: 386 Richmond Road

File No.: D07-12-17-0134

Date of Application: October 13, 2017

This SITE PLAN CONTROL application submitted by Emilie Coyle of Fotenn Consultants, on behalf of Yann and Rocio Darevic, is APPROVED as shown on the following plan(s):

1. **Site Plan**, drawing number SP-1, prepared by Roderick Lahey Architect Inc., dated July 19, 2017, revision # 11 dated January 31, 2019.
2. **Landscape Plan**, drawing number 117158-L, prepared by Novatech, dated September 26, 2017, revision #5 dated January 28, 2019.
3. **Elevations**, drawing number A-201, prepared by Roderick Lahey Architect Inc., dated October 4, 2017, revision # 6 dated January 31, 2019.
4. **Site Servicing Plan**, drawing number C-1 of 3, prepared by D. B. Gray Engineering Inc., job # 17045, dated Sep 25-17, revision # 6, dated February 5, 2019.
5. **Grading Plan & Drainage Plan**, drawing number C-2 of 3, prepared by D. B. Gray Engineering Inc., job # 17045, dated Sep 25-17, revision # 6, dated February 5, 2019.
6. **Notes & Details**, drawing number C-3 of 3, prepared by D. B. Gray Engineering Inc., job # 17045, dated Sep 25-17, revision # 6, dated February 5, 2019.

And as detailed in the following report(s):

1. **Servicing Brief & Stormwater Management Report**, prepared by D.B. Gray Engineering Inc., report # 17045, dated October 10, 2017, revised dated Feb 5, 2019.

2. **Geotechnical Investigation – Proposed Commercial/Residential Development**, prepared by 2017 Pinchin Ltd., File # 212056, dated September 29, 2017.
3. **Roadway Traffic Noise Assessment**, prepared by Gradient Wind Engineering Inc., Report # GWE17-140 – Traffic Noise, dated October 11, 2017, Revision 1, October 29, 2018.
4. **Phase 1 Environmental Site Assessment**, prepared by 2017 Pinchin Ltd., File # 206278.003, dated Dec 12, 2017.
5. **Phase 2 Environmental Site Assessment**, prepared by 2017 Pinchin Ltd., File # 206278.001, dated Nov 3, 2017
6. **Transportation Impact Assessment**, prepared by Parsons, Project No. 476478-01000, dated October 19, 2017, Addendum #1, dated January 26, 2018 and Addendum #2, dated November 1, 2018.

And subject to the following Standard and Special Conditions:

Standard Conditions

1. Site Development Agreement
The Owner shall enter into a standard site development agreement consisting of the following conditions. In the event the Owner fails to enter into such agreement within one year, this approval shall lapse.
2. Permits
The Owner(s) shall obtain such permits as may be required from Municipal or Provincial authorities and shall file copies thereof with the General Manager, Planning, Infrastructure and Economic Development Department.
3. Barrier Curbs
The Owner(s) agrees that the parking areas (and entrances) shall have barrier curbs and shall be constructed in accordance with a design professional and approved by the General Manager, Planning, Infrastructure and Economic Development Department.
4. Water Supply for Fire Fighting
The Owner(s) shall provide adequate water supply for fire fighting for every building. Water supplies may be public water works system, automatic fire pumps, and pressure tanks or gravity tanks.

5. Reinstatement of City Property

The Owner(s) shall reinstate at its expense, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department, any property of the City, including, but not limited to, sidewalks and curbs, boulevards, that are damaged as a result of the subject development.

6. Construction Fencing

The Owner(s) shall be required to install construction fencing at its expense, in such a location as may be determined by the General Manager, Planning, Infrastructure and Economic Development Department.

7. Completion of Works

No building will be occupied on the lands, nor will the Owner(s) convey title to any building until all requirements with respect to completion of the Works as identified in this Agreement have been carried out and received Approval by the General Manager, Planning, Infrastructure and Economic Development Department, including the installation of municipal numbering provided in a permanent location visible during both day and night and the installation of any street name sign on relevant streets. Provided that notwithstanding the non-completion of the foregoing Works, conveyance and/or occupancy of a lot or structure may otherwise be permitted, if in the sole opinion of the General Manager, Planning, Infrastructure and Economic Development Department, the aforesaid Works are proceeding satisfactorily toward completion. The Owner shall obtain the consent of the General Manager, Planning, Infrastructure and Economic Development Department for such conveyance and/or occupancy in writing.

Special Conditions

1. Soil Management

That the Owners Environmental Consultant identifies areas on the site where excess soils, fill and/or debris will be removed. If through further testing any of these materials are found to be contaminated, they must be disposed, treated or recycled at a waste disposal site or landfill licensed for that purpose by the Ministry of Environment.

2. Noise Control – General

The Owner(s) shall implement the noise control attenuation measures recommended in the approved noise study (a) Each unit is to be equipped with Central Air Conditioning; (b) Prior to issuance of building permit, a review of building components (windows, walls, doors) is required and must be designed to achieve indoor sound level criteria; (c) Notices-on-Title respecting noise.

3. Noise Control – Warning Clauses

Following clauses shall be included in the property and tenancy agreements and offer to purchase and sale for dwelling units with anticipated traffic sound level excesses.

“Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels may exceed the sound level limits of the City of Ottawa and the Ministry of the Environment, Conservation and Parks. To help address the need for sound attenuation, this development includes:

- STC rated multi-pane glazing elements and spandrel panels
 - i. North façade bedroom/living room and retail: STC 31/26
 - ii. East and west façade bedroom/living room and retail: STC 29/24
- STC rated exterior walls
 - i. North and west façade: STC 45

These dwelling units has also been designed with air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City of Ottawa and the Ministry of the Environment, Conservation and Parks.”

4. Geotechnical Investigation

The Owner acknowledges and agrees that it shall retain the services of a geotechnical engineer, licensed in the Province of Ontario, to ensure that the recommendations of the Geotechnical Investigation Report (the “Report”), referenced in Schedule “E” herein, are fully implemented. The Owner further acknowledges and agrees that it shall provide the General Manager, Planning, Infrastructure and Economic Development Department with confirmation issued by the geotechnical engineer that the Owner has complied with all recommendations and provisions of the Report, prior to construction of the foundation and at the completion of the Works, which confirmation shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

5. Traffic Impact Assessment Report

The Owner(s) has undertaken a Transportation Impact Assessment Report for this site prepared by Parsons, Project No. 476478-01000, dated October 19, 2017, Addendum #1, dated January 26, 2018 and Addendum #2, dated November 1, 2018 to determine the infrastructure and programs needed to mitigate the impact of the proposed development on the local transportation network and establish the site design features needed to support system-wide transportation objectives. The Owner shall ensure, that the recommendations of the Transportation Study/Brief are fully implemented, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

6. Cash-in-lieu of Parkland (CIL)

The Owner shall pay cash-in-lieu of parkland in accordance with the Parkland Dedication By-law of the City of Ottawa, as well as the fee for appraisal services. The monies are to be paid at the time of execution of the Site Plan Agreement.

7. Waste Collection – Private Collection

Waste collection and recycling collection will not be provided by the City. The applicant should make appropriate arrangements with a private contractor for waste and recycling collection. The owner should consult a private contractor regarding any access requirements for waste and/or recycling collection.

FEB. 20, 2019

Date



Douglas James
Manager, Development Review
Development Review, Central
Planning, Infrastructure and Economic
Development Department

Enclosure: Site Plan Control Application approval – Supporting Information

SITE PLAN CONTROL APPROVAL APPLICATION SUPPORTING INFORMATION

File Number: D07-12-17-0134

SITE LOCATION

386 Richmond Road, and as shown on Document 1.

SYNOPSIS OF APPLICATION

The subject site is located in the Westboro neighbourhood, between Churchill Avenue North to the east and Roosevelt Avenue to the west. The subject site is located within a 400 metre radius of Dominion Transit Station. The site is approximately 343 square metres with 10 metres of frontage along Richmond Road. It is currently occupied by a one-storey vacant commercial space fronting Richmond Road that transitions into a one- and a half storey duplex residence at the rear of the building. There is currently a driveway on the eastern side of the site, providing access to parking at the rear.

To the north, the site abuts Richmond Road, beyond which is a number of two-storey commercial, office, and restaurant uses that front onto Richmond Road. To the east, the site abuts a two-storey commercial and office building, beyond which are low-rise commercial uses including Mountain Equipment Co-operative. To the south, the site abuts a two-storey office building with associated parking, beyond which is the Byron Linear Park. To the west, the site abuts a one storey office use (Scotiabank), beyond which are low- to mid-rise office, commercial, and mixed-use buildings.

The proposal was originally for a six-storey mixed-use building with at-grade commercial, second floor office use, and 16 dwelling units. In December 2018, the proposal was revised and re-circulated. The revised proposal reduced the building massing from six to three storeys and increased the stepbacks in the massing. It also removed the office use and reduced the number of units from 16 to seven.

The proposal is now for a three-storey mixed-use building with at-grade commercial and two upper floors containing seven residential dwelling units. The ground level contains approximately 240 square metres of retail, one internal bicycle parking space, and the garbage room. There are no vehicular parking spaces and five bicycle parking spaces provided. Communal amenity space is not required or provided for the proposed residential use.

The building has three entrances from Richmond Road, one for the commercial use, one for the residential use, and one to a shared public corridor. The massing

of the building includes a setback of 2.9m from the front wall above the first level and a setback of 2.9m from the rear wall above the first level. This massing accommodates required setback distances for hydro poles along Richmond Road. There is a terrace for the second floor units on the roof of the first floor podium. As the building is built up to the interior side lot lines, there are no windows along the east and west sides of the building.

DECISION AND RATIONALE

This application is approved for the following reasons:

- The proposal is consistent with the policies of the Official Plan for Traditional Mainstreet designation.
- The proposal is in conformity with the provisions of the Zoning By-law 2008-250, as amended. Specifically the proposed development complies with the TM H(24) – Traditional Mainstreet, Height Limit 24m.
- The proposal is in keeping with the Urban Design Guidelines for Development along Traditional Mainstreets.
- Conditions of approval have been applied to this site to ensure the development meets the applicable Infrastructure and Planning approval requirements.
- The Owner is required to enter into a Site Plan Agreement and submit securities to ensure that all site works are carried out in accordance with this approval.
- The site design represents good planning.

CONSULTATION DETAILS

Councillor Leiper has concurred with the proposed conditions of approval.

Councillor Leiper provided the following comments:

“Councillor Leiper is aware of the application and notes that, if approved, particular attention must be paid during construction to ensuring no loss of connectivity for pedestrians.”

Public Comments

Summary of Comments - Public

The Westboro Community Association provided the following comments:

The Westboro Community Association supports thoughtful development which balances the need for intensification with the preservation of the environment, green space, affordability, our built heritage, and the walkability of our neighbourhoods. Accordingly, we are pleased that the proposed development has not sought rezoning, and has been designed within existing zoning parameters. We look forward to development of this site in particular since it will introduce street level interest where, previously, we have had an unsightly derelict building.

That said, we repeat here several concerns which we expressed in our initial comments but which were not addressed in the redesign (reference our 2017 comments, numbers 3 and 5.)

1. The exterior of this building is still dominated by glass and metal/aluminum. We are concerned with glint in neighbouring residential areas, particularly since there is considerable aluminum cladding on the west and south aspects of the building. Equally important is the potential risk to birds. Can nonreflective options be considered? There is already plenty of metal happening at MEC next door.
2. The potential traffic impact to Richmond Road, Byron, and the residential areas north and south of the proposed structure has still not been realistically considered. The Community Association does not agree that this development will generate “zero vehicle trips” simply because it affords no parking spots and tenants are assumed not to own cars. We have already seen the traffic that has been generated by other higher density residential units that have been introduced to the area, (notably on Ravenhill-Byron-Roosevelt block). Many tenants do indeed own cars and circle the block until they find street parking. Moreover, even were the rental units occupied solely by tenants without cars, these residents must receive services. Cut-through traffic on Roosevelt from Carling to Byron is already high as delivery vehicles, couriers and utility providers seek quick access to Richmond Road or linkage to east-west travel on Byron.

Response to Comments

Regarding the concern on material choice for the proposal, Planning Services is satisfied with the materiality proposed. The development fronts onto a Traditional Mainstreet and is proposed to be built on the interior side lot lines (western and eastern lot line). The materiality reflects the commercial element facing Richmond Road. Given the 12 metre proposed height, not a significant portion of the sides of the building are visible. The abutting lots along Richmond Road are permitted to construct up to a maximum of 24 metres; therefore, the sides of the building will not be visible if these lots redevelop up to their permitted height.

Regarding the concern about traffic impact, Planning Services is satisfied that the proposal has addressed traffic requirements and concerns. The applicant provided a Transportation Impact Assessment for the proposal that indicated that based on the site location, access to transit, and active mode facilities, the proposal is anticipated to have a 0% vehicle mode share. There is no vehicular parking provided on site. There are five bicycle parking spaces provided. The proposal has also reduced the number of proposed dwelling units from 16 to seven.

APPLICATION PROCESS TIMELINE STATUS

This Site Plan application was not processed by the On Time Decision Date established for the processing of an application that has Manager Delegated Authority because the proposal changed and required re-circulation.

Contact: Ann O'Connor Tel: 613-580-2424, ext. 12658, fax 613-580-2576 or e-mail: ann.oconnor@ottawa.ca

Location Map



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REVISION / RÉVISION - 2017 / 11 / 14

LOCATION MAP / PLAN DE LOCALISATION
SITE PLAN / PLAN D'EMPLACEMENT



386 chemin Richmond Road

