

**FOTENN**



## **403 Richmond Road**

Planning Rationale  
Site Plan Control Application  
April 21, 2022



# FOTENN

Prepared for Starwood Group

Prepared by Fotenn Planning + Design  
396 Cooper Street, Suite 300  
Ottawa, ON K2P 2H7

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# 1.0 Introduction

Fotenn has been retained by Starwood Group ('Starwood') to assess the appropriateness of a proposed redevelopment of their lands known municipally as 403 Richmond Road and 389 Roosevelt Avenue ('subject property') in the Westboro neighbourhood of the City of Ottawa. Based on the findings of our analysis, the development of a nine-storey mixed-use building with a penthouse amenity room is an appropriate use of the subject property. Fotenn has prepared the following Planning Rationale and Design Brief in support of the enclosed Site Plan Control application, required to facilitate appropriate development of the subject lands.

## 1.1 Application History

Joint Official Plan (OPA) and Zoning By-law Amendments (ZBLA) were originally submitted in the summer of 2020. In addition to a focused meeting with direct neighbours (pre-application) as well as community groups, a public open house was held on September 9, 2020, where several concerns were raised regarding building height and transition. A meeting with the Urban Design Review Panel (UDRP) was held on February 5, 2021, and the panel provided comments that informed the design of the building. These comments led to the implementation of the following:

- / Improve landscaping treatments and programming along north property line;
- / Stepping back the mechanical penthouse / amenity level;
- / Providing additional setbacks and transition along the Richmond façade;
- / Avoiding blank walls; and,
- / Supporting the materiality and providing direction for details to be approved through Site Plan.

City staff were satisfied with the design changes resulting from the UDRP process as noted in their planning report submitted to Planning Committee and Council.

The OPA and ZBLA applications were heard at Planning Committee on July 8, 2021. City staff recommended approval of both the OPA to permit increased building heights in the Richmond Road / Westboro Secondary Plan, and the ZBLA to permit a nine (9) storey mixed-use building. Planning Committee voted unanimously to recommend the amendments to Council. The Amendments were subsequently approved at the July 21, 2021, meeting of Council.

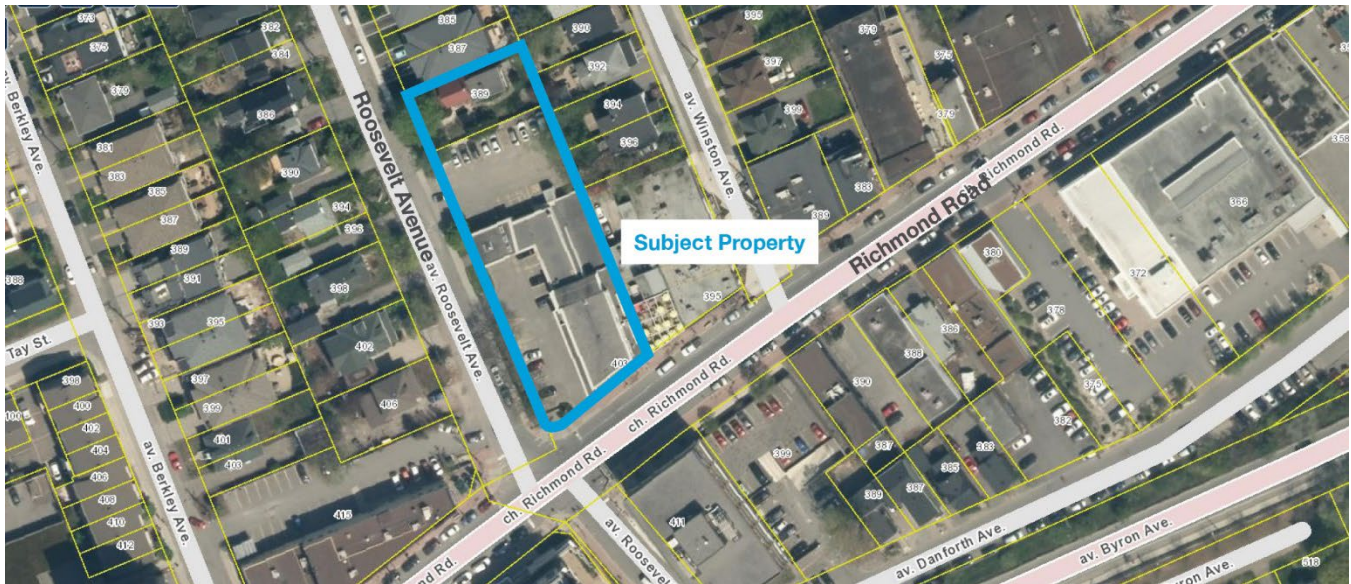


Figure 1: Subject Property

The subject property is located in the Westboro neighbourhood of the City of Ottawa, a distinct neighbourhood centred on Richmond Road and bounded by the Ottawa River to the north and by Island Park Drive to the east.

### 2.1 Subject Property

The subject property, which is municipally known as 403 Richmond Road and 389 Roosevelt Avenue, has a frontage on Richmond Road of approximately 27.8 metres, and a frontage on Roosevelt Avenue of approximately 85.8 metres. The total area of the property is approximately 2,589.8 square metres. The property is generally rectangular, with a slight skew in the front lot line due to Roosevelt Avenue and Richmond Road intersecting at an acute angle.

A funeral home use, with frontage on Richmond Road, and surface parking in the corner side and rear yards, currently occupies 403 Richmond Road. A detached home currently occupies 389 Roosevelt Avenue.

### 2.2 Land Use Context

The subject property is defined by two land use contexts. Richmond Road is a traditional mainstreet, characterized by small-scale, street-fronting retail, often with residential or office units located above. Generally, older buildings along Richmond Road are one to three storeys in height, while more recent development is mid-rise in height, although exceptions exist. Within the area centred around Richmond Road and Berkley Avenue, a mid-rise node has developed, as shown in Figure 3: Building Height Context.

To the north of Richmond Road, along Roosevelt Avenue, the land is developed as a predominately low-rise residential community, characterized by detached and semi-detached homes.

The following land uses are found in the vicinity of the subject property:

**North**

Directly north of the subject property is a semi-detached home, with similar uses characterizing the stretch of Roosevelt Avenue north of Richmond Road, as shown in image two in Figure 2.

Approximately 300 metres north of the property is the Transitway that is being converted into an LRT corridor through the City's stage 2 LRT project with the existing Dominion BRT Station becoming an LRT station. Further north is the Ottawa River and associated parks, including the Westboro Beach and Kitchissippi Lookout.

**East**

East of the subject property, low-rise small-format retail uses extend approximately 40 metres in depth from Richmond Road along Winston Avenue. North of them is a semi-detached home, also abutting the subject property, as shown in image three on Figure 2.

A similar land use pattern extends east along Richmond Road for approximately half a kilometre.

**South**

The southeast corner of the intersection of Roosevelt Avenue and Richmond Road is occupied by a four-storey mixed-use building with an at-grade restaurant use and offices above. At the southwest corner of the intersection is an eight-storey mixed use building, constructed between 2008 and 2011, with retail uses at grade. Both of these properties are approximately 40 metres in depth and have frontage on both Richmond Road and Byron Avenue/Danforth Avenue. South of Byron, a low-rise residential community extends towards Carling Avenue.

**West**

Directly west of the subject property, across Roosevelt Avenue, are three detached homes and a recently constructed semi-detached home. The detached homes were subject to a Local Planning Appeals Tribunal (LPAT) to permit a six-storey mixed use building. The LPAT approved the application, and a revised development proposal has been submitted to the City and is currently under Site Plan Approval. Facing Richmond west of Roosevelt is a low-rise commercial building. Further west is a nine-storey mixed use building with retail at-grade and residential units above, and multiple mid- and high-rise buildings, as shown in Figure 3.

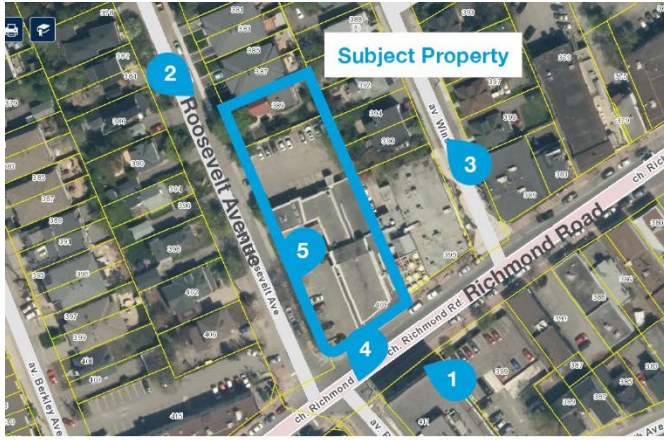


Figure 2: Subject Property and Surrounding Land Use Context

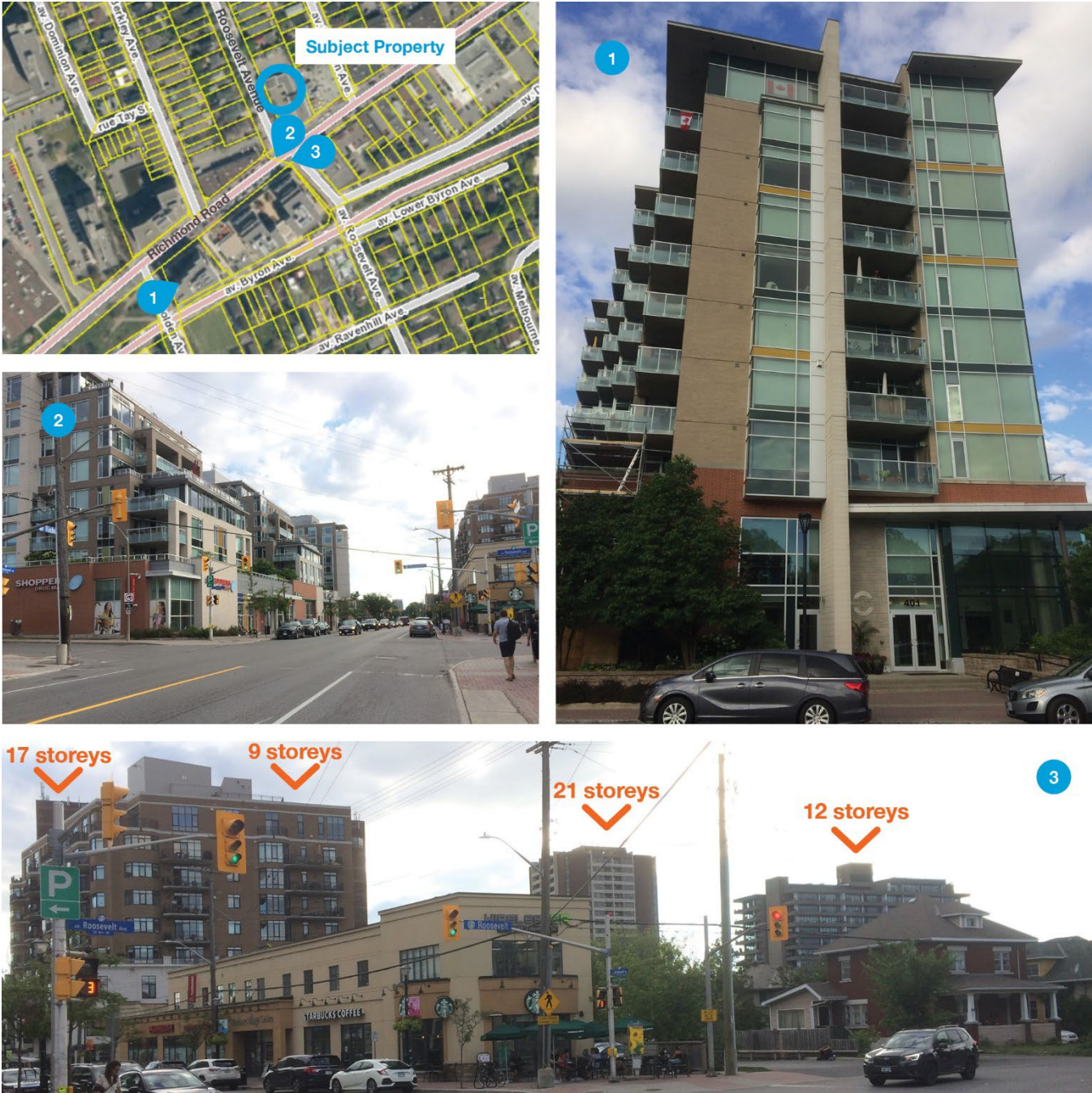


Figure 3: Building Height Context

### 2.3 Transportation Network

A robust, multi-modal transportation network supports the Westboro neighbourhood. The following infrastructure allows for easy mobility through the neighbourhood and good connections to the rest of the City:



- / The subject property is located within 600 metres radius and approximately 390 metre linear walking distance of Dominion BRT station (future Kitchissippi LRT station), which provides connections to the east-west Confederation Line and the north-south Trillium Line., as shown in Figure 4 below;

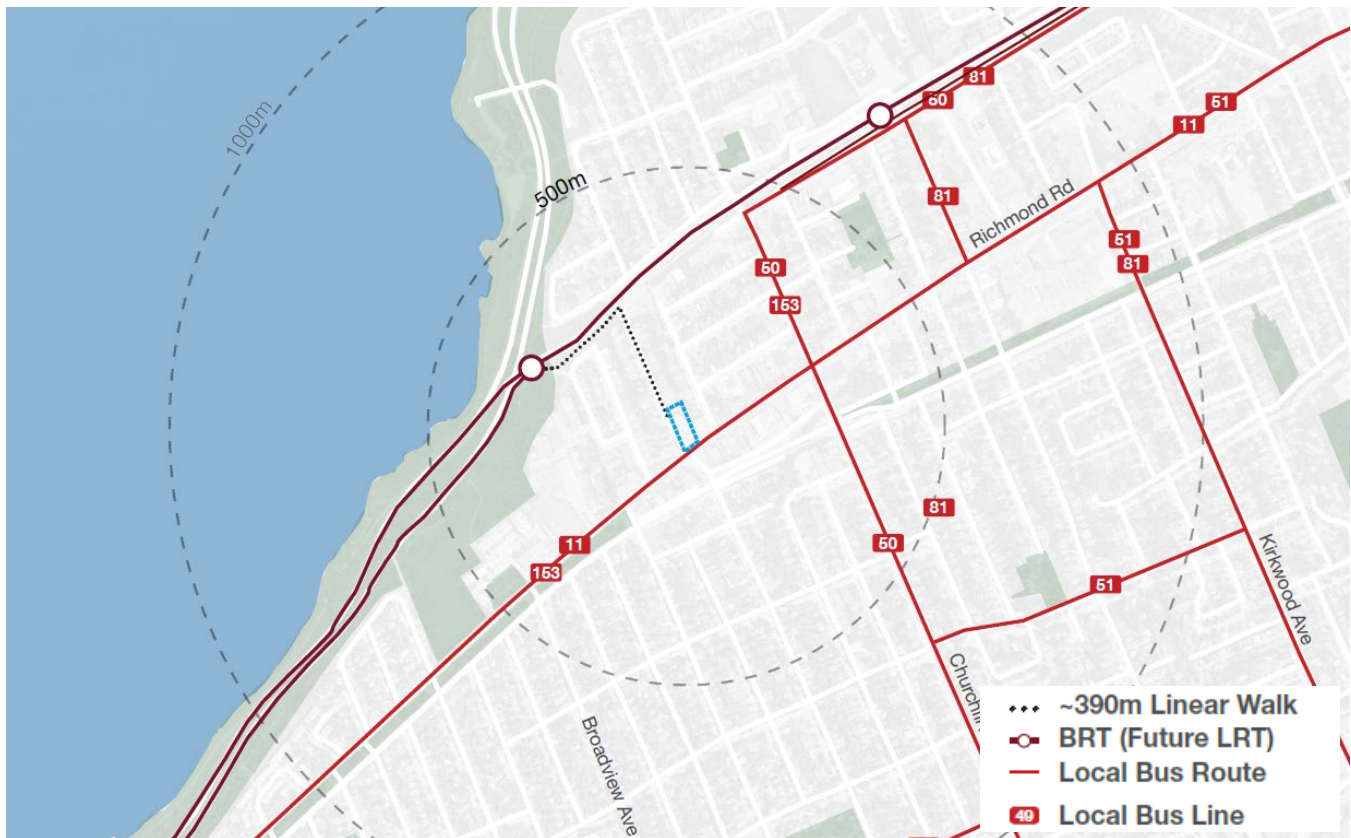


Figure 4: Transit Network Map showing walking distance to Dominion Station.

- / A frequent bus route with 15-minute service, OC Transpo Route 11, runs along Richmond Road;
- / Roosevelt Avenue is a low-stress route for cycling, per analysis conducted by Bike Ottawa, and connects directly to protected multi-use paths along the Transitway, which provide east-west connections to the rest of the city;
- / While the Transitway is a barrier to north-south movement, a pedestrian connection at the end of Roosevelt Avenue offers access to the neighbourhood to the north, including a pathway system flanking the Transitway;
- / The Byron Avenue cycle corridor begins approximately 400 metres southeast of the subject property, also providing safe cycling connections to the east;
- / Multi-use pathways on Churchill Avenue, 400 metres west of the subject property, offer safe connections south;
- / Federally owned pathways along the Ottawa River are appropriate for recreational cycling, jogging and walking as well as commute journeys, as shown in Figure 5;

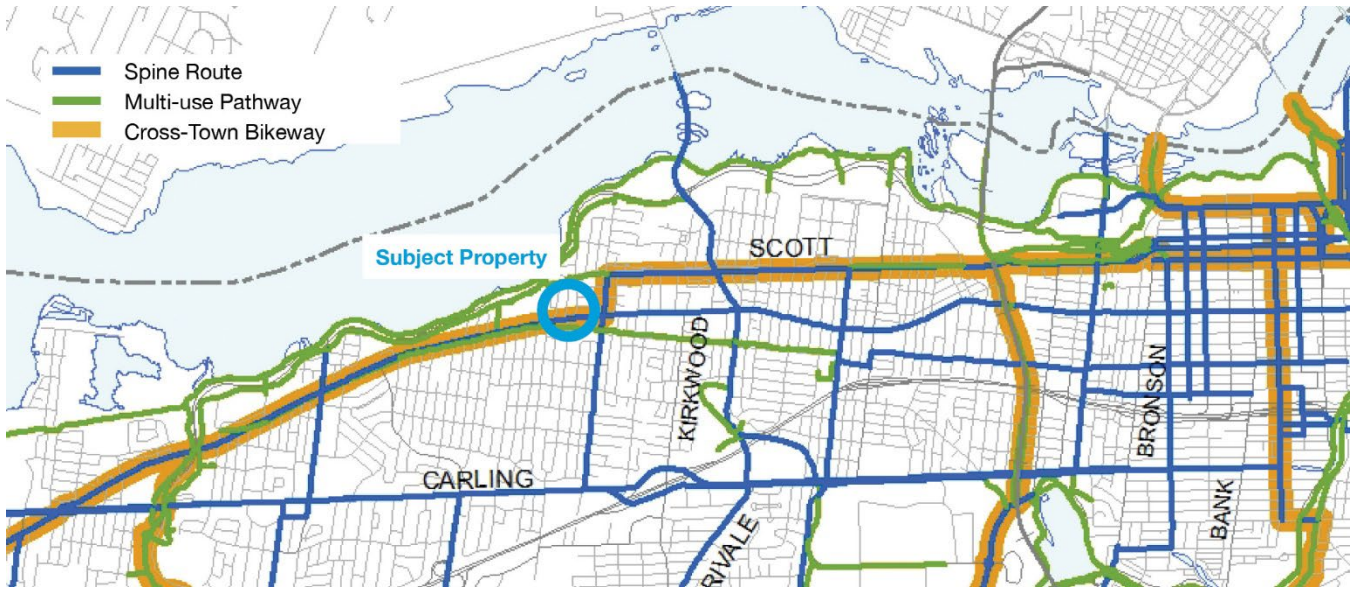


Figure 5: Planned Cycling Network (extract from Schedule C to the Official Plan)

- / A robust sidewalk network is available throughout Westboro;
- / Sidewalks along Richmond Road are three or more metres wide;
- / As shown in Figure 6, Richmond Road is a designated Arterial Road, intended to carry the largest volumes of traffic over the longest distances; and
- / Richmond Road has a two-lane cross-section in the vicinity of the subject property, with parking lanes in both directions, with a total ROW width of approximately 19.5 metres.

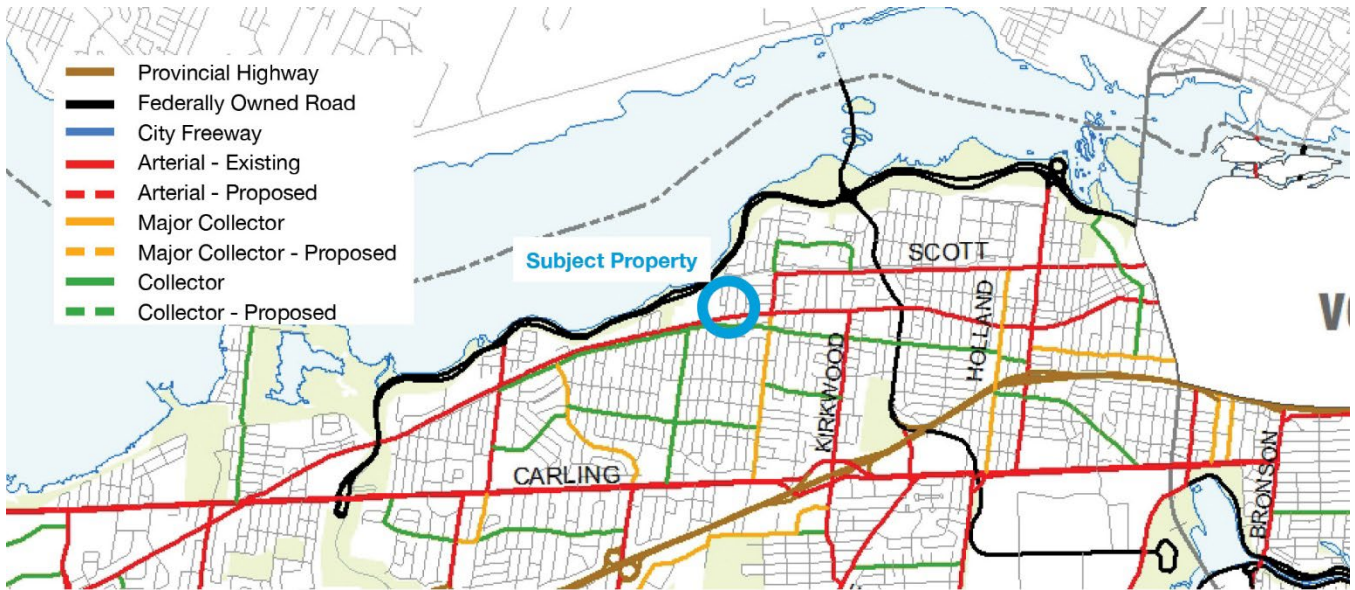


Figure 6: Road Network (extract from Schedule E to the Official Plan)

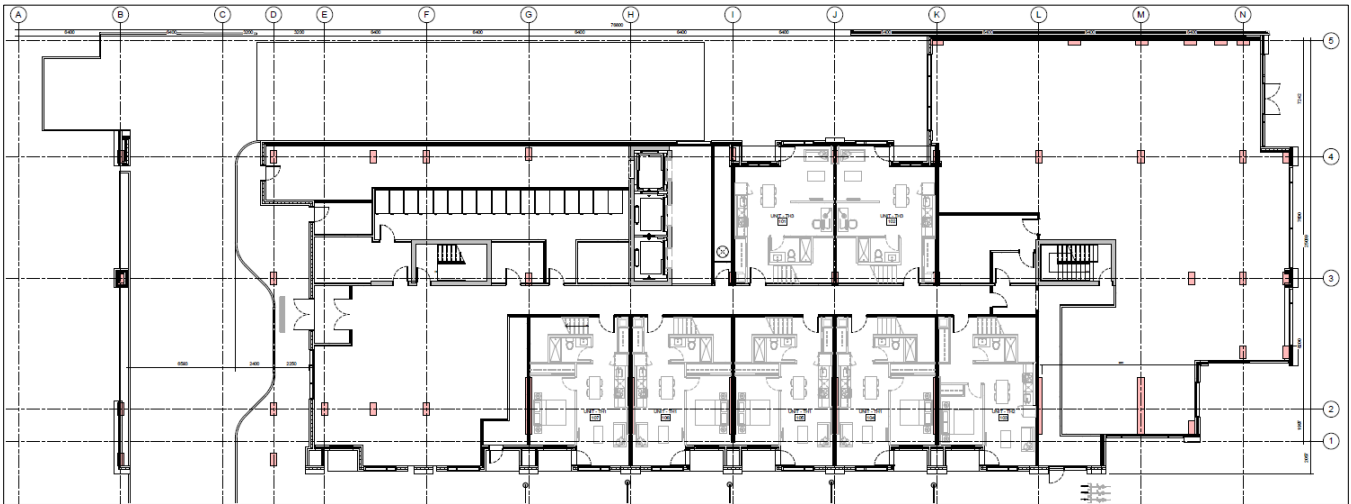
## Proposed Development and Design Brief

The proposed development is a nine-storey mixed-use building with 141 residential units and 484 square metres of commercial space facing Richmond Road. The proposed development includes a mix of one (1)-, two (2)-, and three (3)-bedroom apartment dwellings, as well as at-grade townhouse units fronting onto Roosevelt Avenue. Parking is provided below grade with a three (3) level underground parkade. A total of 151 parking spaces are provided, consisting of 93 residential spaces, and 16 visitor spaces. Bicycle parking is also provided with 140 residential spaces provided below grade and six (6) exterior spaces provided at the sidewalk level.

A single vehicular access to the subject property off Roosevelt Avenue is proposed, providing access for servicing, move-ins, pick-ups/drop-offs, and the underground parkade. An access ramp that runs along the east property line will provide vehicular access to the underground parkade. A garbage and recycling room will be centrally located within the underground parkade. A garbage chute, accessible at each floor, funnels garbage into dumpsters at this location.

The ground floor of the building will include a lobby at the north end of the building where a drop-off/pick-up space is located. The retail/commercial space is located along the south side of the building along Richmond Road.

Amenity space will be provided throughout the building, including private balconies/terraces, communal interior, and exterior spaces, as well as private and communal yards at grade. An amenity penthouse will include a gym, indoor amenity space and an outdoor rooftop patio. Necessary mechanical and electrical equipment will also be housed at this level.



### 3.1.1 Building Massing and Transition

The proposed development is appropriately massed for a mid-rise building and employs a base-middle-top approach. Due to the constraints of the site the proposed building footprint is narrow, with a majority of the buildings mass concentrated towards Richmond Road. To the north, the building respects a 45-degree angular plane to provide an adequate transition in height and density towards the adjacent low-rise residential neighbourhood. The base-middle-top design includes a four (4) storey podium transitioning to seven (7) storeys, then nine (9) storeys, with a penthouse amenity room that is set back from the buildings edge. The design also provides a slight setback on the Richmond Road and Roosevelt Avenue to frame the street while allowing for a more human scale experience at-grade.

To the north the building is set back 7.5 metres from the property line. Above the fourth floor the building is set back a further 9.1 metres, above the seventh floor the building is setback a further 7.2 metres, and the penthouse above the

ninth floor is set back an additional 7.2 metres. The series of generous setbacks and building stepbacks provides for a 45-degree angular plane to transition to the low-profile character along Roosevelt Avenue. Figure 7 below shows the west elevation transition in building height and massing from Richmond Road towards the low-rise residential neighborhood to the north.



Figure 7: West Elevation Showing 45 Degree Angular Plane

To the west (Roosevelt Avenue) the building is set back 3.0 metres from the property line. Above the fourth floor the building is set back a further 2.0 metres, and above the ninth floor the penthouse is set back a further 3.0 metres. These stepbacks help to frame Roosevelt Avenue while providing adequate space for landscaping and avoiding a street canyon effect. Figure 8 below depicts the north elevation, showing the building setbacks and stepbacks from the Roosevelt frontage.



Figure 8: North Elevation Showing Transition to Roosevelt Avenue

### 3.1.2 Public Realm

The proposed development is sensitively designed to strengthen the public realm along both Richmond Road (south) and Roosevelt Avenue (west). The proposed development provides for an active, pedestrian-oriented experience on Richmond Road with proposed retail spaces, transitioning to a quieter residential context to the north along the Roosevelt frontage. Street-accessed townhouses are proposed along Roosevelt Avenue to promote a more pedestrian-oriented interface and to help enhance the residential character of the street. By re-establishing a ground oriented residential use along Roosevelt Avenue, the building design provides a transition, not only in height and mass, but also in use from retail/commercial to residential uses.



Figure 9: 3D Renderings showing public realm interface

The entrance and lobby to the residential apartments is located at the north of the subject property with a driveway and sidewalk that accesses the underground garage off of Roosevelt Avenue. There will be a covered drop-off/pick-up space for residents and visitors with convenient access to the lobby.

### 3.1.2.1 Amenity Areas

Communal outdoor amenity space will be provided along the north façade with a greenspace within the interior side yard setback to the north, approximately 200 square metres in size. The rooftop amenity penthouse will include both indoor and outdoor communal amenity space including a patio that will have seating areas, barbecues, and hosting amenities. In addition to communal areas, private amenity space is provided for residents on private balconies and patios.

On the Richmond Road frontage a Privately Owned Public Space is provided as an outdoor commercial patio space for a potential restaurant or coffee shop that could occupy the ground floor commercial space. This space will allow for a more social street frontage and a more convivial atmosphere along the sidewalk (shown in Figure 9 above).

### 3.1.3 Building Design

The building utilizes a base-middle-top typology. The first floor of the building is distinguished by a taller floor height (which includes the mezzanine level) and increased window glazing. These design features help to provide a human scale at grade and strengthen the streetscape and public realm. Levels two (2) through nine (9), designed to be more private, are punctuated by a variety of windows and balconies, that promote a quieter more private atmosphere above the street level. The amenity penthouse is stepped back to minimize its impact on shadowing and hide it from the immediate surrounding.

The materiality of the building incorporates grey brick, stone, concrete, and glass to create a monochromatic palette that evokes a 1960's aesthetic. In addition to the building stepbacks, the materiality of the building transitions in weight and texture up the façade of the building through the use of heavier stone and concrete, to lighter brick, and glass elements. While architectural columns at strategic intervals help provide continuity up the façade of the building. The strategic use of façade articulation, step-backs, belt courses, and cornices create an elegant design that is well suited for Westboro.

#### **3.1.4 Landscaping**

The proposed landscaping will surround the building and provide a soft transition to the surrounding context. Along the Roosevelt Avenue frontage four (4) existing Honey Locust Trees will be preserved and incorporated into the overall landscaping. Additional trees will be planted along the street frontage as well as in the north side yard. Turfed areas in addition to plantings will be provided. Trees to be planted include Serviceberry, Ohio Buckeye, Bur Oak, and White spruce.

Textured concrete surfaces will provide access to the at grade retail space and to the residential building lobby off Roosevelt Avenue. In front of each townhouse a textured concrete walkway will be provided to the front door with adjacent plantings. The hard landscaping provides a visual differentiation to the asphalt street, delineating the pedestrian walkways from the street.

#### **3.1.5 Sustainability**

The proposed development is anticipated to considerably lessen the stormwater flows on the subject property. The existing site is nearly entirely impervious with no stormwater measures on site. The proposed development will include Low Impact Development (LID) measures in the form of a grassed swale, which will provide quality control of surface runoff.

Further discussion of urban design policies is provided in in sections 4.2.3 and 4.3.3 of this report.

## 4.0 Policy and Regulatory Context

### 4.1 Provincial Policy Statement (2020)

The latest version of the Provincial Policy Statement (PPS) came into effect on May 1, 2020. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS recognizes that “the long-term prosperity and social well-being of Ontarians depends on planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment and a strong and competitive economy”. To this end, the PPS generally promotes the creation of “healthy, liveable and safe communities”, through efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include a range of uses and opportunities for redevelopment and intensification. Planning authorities are to identify appropriate locations for transit-supportive development, including through intensification and redevelopment, taking into account the existing building stock and the availability of suitable existing or planned infrastructure and public service facilities (Policies 1.1.3.2 and 1.1.3.3).

New development within built up areas is to have a compact form, and a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Section 1.4 contains policies specific to housing and states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This is to be accomplished by:

- / 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;
- / Promoting densities for new housing that efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed;
- / Establishing development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The PPS also states that efficient use should be made of existing and planned transportation systems. Policy 1.6.7.4 states that land use patterns, densities and a mix of uses should be promoted that minimize the length and number of vehicle trips and supports the development of viable options for public transit and active transportation modes.

Policy 1.7.1 states that planning authorities shall support long-term economic prosperity by maintaining and enhancing the vitality and viability for Mainstreets.

Section 1.8 of the PPS addresses energy conservation and climate change. Land use planning shall support reduced greenhouse gas emissions and development patterns that are resilient to the impacts of a changing climate in a variety of ways. By encouraging a mix of housing and employment uses, commutes can be shortened, reducing congestion. The impacts of a changing climate are now defined as “the potential for present and future consequences and opportunities from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.”

**The proposed development is consistent with the 2020 PPS by supporting the evolution of healthy, liveable, and safe communities. The proposed development represents significant residential intensification in a location where infrastructure, including existing and planned transit, exists to support it. The proposed development will contribute**



**to an efficient land-use pattern that minimizes the use of resources and enhances the vitality of a mainstreet, while also contributing to the residential character of Roosevelt Avenue.**

## 4.2 City of Ottawa Official Plan, 2003

The City of Ottawa has recently undertaken a comprehensive review of their Official Plan (OP). The draft of the New OP was endorsed by Council on November 27, 2021. The Ontario Minister of Municipal Affairs and Housing is expected to provide approval and/or comments later in 2022, after the Ontario provincial election (to be held on June 2, 2022). Given the timing of this application, consideration must be had for the in-force Official Plan, as well as the New Official Plan.

The following sections address the relevant policies of the in-force Official Plan.

### 4.2.1 Managing Growth

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network and specifically along the rapid transit network. Section 2.2.2 deals with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Plan directs growth to locations with significant development potential, specifically those designated as Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, Developing Communities, and Arterial or Traditional Mainstreets.

Residential intensification is broadly defined in Section 2.2.2, Policy 1 as “the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development”. Traditional Mainstreets like Richmond Road are defined as ‘Target Areas’ for intensification in Policy 3 of Section 2.2.2 of the Official Plan.

The Residential Lands Strategy (2008-2031), which is referenced in Section 2.2.2 of the Official Plan, identifies significant intensification potential on Mainstreets. As of mid-2008, it was anticipated that 20,452 units could be achieved through intensification on Traditional Mainstreets. While this was considered to be long term potential, extending far beyond current planning horizons, Richmond Road was considered to be a likely location for significant intensification in the shorter term, due to the many desirable characteristics of the neighbourhood. Indeed, development since 2007 has added several mid-rise buildings to Richmond Road in the Westboro area.

A central tenet of successful intensification is the quality of built environment. Well-designed public spaces and buildings are critical factors in achieving compatibility between the existing and planned built form. The Official Plan requires that intensification proposals have full regard for their immediate surroundings and the wider area.

The subject property will be held to a higher standard for design excellence given its location within a Design Priority Area (i.e. on a Traditional Mainstreet). Policy 11 of Section 2.2.2 states that the appropriate distribution of building heights will be determined by location in a target area for intensification, proximity to a rapid transit station, and design and compatibility criteria as detailed in Section 4.11. Building heights are to be implemented through the zoning, and may be established by the Official Plan or a Secondary Plan. Buildings that are between five and nine storeys inclusive are classified as mid-rise.

**The proposed development is located on the Richmond Road Traditional Mainstreet, an identified target area for intensification and a design priority area for the City. The proposed development meets the definition of residential intensification as defined above, and helps to achieve the growth management objectives of the Official Plan in a mid-rise built form. The proposed development’s response to Section 2.5.1 and 4.11 is discussed below.**

## 4.2.2 Land Use Designation

The subject property is designated Traditional Mainstreet on Schedule B to the Official Plan, as shown in Figure 9. The designation is a stand-alone designation that is intended to apply to the entire lot, to a maximum depth of 200 metres in most cases. Per Policy 4 of Section 3.6.3, development on the rear portion of the lot will not be considered non-conforming by virtue of not being located adjacent to the street.

Traditional Mainstreets were generally developed pre-1945 and have a tightly-knit urban fabric, with narrow retail frontages set close to the street. The intent of the Mainstreet designation is to encourage more dense and mixed-use development that supports and is supported by increased walking, cycling and transit use.

Intensification is most likely to occur through redevelopment of under-utilized sites, including strip malls and parking lots. Traditional Mainstreets are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile. To facilitate this, a broad range of uses is permitted on Traditional Mainstreets and redevelopment and infill are encouraged in a building form that encloses and defines the street edge with active uses. Retail and service commercial uses, offices, residential and institutional uses are all permitted on Mainstreets. However, automobile-oriented uses, such as new drive-throughs and gas bars, are not permitted on Traditional Mainstreets in most circumstances.

Buildings on Traditional Mainstreets must provide a two-storey built form, to be enforced by the zoning by-law. Taller buildings, up to mid-rise building heights of between five and nine storeys, are supported on Traditional Mainstreets per policy 11 of the Official Plan. However, as in the case of Richmond Road, secondary plans may identify different building heights.

**The proposed development will facilitate the redevelopment of an under-utilized site, with significant surface parking, into a high-density, mixed-use project that supports the planning objectives for Mainstreets. Active uses and high residential densities will support the existing mix of uses on Richmond Road while continuing to encourage transit use and active modes. The proposed nine-storey height with a penthouse amenity room is generally in keeping with the heights considered appropriate for Traditional Mainstreets as well as the surrounding context.**

**The proposed mechanical/amenity penthouse is set well back from the front and rear facades, mitigating impact on the streetscape. Because the floorplate of this structure is significantly smaller than the floorplate of the ninth floor, the projection is required to accommodate a mechanical penthouse, and because the interior amenity area will support the functioning of the rooftop terraces, it is appropriate to consider this as a projection, rather than a floor.**

## 4.2.3 Urban Design and Compatibility

High-quality urban design is critical for all aspects of development on the subject property, given its location within a Design Priority Area. Significant new development along Richmond Road represents a high-quality of design that has enhanced the aesthetic quality and functioning of the Richmond Road Traditional Mainstreet.

Two sections of the Official Plan provide design guidance on achieving high-quality urban design and compatibility with the existing and planned built context. Section 2.5.1 of the Official Plan sets out seven high-level design objectives which are broadly applicable on a city-wide basis. Section 4.11 of the Official Plan sets more specific criteria for certain classes of development.

### Designing Ottawa (Section 2.5.1)

Section 2.5.1 addresses community design, setting high level objectives to encourage good urban design and high-quality architecture. The section applies particularly to new, higher-density infill in existing urban areas. Development must be sensitive to and compatible with existing communities that have developed over long periods of time. Compatible

development is identified as development that, although 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. Compatible development ‘fits well’ within the physical context and ‘works well’ among those functions that surround it.

This Planning Rationale, particularly the following sections, address the requirement for a Design Brief. The proposed development responds to the identified Design Objectives in the following way:

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

The ground floor retail and commercial space in the proposed development, as well as the corner POPS, respects and enhances the pedestrian-friendly mainstreet character of Richmond Road, while the additional residential density maintains and supports the existing businesses and character of the corridor. The residential units with street-facing accesses, located along Roosevelt Avenue, reinforces the residential character of the neighbourhood to the north.

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

The proposed built form, with a setback at the fifth storey, helps to frame the mainstreet. The more generous corner side yard setback allows for landscaping, reflecting and transitioning to a lower-scale residential neighbourhood. As shown in Figure 10, a POPS allows for public amenity and street life along a busy pedestrian corridor.



Figure 10: Proposed POPS animating the corner of Richmond Road and Roosevelt Avenue

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

A single driveway from Roosevelt and below-grade parking are proposed, thereby minimizing pedestrian-vehicle conflicts and the impacts of surface parking on the adjacent community. The proposed development will maintain the sidewalk and create an enhanced pedestrian environment. The added residential units, particularly the street-facing units, will add “eyes on the street”, contributing to community safety.

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

Richmond Road is planned for mid-rise development. The height of the proposed development reflects the height of nearby recent developments. Like most of these new developments, the setback after the fourth, seventh, and ninth floors helps to respect the lower-scale character of older development along the street.

**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.**

Westboro is one of the most desirable communities in Ottawa. The proposed development will allow more people to choose to live in a neighbourhood where they can meet the majority of their weekly needs within a 15-minute walk.

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

The proposed development design allows for the protection of existing mature trees in the public right of way, which confer significant local environmental benefits, including shade and heat island management.

## Urban Design and Compatibility

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. The policies in Section 4.11 are intended to address a wide range of potential development types. The proposed development responds to the applicable policies in the following ways:

	Policy	Proposed Development
<b>Views</b>		
	The proposed development triggers no view policies	
<b>Building Design</b>		
5.	Design the parts of the structure adjacent to existing buildings and facing the public realm to achieve compatibility through a range of design features, including setbacks, heights and transition.	The portion of the façade facing the public realm will be articulated with architectural columns. Setbacks above the fourth, seventh, and ninth floors help to create compatibility with nearby development along Richmond Road.
6.	Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	The principal façade is oriented to the mainstreet and uses architectural columns to articulate the front façade and emphasize the entrances.
8.	Servicing and other required equipment should be internalized into the building where possible.	Servicing is proposed to be internalized and away from public view.
<b>Massing and Scale</b>		
10.	Developments will respond to specific design criteria set out in a Secondary Plan or Community Design Plan	Secondary Plan specific criteria are addressed below.

11.	The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.	<p>Per the shadow study prepared by RLA Architecture, the proposed development will not cast shadow on Richmond Road, and will only cast shadow on Roosevelt Street in the early morning. Afternoon shadows cast on the properties to the east will be mitigated by the building's step-backs.</p> <p>Per the wind study prepared by Gradient Wind, wind comfort at-grade pedestrian sensitive locations across the subject site are expected to be suitable for the anticipated uses without the need for mitigation on a seasonal level. The introduction of the subject site is not expected to significantly influence pedestrian wind comfort at neighbouring areas beyond the development site.</p>
12.	Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller than the existing or planned context should demonstrate an effective transition in massing.	Consistent with the zoning provisions for the Traditional Mainstreet zone, building transition is achieved through a 45-degree angular plane applied to the rear of the building, where it transitions to a low-rise context. A 7.5 metre setback is provided along the interior side yard that abuts low-rise residential uses. The building steps back 9.1 metres above the fourth floor, 7.2 metres above the seventh floor, and a further 7.2 metres above the ninth floor.
13.	Building height and massing transitions will be accomplished through a variety of means, including: <ul style="list-style-type: none"> <li>a. Incremental changes in building height;</li> <li>b. Massing; for example incorporating podiums along a Mainstreet); and</li> <li>c. Building setbacks and step-backs.</li> </ul>	The proposed building is set back 3.0 metres from the Roosevelt Avenue property line. The building steps back two (2) metres above the fourth floor and a further three (3) metres above the ninth floor.
<b>Outdoor Amenity Areas</b>		
19.	Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	The setbacks and stepbacks mentioned above also help protect the privacy on adjacent lands by minimizing the views into adjacent yards and amenity areas.
20.	Mixed-use buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios.	Ample amenity space in the form of private balconies, rooftop terraces and interior rooms will serve the future residents of the proposed development.
<b>Design Priority Areas</b>		
22.	The portion of the buildings adjacent to the public realm will be held to the highest building design standards.	<p>The proposed development has undergone both an informal and formal review at the Urban Design Review Panel. Based on comments from the panel, the following changes to the design have been implemented:</p> <ul style="list-style-type: none"> <li>/ Additional stepbacks at the rear of the building to achieve a 45 degree angular plane</li> <li>/ Additional architectural articulation</li> </ul>

		<ul style="list-style-type: none"> <li>/ An enhanced corner feature and POPs</li> <li>/ An enhanced streetscape treatment along Roosevelt Avenue</li> </ul>
24.	The massing and scale of development will define public spaces (e.g. streets).	The massing of the building helps to frame Richmond Road.

**The proposed design responds to the urban design policies set out in Section 2.5.1 and Section 4.11 of the Official Plan.**

### 4.3 New City of Ottawa Official Plan (2021)

The New Official Plan has a 25-year time horizon which spans from 2021 to 2046. The New Official Plan provides an updated vision to guide the future growth of the city and incorporates updated growth projections, innovative ideas, and stronger policies to address climate change and meet greenhouse gas emission targets.

Policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods; and
- / A renewed emphasis on building form.

In summary, the New Official Plan policies trend toward a greater focus on transit-oriented development, intensification, and urban design.

As compared to the old Official Plan, the New Official Plan uses transects, designations and overlays to set policy directions for land use and built form, rather than singular designations.

#### 4.3.1 Inner Urban Transect

The subject property is located within the Inner Urban Transect as outlined on Schedule A – Transect Policy Areas of the New Official Plan. Section 5.2 of the New Official Plan sets out policies for lands within the Inner Urban Transect. The applicable policies to the proposed development are outlined below:

Policy 3 in section 5.2.1 states that the Inner Urban Transect is generally planned for mid- to high-density development subject to proximity and access to frequent street transit or rapid transit.

Policy 4 in section 5.2.1 states that the Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- a. Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;

**The proposed development is a mid-rise building which is permitted along Mainstreet Corridors within the Inner Urban Transect and provides for a mixed-use environment to support the growth of 15-minute neighbourhoods. The proposed development supports and is supported by planned and existing transportation infrastructure. The Dominion BRT station (future Kitchissippi LRT station) is approximately a 390 metre walk from the subject property.**

### 4.3.2 Land Use Designation

The subject property is designated Mainstreet Corridor on Schedule B2 in the New Official Plan, Figure 11 below. Section 6.2 of the New Official Plan sets out the policies for Corridors. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors.



Figure 11: Schedule B2 - Inner Urban Transect Area - New Official Plan

Policy 2 in Section 6.2.1 requires that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations.

**Most of the proposed building's mass and density is located closest to Richmond Road, transitioning down from nine (9) storeys to seven (7) storeys, then four (4) stories, towards the low-rise neighbourhood to the north (along Roosevelt).**

Policy 1 in section 6.2.2 states that the zoning by-law may require active commercial, or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

**The proposed development includes a commercial/retail uses on the ground floor of the Richmond Road frontage to help maintain a continuous active frontage along Richmond Road.**

### 4.3.3 Urban Design

Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy, and developing resilience to climate change. New development should

be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders, and social statuses.

The stretch of Richmond Road that the subject property fronts is considered a Corridor – Mainstreet within a Design Priority Area as outlined on Schedule C7-A in the New Official Plan. Design Priority Areas are identified in order to promote design excellence through the development review process. Section 4.6 outlines the urban design policies of the New Official Plan.

The proposed design responds to the relevant policies in the following ways:

- / Development projects shall enhance the public realm where appropriate by using methods such as: curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture (Policy 1 in section 4.6.3).

**The proposed development employs several design features including paved pedestrian pathways, street trees, landscaping, and street furniture to enhance the public realm and promote a lively pedestrian realm.**

- / Privately Owned Public Spaces (POPs) offer publicly accessible amenity that contribute positively to the public realm. POPs will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPs will:
  - Fit into their context, providing a meaningful contribution to existing and planned connections;
  - Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight heritage elements and provide a comfortable microclimate environment;
  - Respond to the needs of the community with consideration for neighbourhood character and local demographics;
  - Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;
  - Be designed in a coordinated manner with the associated building(s); and
  - Bring nature into the built environment, where applicable (Policy 2 in section 4.6.3).

**The proposed development provides a POPS that is well situated and enhances the streetscape. The POPS will provide public amenity space at the pedestrian level that is open and accessible while preserving a sense of place and promoting a convivial atmosphere.**

- / Development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks (Policy 2 in section 4.6.5).

**The proposed development helps to frame the street corridor by providing adequate setbacks and setbacks and provides direct access from the building entrance to the pedestrian right-of-way.**

- / Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment, and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks (Policy 3 in section 4.6.5).

**The proposed development consolidates the vehicular accesses into a single access on Roosevelt Avenue. Servicing, loading, and parking is largely consolidated underground to minimize pedestrian-vehicle conflict.**

- / Transitions between mid-rise buildings and adjacent properties designated as Neighbourhood will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties (Policy 1 in section 4.6.6).

**To the north the building is set back 7.5 metres from the property line. Above the fourth floor the building is set back a further 9.1 metres, above the seventh floor the building is setback a further 7.2 metres, and the**



**penthouse above the ninth floor is set back an additional 7.2 metres. The series of generous setbacks and building setbacks provides for a 45-degree angular plane.**

- / Amenity areas shall be provided in residential development in accordance with the approved zoning for the site and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. (Policy 4 in section 4.6.6).

**The proposed development provides indoor and outdoor amenity space, which will allow residents to recreate in all weather conditions.**

- / Mid-rise buildings shall be designed to respond to context, and transect area policies, and should
  - Frame the street block and provide mid-block connections to break up large blocks;
  - Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings or planned context;
  - Be generally proportionate in height to the width of the right of way, and
  - Provide sufficient setbacks and step backs to provide landscaping, avoid a street canyon effect and minimize microclimate impacts on the public realm (Policy 7 in section 4.6.6).

**The nine-storey building height adjacent to Richmond Road helps frame the street block and is proportionate to the street right of way. The upper floor setbacks helps to avoid a street canyon effect and minimizes potential microclimate impacts due to wind.**

**The overall design of the proposed development addresses the general design guidelines found in Section 4.6 of the City of Ottawa's New Official Plan.**

**The design includes adequate setbacks and setbacks to provide a transition to the adjacent low-rise properties and to frame the street wall. The proposed development includes at-grade retail fronting onto Richmond Road as well as townhouses on Roosevelt Avenue that will promote an enhanced and active streetscape.**

**Overall, the proposed development conforms with the policies of the New Official Plan and helps to achieve the goals set out therein. As part of the overall concept, the proposed development offers appropriate intensification of the subject property along a Mainstreet Corridor and within close proximity to rapid transit while providing adequate transitioning to the adjacent neighbourhood.**

#### 4.4 Richmond Road/Westboro Secondary Plan

The Richmond Road/Westboro Secondary Plan, approved in 2008 provides a framework for neighbourhood change and development. Over a 20-year timeline, the Secondary Plan sets out to ensure the area develops in a way that is pedestrian and cyclist friendly, to preserve the scale and character of existing neighbourhoods and ensure the compatibility of new development. The Secondary Plan also aims to preserve and increase public greenspace and recreational facilities.

The Secondary Plan divides Westboro into several sectors. The subject property is located in the Westboro Village Sector. Of core relevance to the proposed development, the first objective of the Secondary Plan is to encourage intensification at a human scale that is compatible with the existing community on appropriate key potential redevelopment sites. In service of this goal, the Secondary Plan identifies key principles including:

- / Preserve the scale and character of established residential neighbourhoods and minimize any adverse impacts of intensification;
- / Preserve and enhance the human scale of the Westboro Village traditional mainstreet, Richmond Road; and
- / Achieve compatible infill/intensification on key redevelopment sites.

The Secondary Plan provides further guidance on how to achieve compatible intensification. The proposed development responds to these guidelines by:

- / Providing appropriate setbacks and transition in building heights, including lower heights along the edges of existing low-rise residential areas,
- / Conforming to the Richmond Road/Westboro CDP design guidelines as discussed below;
- / Respecting a transition in building scale and density and compatibility of land use from Richmond Road to the Ottawa River Parkway in a north-south direction, by providing a good built form transition to abutting residential uses; and
- / Avoiding creating a wall of buildings by using variations in building height, building setback and alignment to add interest to the streetscape and to provide space for activities along the sidewalk.



Figure 12: The proposed development as seen from Roosevelt Avenue

Within Westboro Village, intensification is supported to improve storefront facades, provided that mixed use buildings that reinforce a sense of human scale are developed. While one way to achieve a human scale is buildings in the four to six storey height range, heights of seven to nine storeys are considered appropriate where block sizes and the street network help to minimize impacts on nearby low-rise residential neighbourhoods. Under these circumstances, buildings in the seven to nine storey range are permitted.

The Richmond Road / Westboro Secondary Plan has been updated and incorporated into the New Official Plan. While the Plan originally permitted 4-6 storeys on the subject property, the updated Secondary Plan incorporates the OPA and ZBLA approved as part of this development proposal. Schedule C in the updated Plan now shows a maximum of 7-9 storeys for the subject property.

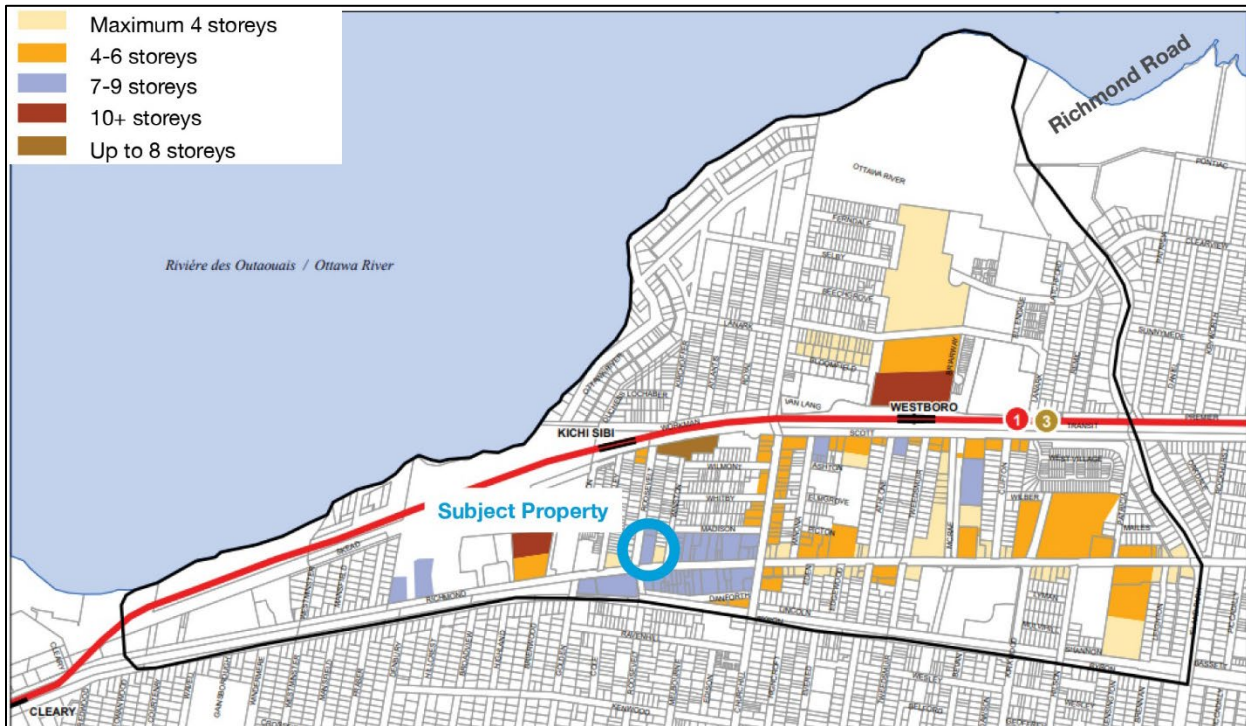


Figure 13: Extract from Schedule C2 to the Secondary Plan, designating maximum building heights

#### 4.5 Richmond Road/Westboro Community Design Plan

The development of the Richmond Road/Westboro Community Design Plan (CDP), which was finalized in 2007, informed the Secondary Plan. Additionally, the CDP contains more detailed design guidelines for the Westboro Village Sector, which are to be considered when evaluating proposed development. Consideration of these criteria is particularly important where increases to the permitted building height are being considered.

To further guide the built form and massing of infill development, Section 8.2 of the CDP contains guidelines for the Westboro Village Area. The proposed development responds to these guidelines in the following ways:

- / Creates a strong edge on the street by aligning buildings on the front property line;
- / Maintains a ground-level orientation of buildings, and a direct relation to the sidewalk;
- / At the street corner, creates a variation in the building alignment by increasing the setback in order to provide a semi-public amenity area;
- / Maintains the regular rhythm of individual storefronts due to its relatively narrow frontage;
- / Relates the proportions of new construction to those of neighbouring buildings, including the facing four-storey building and nearby mid-rise buildings;
- / Minimizes space between buildings along Richmond Road by providing a 0 metre setback;
- / Steps back the additional storeys above the fourth floor, rather than the third floor as recommended in the CDP;
- / Does not locate a taller buildings to highlight a major intersection (such as Golden, Churchill, Athlone, Tweedsmuir and Kirkwood), but is located on a lot that is significantly deeper than the majority of lots along Richmond Road, including those that accommodate mid-rise buildings;
- / Continues the level of architectural detailing on both the front and corner side facades of the building;

- / Ensures existing dwellings to the north of Richmond retain adequate sunlight and privacy and minimizes overlook through a strict 45 degree angular plane and interior side yard setbacks.

Additionally, Section 8.5 of the CDP encourages the conversion of existing non-Traditional Mainstreet related uses to more Traditional Mainstreet types.

**The proposed development complies with the maximum height of nine storeys as set out in the Zoning By-law while providing an adequate transition to the existing low-rise residential neighbourhood through a strict adherence to a 45-degree angular plane. The proposed development also provides for adequate building separation while maintain an active continuous frontage along Richmond Road. Overall, the proposed development conforms with the guidelines established in the Richmond Road/Westboro CDP.**

#### 4.6 Urban Design Guidelines for Development along Traditional Mainstreets

The Urban Design Guidelines for Development along Traditional Mainstreets were approved by Council in 2006 to promote development that will enhance the recognized and planned character of Mainstreets, to achieve high-quality built form along Traditional Mainstreets, and to accommodate a broad range of uses that enables people to shop, live and access amenities. The guidelines are intended to be applied across the City within Traditional Mainstreet designations, with consideration for site-specific context and conditions.

The proposed development responds to the relevant guidelines by:

- / Aligning the front wall of the building with the adjacent building to create a visually continuous streetscape (Guideline 1);
- / Providing a front façade with variations in building setback and alignment to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk (Guideline 4);
- / Creating an attractive public outdoor amenity space at the corner in the form of an outdoor cafés/plaza (Guideline 6);
- / Designing a quality building that is rich in architectural detail and respects the rhythm and pattern of the existing mid-rise buildings on the street, which generally have a setback above the third or fourth storey (Guideline 8);
- / Locating active pedestrian-oriented uses at-grade and using clear windows and doors on the façade facing the street so as to be highly transparent, and (Guideline 11);
- / Setting back the fifth to ninth floor, and the mechanical/amenity penthouse farther back from the street to help achieve a human scale and to allow more light onto the sidewalk (Guideline 12);
- / Locating residential units above the level of vehicular traffic in a mixed-use building and providing shared entrances to residential units from the street (Guideline 13);
- / Locating vehicular access off the side streets (Guideline 23); and
- / Protecting mature trees adjacent to the site by minimizing grade changes (Guideline 29).

**The proposed development responds to the Urban Design Guidelines for Development along Traditional Mainstreets and represents an attractive design that compliments and enhances the existing streetscape character and the wider Westboro community.**

#### 4.7 Transit-Oriented Development Guidelines

Council approved Transit-Oriented Development Guidelines in 2007 to provide guidance to assess, promote and achieve transit-supportive development within walking distance of rapid transit infrastructure. The proposed development has been designed to respond to the following relevant design guidelines:

- / Provides high residential densities – a transit-supportive land use – within 600 metres of Dominion Station (Guideline 1);
- / Creates a multi-purpose destination for transit users and local residents by providing retail amenities in concert with residential uses (Guideline 3);
- / Step back the floors above the fourth storey to maintain a more human scale along the sidewalk to reduce shadow and wind impacts on the public street (Guideline 11);
- / Sets the building back from the public right of way, with a varied setback of between 2.5 metres and 11 metres at the corner, to define the street edge and to provide space for pedestrian activities and landscaping (Guideline 13);
- / Ground floor has been designed to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences (Guideline 28);
- / Provides underground parking instead of surface parking (Guideline 39); and
- / Provides quality pedestrian amenities (Guidelines 48 and 49).

**The proposed development contributes to the transit supportive mix of uses within 600 metres of Dominion Station. The building design and uses support a vibrant pedestrian environment as directed by the Transit-Oriented Development Guidelines.**

#### 4.8 Comprehensive Zoning By-law (2008-250)

The subject property is zoned TD[2729] S444 - Traditional Mainstreet, with urban exception 2729 in the City of Ottawa Comprehensive Zoning By-law.

The intent of the Traditional Mainstreet zone is to accommodate a broad range of uses and foster and promote compact, mixed-use pedestrian-oriented development, while imposing development standards that maintain street continuity and compatibility with surrounding land uses.

Zoning Mechanism	Provision	Provided	Compliance
Minimum Lot Area (m <sup>2</sup> )	No Minimum	2,122.87 square metres	Yes
Minimum Lot Width (m)	No Minimum	27.7 metres	Yes
Maximum Front Yard Setback	2 metres (does not apply, as per exception 2729)	1.4 metres	Yes
Maximum Interior Side Yard Setback	3 metres between a non-residential use building or a mixed-use building and another non-residential use building or mixed-use building		Yes
Minimum Interior Side Yard Setback	No minimum	0 metres	Yes
Minimum Corner Yard Setback	3 metres, except for any part of a building above 15 metres for which an additional 2 metre setback must be provided	3 metres, stepping back an additional 2.0 metres	Yes
Minimum Rear Yard Setback	7.5 metres	7.5 metres	Yes
Building Height	Varies (Schedule 444), Maximum: 31 Metres	As outlined in Schedule 444, Maximum: 31 metres	Yes
Maximum Floor Space Index	No maximum		Yes

<b>Minimum Width of Landscape Area</b>	0 metres (exception 2729)		<b>Yes</b>
<b>Minimum Required Amenity Area</b>	Total Amenity Area: 6m <sup>2</sup> per dwelling unit, and 10% of the gross floor area of each rooming unit: 960 m <sup>2</sup>	Total: 1,548 m <sup>2</sup> Communal: 1,030 m <sup>2</sup>	<b>Yes</b>
<b>Minimum Required Parking Spaces</b>	<b>Resident:</b> 0.5 per dwelling unit = 74 <b>Visitor:</b> 0.1 per dwelling unit = 15 <b>Commercial:</b> 0	Residence: 93 Visitor: 16	<b>Yes</b>
<b>Minimum Required Bicycle Parking Spaces</b>	Resident: 0.5 per dwelling unit = 80 Commercial: 1.0 per 250 m <sup>2</sup> of GFA = 2	Resident: 86 Commercial: 5	<b>Yes</b>
<b>Bicycle Space Provisions</b>	Stacked: 0.37*1.8 metres (Exempt) Access aisle: min 1.5 metres		<b>Yes</b>
<b>Parking Space Provisions</b>	Standard: 2.6		<b>Yes</b>
<b>Aisle and Driveway Width</b>	6.7 metres (double traffic lane) 6.0 metres (double traffic lane for parking garage)		<b>Yes</b>

Urban exception 2729 and Schedule 444 were established through the prior ZBLA application. The exception establishes:

- / Maximum permitted building heights, minimum setbacks and minimum stepbacks as per Schedule 444 (Figure 14 below);
- / Despite the definition of “storey”, ground floor residential units may include a mezzanine and for the purpose of maximum building heights on Schedule 444, such dwelling units are to be considered as one storey.
- / Area A on Schedule 444; is a permitted projection above the height limit and may include indoor amenity rooms with a maximum cumulative floor area of 405 m<sup>2</sup> and amenity area rooms have a height limit of 5 m;
- / Despite Section 85(3)(a), outdoor commercial patio(s) are permitted where located within the grey shaded area as shown on Schedule 444;
- / Permitted projections listed in Section 65 are not subject to the height limits identified in Schedule 444;
- / Stacked bicycle parking systems are permitted, and such systems are exempt from the minimum bicycle parking space dimensions;
- / Table 197(c), maximum front yard setback, does not apply; and,
- / Despite Table 197(i)(i), the width of a landscaped area abutting a residential zone may be reduced to 0 m along the side lot line.

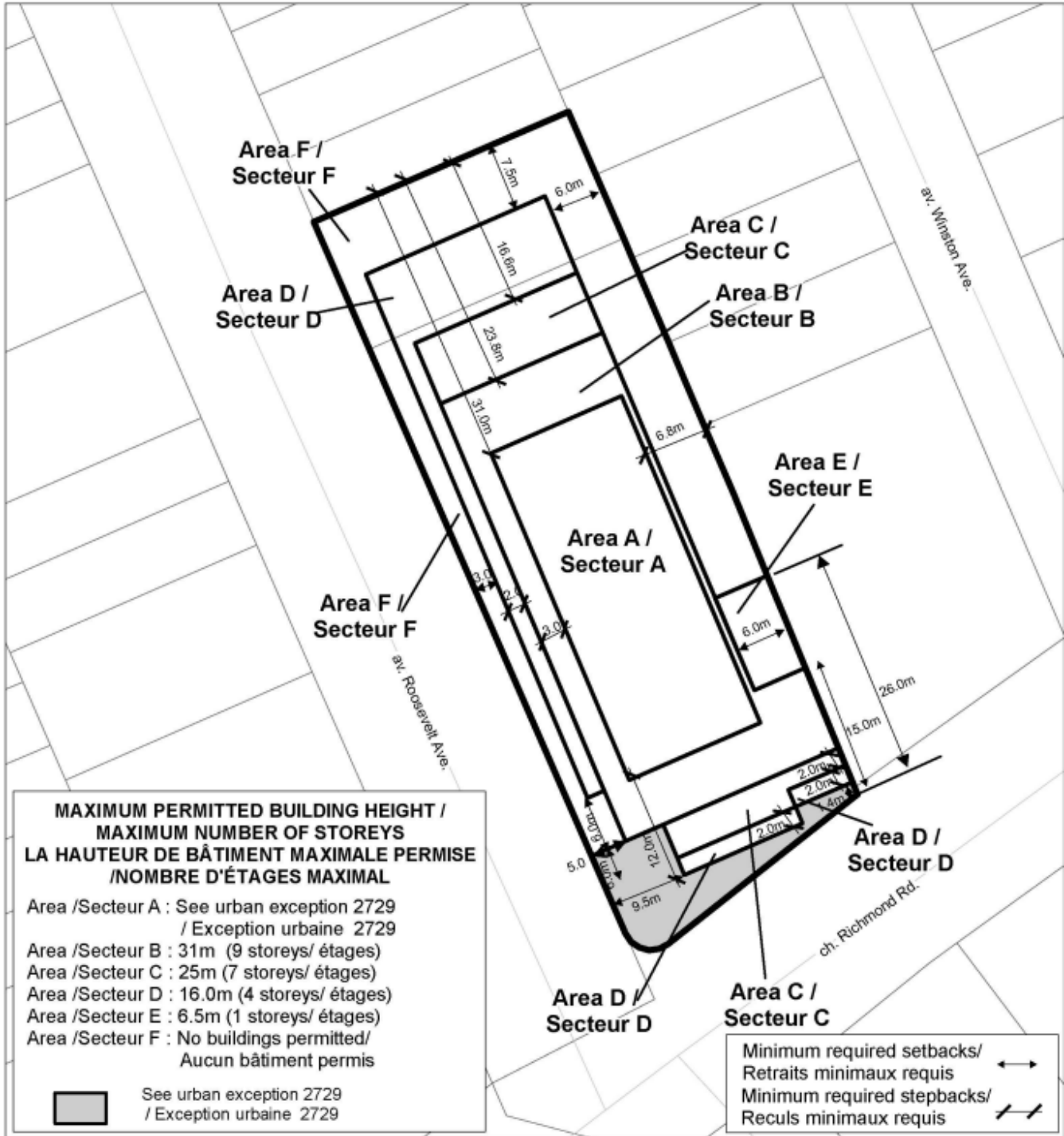


Figure 14: Schedule 444 to Zoning By-law (2008-250)

The proposed development is compliant with all of the applicable provisions of the Comprehensive Zoning By-law (2008-250) including urban exception 2729 and schedule 444.

## 5.0 Supporting Plans and Studies

### 5.1 Site Servicing and Stormwater Management Report

A Site Servicing and Storm Water Management Study has been prepared by CIMA+, dated April 7, 2022, to confirm that the proposed development can be adequately serviced using the existing municipal infrastructure (water, sanitary, and storm) surrounding the site. The findings of this study can be summarized as follows:

- / The anticipated water demands for the proposed site are 0.99 L/s (average day), 103.98 L/s (max day + fire flow), and 6.03 L/s (peak hour). The boundary conditions received from the City of Ottawa indicate that the existing watermain network can provide the required water demands for the proposed site.
- / The estimated sanitary flow for the proposed development is 0.79 L/s (average dry weather), 2.71 L/s (peak dry weather), and 2.78 L/s (peak wet weather). The City of Ottawa has indicated that the existing sanitary sewer network near the proposed site can accept the peak wet weather sanitary flow of the proposed development.
- / The allowable stormwater release rate for the proposed site is 27.74 L/s. It is expected that this will be achieved by means of underground retention (cistern). To achieve this release rate, a storage volume of 57.5 m<sup>3</sup> is required on-site.

As a result of the conclusions drawn by the previous points, it is expected that the proposed development can be serviced by the existing municipal services network surrounding the site.

### 5.2 Geotechnical Report

Paterson Group has conducted a Geotechnical Investigation of the subject property, dated April 12, 2022, to assess the appropriateness of the proposed nine (9) storey building. The findings and recommendations of the Geotechnical Investigation were considered by the architect and civil engineer in preparing the proposed design.

From a geotechnical perspective, the subject site is considered suitable for the proposed nine (9) storey building. The proposed building is expected to be founded on conventional spread footings placed on clean surface sounded bedrock.

### 5.3 Environmental Noise Assessment

An Environmental Noise Assessment was prepared by Gradient Wind engineering, dated April 7, 2022. The purpose of this study was to assess the traffic noise levels anticipated and determine their impact on the subject development. The report indicated that roadway traffic noise level will range between 39 and 68 dBA during the daytime period (07:00-23:00) and between 55 and 61 dBA during the nighttime period (23:00-07:00). The highest noise level (68 dBA) occurs at the south façade, which is nearest and most exposed to Richmond Road. Building components with a higher Sound Transmission Class (STC) rating will be required and the development will require central air conditioning which will allow occupants to keep windows closed and maintain a comfortable living environment.

### 5.4 Transportation Impact Assessment

A Transportation Impact Assessment was Prepared by CIMA +, dated December 2021. This TIA was prepared with respect to the City's Transportation Impact Assessment Guidelines, the following findings and conclusions can be summarized as follows:

- / Study area intersections are currently operating with spare capacity and there are no prevailing safety concerns, based on historical collision data. However, some queues may exceed available storage.



- / Transit is assumed to be the primary mode of travel with a 65% mode share target for the proposed development, which is consistent with the City's goals and objectives, given the context of the study area.
- / With additional traffic generated by area development and the subject development itself, both the local bus and nearby BRT routes (future LRT), and study area intersections are projected to continue operating acceptably.

The proposed development fits well into the context of the surrounding area and it is projected to have a minimal impact on the surrounding transportation network. The design and location of the proposed development serves the City of Ottawa's policies, goals and objectives by providing facilities and connectivity to help promote active and transit modes.

## 5.5 Wind Analysis

A Pedestrian Level Wind Analysis was prepared by Gradient Wind Engineering, dated April 19, 2022, to assess the wind impacts that the proposed development will have on the immediate surroundings.

Based on computer simulations using the CFD technique, meteorological data analysis of the Ottawa wind climate, City of Ottawa wind comfort and safety criteria, and experience with numerous similar developments in Ottawa, the study concludes the following:

- / All grade-level areas within and surrounding the subject site are predicted to be acceptable for the intended pedestrian uses throughout the year. Specifically, wind conditions over surrounding sidewalks, building access points, transit stops, and nearby surface parking area are considered acceptable for the intended pedestrian uses throughout the year.
- / Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas within and surrounding the subject site were found to experience conditions that could be considered dangerous

## 5.6 Tree Conservation Report (TCR)

A Tree Conservation Report (TCR) was prepared by IFS Associates, dated November 5, 2021, to assess the mature trees currently present on the subject property and provide guidance for their conservation. The report identifies 12 mature trees on the subject property including their health and size. Of these 12 trees, only four (4) will be removed through the construction process. Conservation measures including fencing and hand excavation within the critical root zone will be done to protect the mature trees on the subject property. Particularly the Honey-Locust (*Gleditsia triacanthos*) within the City ROW along Roosevelt Avenue will be protected and incorporated into the landscaping of the proposed development.

A landscape plan was prepared by Gino J. Aiello Landscape Architects. The Landscape Plan includes replacement trees, shrubs, hardscaping, and turfed areas.

## 5.7 Phase I & II Environmental Impact Assessment

Phase I & II Environmental Impact Assessments were prepared by Paterson Group, dated April 7, 2022. Based on the results of the Phase II ESA it is recommended that prior to redevelopment of the subject property a soil remediation program will be required.

## 6.0 Public Consultation Strategy

A Public Consultation Strategy is planned to ensure adequate engagement with members of the community the wider public. During the OPA and ZBLA process, the project team arranged and attended separate meetings with the Westboro Community Association, the Westboro Beach Community Association as well as the Westboro Village BIA. At these meetings the team discussed the development principals and overall vision driving the redevelopment at 403 Richmond Road. Once preliminary architectural plans were prepared, these groups were circulated and asked to provide comments on the proposed development.

In addition to meeting with community groups, the project team identified approximately 20 residences on both Roosevelt Avenue and Winston Avenue for mail-outs. The letter invited residents to join a Zoom Meeting on May 8, 2020 to review the development principals and overall vision driving the redevelopment at 403 Richmond Road. Following this meeting, preliminary architectural plans were circulated to those residents in attendance. These residents provided additional comments on the preliminary architectural plans.

In addition to the above noted meetings, Councillor Leiper hosted an Open House on September 9, 2020 whereby the applicant team presented the development details to the public. The statutory Public Meeting that approved the Official Plan and Zoning By-law Amendments was held on July 8, 2021. Council approved the by-laws on July 21<sup>st</sup> and no appeals were received.

At this time, the following additional steps in the consultation strategy are proposed:

- / Email notification to Councillor Leiper's office in advance of application submission;
- / An informal online public information meeting to be hosted by Councillor Leiper and City of Ottawa staff (if requested);
- / If requested by the Councillor, preparation of a short information package to be distributed virtually, including a contact address and number for Fotenn to collect community feedback; and,
- / Notification of neighbouring property owners and posting of public signage, to be completed by City staff.

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

## 7.0 Conclusion

It is our professional planning opinion that the proposed development, as per the enclosed Site Plan Control application, is appropriate and represents good planning and development as follows:

- / The proposed development is consistent with the Provincial Policy Statement 2020, by providing appropriate intensification within a built-up area and making use of existing and planned infrastructure, including transportation infrastructure.
- / The proposed mid-rise apartment building conforms to the policies of the old Official Plan and is appropriate and permitted in the “Traditional Mainstreet” designation;
- / The proposed mid-rise apartment building conforms to the policies of the New Official Plan and is appropriate and permitted in the “Mainstreet Corridor” designation;
- / The proposed development conforms to the urban design policies in both the old and New Official Plans;
- / The proposed development has regard for and is closely shaped by the applicable design guidelines including the Richmond Road/Westboro CDP, the Traditional Mainstreet Design Guidelines, and the Transit Oriented Development Guidelines;
- / The proposed development complies with the provisions of the TM zone, urban exception [2729] and schedule 444 in the City of Ottawa Comprehensive Zoning By-law (2008-250); and,
- / Is supported by technical plans and studies submitted as part of this application.

Sincerely,



Thomas Freeman, B. URPL  
Planner



Matthew McElligott, MCIP, RPP  
Principle, Planning + Policy