

Memorandum

To: Wally Dubyk, CET (City of Ottawa, TES) Date: March 20, 2024
 Copy: Harrison Da Costa (ML Devco - Client) Project: 476577-01000
 From: Juan Lavin, P.Eng. / Jake Berube, P.Eng.
 Subject: **398-406 Roosevelt Avenue TIA**
Addendum #1: Revised Site Plan (2024-01-24)

This memorandum, referred to as Addendum #1, has been prepared in support of a revised Site Plan for the residential development proposed at the address of 398-406 Roosevelt Ave. A Transportation Impact Assessment (TIA) was prepared by Parsons in December 2017 in support of a Zoning By-Law Amendment (ZBLA) and Site Plan Application (SPA) for Domicile. Since then, ML Devco purchased the property and revised the Site Plan in June 2022, which included consolidating the two site accesses and an underground parking garage (note that no formal transportation study was provided for this change, rather an RMA package was submitted).

1.0 Background on Site Plan Changes

In comparison to the June 2022 site plan, the proposed site plan (January 24, 2024) includes an increase in residential apartment units, from 29 units to 62 units and a reduction in parking supply from 49 to 20 spaces. The increase in units has been accomplished by decreasing the unit floor area. The proposed Site Plan also proposes a parking ratio lower than the suggested Parking By-Law.

Overall, the site’s traffic circulation, location, quantity and dimensions for ramps and drive aisles have all remained consistent to the approved June 2022 Site Plan. Garbage pick-up is assumed at ground level on the street edge. There are no concerns or deviations noted from previously approved Site Plan, thus no further circulation analysis is required. **Table 1** below summarizes the new revised Site Plan statistics from January 2024 to the former approved Site Plan from June 2022.

Table 1: Statistics Comparison – Approved 2022 vs Revised 2024 Site Plan

Site Plan	Number of Storeys	Proposed Number of Units	Proposed Residential Parking Spaces	Proposed Visitor Parking Spaces
New Revised Site Plan (January 2024)	6	62	15	5
Former Approved Site Plan (June 2022)	6	29	47	2
Net Change	0	+33 units	-32 spaces	+3 spaces

2.0 Existing Site Context

Figure 1 illustrates the existing site context and **Figure 2** illustrates the revised site plan. **Appendix A** provides a high-definition figure of the latest site plan. The site is located within 475m walk to Kichi Sibi LRT Station which is currently under construction and expected to be operational by the end of 2026¹.

¹ [LRT Stage 2 Construction Delays](#)

Figure 1: 398-406 Roosevelt - Site Context

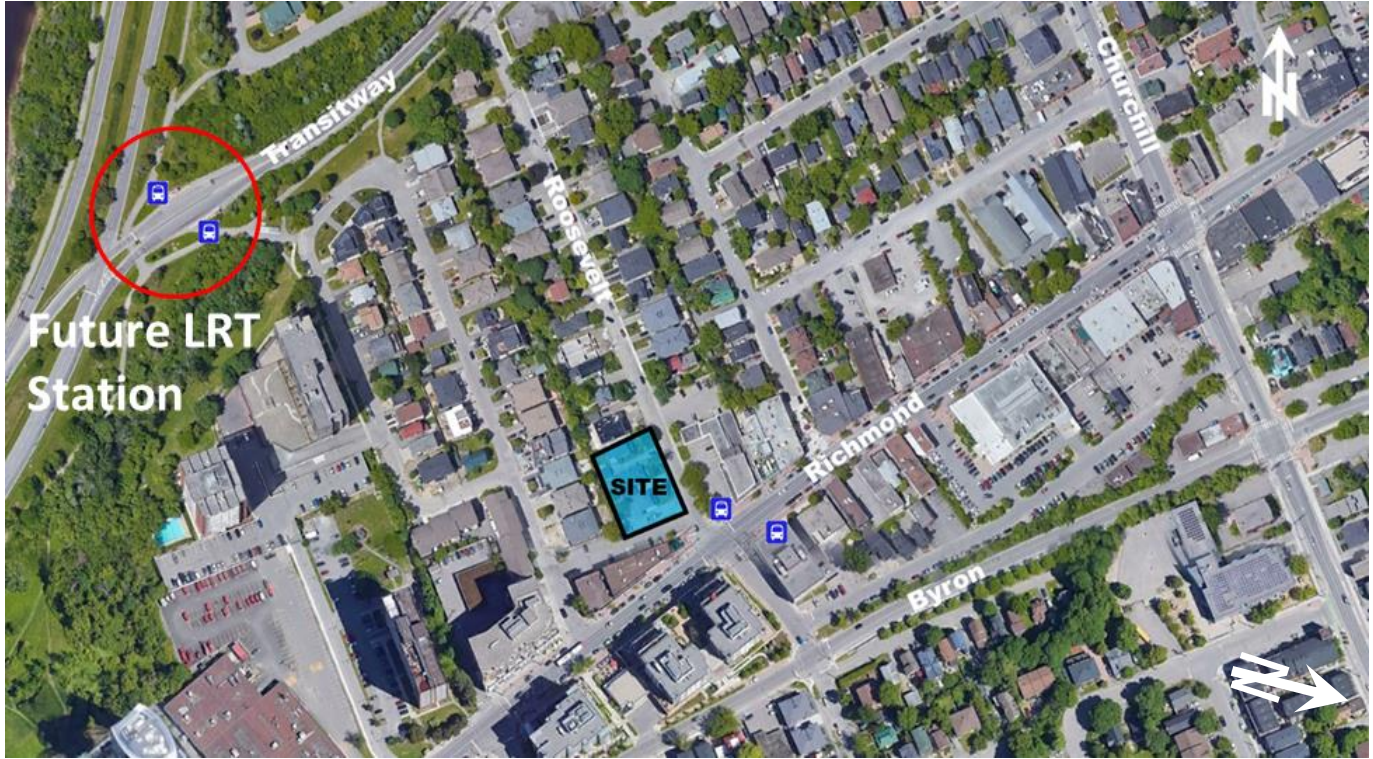
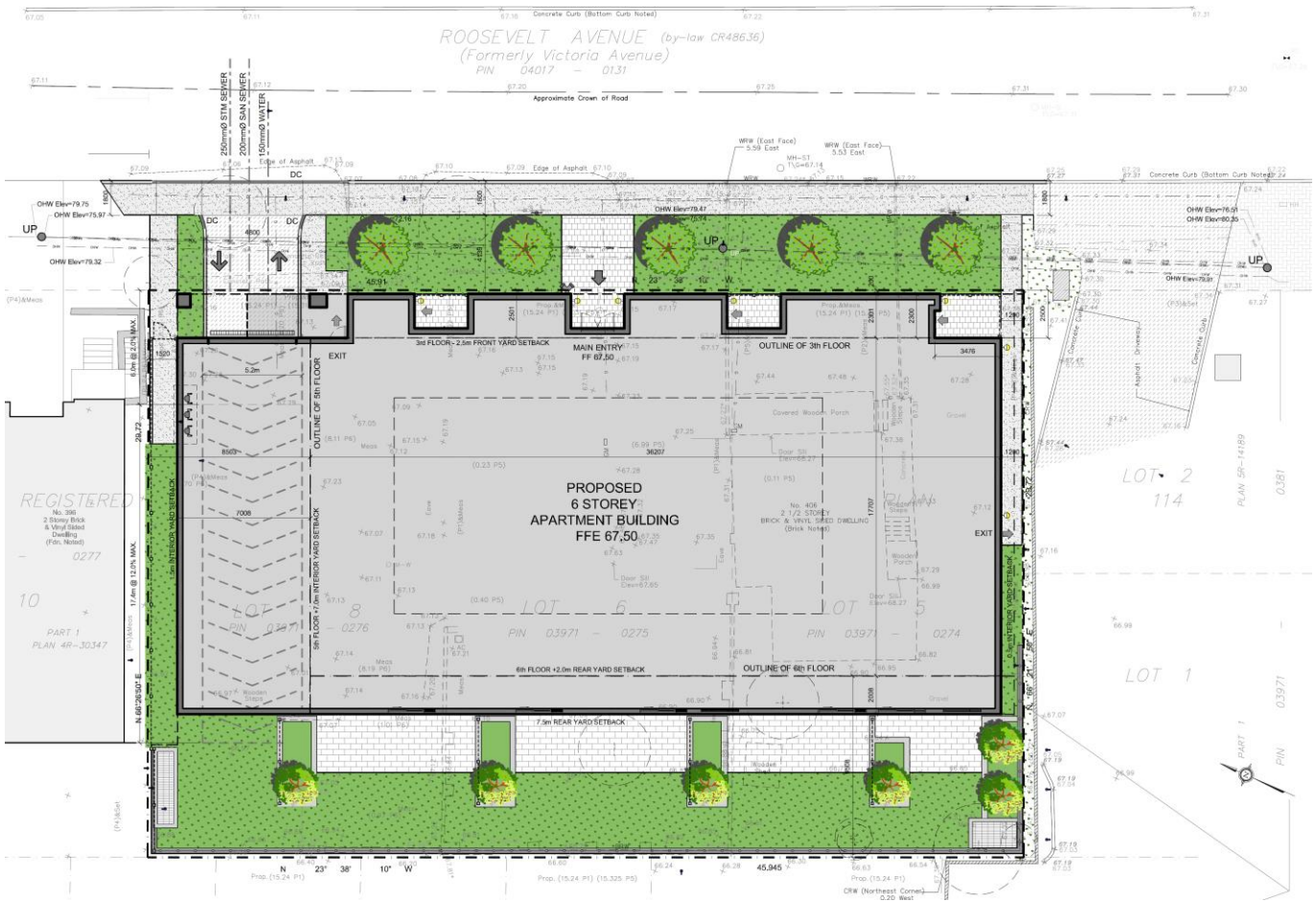


Figure 2: Revised Site Plan - January 2024



3.0 Implications of Proposed Unit Count Increase

The revised Site Plan proposes an increase in residential units by 33 units, from 29 to 62 total units. According to the Official Plan, the site is located within the “Inner Urban” Transect and is part of an evolving neighbourhood, located approximately 25m north of Richmond Rd which is classified a Mainstreet Corridor. Furthermore, the site is located approximately 475m walk to currently under construction Kichi Sibi LRT Station which will provide high quality rapid transit connectivity.

Some key elements within Volume 1 of the Official Plan, Chapter 5.2.1² that support this increase in densification include:

3a) The Inner Urban Transect is generally planned for mid- to high-density developments subject to proximity and access to frequent street transit or rapid transit → frequent street transit route #11 available on Richmond Rd within less than 75m walk. Rapid transit available at Kichi Sibi existing BRT and future LRT station.

4e) Increases in existing residential densities are supported to sustain the full range of services noted in policy a; policy a) hubs and a network of Mainstreet 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 development is located adjacent to Richmond Rd Mainstreet Corridor and is supported by various commercial shops along the corridor. The neighbourhood is supported by employment areas such as office buildings nearby and schools, further supporting 15-minute neighbourhoods. An increase in density is therefore supported.

Further to Chapter 5.2.1, Chapter 3.2 “Support Intensification” recommends that 51% percent of new housing developments be built within the urban area and identifies priority intensification near hubs and corridors such as the Richmond Rd Mainstreet and LRT rapid transit corridor which are both located in close proximity to the proposed site.

Although the Transportation Master Plan Update (TMP) is still being developed and expected to be completed by 2025, partial chapters have been revealed, setting a tone to new policies and guiding principles. The proposed site, as mentioned earlier is located within the area of influence of future Kichi Sibi LRT Station which is under construction and existing frequent route #11, and is located adjacent to major NCC pathways and Crosstown Bikeway corridor as shown in **Figure 3**, making the site well located in terms of mobility by various modes of transportation.

Figure 3: New TMP – Crosstown Bikeway Network (March 1, 2023)



² Official Plan – Volume 1 – Chapter 5 Transects, pg 141-142

The Annex B of the TMP Guiding Principles³ “encourages transit-oriented development and support intensification where transit, walking and cycling can be made most attractive”. The site is located in an area that already has a high level of transportation facility options, including biking, transit and walking.

Within Volume 2 of the Official Plan, the Richmond Rd Secondary Plan Section 2.1⁴ states that “Compatible intensification will occur primarily on appropriate sites on Richmond Road and Scott Street and adjacent to the future Westboro and Kichi Sibi O-Train stations”, with this site being both very close to Richmond Rd and Kichi Sibi LRT Station.

Lastly, from a transportation perspective, an increase in 33 units would result in less than 5 new vehicle trips two-way during the morning and afternoon peak hours, which equates to less than one vehicle every 12 minutes. The traffic impacts to the adjacent intersections and surrounding transportation network are considered negligible.

Both the Official Plan and the Transportation Master Plan Update support an increase in unit counts as part of intensification given the site’s location, 15-minute neighbourhood principles and nearby alternate mode of transportation facilities available. The proposed unit count, combined with the reduced tenant parking, would have a negligible traffic impact to the surrounding transportation network.

4.0 Proposed Parking Reduction

The revised Site Plan proposes a reduction in parking spaces from 47 to 15 spaces (0.33 spaces/unit after applicable reductions, refer to **Table 2** footnotes) for residents and an increase in visitor parking spaces from 2 to 5 spaces (rate of 0.1 spaces/unit after applicable reductions) to meet the minimum visitor parking space requirements. **Table 2** summarizes the vehicle parking minimums required under the Parking By-Law. According to the City of Ottawa Parking By-Law, Part 4 Sections 100-114, the proposed development is located in Area B in Schedule 1 and Area X in Schedule 1A, within 600m walk to Kichi Sibi Rapid Transit Station according to Schedule 2A.

Table 2: Vehicle Parking Space Supply

Land Use		Rate per Unit		Required Vehicle Spaces			Proposed Spaces		
		Base	Visitor	Base	Visitors	Total	Base	Visitors	Total
R12 Mid- High-Rise Apartment	62 units	0.5 per unit ₁	0.1 per unit ₂	22	5	30	15	5	20
1) no off-street motor vehicle parking is required for the first 12 dwelling units 2) 101(6)(c) - where all parking spaces provided or required for a permitted land use are located below grade in the same building as that land use, the parking required by Table 101 for that land use may be reduced by 10 per cent of the required parking spaces (3 spaces);									

Table 3 summarizes the bicycle parking requirements as per City of Ottawa Parking By-Law. The proposed bike parking more than doubles the minimum required parking spaces, providing a higher than 1 to 1 parking spaces per unit. Bike storage is predominantly located indoors in secured areas on P1, with convenient access to elevators. The site is located near high quality biking trails such as the NCC pathways (Ottawa River Pathway), multi-use pathways (MUP) on the north side of Scott St and south side of Richmond Rd west of the site, and scattered cycling facilities on Richmond Rd and Churchill Ave. The site context offers the opportunity to promote sustainable modes of transportation and a reduced reliance on vehicles, which justifies the reduced proposed residential occupant vehicle parking rates.

Table 3: Bicycle Parking Requirements

Land Use		Rate	Required Bicycle Spaces	Proposed Spaces
			Required	
Apartment Building	62 units	0.5 per unit	31	78

The site is located near commercial and office uses, which can promote walkable neighbourhoods where tenants can live, work and shop within a walkable distance. The city has already seen changes in travel behaviours post Covid-19, with

³ [New TMP Guiding Principles](#), Annex B page 2.

⁴ [Official Plan Volume 2, Richmond Rd Secondary Plan](#), pg3

people working more flexible schedules and working from home, thus reducing reliance on regular single occupancy vehicle trips.

The Official Plan identifies various goals to minimize provisions of vehicle parking and in some cases, discourages parking such as Bank Street and Elgin Street which are also Mainstreet arterials, with similarities to Richmond Rd (Section 3.3.2, 18 and 44a)⁵, identifying a strong desire to minimize off-street motor parking where possible. Furthermore, clause 117 states “in future planning, land use should be the initial determinant of transportation needs. The latter should then be used to set any necessary limits on the provision of parking in light of motor vehicle impacts on existing streets”, and Section 4.6.1 “Minimum and maximum parking requirements shall be reduced to reflect downtown urban conditions and ratios that support high transit use”. Given the site’s proximity to future high frequency LRT corridor within 475m walk, this development should aim at having a reduced residential occupant parking ratio.

In addition, the Official Plan Volume 1 Section 5.2.1 and 5.2.2⁶ offers further rationale for reducing vehicle parking for a development such as the proposed one:

5.2.1 – 5) The Inner Urban area is planned for mid- to high-density, urban development forms where either no onsite parking is provided...

5.2.2 2a) prioritize walking, cycling and transit [within the Inner Urban Transect]

5.2.2 3c and d) motor vehicle parking in the Inner Urban Transect shall be managed as follows: Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for shortterm drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; [parking] may be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

Theme 8 of the new TMP also touches on intensification and reduced vehicle dependency:

“Finally, the City will pursue supportive land use development near and at transit stations and along frequent transit routes to further build ridership demand through the policies of the Official Plan as well as Policy 5-3 above. There are strong links between intensification, transit service improvements, and the evolution towards 15-minute neighbourhoods; as more households are added along major transit corridors, transit frequencies can increase, and it becomes more attractive to live car-free or car-light “.

For the purposes of parking calculations, based on the review of relevant planning and transportation policy, the development should be considered equivalent to Area Z (Near Major LRT Station) as it is located within 475m walking distance to the future Kichi Sibi LRT Station. This designation does not have a minimum parking rate per unit for residents. Therefore, the proposed residential parking rate of approximately 0.33 spaces per unit would be considered acceptable given the transportation and policy context.

Both the Official Plan and the Transportation Master Plan Update support a reduction in parking supply compared to the current Parking By-Laws, given the site’s location and nearby alternate mode of transportation facilities available.

4.1 Spillover Parking

The difference between the minimum tenant parking (25 spaces) and the proposed parking (15 spaces) is 10 parking spaces. Rosevelt Avenue is a dead-end street which provides for 1-hour street parking between 7am and 7pm. The adjacent street can accommodate occasional tenant and visitor parking spillover during off-peak periods with minimal impact to the surrounding streets.

⁵ [New official plan, Volume 2A](#)

⁶ [Official Plan – Volume 1 – Chapter 5 Transects](#), pg 141-142

5.0 Summary and Conclusions

A Transportation Impact Study Report was submitted in December 2017 and approved for the subject site. A more recent RMA with a revised Site Plan dated June 2022 provided minor adjustments to the site, which was later approved.

This Addendum has been prepared in support of an increase in residential unit count to 62 apartment dwelling units and a reduction in vehicle parking rate to 15 tenant stalls (0.33 stalls/unit after applicable reductions). The site circulation and access have remained unchanged. Policies from the Official Plan and Transportation Master Plan Updated demonstrate that the proposed site plan changes align with the guiding principles set by the City of Ottawa for new developments in this area. Given the ample cycling, walking and transit facilities near to the site and the general site context, there is sufficient support and justification to accommodate the proposed residential unit count and parking rate.

The proposed 398-406 Roosevelt Avenue site is not anticipated to having an undue effect on the surrounding transportation network. The proposed amendments to the Site Plan are therefore considered adequate from a transportation perspective.

Prepared By:



Juan Lavin, P. Eng.

Transportation Engineer

Reviewed By:

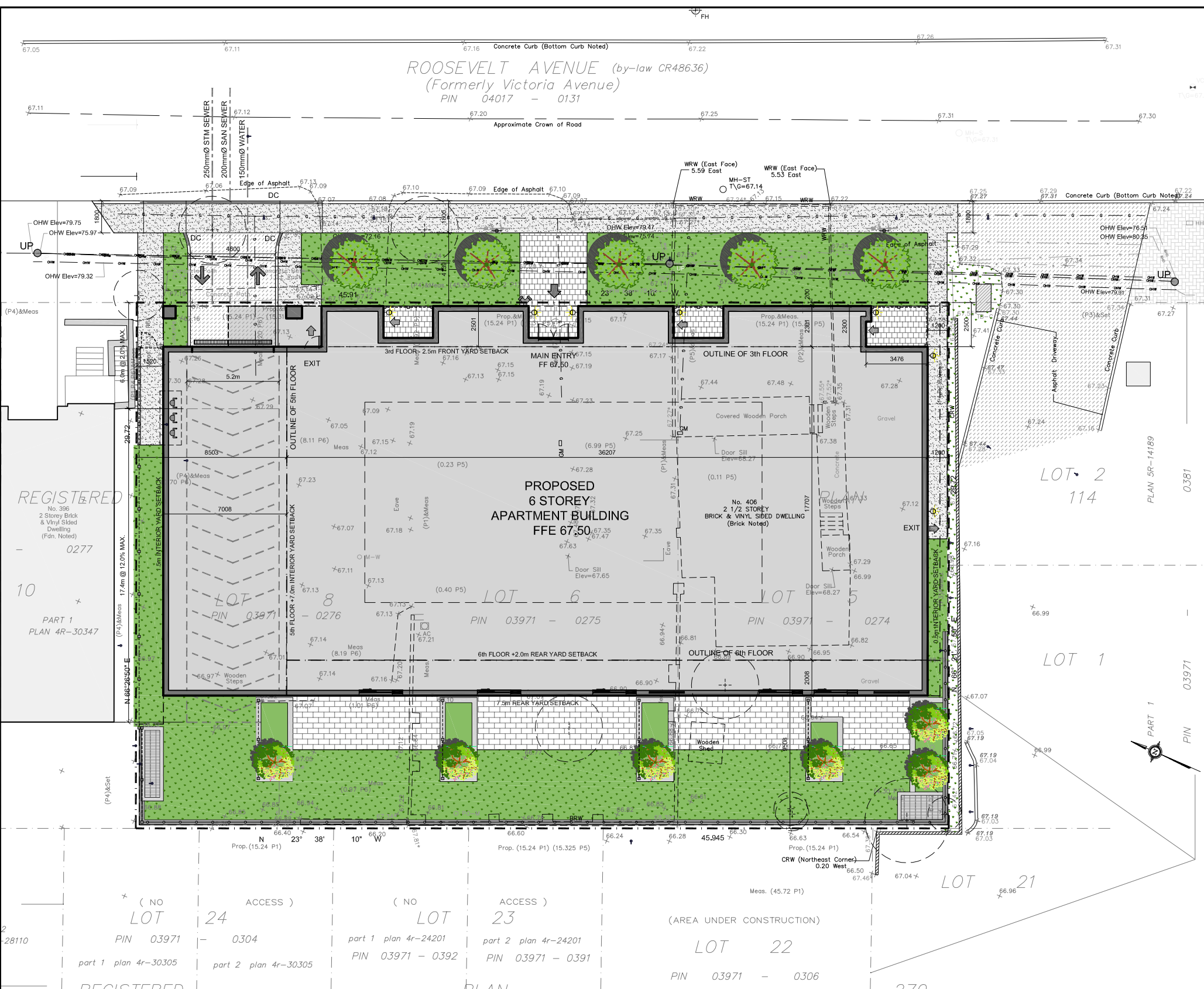


Jake Berube, P.Eng.

Transportation Engineer

APPENDIX A

Revised Site Plan (2024-01-24)



PROJECT INFORMATION			
Zoning By-law 2008-250 Consolidation	R5B (2472)H2(1.0)	SITE AREA	0.1365 ha, 1,364.5 sq. ft. (14,687 sq. ft.)
ZONING	REQUIRED	PROVIDED	
BUILDING HEIGHT	6 STOREYS / 21.0m	6 STOREYS / 20.8m	
GRADE (GEODEIC ELEVATION -ASL)	(GEO. ELEV.) 67.40	(GEO. ELEV.) 67.40	
FRONT YARD SETBACK	0.0m	0.2m	
FRONT YARD SETBACK ABOVE 2nd STOREY + 2.5m	2.5m	2.5m	
INTERIOR YARD SETBACK - SOUTH	1.2m	1.2m	
INTERIOR YARD SETBACK - NORTH	1.5m	1.5m	
INTERIOR YARD SETBACK - NORTH ABOVE 4th FLOOR + 7.0m	8.5m	8.5m	
REAR YARD SETBACK	7.5m	7.5m	
REAR YARD SETBACK - ABOVE 5th FLOOR + 2.0m	9.5m	9.5m	
AMENITY AREA - TOTAL PER UNIT - 6.0m ²	372m ²	617m ²	
VEHICLE PARKING - RESIDENTIAL (AFTER 12 UNITS - 0.5 per unit)	25	15	
VEHICLE PARKING - VISITOR ONLY (AFTER 12 UNITS - 0.1 per unit)	5	5	
BICYCLE PARKING - RESIDENTIAL - 0.5 PER UNIT	31	78	
DRIVEWAY WIDTH - MINIMUM	4.5m	4.8m	
ABLE WIDTH - MINIMUM	5.2m	6.0m	

- DRAWING NOTES**
1. REFER TO THE SURVEY FOR ALL DIMENSIONS AND BEARINGS.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 3. ALL SETBACKS ARE TO THE EXTERIOR FACE OF THE CURB OR FINISH GRADE UNLESS OTHERWISE NOTED.
 4. ALL ELEVATIONS ARE TO FINISH GRADE UNLESS OTHERWISE NOTED.
 5. ALL DISTANCES ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
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 35. ALL DISTANCES ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.

PROJECT STATISTICS

GROSS BUILDING - AREAS
(GROSS OF TOTAL ZONING AREA)

PARKING LEVEL	0.0 sq. ft.
GROUND FLOOR	473.8 sq. ft.
2nd FLOOR	5,100 sq. ft.
3rd & 4th FLOOR	2 x 7,105 sq. ft. = 14,210 sq. ft.
5th FLOOR	15,296 sq. ft.
6th FLOOR	588.5 sq. ft.
MECHANICAL PENTHOUSE	0.0 sq. ft.
TOTAL AREA	3,774.2 sq. ft.
	40,620 sq. ft.

UNIT STATISTICS

STUDIO UNIT	12
ONE BEDROOM UNIT	12
TWO BEDROOM UNIT	11
THREE BEDROOM UNIT	25
TOTAL	62

CAR PARKING

REQUIRED BY ZONING BY-LAW

RESIDENCE	- 0.5 PER DWELLING UNIT (AFTER 12 UNITS)	25
VISITOR	- 0.1 PER DWELLING UNIT (AFTER 12 UNITS)	5
TOTAL		30

PROVIDED

RESIDENCE	- 0.24 PER DWELLING UNIT	15
VISITOR	- 0.08 PER DWELLING UNIT	5
TOTAL		20

BICYCLE PARKING

REQUIRED

RESIDENCE	- 0.5 PER UNIT (62 UNITS)	31
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PROVIDED

INTERIOR - P1 LEVEL	- 1.0 PER UNIT (62 UNITS)	76
EXTERIOR		2
TOTAL		78

NOTATION SYMBOLS:

- INDICATES DRAWING NOTES, LISTED ON EACH SHEET.
- INDICATES ASSEMBLY TYPE; REFER TO TYPICAL ASSEMBLY SCHEDULE.
- INDICATES WINDOW TYPE; REFER TO WINDOW ELEVATIONS AND DETAILS ON A600 SERIES.
- INDICATES DOOR TYPE; REFER TO DOOR SCHEDULE AND DETAILS ON A600 SERIES.
- DETAIL REFERENCE PAGE
- DETAIL CROSS REFERENCE PAGE

LOT COVERAGE

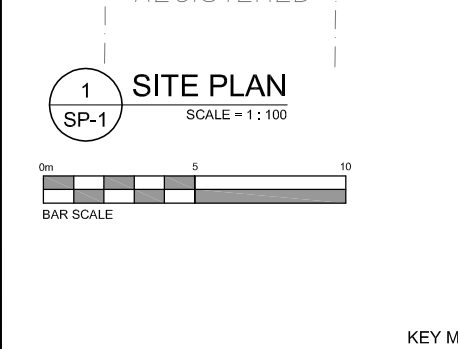
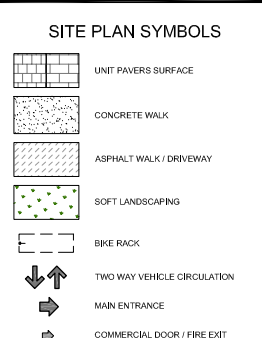
PAVED SURFACE	10.2 sq. m.	0.7%
BUILDING FOOTPRINT	910.5 sq. m.	66.7%
LANDSCAPE OPEN SPACE	443.8 sq. m.	32.6%
TOTAL	1,364.5 sq. m.	100.0%

AMENITY SPACE

PRIVATE TERRACE AT GRADE	200.0 sq. m.
COMMONAL AT GRADE	46.0 sq. m.
1st FLOOR INDOOR AMENITY	46.0 sq. m.
3rd FLOOR PRIVATE TERRACE	78.0 sq. m.
5th FLOOR PRIVATE TERRACE	85.0 sq. m.
6th FLOOR PRIVATE TERRACE	58.0 sq. m.
PRIVATE BALCONIES	70.0 sq. m.
TOTAL	617.0 sq. m.
REQUIRED - 6.0M ² PER UNIT (62)	372.0 sq. m.

REFUGE REQUIREMENT (62 UNITS)

GARBAGE	- 0.11 PER UNIT	7 YARDS
RECYCLING GMP	- 0.018 PER UNIT	2 YARDS
RECYCLING FIBER	- 0.038 PER UNIT	3 YARDS
COMPOST	- 240L PER 50 UNITS	2



LEGAL DESCRIPTION

SURVEYOR'S REAL PROPERTY REPORT
PART 1 Plan of
LOTS 5, 6 and 8
REGISTERED PLAN 114
CITY OF OTTAWA

Surveyed by Annis, O'Sullivan, Vollebek Ltd.

SURVEYOR
Annis O'Sullivan Vollebek Ltd.
Ontario Land Surveyors
14 Concourse Gate, Suite 500,
Nepean, Ontario K2E 7S6
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C/O ML DEVCO
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ISSUED FOR REVISED DESIGN Feb. 22, 24

REVISIONS:

No.	DESCRIPTION	DATE
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ARCHITECT SEAL:
ONTARIO ASSOCIATION OF ARCHITECTS
Roderick Lahey
Licence 4225
SEAL DATE: STAMP DATE

CLIENT:
ML DEVCO
ML Westboro Inc.
C/O ML DEVCO

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roderick lahey architect inc.
56 beech street, ottawa, ontario K1S 3j6
t. 613.724.9932 f. 613.724.1209 raarchitecture.ca

PROJECT TITLE:
THE WESTMOUNT
(398 - 406 ROOSEVELT AVENUE)
OTTAWA ONTARIO

SHEET TITLE:
SITE PLAN

DRAWN:
R.V.

CHECKED:
R.V.

SCALE:
1:100

PROJECT No:
2122

SHEET No:
SP-1

