

**SITE PLAN CONTROL APPLICATION  
DELEGATED AUTHORITY REPORT  
MANAGER, DEVELOPMENT REVIEW, CENTRAL**

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Site Location: 89 Richmond Road

File No.: D07-12-19-0067

Date of Application: April 17, 2019

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This SITE PLAN CONTROL application submitted by Carl Furney, Fotenn, on behalf of SAAISH Inc., is APPROVED as shown on the following plan(s):

1. **Site Plan**, Drawing No. A100, prepared by RLA Architecture, dated April 9, 2019, revision 4 dated 2020.01.17.
2. **Landscape Plan**, Drawing No. L1-1, prepared by Fotenn Planning + Design, dated November 20, 2018, revision 3 dated 01/17/2020.
3. **Landscape Details**, Drawing No. L2-1, prepared by Fotenn Planning + Design, dated November 20, 2018, revision 3 dated 01/17/2020.
4. **Elevations**, Drawing No. A200, prepared by RLA Architecture, dated April 9, 2019, revision 3, dated 2020.02.03.
5. **Grading Plan**, Drawing No. GP-1, prepared by DSEL, dated October 2018, revision 3 dated 19.08.28.
6. **Site Servicing Plan**, Drawing No. SSP-1, prepared by DSEL, dated October 2018, revision 3 dated 19.08.28.
7. **Erosion Control Plan**, Drawing No. EC-1, prepared by DSEL, dated October 2018, revision 3 dated 19.08.28.

And as detailed in the following report(s):

1. **Geotechnical Study**, Report No. PG4720-2, prepared by Paterson Group Inc., dated November 23, 2018.
2. **PG4720-LET.02 Eng. Letter**, prepared by Paterson Group Inc., dated August 21, 2019.
3. **Phase I Environmental Site Assessment**, prepared by EXP Services Inc., dated June 21, 2017 and Letter dated July 26, 2019.

4. **Phase II Environmental Site Assessment**, prepared by EXP Services Inc., dated June 21, 2017.
5. **Traffic Noise Feasibility Study**, prepared by Paterson Group Inc., dated November 23, 2018, revision 1 dated August 8, 2019.
6. **Pedestrian Level Wind Study**, prepared by Gradient Wind Engineering Inc., dated November 9, 2018.
7. **Site Servicing & Stormwater Management Report**, prepared by DSEL Engineering, dated November 2018, revision 2 dated August 2019.

And subject to the following General and Special Conditions:

### **General Conditions**

1. 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.
  1. **Execution of Agreement Within One Year**

The Owner shall enter into this Site Plan Control Agreement, including all standard and special conditions, financial and otherwise, as required by the City. In the event that the Owner fails to sign this Agreement and complete the conditions to be satisfied prior to the signing of this Agreement within one (1) year of Site Plan approval, the approval shall lapse.
  2. **Permits**

The Owner 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.
  3. **Water Supply For Fire Fighting**

The Owner shall provide adequate water supply for fire fighting for every building. Water supplies may be provided from a public water works system, automatic fire pumps, pressure tanks or gravity tanks.
  4. **Reinstatement of City Property**

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

5. **Construction Fencing**

The Owner acknowledges and agrees to install construction fencing, at its expense, in such a location as may be determined by the General Manager, Planning, Infrastructure and Economic Development.

6. **Extend Internal Walkway**

The Owner shall extend internal walkways beyond the limits of the subject lands to connect to existing or proposed public sidewalks, at the sole expense of the Owner, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

7. **Completion of Works**

The Owner acknowledges and agrees that no new building will be occupied on the lands 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, 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. Notwithstanding the non-completion of the foregoing Works, occupancy of a lot or structure may otherwise be permitted, if in the sole opinion of the General Manager, Planning, Infrastructure and Economic Development, the aforesaid Works are proceeding satisfactorily toward completion. The Owner shall obtain the prior consent of the General Manager, Planning, Infrastructure and Economic Development for such occupancy in writing.

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, the Owner shall give notice to the City of a proposed conveyance of title to any building at least thirty (30) days prior to any such conveyance. No conveyance of title to any building shall be effective unless the Owner has complied with this provision.

Nothing in this clause shall be construed as prohibiting or preventing the approval of a consent for severance and conveyance for the purposes of obtaining financing.

8. **Development Charges**

The Owner shall pay development charges to the City in accordance with the by-laws of the City.

**Special Conditions**

9. **On-Site Parking**

(a) The Owner acknowledges and agrees that units within the proposed building(s) will not be provided with on-site parking. In the event any future

tenant or purchaser wishes to have parking, the Owner acknowledges that alternative and lawful arrangements will need to be made to address parking needs at an alternate location and such arrangements are solely the responsibility of the person seeking parking. The Owner further acknowledges and agrees the availability and regulations governing on-street parking vary; that access to on-street parking, including through residential on-street parking permits issued by the City cannot be guaranteed now or in the future; and that a tenant or purchaser intending to rely on on-street parking for their vehicle or vehicles does so at their own risk.

- (b) The Owner acknowledges and agrees that a notice-on-title respecting on-site parking, as contained in Clause 10 below, shall be registered on title to the subject lands, at the Owner's expense, and a warning clause shall be included in all agreements of purchase and sale and lease agreements.

#### 10. **On-Site Parking - Notice on Title**

The Owner, or any subsequent owner of the whole or any part of the subject lands, acknowledges and agrees that all agreements of purchase and sale or lease agreements shall contain the following clauses, which shall be covenants running with the subject lands:

"The Purchaser/Lessee for himself, his heirs, executors, administrators, successors and assigns acknowledges being advised that the unit being sold/rented will not be provided with any on-site parking. Should the Purchaser/Lessee have a vehicle for which they wish to have parking, alternative and lawful arrangements will need to be made to address their parking needs at an alternate location and that such arrangements are solely the responsibility of the person seeking parking. The Purchaser/Lessee acknowledges that the availability and regulations governing on-street parking vary; that access to on-site street parking, including through residential on-street parking permits issued by the City of Ottawa cannot be guaranteed now or in the future; and that the Purchaser/Lessee intending to rely on on-street parking for their vehicle or vehicles does so at their own risk."

"The Purchaser/Lessee covenants with the Vendor/Lessor that the above clause, verbatim, shall be included in all subsequent agreements of purchase and sale and lease agreements for the lands described herein, which covenant shall run with the said lands."

#### 11. **Traffic Noise Feasibility Study**

The Owner(s) shall implement the noise control attenuation measures recommended in the approved noise study.

- (a) Each unit fronting Richmond Road are 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:

"This dwelling with units fronting Richmond Road have been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the City's and the Ministry of the Environment's noise criteria."

and

"Purchaser/Tenants of the apartment units fronting Richmond Road of this 6-storey mixed-use residential apartment building are advised that despite this inclusion of noise control features in this development and within building units, noise levels from increasing roadway traffic on Richmond Road may be of concern, occasionally interfering with some activities of the dwelling occupants, as the outdoor sound level exceed the City of Ottawa's and the Ministry of the Environment's noise criteria."

and

"The transferee covenants with the transferor, and the lessee covenants with the lessor, that the above clause's, verbatim, shall be included in all subsequent agreements of purchase and sale, lease agreements, and Transfers/Deeds conveying the lands described herein, which covenant shall run with the said lands and is for the benefit of the owner of the adjacent road."

12. **Certification Letter for Noise Control Measures**

- a) The Owner acknowledges and agrees that upon completion of the development and prior to occupancy and/or final building inspection, it shall retain a Professional Engineer, licensed in the Province of Ontario with expertise in the subject of acoustics related to land use planning, to visit the lands, inspect the installed noise control measures and satisfy himself that the installed recommended interior noise control measures comply with the measures in the **Traffic Noise Feasibility Study**, prepared by Paterson Group Inc. dated August 8, 2019, referenced in Schedule "E" hereto, as approved by the City and/or the approval agencies and authorities (The Ministry of the Environment and Climate Change) or noise thresholds identified in the City's *Environmental Noise Control Guidelines*. The Professional Engineer shall prepare a letter to the City's Development Inspection Program Manager (the "Certification Letter") stating that he certifies acoustical compliance with all requirements of the applicable conditions in this Agreement, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.
- b) The Certification Letter shall be unconditional and shall address all requirements as well as all relevant information relating to the development, including project name, lot numbers, building identification, drawing numbers, noise study report number, dates of relevant documents and in particular reference to the documents used for the building permits and site grading applications. The Certification Letter(s) shall bear the certification stamp of a

Professional Engineer, licensed in the Province of Ontario, and shall be signed by said Professional Engineer, and shall be based on the following matters:

(i) Actual site visits, inspection, testing and actual sound level readings at the receptors;

(ii) Previously approved Detailed Noise Control Studies, Site Plan and relevant approved Certification Letters (C of A) or Noise thresholds of the City's *Environmental Noise Control Guidelines*; and

(iii) Non-conditional final approval for release for occupancy.

c) All of the information required in subsections (a) and (b) above shall be submitted to the General Manager, Planning, Infrastructure and Economic Development Department, and shall be to his satisfaction.

### 13. **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 Study**, dated November 23, 2018 and PG4720-LET.02 Eng. Letter, Rev. 1 dated August 21, 2019 and both prepared by Paterson Group Inc. (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.

### 14. **Protection of City Sewers**

(a) Prior to the issuance of a building permit, the Owner shall, at its expense:

(i) provide the General Manager, Planning, Infrastructure and Economic Development Department with the engineering report from a Professional Engineer, licensed in the Province of Ontario, which report shall outline the impact of the proposed building's footing and foundation walls, on the City sewer system, that crosses the Richmond Road frontage (the "City Sewer System") and the impact of the existing City Sewer System on the building's footing and foundation walls.

(ii) obtain a legal survey acceptable to the General Manager, Planning, Infrastructure and Economic Development Department and the City's Surveyor, showing the existing City Sewer System within Richmond Road and the location of the proposed building and its footings in relation to the City Sewer System;

(iii) obtain a video inspection of the City Sewer System within Richmond Road prior to any construction to determine the condition of the

existing City Sewer System prior to construction on the lands and to provide said video inspection to the General Manager, Planning, Infrastructure and Economic Development Department.

- (b) Upon completion of construction on the lands, the Owner shall, at its expense and to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department:
  - (i) obtain a video inspection of the existing City Sewer System within Richmond Road to determine if the City Sewer System sustained any damages as a result of construction on the lands; and
  - (ii) assume all liability for any damages caused to the City Sewer System within Richmond Road and compensate the City for the full amount of any required repairs to the City Sewer System.

15. **Soil Management**

The Owner acknowledges and agrees to retain an environmental consultant to identify areas on the subject lands where excess soils, fill and/or construction debris will be removed. If through further testing any of these materials are found to be contaminated, the Owner acknowledges and agrees to dispose, treat or recycle these materials at a waste disposal site or landfill licensed for that purpose by the Ministry of the Environment and Climate Change.

16. **Groundwater Management**

The Owner acknowledges and agrees to retain an environmental consultant to test groundwater to be removed from the site during and after redevelopment. If through further testing the groundwater samples are found to be contaminated, all contaminated groundwater must be removed, managed or treated in accordance with appropriate Ontario regulations and/or discharged in accordance with the City's Sewer Use By-Law, being By-law No. 2003-514, as amended.

17. **Inlet Control Devices (ICDs)**

The Owner acknowledges and agrees to install and maintain in good working order the required roof-top and in-ground stormwater inlet control devices, as recommended in the approved **Site Servicing Plan**, Dwg SSP-1, prepared by DSEL, revision 3 dated August 28, 2019, **Storm Water Management Plan**, Dwg SWM-1, prepared by DSEL, revision 1 dated November 22, 2018 and **Site Servicing & Stormwater Management Report**, prepared by DSEL Engineering, dated August 28, 2019, referenced in Schedule "E" herein. The Owner further acknowledges and agrees it shall assume all maintenance and replacement responsibilities in perpetuity. The Owner shall keep all records of inspection and maintenance in perpetuity and shall provide said records to the City upon its request.

18. **Stormwater Management Memorandum**

Prior to registration of this Agreement, the Owner acknowledges and agrees to provide the General Manager, Planning, Infrastructure and Economic Development Department, with a memorandum prepared by a Professional Engineer, licensed in the Province of Ontario, confirming that the designed roof-top scuppers and associated spill point elevations will be set equivalent to the top of the control weir of the approved roof drain elevation(s). The Owner further acknowledges and agrees that said memorandum shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department, and all associated costs shall be the Owner's responsibility.

19. **Professional Engineering Inspection**

The Owner shall have competent Professional Engineering inspection personnel on-site during the period of construction, to supervise the Works, and the General Manager, Planning, Infrastructure and Economic Development Department, shall have the right at all times to inspect the installation of the Works. The Owner acknowledges and agrees that should it be found in the sole opinion of the General Manager, Planning, Infrastructure and Economic Development Department, that such personnel are not on-site or are incompetent in the performance of their duties, or that the said Works are not being carried out in accordance with the approved plans or specifications and in accordance with good engineering practice, then the General Manager, Planning, Infrastructure and Economic Development Department, may order all Work in the project to be stopped, altered, retested or changed to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

20. **Stormwater Works Certification**

Upon completion of all stormwater management Works, the Owner acknowledges and agrees to retain the services of a Professional Engineer, licensed in the Province of Ontario, to ensure that all measures have been implemented in conformity with the approved **Site Servicing Plan**, Dwg SSP-1, prepared by DSEL, revision 3 dated August 28, 2019, **Storm Water Management Plan**. Dwg SWM-1, prepared by DSEL, revision 1 dated November 22, 2018 and **Site Servicing & Stormwater Management Report**, prepared by DSEL Engineering, dated August 28, 2019, referenced in Schedule "E" herein. The Owner further acknowledges and agrees to provide the General Manager, Planning, Infrastructure and Economic Development Department with certificates of compliance issued by a Professional Engineer, licensed in the Province of Ontario, confirming that all recommendations and provisions have been implemented in accordance with the approved **Site Servicing Plan**, Dwg SSP-1, prepared by DSEL, revision 3 dated August 28, 2019, **Storm Water Management Plan**. Dwg SWM-1, prepared by DSEL, revision 1 dated November 22, 2018 and **Site Servicing & Stormwater Management Report**, prepared by DSEL Engineering, dated August 28, 2019, referenced in Schedule "E" herein.



21. **Site Dewatering**

The Owner acknowledges and agrees that while the site is under construction, any water discharged to the sanitary sewer due to dewatering shall meet the requirements of the City's Sewer Use By-law No. 2003-514, as amended.

22. **Exterior Elevations Drawings**

The Owner acknowledges and agrees to construct the proposed buildings in accordance with the approved Elevations, referenced in Schedule "E" herein. The Owner further acknowledges and agrees that any subsequent proposed changes to the approved exterior elevations will be subject to review and approval by the City's Urban Design Review Panel, with the final modified exterior elevation designs being subject to formal approval by the General Manager, Planning, Infrastructure and Economic Development. In this regard, the Owner shall submit any modified exterior building elevation plans that have been reviewed by the City's Urban Design Review Panel to the General Manager, Planning, Infrastructure and Economic Development for approval, and the Owner further acknowledges and agrees that such approved modified elevations will be included as part of this Agreement prior to issuance of any building permits for implementation of such modified exterior design plans.

23. **Maintenance and Liability Agreement for Landscaping**

The Owner acknowledges and agrees it shall be required to enter into a Maintenance and Liability Agreement with the City, for all plant and landscaping material (except municipal trees), decorative paving and street furnishings placed in the City's right-of-way along Richmond Road in accordance with City Specifications, and the Maintenance and Liability Agreement shall be registered on title, at the Owner's expense, immediately after the registration of this Agreement. The Owner shall assume all maintenance and replacement responsibilities in perpetuity.

24. **Cash-in-Lieu of Parkland**

Upon execution of this Agreement, the Owner shall pay cash-in-lieu of parkland in the amount of \$59,840.00 as referenced in Schedule "B" herein. The Owner shall also pay the parkland appraisal fee of \$500.00 plus H.S.T. of \$65.00, as referenced in Schedule "B" herein. Pursuant to the City's Parkland Dedication By-law, being By-law No. 2009-95, as amended, 40% of said funds collected shall be directed to City wide funds, and 60% shall be directed to Ward 15 funds.

25. **Pre-Construction Meeting**

Prior to either the issuance of a building permit, or the start of any construction-related activity on the site should the building permit be issued at a time when construction will not be starting immediately, the Owners shall conduct a public meeting involving the surrounding neighbourhood, the Hampton Iona Neighbourhood Association, the Island Park Community Association, and the Ward Councillor's office, the purpose of which is to provide information with

respect to the timing and the staging of construction activities for the site, including but not limited to the location of staging activities, and the location of parking and intended access routes for associated construction vehicles.

April 17, 2020 \_\_\_\_\_  
Date



\_\_\_\_\_  
Saide Sayah  
Manager, Development Review, Central  
Planning, Infrastructure and Economic  
Development Department

Enclosure: Site Plan Control Application approval – Supporting Information

## **SITE PLAN CONTROL APPROVAL APPLICATION SUPPORTING INFORMATION**

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**File Number:** D07-12-19-0067

### **SITE LOCATION**

89 Richmond Road, and as shown on Document 1.

### **SYNOPSIS OF APPLICATION**

The site is located on the north side of Richmond Road between Island Park Drive and Patricia Avenue in the Westboro neighbourhood. The site is an interior lot with an area of 372 square metres, 12.2 metres of frontage along Richmond Road, and a lot depth of 30 metres. The property is currently occupied by a vacant two-storey building that was damaged by fire in 2017.

The surrounding area is characterized by a mix of residential, institutional, and commercial uses. To the north of the subject property is a low-rise residential neighbourhood. To the east are low-rise residential and commercial uses, as well as the future 12-storey 'Residences at Island Park' building on the northeast corner of Wellington Street West and Island Park Drive. To the south of the subject property is a nine-storey mixed use building and low-rise residential uses. To the west are two mid-rise mixed-use buildings of six and seven storeys.

A Site Plan Control application was submitted to permit the development of a 6-storey mixed-use building with 497 square metres of commercial area and 14 dwelling units on the subject property. Vehicle parking spaces are not being provided, but 17 bicycle parking spaces are to be provided in the basement level. The existing building on the site is to be demolished. Outdoor amenity area is provided at grade in the rear yard and on balconies. Through the review of the application, and with input from the Urban Design Review Panel, the design of the proposed building was refined to create a clear delineation between the commercial floors and the residential floors through the use of different glazing systems and a contrasting surface depth. The commercial zone is further emphasized through the inclusion of wood cedar panels between sections of blue tinted curtain wall glass, while the residential openings are more domestically scaled and have a more ordered placement on the front façade of the building. Juliette balconies are provided for the units at the front of the building to ensure the balconies do not detract from the overall expression of the building.

In order to facilitate the proposed development, an Official Plan Amendment to amend the Richmond Road/Westboro Secondary Plan and a Zoning By-law Amendment were required. In accordance with Schedule B and Section 3.6.3 of the Official Plan, the property is designated Traditional Mainstreet. The Traditional Mainstreet designation generally supports building heights up to 6 storeys; however, the property is within the Richmond Road/Westboro Secondary Plan area. The property is identified as being within Sector 4 – East Village within the Secondary Plan, which limits building heights to a maximum of 4 storeys on lots with a depth less than 45 metres. As such, the Official

Plan amendment sought to amend the Secondary Plan to permit additional height. The Zoning By-law Amendment application amended the following zoning provisions: (1) increase the height from 15 metres to 20 metres; (2) reduce the required rear yard setback to 6 metres; and (3) reduce the parking rate to zero spaces. The Official Plan Amendment and Zoning By-law Amendment applications were approved by Council on November 27, 2019 and no appeals were received.

## **DECISION AND RATIONALE**

This application is approved for the following reasons:

- The subject property is designated Traditional Mainstreet within Schedule B of the Official Plan. The proposed mixed-use development supports the Plan by contributing to an efficient pattern of development and helps to support the City's goal of creating transit supportive development and pedestrian oriented mainstreets.
- The subject property is within the Richmond Road/Westboro Secondary Plan area. On November 27, 2019, City Council approved an amendment to Section 1.3.4, Sector 4 – East Village of the Secondary Plan to permit a six-storey building on the subject property. The proposed development supports the Secondary Plan by creating a pedestrian and cyclist friendly development and by preserving the scale and character of the existing neighbourhood through compatible design.
- The proposed development is in conformity with the applicable TM [2601] H(20) zoning. On November 27, 2019, City Council approved a Zoning By-law Amendment to permit an increased building height from 15 metres to 20 metres, as well as other site-specific performance standards, including a reduced rear yard setback and reduced parking from one required space to zero parking. Despite the reduced rear yard setback, the proposed building achieves the 45-degree angular plane at the rear, which ensures that appropriate transition is provided between the proposed six-storey building and the low-rise residential neighbourhood to the north. The reduced parking will help to foster a transit-supportive and pedestrian-oriented development, while promoting alternative modes of transportation for future tenants and visitors to the building.
- The proposed building is consistent in scale and massing to the existing context along this portion of Richmond Road, as well as the general planned function of the area.
- Site issues such as landscaping, servicing and stormwater management, refuse collection, and urban design/compatibility have been satisfactorily addressed through the Site Plan Control process.
- A registered Site Plan Agreement is required as a condition of approval to ensure the subject lands are developed in accordance with the approved plans and to the satisfaction of the City of Ottawa.
- Overall, the proposed site design represents good planning.

## **URBAN DESIGN REVIEW PANEL**

The Site Plan Control application was subject to the Urban Design Review Panel process. A formal review meeting was held on July 12, 2019.

The panel's recommendations from the formal review are provided in Document 2 – UDRP Recommendations.

The panel was successful in aiding in the implementation of the following:

- The design has been revised to make a stronger delineation between the commercial floors and the residential floors through the use of different glazing systems and the contrasting of surface depth. The commercial zone is further emphasized through the inclusion of wood cedar panels between sections of blue tinted curtain wall glass, while the residential openings are more domestically scaled and have a more ordered placement on the front façade of the building.
- The building design makes a reference to the two-storey datum line established by the adjacent buildings through the contrast of the glazing systems and the use of differing surface treatment.
- The Juliette balcony guards have been brought into the units so that they do not protrude outward from the wall and detract from the overall expression.
- The materiality of the top two floors now matches that of the lower storeys, which provides better coordination between the base of the building and the top of the building and eliminates the feeling of heaviness at the top of the building.

Some recommendations were not addressed, including reducing the height of the building, reducing the unit count, and reconfiguring the internal layout. Staff are satisfied that the design changes undertaken by the applicant, in combination with the step back above the fourth floor at the front of the building and the 45-degree angular plane in the rear adequately address the building's relationship with its surroundings and is an appropriate form of development on the subject property.

## **CONSULTATION DETAILS**

### **Councillor's Concurrence**

Councillor Jeff Leiper was aware of Staff's recommendation. Councillor has concurred with the proposed conditions of approval.

### **Public Comments**

This application was subject to public circulation under the Public Notification and Consultation Policy. There were public comments received online and staff considered these comments. A Public Information Session was held on May 8, 2019 and approximately 20 people were in attendance.

A total of 25 residents provided written comments on the proposed development. These comments are summarized below:

Comment:

Many residents are concerned about the lack of parking proposed for this development. There are concerns with on-street parking becoming more constrained within the neighbourhood and there are also concerns that there will be increased congestion around Island Park and Richmond Road because of the proposed development.

Response:

Staff are of the opinion that the provision of one parking space will not help to alleviate parking constraints within the neighbourhood and/or congestion within the area. If the applicant were to provide the required parking space, the aisle leading to the parking space would detract from the streetscape and negatively impact the pedestrian-oriented nature of Richmond Road. The proposed development will help to foster and support the use of alternative modes of transportation and help to create a more sustainable city.

Comment:

One resident indicated that they think six storeys is too high and would prefer to see a low-rise residential building.

Response:

Staff are of the opinion that six storeys is an appropriate building height for the subject property, given the existing context in the surrounding area and the design elements that have been incorporated to help mitigate impacts of the increased height on the property, particularly the impacts on the low-rise neighbourhood to the north.

Comment:

One resident indicated the property is being overdeveloped and the commercial units along that stretch of Richmond Road are continuously vacant and is concerned that this development will contribute to the lack of character along this portion of Richmond Road.

Response:

The vacancy of commercial units in proximity to the subject site is outside the scope of the review of these applications; however, the proposed development includes a purpose-built spa on the ground floor, which will help to animate that stretch of Richmond Road.

Comment:

One resident expressed concerns about the HVAC system for 101 Richmond Road being impacted by venting on the property at 89 Richmond Road.

Response:

This is outside the scope of the review of these applications; however, the applicant will be required to meet all applicable requirements established by provincial and national building codes.

Comment:

A few residents expressed concerns about the design of the proposed building, particularly the design of the balconies, which they feel do not resemble any of the architecture in the area. One resident suggested that perhaps in lieu of overhanging balconies, the applicant can inset the balconies to match the style of balconies on the neighbouring building.

Response:

The design of the building has been revised and the original balconies that were proposed have been eliminated and Juliette balconies are being provided.

Comment:

A few residents expressed that they are happy to see a new building proposed for this property and are interested in the proposed spa and health facilities.

### **Technical Agency/Public Body Comments**

N/A

### **Advisory Committee Comments**

N/A




### **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 due to the Official Plan Amendment and Zoning By-law Amendment applications that were required to be approved by Council in order to facilitate the proposed development.

**Contact:** Jenny Kluge Tel: 613-580-2424, ext. 27184, fax 613-580-2576 or e-mail: Jenny.Kluge@ottawa.ca

# Document 1 – Location Map



			LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE SITE PLAN / PLAN DE EMPLACEMENT OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D02-02-19-0042 D07-12-19-0067 D01-01-19-0042		19-0470-D	 <b>89 ch. Richmond Road</b>	
I:\CO\2019\Zoning\Richmond_89				
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers                  All rights reserved. May not be produced without permission                  THIS IS NOT A PLAN OF SURVEY</small>			Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) / Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)	
<small>©Les données de parcelles appartient à Teranet Enterprises Inc.                  et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit                  sans autorisation. ©ECI N'EST PAS UN PLAN D'ARRÊTÉ</small>				
REVISION / RÉVISION - 2019 / 04 / 30				



## Document 2 – UDRP Recommendations

### Summary

- The Panel is supportive of the narrative behind the design parti, however finds there are opportunities to better translate the concept into the architectural expression. The Panel acknowledges the challenge of elegantly integrating the commercial floors with the residential floors above but believes improvements can be made to the front façade.
- The Panel has concerns with the tightness of the site relative to the proposed volume and programmatic goals of the building. It is the opinion of the Panel that four stories are the appropriate height for this property, unless the top two floors are designed with effective sculpting that does not exacerbate the urban canyon condition that currently exists on this block.
- Consider scoping the program to reduce the size of the building, as the proposed model for redevelopment results in a massing that is oppressive on the street and affects the quality of life for residents within this building, as well as those in the residential building to the west.
- The Panel also notes some impacts toward the existing low-rise dwellings to the rear and has some minor concerns with respect to site functionality.

### Massing and Replicability

- The Panel finds that the proposed development is too dense and results in the overbuilding of the lot. The six-storey massing is precedent setting, and the Panel has concerns that the narrow frontage, and lack of depth of the lot creates issues for this site with respect to garbage pickup, loading, etc. that are not reasonably accommodated on this property, as they are on other much larger sites nearby.
  - The Panel does not find the proposal replicable on similar sized sites within this context and recommends taking steps to reduce the proposed massing.
  - The current design leads to quality of life issues for residents of this building and the adjacent building where windows on the west side of the building directly face the existing residential building. The same quality of life issues is exported externally to the sites to the east and west of the building.
- Although it is the Panel's opinion that a four-storey building is more appropriate on this site, and easier to construct, the Panel does believe a six-storey building may be possible with sculpting of the top two floors, and a reduction of the unit count within the residential portion.
  - One suggestion is to reduce the residential component to two units per floor, creating some breathing room, while ensuring windows have access to views.
  - Carve into the building at the sides so that the bedrooms on both sides of the building have windows that face the front or rear.
- The Panel has concerns about the impacts of the rear canopies on the low-rise properties to the north.

### Architectural Expression

- The Panel suggests that the volumes need to be broken down in order to avoid

- contributing to the 'canyon effect' on this section of Richmond Road.
- The Panel suggests that the front façade requires some work to better demarcate between the commercial uses on the first two floors and the residential uses above. There is a lack of coordination as the base of the building feels lighter while the top is heavier.
    - Pick up on the two storey datum line established by the condo building to the west, and the cornice of the building to the east.
    - Simple, deep punched frames will help to differentiate the residential use from the spa below.
  - The Panel appreciates the inspiration for the façade expression and the idea of differentiating the residential and commercial uses through their respective treatments. However, the Panel suggests bringing the Juliette balcony guards into the units so that they do not protrude outward from the wall and detract from overall expression.
  - The Panel recommends setting back the upper floors on east and west, sculpting the upper floors to provide massing relief, and thereby reducing the area of blank wall along the east façade.
  - The Panel suggests that the curtain-wall should overlap the slab edges and feels strongly that this should not be value engineered out of this project.
  - Given the narrow width of the façade, the Panel suggests reconsidering the residential entrance. The current approach is to hide the residential entrance from the spa entrance and keep this entry secondary - perhaps there can be a shared entrance instead.

#### Zen Garden and Functionality

- The Panel expresses some concern with the fact that the zen garden will be walled off and in shadow most of the time. The Panel also sees the zen garden as acting more as a light-well than a garden as people can only walk along the paved section, as the skylights limit the area of use.
- One idea from a Panel member is to set the building back and bring the zen garden to the front, potentially with an indoor / outdoor component. This will make the garden visible from the street and might attract customers to the spa.
- The Panel expressed some issues with the functionality of garbage on this tight site.
- The Panel highlighted a potential conflict with the location of bike storage and the lower level entrance to the spa, as bikes can be quite muddy many times of the year.