

# 3865 OLD RICHMOND ROAD

APRIL 2020

## PLANNING RATIONALE

SITE PLAN CONTROL APPLICATION



CONCEPTUAL RENDERING

ANGLICAN DIOCESE OF OTTAWA: CHRIST CHURCH  
BELLS CORNERS REDEVELOPMENT



3865 OLD RICHMOND ROAD  
APRIL 2020

PLANNING RATIONALE  
SITE PLAN CONTROL APPLICATION

**PREPARED FOR:  
CENTRETOWN CITIZENS OTTAWA  
CORPORATION ON BEHALF OF  
THE ANGLICAN DIOCESE OF OTTAWA**

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# 1 INTRODUCTION

WSP was retained by CCOC/Cahdco on behalf of the Anglican Diocese of Ottawa to prepare a Planning Rationale (the "Report") in support of a Site Plan Control application for the lands municipally known as 3865 Old Richmond Road (the "site") in the City of Ottawa.

The proposed development consists of a 3-and-a-half-storey (4 level) mixed-use building at 3865 Old Richmond Road. containing the following uses:

- Community health and resource centre uses and residential dwelling units on the main floor; and
- Residential dwelling units on the second to fourth floors.

A 280 m<sup>2</sup> rectory currently exists at 3865 Old Richmond Road, which would be demolished and replaced with the proposed mixed-use building.

A total of 35 residential dwelling units are proposed with a mix of one-bedroom, two-bedroom and three-bedroom units.

The community health and resource centre uses on the first floor would be for FAMSAC Food Cupboard (FAMSAC), which is an emergency run food bank, and the Western Ottawa Community Resource Centre (WOCRC).

A shared commercial kitchen will be primarily used by WOCRC for their meals on wheels program. A food delivery and storage room will be located on the ground floor. There will be a delivery entrance at the rear of the building, adjacent to the garbage pick-up, where food will be transported in and out of the building for both WOCRC and FAMSAC. A storage and freezer would also be provided, and office/community resource uses would be provided for WOCRC and FAMSAC.

A number of supporting technical studies have been prepared in support of the application that have been submitted to the City and are available under separate cover.

This Planning Rationale has been prepared in accordance with the City of Ottawa requirements to assess and confirm the appropriateness of the proposed development, in the context of the community, and the overarching policy and regulatory framework.

This Report is set up as follows:

**Section 2** provides a description of the site location and community context;

**Section 3** provides an explanation of the proposed development;

**Section 4** outlines the policy and regulatory framework applicable to the site and a planning rationale for the proposed development;

**Section 5** summarizes the other studies provided in support of the proposed development; and

**Section 6** summarizes the planning opinion regarding the Site Plan Control Application.

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## 1.1 APPLICATION HISTORY

On September 25, 2019, the Council of the City of Ottawa approved an amendment to Zoning By-law 2008-250 for 3861 and 3865 Old Richmond Road. The proposed development required a site-specific rezoning for 3865 Old Richmond Road, the southern portion of the lot.

By-law 2019-337 amended the City of Ottawa Zoning By-law to rezone the site from “11B” (Minor Institutional, Subzone B) to “11B” [2583] (Minor Institutional, Subzone B, Urban Exception 2583) to permit dwelling units if contained in a mixed use building that contains a use permitted in the zoning, and to allow for new site-specific zoning provisions to accommodate the proposed development.

As a result of the Zoning By-law Amendment, 3861 and 3865 Old Richmond Road are also now considered as one lot for zoning purposes.

## 2 SITE LOCATION AND COMMUNITY CONTEXT

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### 2.1 SITE LOCATION

The site is legally described as CON 4RF PT LOT 35, with PIN 046380115 and is municipally known as 3865 Old Richmond Road. Located in Ward 8 (College), the site is between Robertson Road and Moodie Drive, as illustrated in **Figure 2-1** and **Figure 2-2**. These figures illustrate the site and 3861 Old Richmond Road, which is occupied by Christ Church Bells Corners. **Figure 2-3** to **Figure 2-7** include photos of both properties for contextual purposes.

Vehicular access to the site is provided from Old Richmond Road. There is shared access between the Church and the site, as shown in **Figure 2-8**. There is an existing outdoor amenity area to the west of the Church, known as the gully, as illustrated in **Figure 2-9**.

Both 3861 and 3865 Old Richmond Road have a combined total lot area of 6296 m<sup>2</sup> (0.629 hectares or 1.556 acres) and a total frontage of approximately 85 m along Old Richmond Road (an urban collector road running north-south). The proposed development at 3865 Old Richmond Road has a total lot area of approx. 993.3 m<sup>2</sup> (0.099 hectares or 0.245 acres) and is square in shape. The site is fully serviced by municipal water and sewer.

The Anglican Diocese of Ottawa is the registered owner of 3865 Old Richmond Road, as well as 3861 Old Richmond Road, and the adjacent cemetery at 3851 Old Richmond Road. The legal ownership on title is the Incorporated Synod of the Diocese of Ottawa.



Figure 2-1: 3861 and 3865 Old Richmond Road Location

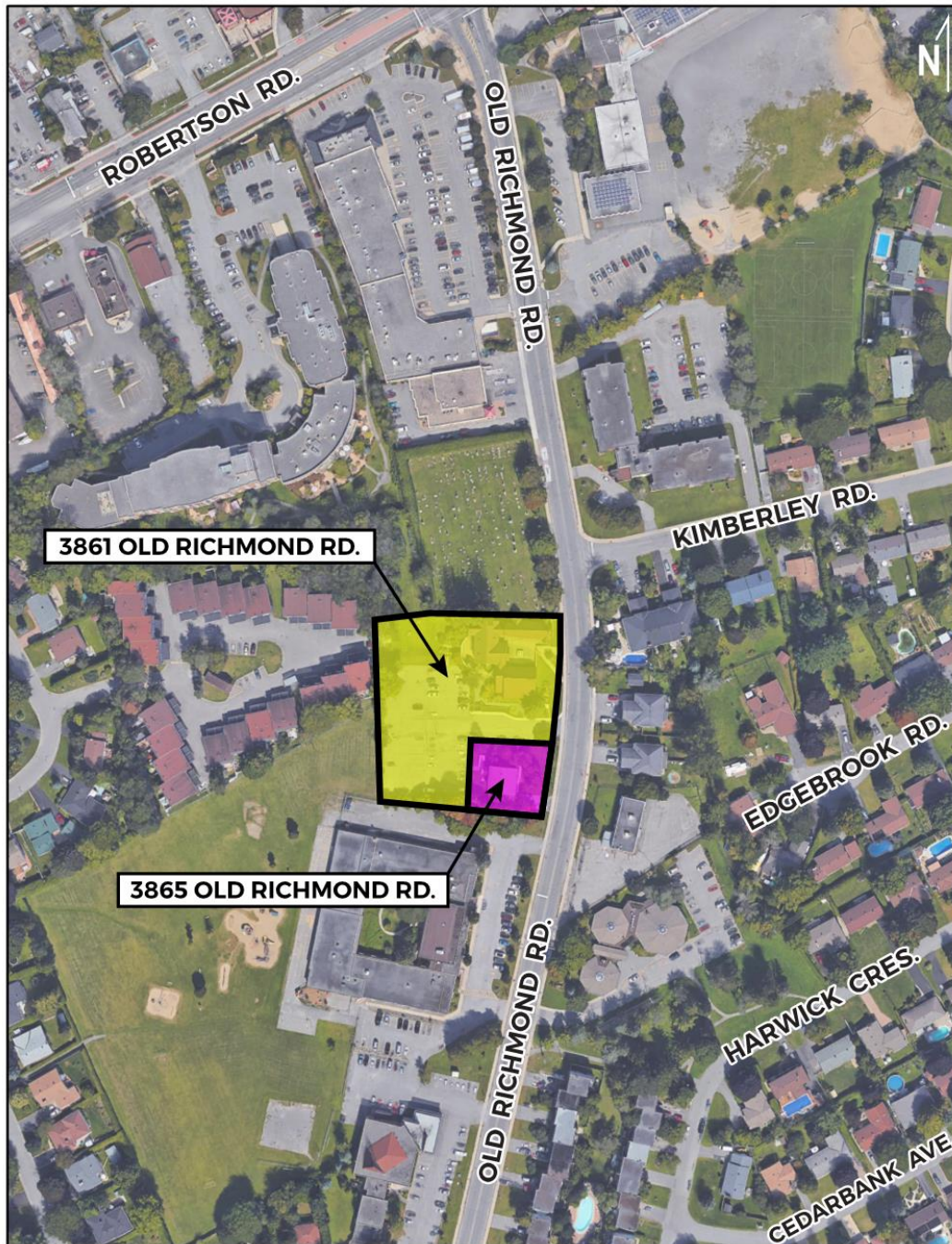




Figure 2-2: Site Location - Looking Northeast



A site visit was conducted by WSP on January 22, 2019. Photos contained herein are from WSP, unless otherwise stated.

**Figure 2-3: 3861 and 3865 Old Richmond Road**



**Figure 2-4: 3865 Old Richmond Road Looking Southwest Along Old Richmond Road**



**Figure 2-5: 3865 Old Richmond Road Looking Southeast from the Parking Lot at the Rear**





**Figure 2-6: 3861 Old Richmond Road Looking Southwest Along Old Richmond Road**



**Figure 2-7: 3861 Old Richmond Road Looking Northeast Along Old Richmond Road**



**Figure 2-8: Shared Access Between 3861 and 3865 Old Richmond Road**



**Figure 2-9: The Gully in the Background Behind 3861 Old Richmond Road (Provided by Christ Church Bells Corners)**



## 2.2 COMMUNITY CONTEXT

The site is in close proximity to many key amenities, retail and restaurants along Robertson Road, which are shown in **Figure 2-10**. The site is also in close proximity to a 3-storey (4 level) apartment residence known as Kimberly Court Apartments. Land uses and facilities adjacent to the site are as follows:

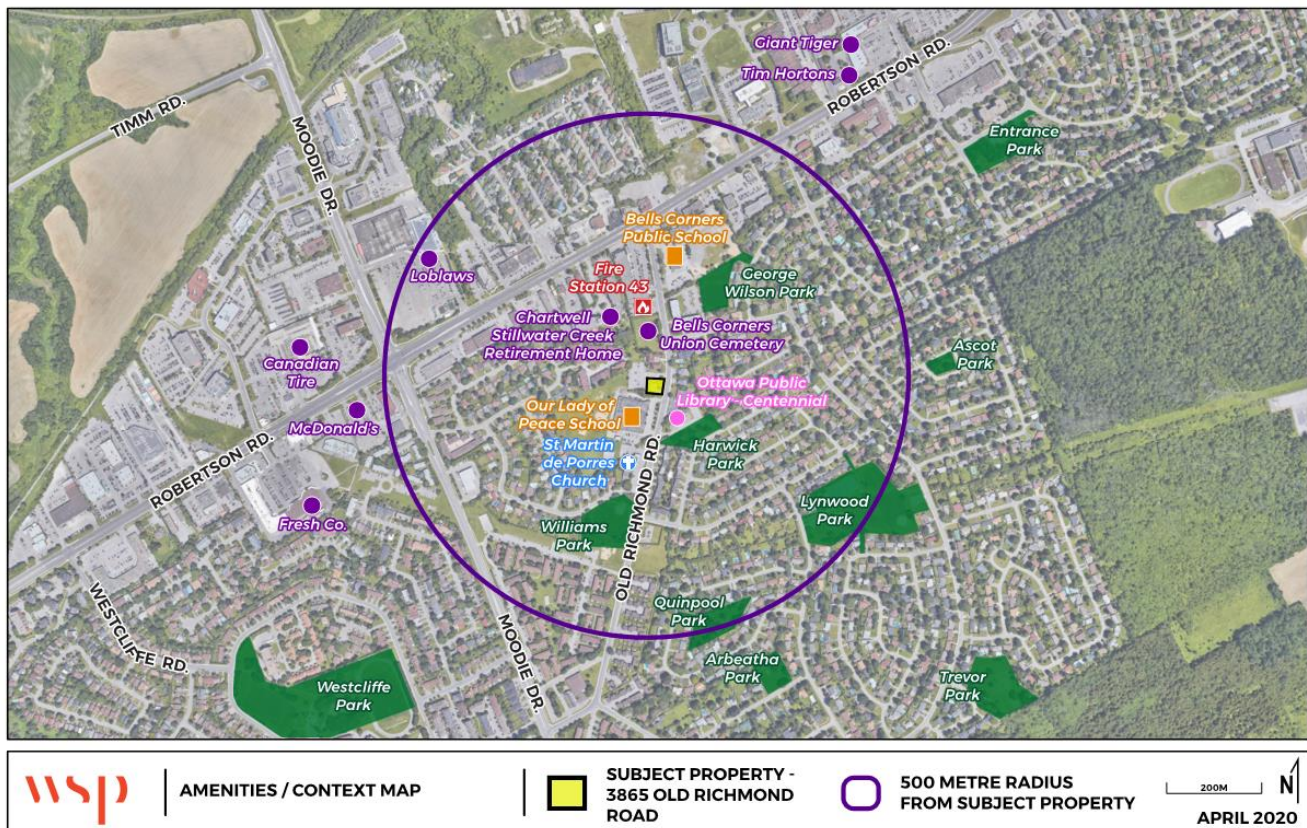
**North:** Bells Corners Union Cemetery, Ottawa Fire Station 43, Bells Corners Public School and a retail plaza containing restaurants and local businesses, as well as a Loblaws grocery store north of Robertson Road.

**South:** Ottawa Public Library – Centennial, Our Lady of Peace School, St. Martin de Porres Church, Williams Park, and low-rise residential dwellings.

**East:** Four-storey apartment complex, single-detached dwellings, and semi-detached dwellings.

**West:** Chartwell Stillwater Creek Retirement Residence, single-detached dwellings, Canadian Tire store, and Fresh Co. grocery store.

**Figure 2-10: Amenities and Community Context**





## 2.3 PUBLIC TRANSPORTATION NETWORK

The site is within 600 metres of the Bells Corners Transit Station and is well serviced by public transit, as shown in **Figure 2-11**.

**Figure 2-12** identifies four OC Transpo transit stops in close proximity to the site with four peak routes:

- Southbound Transit Stop 5277 on Old Richmond Road (Buses 57 and 88)
- Eastbound Transit Stop 0933 on Robertson Road west of Old Richmond Road (Buses 57 and 88)
- Northbound Transit Stop 5278 on Old Richmond Road (Buses 57 and 88)
- Westbound Transit Stop 0936 on Robertson Road east of Old Richmond Road (Buses 57 and 88)

**Route 55** (Elmvale / Bayshore) provides service between Elmvale Acres Shopping Centre (Elmvale Station) and Bayshore Shopping Centre (Bayshore Station) with 15-minute service in the peak hours.

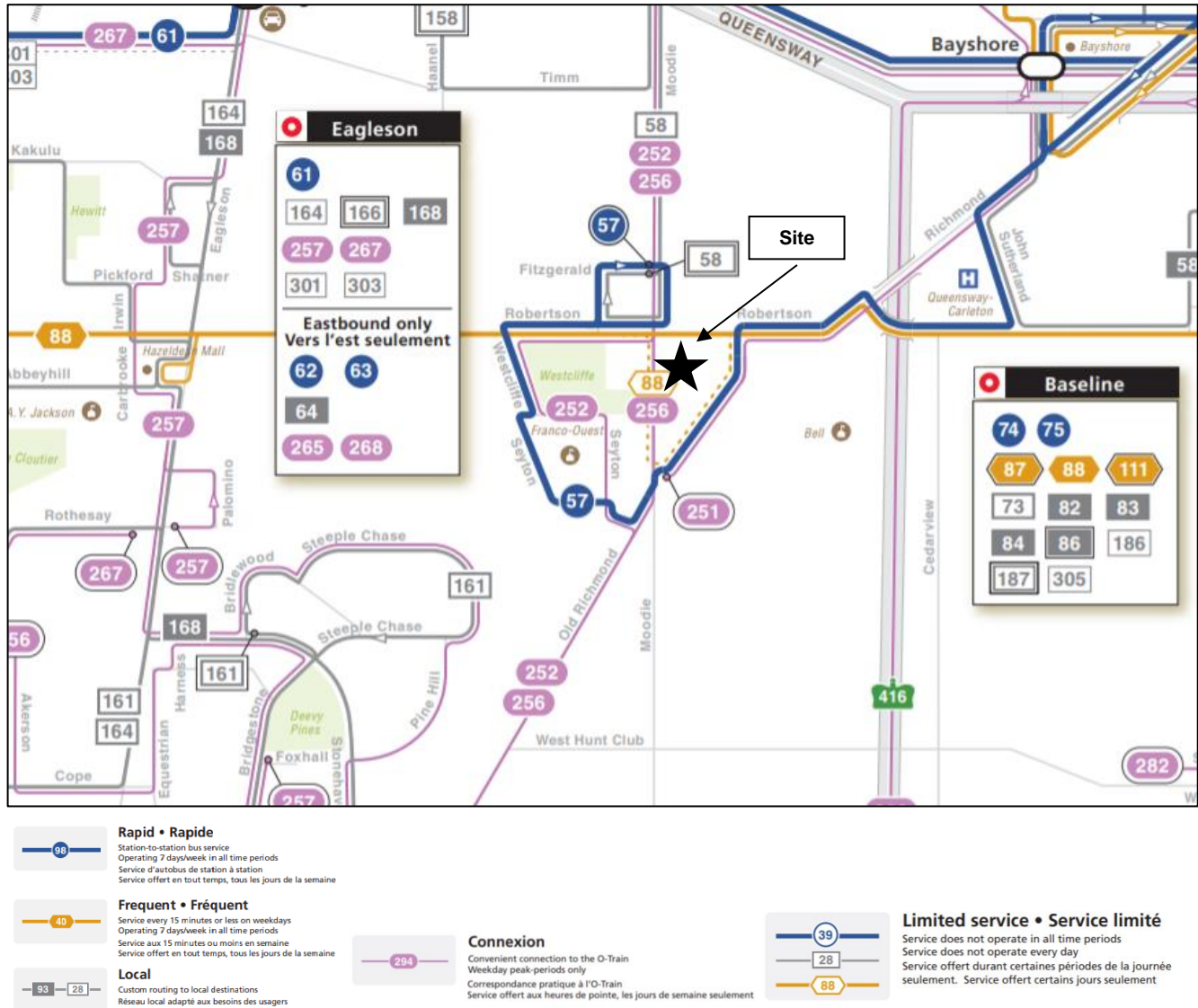
**Route 88** (Hurdman / Terry Fox) provides service between Terry Fox Station and Hurdman Station with 15-minute service in the peak hours.

**Figure 2-11: Site Proximity within 600 m of Bells Corners Transit Station**





Figure 2-12: OC Transpo Network Map (October 2019)



## 2.4 SURROUNDING DEVELOPMENT ACTIVITY

There is no proposed or active development in the vicinity of the site at the time of this application.

### 3 THE PROPOSED DEVELOPMENT

The Anglican Diocese of Ottawa is proposing to demolish the existing rectory and construct a 3-and-a-half storey (4 level) mixed-use building of approximately 12.7 m in height and with a gross floor area of approximately 2,438.5 m<sup>2</sup> at 3865 Old Richmond Road with the following proposed uses:

- Ground Floor – community health and resource centre uses (FAMSAC and WOCRC) (312 m<sup>2</sup>), a community room, and residential uses.
- Upper floors – residential uses consisting of 1-, 2- and 3-bedrooms units, including 1-bedroom accessible units.

A total of 35 residential dwelling units are proposed with a mix of one-bedroom, two-bedroom and three-bedroom units. There will be a mix of rental affordability options for the residential units.

The community health and resource centre uses would be located on the first floor and would be for FAMSAC and the Western Ottawa Community Resource Centre (WOCRC). A shared commercial kitchen will be primarily used by WOCRC for their meals on wheels program. A food delivery and storage room will be located on the ground floor. There will be a delivery entrance at the rear of the building, adjacent to the garbage pick-up, where food will be transported in and out of the building for both WOCRC and FAMSAC. A storage and freezer would also be provided, and office/community resource uses would be provided for WOCRC and FAMSAC.

The existing parking lot would continue to provide parking for the existing Church at 3681 Old Richmond Road and the new proposed mixed-use building at 3685 Old Richmond Road. The Site Plan, dated April 28, 2020, prepared by Hobin Architecture, identifies forty-nine (49) parking spaces being provided for the proposed development and forty-three (43) retained for the existing Church, for a total of ninety-two (92) spaces. The parking is as follows:

- Residential parking: 35 spaces
- Residential visitor parking: 7 spaces
- Community health and resource centre uses (FAMSAC and WOCRC) parking: 7 spaces
- Existing Church parking: 43 spaces

A total of seventy-five (75) of the parking spaces provided will be 2.6 m wide by 5.2 m long. Thirteen (13) parking spaces will be small car parking spaces. Four (4) accessible parking spaces, with two barrier free type A parking spaces, measuring 3.4 m wide by 5.2 m long, and two barrier free type B parking spaces, measuring 2.4 m wide by 5.2 m long, following AODA standards, will also be provided in the total count.

A total of forty-four (44) bicycle parking spaces are proposed with eight (8) outdoor spaces for FAMSAC and WOCRC, and thirty-six (36) indoor bicycle parking spaces for the residents.

Currently, vehicle access to the site is off Old Richmond Road. The access is shared with the Church. Vehicles would continue to use the existing vehicle access, as shown in the Site Plan in **Figure 3-1**.

The total amenity area for the residents is proposed to be 281.7 m<sup>2</sup>. The amenity area would consist of:

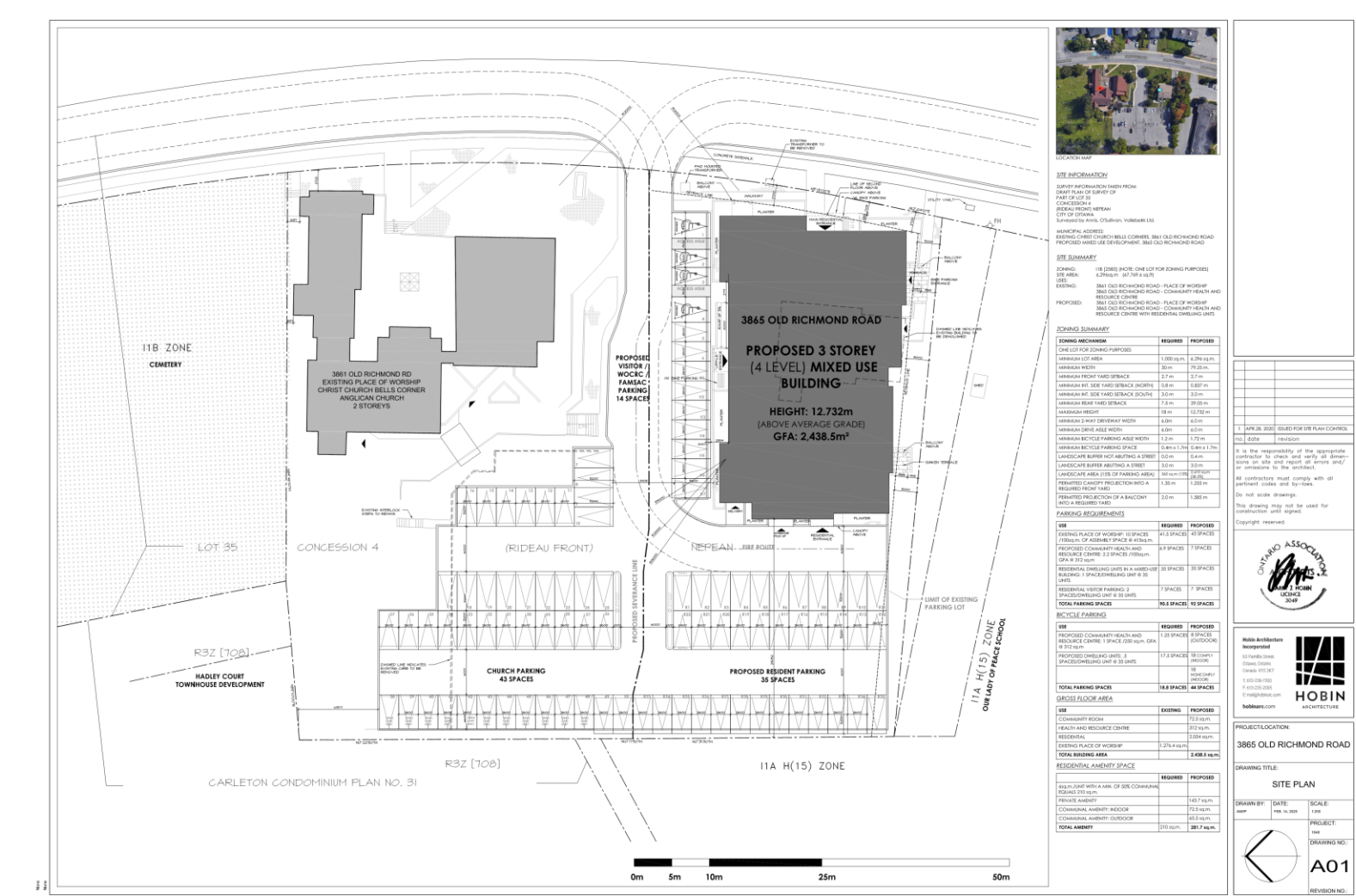
- Private amenity area, totalling 143.7 m<sup>2</sup>;
- Indoor communal amenity space, totalling 72.5 m<sup>2</sup>; and
- Outdoor common amenity space, totalling 65.5 m<sup>2</sup>.

A community garden and gully behind the Church would also be accessible to residents. However, these are not included in the amenity space count.

A lot adjustment will be sought from the Committee of Adjustment to expand the proposed mixed-use building lot and to allow the parking to be divided, as outlined on the Site Plan.

The estimated date of occupancy is early 2022 with construction occurring as a single phase.

Figure 3-1: Site Plan for 3865 Old Richmond Road prepared by Hobin Architecture



**Figure 3-2 to Figure 3-5** illustrate the elevations for the proposed development.

**Figure 3-2: South Elevation**



**Figure 3-3: North Elevation**

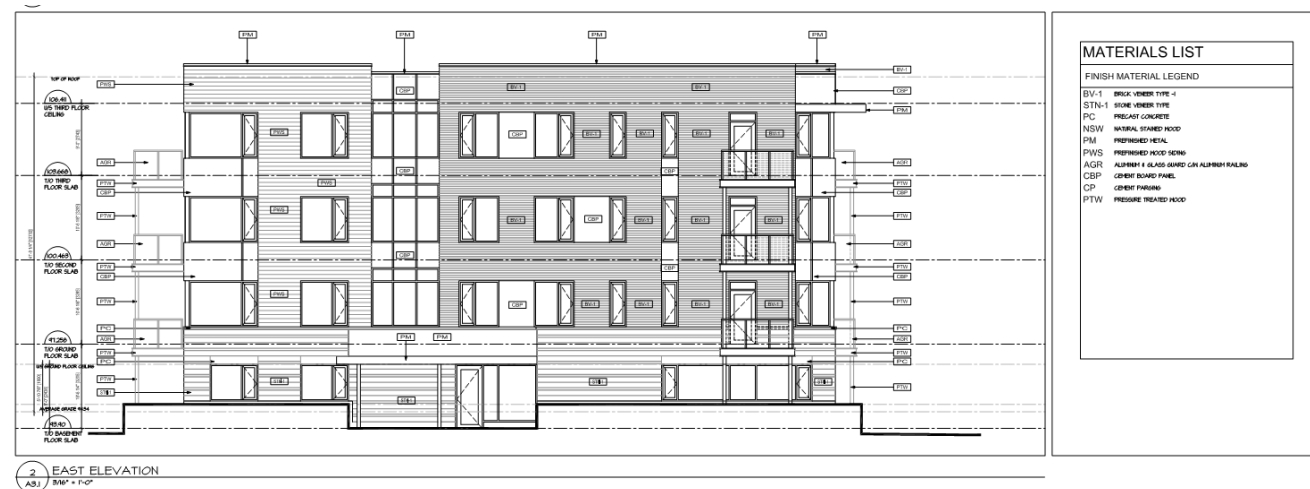




**Figure 3-4: West Elevation**



### Figure 3-5: East Elevation



## 4 POLICY AND REGULATORY FRAMEWORK

This section describes the provincial and local planning frameworks applicable, or relevant, to the proposed development of the site, including: the Provincial Policy Statement (2014), the City of Ottawa Official Plan, Official Plan Amendment 150, Official Plan Amendment 180, and the City of Ottawa Zoning By-law 2008-250.

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### 4.1 PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating development and use of land.

Part IV: Vision for Ontario's Land Use Planning System identifies that healthy, liveable and sustained communities are sustained by promoting efficient development, cost effective land use patterns and development standards, accommodating an appropriate range of mix of uses to meet long term needs, and focusing growth within settlement areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, liveable, resilient and safe communities. Policy 1.1.3.2 (a) states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

1. "efficiently use land and resources;
2. 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;
3. minimize negative impacts to air quality and climate change;
4. support active transportation; and
5. 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 or mitigating risks to public health and safety.

Additionally, Policy 1.4.3 directs planning authorities to provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents by:

- a) "establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households.
- b) permitting and facilitating:
  1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and

2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3.

- c) 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.”

Further, Policy 1.3.1 states that planning authorities shall promote economic development competitiveness by “encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.”

The Ministry of Municipal Affairs and Housing has released a Proposed Provincial Policy Statement (July 2019). The following summary of proposed changes are relevant to this application while it is in draft form:

- Increase the supply and mix of housing by increasing land supply for housing to help people find homes close to where they work and give municipalities more flexibility to plan for a range of homes; and
- Support certainty and economic growth by giving more flexibility to municipalities to ensure areas designated for employment are planned to reflect local needs and to help facilitate the conditions for economic investment, and to ensure that local infrastructure investments are efficiently used, and that protections for transportation and energy corridors for future needs are in place.

On February 28, 2020, the Ministry released the Provincial Policy Statement, 2020. The 2020 Provincial Policy Statement will come into effect on May 1, 2020. The PPS, 2020 retains many of the policies of the PPS, 2014 with some minor changes to language to improve clarity or to emphasize government priorities. This application was prepared prior to the 2020 PPS taking effect. However, the new policies in the 2020 PPS have been considered.

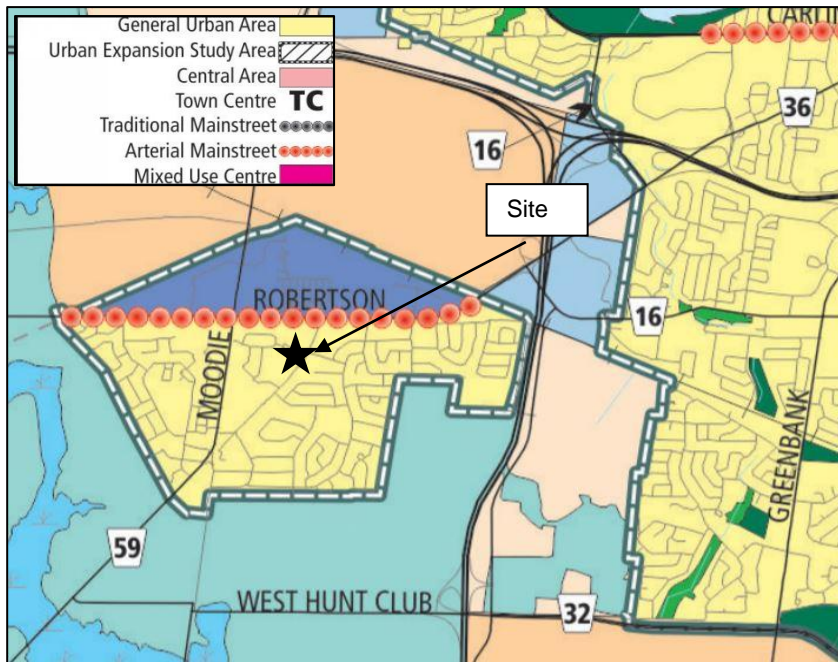
**The proposed development is consistent with the PPS, as it provides residential development within a settlement area, utilizing land and existing infrastructure efficiently. The proposed development will provide housing which meets the social, health and well-being requirements of residents, including affordable housing options. The mixed-use development is compatible with the surrounding area and is a compact development that supports a liveable community.**

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## 4.2 CITY OF OTTAWA OFFICIAL PLAN (2003, WEBSITE CONSOLIDATION)

The City of Ottawa Official Plan (OP) provides a comprehensive vision and policy framework for managing growth and development to the year 2036. The OP contains policies that address matters of provincial interest, as described in the 2014 PPS, and “is not a tool to limit growth but rather to anticipate change, manage it and maintain options” (Section 1.1). The site is located within the urban boundary and in the **General Urban Area** on Schedule B Urban Policy Plan, as illustrated in **Figure 4-1**.

**Figure 4-1: City of Ottawa Official Plan Schedule B - Urban Policy Plan**



#### 4.2.1 BUILDING A SUSTAINABLE CAPITAL CITY

The Official Plan seeks to achieve Council's vision of a sustainable, resilient and liveable City. This vision is also articulated in the City's Strategic Plan, which identifies goals including the provision of housing options which are green, healthy, and meet the needs of the whole community. The City also strives for sustainability in connectivity and mobility by making walking, cycling, and transit residents' first choices for transportation.

#### 4.2.2 STRATEGIC DIRECTIONS

**Section 2.1 – Patterns of Growth** indicates that Ottawa's growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing options, and places to work and shop.

Growth is to be directed to urban areas where services already exist. Growth in existing designated urban areas is to be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking, and cycling facilities. Further, infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the housing, employment, or services in the area.

The City will also provide opportunities to increase the supply of affordable housing throughout the City and growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs and will provide for a wide range of economic activities in suitable locations.

**Section 2.2 – Managing Growth** indicates that the majority of the City's growth will be directed to areas designated within the urban boundary of the Official Plan. This strategy has the least impact on agricultural land and protected environmental areas and allows for a pattern and density of development that supports transit, cycling and walking.

**Section 2.2.2 – Managing Growth Within the Urban Area** indicates that intensification is supported throughout the General Urban Area where there are opportunities to accommodate more jobs and housing and increase transit use. Residential intensification is defined as development of a property, building or area that results in a net increase in residential units or accommodation and includes development of vacant or underutilized lots within previously developed areas. The City's target for residential intensification is 40 per cent for 2017-2021.

**Section 2.5.1 – Urban Design and Compatibility** encourages good urban design and quality and innovative architecture as it can help create lively community places with distinctive character. In order for a development to be compatible, it does not necessarily have to be the same or similar to existing buildings in the vicinity, but has to enhance an established community and coexist with existing development without causing undue impact on the surrounding properties. The design objectives in this section are addressed in detail in Section 4.2.4 of this Report.

**Section 2.5.2 – Affordable Housing** indicates affordable housing for all residents is the fundamental building block of a healthy, liveable community. The shortage of affordable rental housing is one of the most compelling problems today in Ottawa. The City will encourage the production of affordable housing in new residential development and redevelopment to meet an annual target of: (a) 25% of all new rental housing is to be affordable to households up to the 30th income percentile; and (b) 25% of all new ownership housing is to be affordable to households up to the 40th income percentile.

In addition, the City will further promote the development of affordable housing through such means as infill construction, conversions of non-residential space, and adaptive re-use of buildings and will implement alternative development standards for affordable housing development such as reduced parking standards in areas serviced by transit.

Further, the processing of development applications from non-profit housing corporations and housing cooperatives, for housing intended for persons of low- or moderate-incomes, will be given priority by the City.

**The proposed development conforms to the strategic directions of the OP by accommodating growth within the urban area through mixed-use and compact development. The proposed development contributes to intensification while providing quality urban design that contributes to a complete community. It fits well within its physical context and allows for a pattern of density that supports transit, cycling and walking with its proximity to Robertson Road. It also provides affordable housing options through infill construction to an appropriate scale.**



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## 4.2.3 LAND USE DESIGNATIONS

### SECTION 3.6.1 - GENERAL URBAN AREA

The site is designated as General Urban Area as per Schedule B Urban Policy Plan of the OP. The General Urban Area designation permits the development of a full range of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. Policy 3.6.1.1 states, “The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses”.

Furthermore, “When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a) Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- b) Apply the policies of Section 2.5.1 and Section 4.11;
- c) Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area” (Section 3.6.1.5).

**The proposed development conforms to the General Urban Area policies of the Official Plan as it will contribute to the residential intensification of the area, while contributing to the balance of housing types in the area by providing affordable housing options.**

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## 4.2.4 URBAN DESIGN AND COMPATIBILITY

Policy 3.6.1.2 and Policy 3.6.3.5 of the Official Plan state that development proposals within the General Urban Areas will be evaluated in the context of the policies and Design Objectives in Section 2.5.1, and the Compatibility policies set out in Section 4.11.

When new development is introduced into an existing area, a sensitive approach and a respect for the community’s established characteristics needs to be considered. Further, allowing for some flexibility and variation in the overall design and built form is central to successful intensification. The criteria assist in evaluating a proposed development and the compatibility of the new development with the surrounding community.

Compatible development is defined in the OP as “development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ among those functions that surround it” (Section 2.5.1).

The proposed development supports the seven (7) urban design objectives and principles set out in Section 2.5.1, as demonstrated herein. It should be noted that, “Proponents are free to respond in creative ways to the Design Objectives and Principles and are not limited only to those suggested by the Design Considerations” (Section 2.5.1).

**1. To enhance the sense of community by creating and maintaining places with their own distinct identity.**

- The proposed mixed-use development would maintain and strengthen the existing identity and character of the neighbourhood because the low-rise development provides more housing options and fits within the existing character of the area and surrounding buildings.
- The intent is for this project to become a community resource service hub – creating a place within the community through the health and resource centre use. It would be a resource for the wider community.

**2. To define quality public and private spaces through development.**

- The office entrance for the community health and resource centre uses in the mixed-use building would be accessed from the side of the building and the main residential entrance will front onto Old Richmond Road, which improves pedestrian priority by moving the main entrance from the back, where the existing entrance is, to the side and front. A residential entrance at the rear will be provided as well.
- There would be a separation of the residential and non-residential entrances to give each use a distinct space. The entrance on the side would be used for non-residents for the community health and resource centre uses. The entrance off of Old Richmond Road would be the main entrance for residents. There will also be a residential entrance at the rear.
- The entrance to be used for non-residents was purposely located at grade facing the Church to keep a level of privacy and security for the residents.
- The patios and balconies are not facing the Church, as to provide privacy for residents.
- With respect to public space, the community garden and gully behind the Church would be accessible to the residents and Church goers.
- With respect to private space, a community room would be provided to residents of the mixed-use building and balconies for the two- and three-bedroom dwelling would be provided for private amenity.

**3. To create places that are safe, accessible and are easy to get to, and move through.**

- The proposed development will be universally accessible featuring an entrance ramp at the east for both the residential and community health and resource centre uses. An active entrance onto Old Richmond Road provides easy and direct access for members of the public and residents of the building.
- The proposed development is located within close proximity to numerous transit routes described in Section 2.3 of this Report.
- The main residential entrance will be accessed from Old Richmond Road, while the FAMSAC and WOCRC entrance will be from the side.
- The proposed bicycle room would be safe and accessible for residents, with easy access to its own pathway behind the proposed development.

**4. To ensure that new development respects the character of existing areas.**

- The proposed development recognizes and complements nearby buildings along Old Richmond Road, which will contribute to a continuous landscape. These include Chartwell Stillwater Creek Retirement Residence to the west and Kimberly Court Apartments to the east. In terms of height, the low-rise building with a proposed height of approx. 12.7 m fits with the existing height of adjacent properties.

**5. 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 proposed development provides proposed uses that are compatible to the uses that are already present in the surrounding context.
- Providing a mix of affordable housing options and market rent options accommodates the needs of people from different incomes and lifestyles at various stages in the life cycle and creates a more diverse community.

**6. To understand and respect natural process and features in development design.**

- No environmental constraints or natural heritage elements which would be affected by the proposed development have been identified on the site.
- The greenspace on the Church property would be retained and enhanced.
- Ten (10) new deciduous trees as well as various shrubs, perennials, and ornamental grasses are proposed on the Site as per the Landscape Plan prepared by Levstek Consultants, dated April 28, 2020.
- Further, the existing tree inventory has been reviewed as part of the proposed development. Eleven (11) trees are proposed to be removed due to age, class, or condition, as outlined in the Landscape Plan prepared by Levstek Consultants, dated April 28, 2020. Twelve (12) existing trees will also be retained.

**7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment.**

- The building design would be sensitive to owner's needs for lower operating costs by using a range of energy efficiency measures.
- The project will be designed to achieve a minimum 25% decrease in energy consumption and Greenhouse Gas (GHG) emissions over the same project designed to the requirements of the 2015 National Energy Code for Buildings (NECB) or the 2015 National Building Code (NBC).
- Residents are not provided a parking space and parking spaces would be distributed on a lease. It is not anticipated that all residents would own cars.
- The provision of adequate bicycle parking is intended to support cycling as an affordable transportation mode which minimizes carbon footprint and resource consumption.
- A total of forty-four (44) bicycle parking spaces are proposed with eight (8) outdoor spaces for FAMSAC and WOCRC, and thirty-six (36) indoor bicycle parking spaces for the residents.

In addition to the Design Objectives described herein, development proposals need to be evaluated against the compatibility criteria set out in Policy 4.11 of the Official Plan.

**Table 1** provides an evaluation of the proposed development against the compatibility criteria relevant to the Site Plan Control application for the proposed development, as set out in Policy 4.11.

**Table 1: Evaluation of Proposed Development**

| <b>Evaluation Criteria</b>                              | <b>Measure of Compatibility</b>   |
|---|---|
| <b>Traffic</b>  | <ul style="list-style-type: none"> <li>• Old Richmond Road can adequately serve the development, with no modifications required and no significant amounts of vehicle traffic anticipated.</li> <li>• The site access will not impact traffic operations on Old Richmond Road and the proposed design is suitable for the types of vehicles accessing it.</li> </ul>  |
| <b>Vehicular Access</b>                                 | <ul style="list-style-type: none"> <li>• Currently, there is shared vehicular access in and out of 3861 and 3865 Old Richmond Road. Vehicular access will be maintained.</li> <li>• The location of access/egress to the site has considered traffic safety.</li> </ul>   |
| <b>Parking Requirements</b>                             | <ul style="list-style-type: none"> <li>• The Church parking lot is underutilized from Monday-Saturday. Accordingly, there would be no need to add additional parking spaces for the new development.</li> <li>• Four (4) accessible parking spaces are provided to the east of the side entrance and north of the main residential entrance.</li> <li>• As a result of the mixed-use development at 3865 Old Richmond Road, the parking lot shared between the two buildings will be re-adjusted through a lot line adjustment sought at the Committee of Adjustment.</li> <li>• Parking will not be guaranteed to tenants, but will be rented out on an as needed basis. The additional spaces may be used by the Church for Sunday services.</li> </ul> |
| <b>Outdoor Amenity Area</b>                             | <ul style="list-style-type: none"> <li>• Outdoor common amenity space would be provided for the terrace to the community room.</li> <li>• A community garden and gully exists behind the Church and will be available for residents and Church goers.</li> <li>• The proposed development is also adjacent to an elementary school with parks. There are numerous parks in the vicinity with additional outdoor amenity nearby.</li> </ul>  |
| <b>Loading Areas, Service Areas and Outdoor Storage</b> | <ul style="list-style-type: none"> <li>• A loading space is not required for this development, but a drop-off space would be provided where food will be transported in and out of the building for both WOCRC and FAMSAC.</li> </ul>   |
| <b>Supporting Neighbourhood Services</b>                | <ul style="list-style-type: none"> <li>• The use of the proposed development will contribute to the services within the neighbourhood and the City. The development provides affordable housing units and community health and resource uses to better serve the neighbourhood.</li> </ul>  |



The proposed development supports the relevant strategic directions of the Official Plan. It respects the local character and context while recognizing the planned function of the site and the surrounding area. The proposed development presents a redevelopment and intensification opportunity compatible with the existing neighbourhood and adjacent uses. The site is located in an urban settlement area with full municipal services. It is serviced by public transit, takes advantage of the existing and proposed infrastructure in the area as well as the existing access to the property and current parking availability. It is also in close proximity to an Arterial Mainstreet with a diversity of retail and services.

The proposed development conforms to the City's Official Plan goals, policies, and meets the urban design objectives and compatibility criteria as established in Sections 2.5.1 and 4.11.

#### 4.2.5 ANNEX 1 – ROAD CLASSIFICATION AND RIGHTS-OF-WAY

The City may acquire land for rights-of-way or the widening of rights-of-way through conditions of approval for a subdivision, severance, site plan, condominium or minor variance. Section 7, Annex 1, Table 1 sets forth the right-of-way (ROW) widths that the City may acquire for roads, as indicated in **Table 2**:

**Table 2: Annex 1 – Right-of-Way Protection**

| ROAD         | FROM   | TO        | ROW TO BE PROTECTED | CLASSIFICATION | SECTOR |
|--------------|--------|-----------|---------------------|----------------|--------|
| Old Richmond | Moodie | Robertson | 24 m                | Collector      | Urban  |

The proposed development will account for the right-of-way to be protected, where necessary.

#### 4.2.6 CULTURAL HERITAGE RESOURCES

The existing Church at 3861 Old Richmond Road is an Individually Designated Property on GeoOttawa's Heritage tab, as seen in **Figure 4-2**.

According to Section 4.6.1.3 of the OP, "Where development is proposed on a property that is adjacent to or within 35 metres of the boundary of; a property containing an individually designated heritage building (Part IV of the Ontario Heritage Act), a heritage conservation district (Part V of the Ontario Heritage Act) or a federally-recognized heritage property, the City may require that a cultural heritage impact statement be conducted by a qualified professional with expertise in cultural heritage resources."

Figure 4-2: 3861 Old Richmond Road Individually Designated Property via GeoOttawa



During a pre-consultation with the City on August 1, 2018, the City of Ottawa's Heritage Department was informed about the project and had no concerns regarding the proposed development. Despite the Church being on the register, a report would not be required since the redevelopment does not impact the Church.

#### 4.3 CITY OF OTTAWA ZONING BY-LAW 2008-250 (CONSOLIDATED OCTOBER 9, 2019)

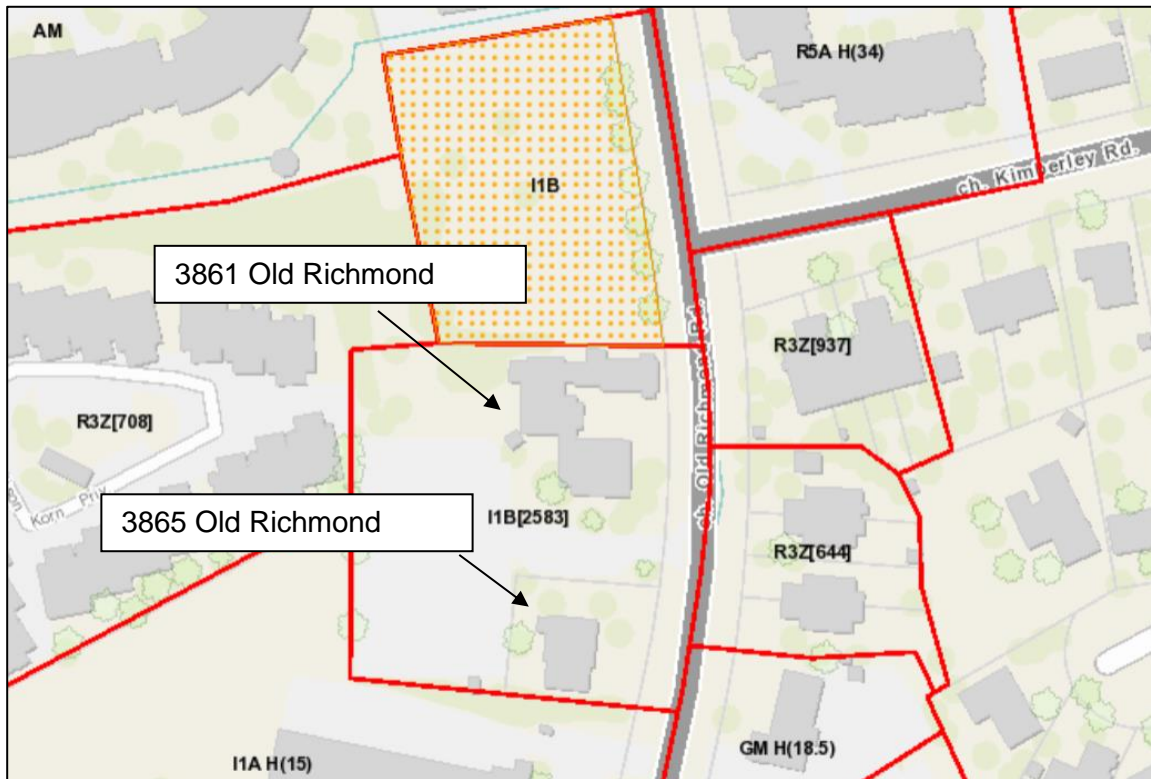
The site is zoned **Minor Institutional Zone, Subzone B, Urban Exception 2583 (IIB [2583])**, as illustrated in **Figure 4-3**.

The purpose of the I1 zone is to:

1. Permit a range of community uses, institutional accommodation and emergency service uses to locate in areas designated as General Urban Area or Central Area in the Official Plan; and
2. Minimize the impact of these minor institutional uses located in close proximity to residential uses by ensuring that the such uses are of a scale and intensity that is compatible with neighbourhood character.

As stated previously, 3861 and 3865 Old Richmond Road are considered one lot for zoning purposes, as per Urban Exception 2583. Therefore, the zoning is to be considered for both 3861 Old Richmond Road and 3865 Old Richmond Road.

Figure 4-3: Zoning of the Site and Surrounding Lands via geoOttawa



### 4.3.1 ZONING PROVISIONS

On September 25, 2019, the Council of the City of Ottawa approved an amendment to Zoning By-law 2008-250 for 3861 and 3865 Old Richmond Road. The proposed development required a site-specific rezoning for the proposed development at 3865 Old Richmond Road, the southern portion of the lot.

By-law 2019-337 amended the City of Ottawa Zoning By-law to rezone the site from “I1B” (Minor Institutional, Subzone B) to “I1B” [2583] (Minor Institutional, Subzone B, Urban Exception 2583) to permit dwelling units if contained in a mixed use building that contains a permitted use in the zoning, and to allow for new site-specific zoning provisions to accommodate the proposed development at 3865 Old Richmond Road.

As a result of the Zoning By-law Amendment, 3861 and 3865 Old Richmond Road are also now considered as one lot for zoning purposes.

A place of worship and place of assembly are permitted uses in the parent zone under Section 169(1)(b). Section 169 (2) also permits community health and resource centre as a conditional use, subject to (b) the use being ancillary to a place of worship or community centre, and (c) the use occupying a maximum of 30 percent of the gross floor area of the building for which it is located.

The FAMSAC and WOCRC uses in the proposed mixed-use building at 3865 Old Richmond Road are considered community health and resource centre uses, and, therefore, are currently permitted only as an ancillary use to the current zoning. The community health and resource centre uses would be

312 m<sup>2</sup>. Therefore, these uses occupy approx. 13 percent of the gross floor area of the proposed mixed-use building, meeting the conditional use provision.

Subzone B provides further provisions for minimum lot width, lot area, setbacks and maximum height. **Table 3** provides a detailed compliance table of how the proposed development meets the Zoning By-law provisions.

**Table 3: Zoning Compliance**

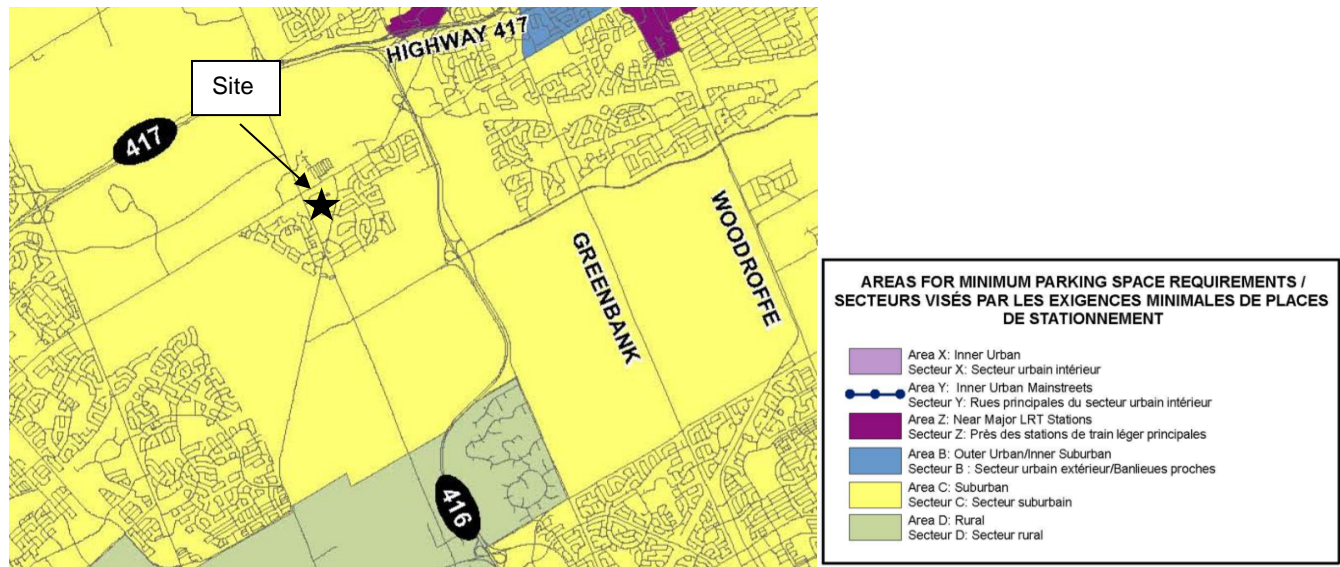
| Zoning Provision   | Requirement   | Compliance (Yes or No)                   |
|--|---|--|
| Minimum lot width – Sec. 170 (2), Table 170B (a)   | 30 m  | Approx. 79.25 m - Yes                    |
| Minimum lot area (m <sup>2</sup> ) – Sec. 170 (2), Table 170B (b)  | 1,000 m <sup>2</sup>  | 6,296 m <sup>2</sup> - Yes               |
| Minimum Front Yard Setback (m) – Part 15, urban exception 2583, column V   | 2.7 m   | From Church: 2.72 - Yes                  |
| Minimum Rear Yard Setback (m) – Sec. 170 (2), Table 170B (d)   | 7.5 m   | From proposed development: 29.05 m - Yes |
| Minimum Interior Side Yard Setback (m) for the northern property line – Part 15, Urban Exception 2583, column V  | 0.8 m   | From Church: 0.837 m - Yes               |
| Minimum Interior Side Yard Setback (m) for the southern property line - Part 15, Urban Exception 2583, column V  | 3 m   | From proposed development: 3 m - Yes     |
| Minimum Corner Side Yard Setback (m) – Sec. 170 (2), Table 170B (f)  | 7.5 m   | N/A                                      |
| Maximum Height (m) – Sec. 170 (2), Table 170B (g)  | 18 m  | 12.732 m - Yes                           |
| Conditional Use – Community Health and Resource Centre – Sec. 169 (2)  | The Community Health and Resource Centre uses occupying a maximum of 30% of the gross floor area of the building in which it is located | Approx. 13% - Yes                        |
| Permitted Projections into Required Yards – Balconies (Max.) – Sec. 65 (1), Table 65 (6) (b)   | 2 m   | 1.585 m - Yes                            |
| Permitted Projections into Required Yards – Canopies and awnings (Max.) – Sec. 65 (1), Table 65 (4) (b) (i)  | A distance equal to ½ the depth of a front yard but not closer than 0.6 m to a lot line.<br><br>2.7 m front yard / 2 = 1.35 m           | 1.255 m - Yes                            |
| Dwelling units must be contained within a building that contains a permitted use listed in Section 169(1)(b) or the conditional use listed in 169(2) – Part 15, Urban Exception 2583, column V |   | Yes                                      |



### 4.3.2 PARKING AND LOADING PROVISIONS

In addition, the Zoning By-law contains provisions for parking as set out in **Table 4**. The site is within Area C: Suburban on Zoning By-law Schedule 1A, as shown in **Figure 4-4**.

**Figure 4-4: Schedule 1A: Area for Minimum Parking Requirements, Zoning By-law 2008-250 (Excerpt)**



**Table 4: Parking Provisions**

| Parking Provision  | Provision   | Calculation (if applicable)   | Compliance (Yes or No)                       |
|--|---|---|--|
| Minimum number of <u>residential</u> parking spaces - Sec. 101, Table 101, R15, Area C on Schedule 1A        | Dwelling units in a mixed-use building, all other cases – 1 per dwelling unit         | $35 \times 1 = 35$  | 35 residential parking spaces provided – Yes |
| Minimum number of community resource centre parking spaces – Sec. 101, Table 101, N26, Area C on Schedule 1A | Community Health and Resource Centre – 2.2 per 100 m <sup>2</sup> of gross floor area | WOCRC and FAMSAC: 312 m <sup>2</sup> / 100 m <sup>2</sup> *<br>$2.2 = 6.9$ (7) spaces | 7 spaces – Yes                               |
| Minimum number of place of assembly parking spaces – Sec. 101, Table 101, N66, Area C on Schedule 1A         | Place of Assembly – 10 per 100 m <sup>2</sup> of gross floor area                     | 415 m <sup>2</sup> of Place of Assembly Space = 41.5 (42) spaces                      | 43 – Yes                                     |

| Parking Provision  |        | Provision  | Calculation (if applicable)        | Compliance (Yes or No)   |
|--|--------|--|------------------------------------|--|
| Minimum number of <u>visitor</u> parking spaces - Sec. 102, Table 102, Area C on Schedule 1A                         |        | 0.2 per dwelling unit  | $35 \times 0.2 = 7$                | 7 - Yes  |
| Dimension requirements for a motor vehicle parking space - Sec. 106 (1) (a)  | Width  | min. width of 2.6 m; maximum 2.75 m  | N/A                                | 2.4 to 2.6 m - Yes (2 spaces have a width of 2.4 m) <sup>1</sup>                       |
|  | Length | min. 5.2 m   | N/A                                | 4.6 to 5.2 m - Yes (11 spaces have a length of 4.6 m) <sup>2</sup>                     |
| Accessible Parking Spaces - Accessibility for Ontarians with Disabilities Act (AODA) - Regulation 80.36 (1), 4 and 5 |        | Where there are between 13 to 100 parking spaces: Four per cent of the total number of parking spaces for the use of persons with disabilities.  | 92 spaces * 0.04 = 3.68 (4 spaces) | 4 - Yes<br><br>2 Type A spaces (3.4 metre width) and 2 Type B spaces (2.4 metre width) |
| Access Aisles - Accessibility for Ontarians with Disabilities Act (AODA) - Regulation 80.35 (2)                      |        | Access aisles may be shared by two parking spaces for the use of persons with disabilities in an off-street parking facility and must meet the following requirements:<br><br>1. They must have a minimum width of 1,500 mm.<br>2. They must extend the full length of the parking space.<br>3. They must be marked with high tonal contrast diagonal lines, which discourages parking in them, where the surface is asphalt, concrete or some other hard surface. |                                    | Yes  |

<sup>1</sup> As per Section 106 (3)(a)(i), up to 40% of the required parking spaces may be reduced to a minimum width of 2.4 metres and a minimum length of 4.6 metres where the parking spaces are located in a parking lot or parking garage containing more than 20 spaces.

<sup>2</sup> As per Section 106 (3)(a)(i), up to 40% of the required parking spaces may be reduced to a minimum width of 2.4 metres and a minimum length of 4.6 metres where the parking spaces are located in a parking lot or parking garage containing more than 20 spaces.

| Parking Provision   |   | Provision                                      | Calculation (if applicable)                        | Compliance (Yes or No)  |
|---|---|--|--|---|
| Minimum driveway width – Part 15, Urban Exception 2583, column V                            |   | 6 m for double traffic lane                    | N/A  | 6 m – Yes   |
| Minimum aisle width – Part 15, Urban Exception 2583, column V                               |   | 6 m for 71-90 degrees parking                  | N/A  | 6 m – Yes   |
| Minimum number of bicycle parking spaces  | Residential – Sec. 111, Table 111A (b) (i)                      | 0.5/unit                                       | 0.5 x 35 units = 17.5 (18)                         | 18 complying indoor bicycle spaces and 18 non-complying indoor spaces – Yes |
|   | Community Health and Resource Centre – Sec. 111, Table 111A (i) | 1 per 250 m <sup>2</sup> of gross floor area   | 312 m <sup>2</sup> / 250 m <sup>2</sup> = 1.25 (1) | 8 outdoor bicycle spaces – Yes  |
| Bicycle parking spaces may be located in landscaped area – Sec. 111 (7)                     |   | Max. of 50% or 15 spaces, whichever is greater | N/A  | N/A   |
| Minimum bicycle parking space dimensions – Part 15, Urban Exception 2583, column V          |   | Width: 0.4 m                                   | N/A  | 0.4 m – Yes   |
|   |   | Length: 1.7 m                                  | N/A  | 1.7 m – Yes   |
| Minimum bicycle aisle width - Part 15, Urban Exception 2583, column V                       |   | 1.2 m  | N/A  | 1.72 m – Yes  |
| Minimum number of vehicle loading spaces  | Residential – Sec. 113, Table 113A (e)                          | None   | N/A  | N/A   |
|   | Community Resource Use – Sec. 113, Table 113A (d)               | Less than 350 m <sup>2</sup>                   | 0  | 0 – Yes   |
| Minimum percentage of landscaped area (perimeter or interior) of parking lot – Sec. 110 (1) |   | Min. 15%                                       | N/A  | 2,410 m <sup>2</sup> (38.3%) – Yes  |

| Parking Provision  | Provision  | Calculation (if applicable) | Compliance (Yes or No) |
|--|--|-----------------------------|------------------------|
| Minimum width of landscape buffer abutting a street – Sec. 110 (1), Table 110 (a)                  | For parking lots containing more than 10 but fewer than 100 spaces: 3 metres | N/A                         | 3 m – Yes              |
| Minimum width of landscaped buffer not abutting a street – Part 15, Urban Exception 2583, column V | 0 metres   | N/A                         | 0.4 m – Yes            |

### 4.3.3 AMENITY SPACE PROVISIONS

The Zoning By-law also contains provisions for amenity area to be provided in association with residential uses, as shown in **Table 5**.

**Table 5: Amenity Area Provisions**

| Section  | Required   | Proposed  | Compliance |
|--|--|---|------------|
| <p>Mixed Use Building, with 9 or more dwelling units or rooming units – Table 137 (6)</p> <p>Amenity area must be located on the same lot as the use for which it is provided (Section 137(2))</p> | <p><u>Total Amenity Area:</u><br/>6 m<sup>2</sup> per dwelling unit, (Table 137(6))</p> <p>Total Amenity Area Required: 210 m<sup>2</sup> (6 m<sup>2</sup> x 35 units)</p> <p>*Where amenity area is located outside at grade, it may be included in the calculation of landscaped area requirements (Section 1 (4))</p> <p><u>Communal Amenity Area:</u><br/>A minimum of 50% of the required total amenity area<br/>Table 137(6)</p> | <p><u>Total Amenity Space:</u><br/>281.7 m<sup>2</sup></p> <p><u>Private Amenity Space:</u><br/>143.7 m<sup>2</sup></p> <p><u>Communal Amenity Space:</u> 138 m<sup>2</sup> (72.5 m<sup>2</sup> of indoor and 65.5 m<sup>2</sup> of outdoor)</p> <p>Note: Although not counted in the calculations, a community garden and gully are provided in addition to the amenity area being proposed that residents can access.</p> | Yes        |

|  |   |  |  |
|--|---|--|--|
|  | <p>Communal Amenity Area<br/>Required = 105 m<sup>2</sup><br/>(210 m<sup>2</sup> x 0.5 = 105 m<sup>2</sup>)</p> <p><u>Layout of Communal<br/>Amenity Area:</u></p> <p>Aggregated into areas up<br/>to 54 m<sup>2</sup>, and where more<br/>than one aggregated<br/>area is provided, at least<br/>one must be a minimum<br/>of 54 m<sup>2</sup></p> |  |  |
|--|---|--|--|



## 5 SUMMARY OF SUPPORTING STUDIES

The following studies have been submitted under a separate cover to support the proposed development.

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### 5.1 SERVICING BRIEF AND STORMWATER MANAGEMENT REPORT

A Servicing Brief and Stormwater Management Report, dated April 28, 2020, was prepared by D. B. Gray Engineering Inc. for the proposed development at 3865 Old Richmond Road in Ottawa, Ontario. The report describes the servicing of the proposed development and addresses the stormwater management requirements of the property. The report forms part of the stormwater management design for the proposed development.

The report indicated that a private on-site fire hydrant is not required. There is an adequate municipal water supply for firefighting.

There is also an acceptable range of pressures for the proposed development, although they are at the low end of the acceptable range. The proposed 50mm water service connection will be adequate to serve the development.

The pre-development flow calculates to be only 4% of the capacity of the municipal sanitary sewer and post development flows it only increases to 6% and, therefore, the proposed development is expected to have an acceptable impact on the municipal sanitary sewers.

The proposed 150mm sanitary sewer connection with a slope of 1% will also adequately serve the proposed development.

In addition, the report also outlines the following conclusions below:

- The Rideau Valley Conservation Authority (RVCA) require a minimum of 80% TSS removal and to achieve this criterion an oil/grit separator (OGS) (an Aqua-Swirl AS-2) will remove approximately 94% of TSS from the runoff produced by the drainage area.
- An erosion and sediment control plan has been developed to be implemented during construction.
- As per the Parsons Dual Drainage study, the subject property is in an area that not considered at an abnormally high risk of flooding.
- The stormwater management criteria for quantity control are to control the post development peak flows for the 5-year and 100-year storm events to peak flows during the 5-year storm event using runoff and a 10 minute time of concentration. Using the Rational Method, the maximum allowable release rate is 38.48 L/s for all storm events.
- The maximum post-development release rate for the 100-year storm event is calculated to be equal to the maximum allowable of 38.48 L/s and to achieve this release rate the total maximum required capacity is 60.59 cu.m. For the 5-year event the maximum post-development release is

calculated to be less than the maximum allowable at 35.17 L/s and to achieve this release rate the total stored volume is 22.85 cu.m.

- The unrestricted flowrate in the site storm sewer system, resulting from one in five-year storm event will be adequately served by the proposed storm sewers.
- The unrestricted flowrate from the roof, resulting from 5-year event will be adequately served by the proposed storm sewer connection.
- The 38.48 L/s in stormwater flows contributing to the municipal storm sewer system is expected to have a positive impact given the post-development flows from the site are being reduced by 32% during the 5-year event and by 61% during the 100-year event.
- It is expected that a MECP ECA will not be required.

The Servicing Brief and Stormwater Management Report has been submitted under a separate cover.

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## 5.2 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

A Phase 1 Environmental Site Assessment (ESA), dated February 28, 2020, was prepared by Paterson Group for the proposed mixed-use development at 3865 Old Richmond Road. The purpose of this Phase I ESA was to research the past and current use of the site and study area and to identify any environmental concerns with the potential to have impacted the subject property.

The Phase I Property is understood to have first been developed as a rectory, to the Christ Church Bells Corners church, between 1870 and 1900. Around 1960, the original rectory was demolished. A new rectory, the existing residential structure, was built in the late 1960's with additions in 1977 and 2003

In the subject area, PCAs included Steenbakkers Lumber, Paton Printed Circuit Boards and a PetroServe Retail Fuel Outlet. Based on the separation distance and anticipated groundwater flow direction (northwest), none of the potentially contaminating activities (PCAs) represent Areas of Potential Environmental Concern (APECs). Following the historical review, a site visit was conducted. No additional PCAs or APECs were noted during the site visit.

Based on the results of the Phase I - Environmental Site Assessment, it is Paterson Group's opinion that a Phase II - Environmental Site Assessment is not required for the Phase I Property. The Phase I ESA has been submitted under a separate cover.

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## 5.3 GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation, dated January 13, 2020, was prepared by Paterson Group for the proposed mixed-use development. The objective of the investigation was to:

- determine the subsoil and groundwater conditions at this site by means of test holes and available soils information; and
- Provide geotechnical recommendations for the design of the proposed development based on the results of the test holes and other soil information available.

The geotechnical assessment determined that the site is considered suitable for the proposed development from geotechnical perspective. It is expected that the proposed mixed-use building will be founded on conventional shallow footings placed on an approved soil and/or bearing surface.

Further, due to the presence of the sensitive silty clay layer, the site will be subjected to grade raise restrictions. A permissible grade raise restriction of 2.0m can be used for design purposes.

The Geotechnical Investigation has been submitted under a separate cover.

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## 5.4 ROADWAY TRAFFIC NOISE ASSESSMENT

A Roadway Traffic Noise Assessment, dated April 27, 2020, was prepared by Gradient Wind. This report describes a detailed roadway traffic noise assessment performed for the proposed development located at 3865 Old Richmond Road.

The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) and City of Ottawa requirements; (ii) noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; and (iv) architectural drawings prepared by Hobin Architecture Inc.

The results of the current analysis indicate that noise levels will range between 59 and 64 dBA at Plane of Window (POW) receptors during the daytime period (07:00-23:00) and 52 and 56 dBA during the nighttime period (23:00-07:00). The highest noise level occurs along the east façade, which is nearest and most exposed to Old Richmond Road.

As the noise levels at plane of window (POW) receptors don't exceed 65 dBA during daytime period and 60 dBA during nighttime period, standard building components will be sufficient to attenuate indoor noise levels when windows are closed.

The results of the calculations indicate that the development will require provision for the installation of central air conditioning which will allow occupants to keep windows closed and maintain a comfortable living environment. In addition to ventilation requirements, warning clauses will also be required in all Lease, Purchase and Sale Agreements.

The Roadway Traffic Noise Assessment has been submitted under a separate cover.

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## 5.5 TRANSPORTATION IMPACT ASSESSMENT SCREENING

A Transportation Impact Assessment (TIA) Screening Form was prepared by WSP on May 1, 2019, for the Zoning By-law Amendment Application, and updated April 30, 2020 for the Site Plan Control Application. It indicates that the development does not satisfy the Trip Generation, Location, or Safety Trigger, based on the Site Plan by Hobin Architecture dated April 28, 2020.

Preliminary demand forecasting indicated that the redevelopment will generate 30 person-trips in the AM peak hour and 45 person-trips in the PM peak hour. The existing north access will remain in the same location and the existing south access will be removed.

The TIA Screening Form has been submitted under a separate cover.

## 6 SUMMARY OF OPINION

It is the professional opinion of WSP that the proposed Anglican Diocese of Ottawa development at 3865 Old Richmond Road to permit the proposed mixed-use development, represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development supports and is consistent with the Provincial Policy Statement.
- The proposed development is permitted in the applicable land use designations and conforms to the strategic directions and policies of the Official Plan.
- The proposed development is compatible with adjacent development and meets many of the principles under the Design Objectives, as well as the Compatibility criteria of the Official Plan.
- The proposed development complies with the general intent of the Zoning By-law.

In conclusion, the proposed Site Plan Control application to support the proposed development by CCOC/Cahdco on behalf of the Anglican Diocese of Ottawa at 3865 Old Richmond Road represents good planning and is in the public interest. Please feel free to contact me at (613) 690-1114 or at Nadia.De-Santi@wsp.com if you have any questions or require additional information.

Yours truly,



Nadia De Santi, MCIP, RPP  
Senior Project Manager  
Planning, Landscape Architecture and Urban Design



3865 OLD RICHMOND ROAD  
APRIL 2020

PLANNING RATIONALE  
SITE PLAN CONTROL APPLICATION

