

FOTENN

domicile

**398 - 406
ROOSEVELT AVE.**



December 22, 2017

Planning Rationale
and Design Brief

Zoning By-law
Amendment and Site
Plan Control



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1.0 INTRODUCTION

Fotenn Consultants Inc., acting as agents for Domicile Developments Inc., is pleased to submit this Integrated Planning Rationale and Design Brief for development applications for Zoning By-law Amendment and Site Plan Control for the lands municipally known as 398-406 Roosevelt Avenue in the Westboro community in the City of Ottawa.

The purpose of the this document is to assess the appropriateness of the proposed Zoning By-Law Amendment and Site Plan Control application(s) in the context of the surrounding community and the applicable policy and regulatory framework.

2.0 SURROUNDING AREA AND SITE CONTEXT

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2.1 The Site

The regular and rectangular-shaped property is located in the Westboro community of the City of Ottawa, adjacent to the northwest corner of the intersection of Rossevelt Avenue and Richmond Road. The site is an consolidation of three (3) existing lots, known as 398/402/406 Roosevelt Avenue. The site has a total lot area of 1,365 m² and a total frontage along Roosevelt Avenue of 45.94 metres with an average depth of 29.7 metres. The site is currently occupied by three (3) single detached dwellings.



Figure 1: Aerial Image of the Site



Figure 2: Existing Buildings on the Site

2.2 The Surrounding Area

The site is located on Roosevelt Avenue adjacent to the northwest corner of the intersection of Roosevelt Avenue and Richmond Road. The area surrounding the site is characterized by an eclectic mix of land uses and building typologies including mid-rise mixed-use buildings, large- and small-format low-rise commercial buildings, and low-rise single-detached dwellings. Richmond Road is designated a Traditional Mainstreet, with a range of daily goods and services while also providing more specialized functions and destinations that serve the needs of others living beyond the borders of the neighbourhood.

Roosevelt Avenue is a local road with a municipal sidewalk on the east side (opposite side of the site), above grade Hydro Ottawa poles and lines on the west side and street trees. The surrounding uses can be described as follows:

North

Immediately north of the subject site is a mature neighbourhood comprising primarily of low-rise single- and semi-detached dwellings along Roosevelt Avenue. Further north is the Transitway, including a pedestrian bridge that provides access to Workman Avenue, the Ottawa River Pathway and Westboro Beach.



Figure 3: Looking North along Roosevelt Avenue.

East

Across the subject site to the east is Tubman Funeral Home, located on the northeast corner of the intersection of Roosevelt Avenue and Richmond Road. The funeral home property is currently for sale and may be subject to future applications. Further east along Richmond Road is a mix of low-rise mixed-use buildings containing uses typically found in the Traditional Mainstreet designation including residential, commercial and office.



Figure 4: Looking East at Tubman Funeral Home and the east side of the corner of Roosevelt Avenue and Richmond Road.

South

Located immediately south of the site are low-to-mid rise mixed-use buildings along Richmond Road containing residential, commercial and office uses. Further south along Roosevelt Avenue beyond Byron Avenue, is a low-rise residential community comprised predominantly of single-detached and small multi-unit dwellings.

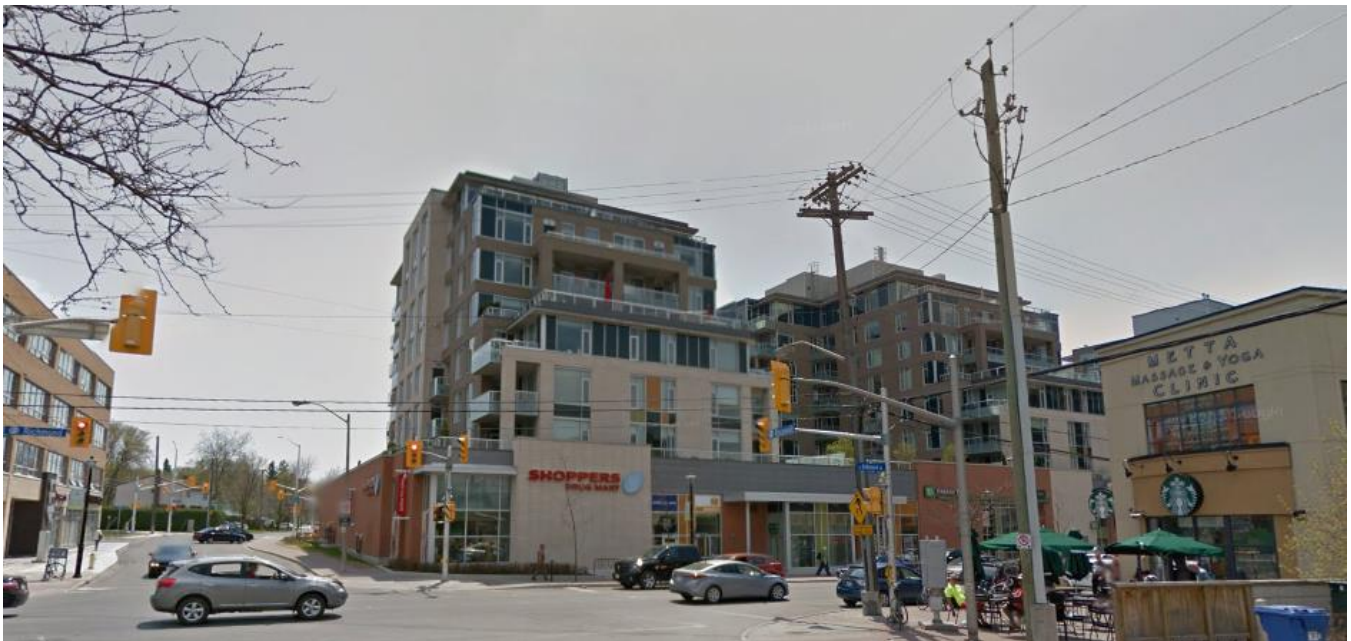


Figure 5: Looking south at the intersection of Richmond Road and Roosevelt Avenue, including the mid-rise buildings stepping down to 1-4 storeys along Richmond Road.

West

The site immediately abuts several semi-detached dwellings to the west along Berkley Avenue. Across Berkley Avenue is a mix of low-rise townhouse dwellings, semi-detached and single-detached dwellings. Further west along Richmond Road and on Dominion Avenue are mid- and high-rise mixed-use and residential buildings. The Dominion Transit Station is located to the northwest of the site, approximately 450 metres walking distance from the Domicile property.



Figure 6: Looking west across the subject site, including the mid-to-high rise buildings along Richmond Road and Dominion Avenue.

2.3 Community Amenities

The site is located in an established neighbourhood with a wide range of uses, listed below:

- / Retail and service commercial (mainstreet commercial including supermarket, liquor store, banks, offices, coffee shops, bars and restaurants);
- / Recreational facilities (Churchill Seniors Recreation Centre, Dovercourt Recreation Centre, Ottawa Gymnastics Centre, commercial gyms);
- / Parks, pathways and beaches (Roy Duncan Park, Lion's Park, McKellar Park, Ottawa River Multi-use Pathway, Westboro Beach); and,
- / Public schools (Nepean High School, Notre Dame High School, Hilson Avenue Public School)

2.4 Transportation

2.4.1 Active Transportation

There is regular OC Transpo bus service along Richmond Road. The bus stops located at the intersection of Roosevelt Avenue and Richmond Road are serviced by Route 11, which follows primarily the Richmond Road / Wellington Street West / Somerset Avenue route between Bayshore Shopping Centre and the ByWard Market, with a stop at Westboro Station.



Figure 7: OC Transpo Route Map.

2.4.2 Road Network

The site is located on a local road (Roosevelt Avenue) in close proximity to an arterial (Richmond Road). The Sir John MacDonald Parkway, a major east-west route in Ottawa, can be accessed from Island Park Drive (east) and Woodroffe Avenue (west).

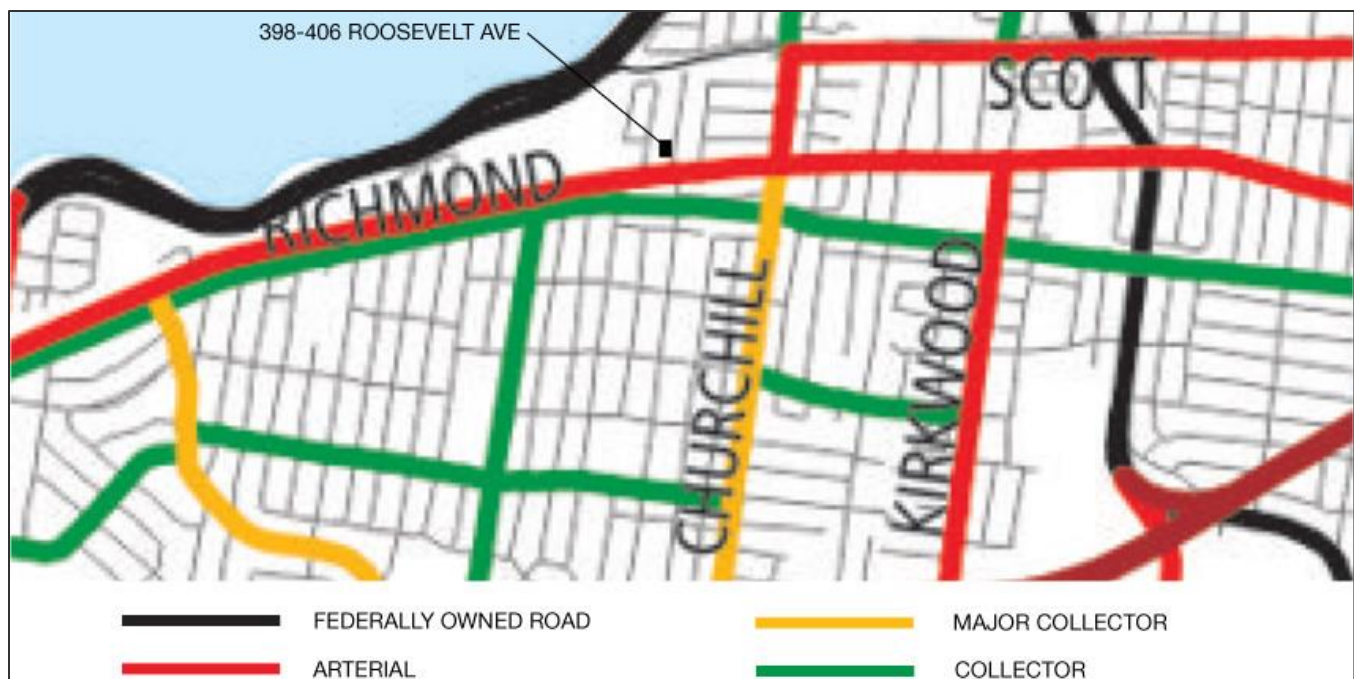


Figure 8: City of Ottawa Official Plan, Schedule E – Urban Road Network.

3.0 PROPOSED DEVELOPMENT

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3.1 Project Statistics

Domicile Development Inc. is proposing to construct a six (6) storey mixed-use building on the subject site. The ground floor features two (2) commercial units, of which one is split-level (GF/2nd Floor). The upper storeys contain 35 residential condominium units.

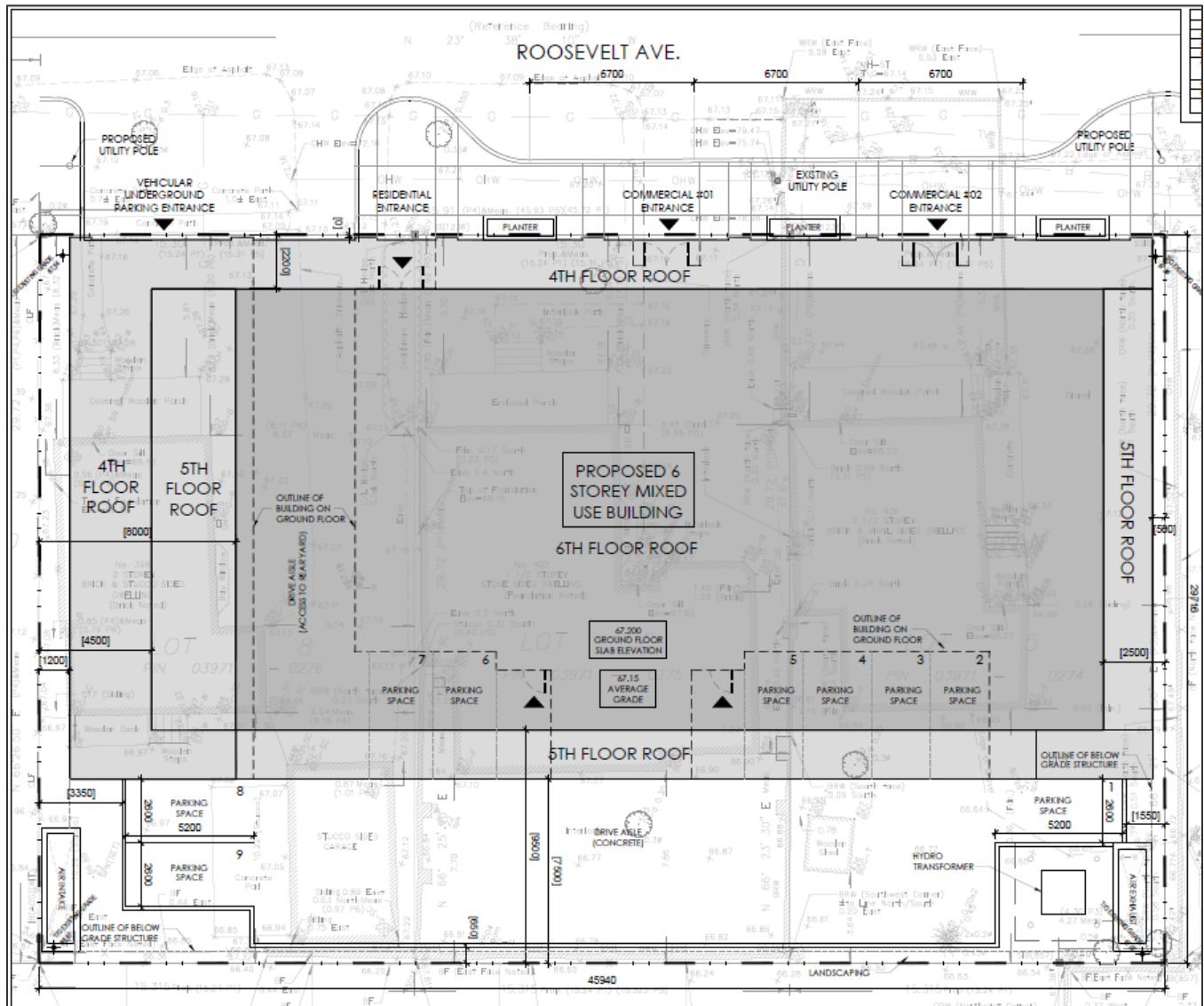


Figure 9: Site Plan.

Commercial Suite #1, located entirely on the ground floor, has a total area of 95.6 m². Commercial Suite #2, the split-level unit, has an area 313 m² on the ground floor and 125 m² on the 2nd storey for a total of 438 m². The total commercial area is 534 m². The residential portions of the building total 4,030 m².

Vehicular parking is provided both in a surface parking lot and an underground parking garage. The surface parking lot contains seven (7) dedicated parking spaces for the commercial units, and two (2) residential visitor parking spaces. The rear portion of the building wall cantilever over the commercial parking spaces. The underground garage contains 23 parking spaces exclusively for the residential units. Bicycle parking (18 spaces)

for the residential units are provided in the underground parking garage, with a bicycle rack located outside for the commercial units. Domicile also intends to collaborate with the City to construct three (3) additional parallel on-street parking spaces on the west side of Roosevelt Avenue.

The staggered building heights are intended to create functional terraced space for residents but equally important, provide for an appropriate scale for the building, with the majority of the facades consistent with a predominantly four (4) storey building. The materials and recesses of the upper two (2) floors contribute to the positive visual transition of the building.

3.2 Building Design Considerations

3.2.1 Building Massing and Transition

The proposed building is six (6) storeys with a maximum height of 21 metres. The building features a four (4) storey podium with 2 metre stepbacks on the front (east façade) and side (north façade) to the 5th floor, and 2 metre setbacks on all sides to the 6th floor. The north façade of the building is set back 1.2 metres for the first four (4) floors, a further 2.3 metres to the 5th storey and a further 3.5 metres to the 6th floor to ensure an appropriate transition to the low-rise community to the north. The building includes balconies on the front and rear facades of the building for the first four (4) storeys, with additional rooftop terraces on the 5th and 6th storeys on all sides. The balconies are designed and oriented to not be intrusive to the abutting dwellings.

The front façade of the building along Roosevelt Avenue features the entrances to the two commercial units as well as the entrance to the residential lobby. The north side of the façade contains the two vehicular accesses – one to the rear yard surface parking lot and the other to the underground parking garage. In addition, three (3) on-street parking spaces are provided in a bump-out area to the front of the building.



Figure 10: View of the proposed building from the front along Roosevelt Avenue.

3.2.2 Streetscape and Public Realm

The proposed development includes significant improvements along the public right-of-way. As the west side of Roosevelt Avenue does not currently have a sidewalk, the proposed development includes a sidewalk to connect pedestrians to Richmond Road and the commercial and residential units to be developed. On-street

parking is to be maintained and improved by way of a bump-out parking area with three (3) spaces in front of the proposed development. Three (3) large planters are proposed to bring a green element to the public realm, complementing existing street trees to the south.

3.2.3 Materiality

With regards to materiality, the building is primarily composed of red brick with precast stone accents and a mix of red brick and aluminum plate panel cladding on the 5th and 6th storeys. The front façade is heavily fenestrated to create a positive relationship between the building and the streetscape. The decorative gooseneck lighting fixtures above the commercial signage ensure the façade is well lit at the ground floor at night.

3.2.4 Landscaping

As seen on the Landscape Plan, the existing trees on the property are to be removed in order to accommodate the proposed development. Due to the underground parking garage and challenges with soil depth, no trees are proposed to be planted. However, efforts have been made to preserve some greenspace in the rear parking area and three (3) large planters along the front façade provide some landscaping along the streetscape.



Figure 11: View of the proposed building from rear of the property.



Figure 12: View of the proposed building from the side (south façade)



Figure 13: East Elevation.



Figure 14: West Elevation.

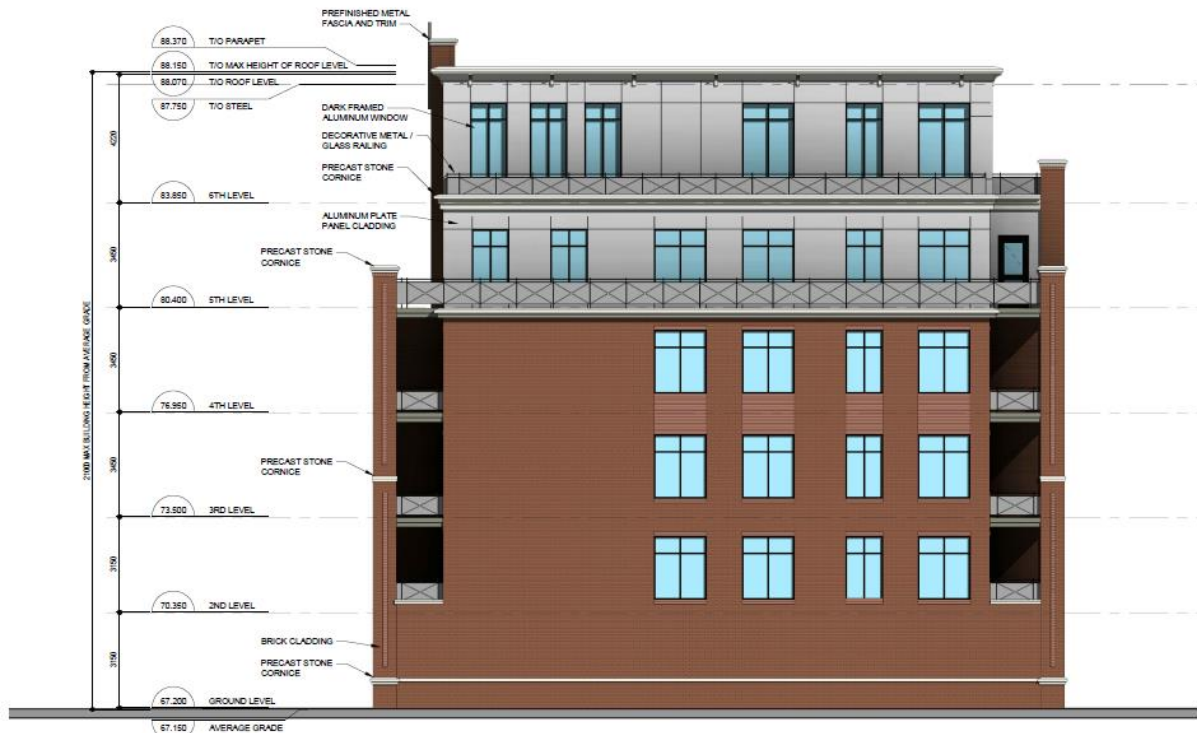


Figure 15: North Elevation.

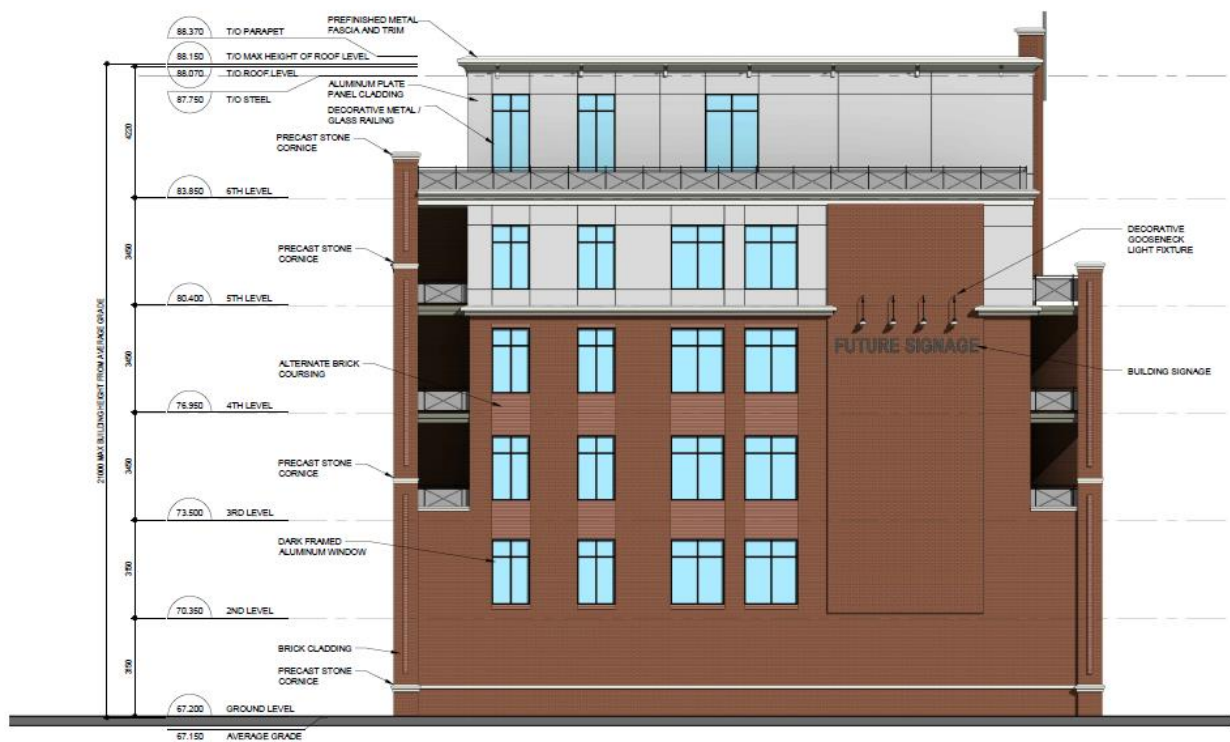


Figure 16: South Elevation

POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. 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 emphasizes the intensification of built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomical expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition, the proposed development meets the following Provincial Policy interests:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [1.1.1 (a)];
- / Accommodates an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term need [1.1.1 (b)];
- / Promotes cost-effective development standards to minimize land consumption and servicing costs [1.1.1 (e)];
- / Improves accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society [1.1.1 (f)];
- / Proposes a land use pattern within a settlement area that has densities and a mix of uses which efficiently use land and resources and that is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available [1.1.3.2 (a)]; and,
- / Identifies and promotes an opportunity for intensification and redevelopment [1.1.3.3].

The proposed development is consistent with the policies of the Provincial Policy Statement. It proposes an efficient, cost-effective pattern of development, capitalizes on an intensification opportunity within the City, and anticipates future needs of the community in which it is located. This site possesses significant development potential in an area where infrastructure and public service facilities are available and abundant.

4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions for growth and development within the City.

Ottawa’s population is projected to grow by up to 30 percent by 2031. The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. In other words, the City is striving to create ‘complete’ communities in which residents do not need to drive for everyday activities and where jobs, shopping, recreation and social activities lie within walking or cycling distance.

More specifically, the Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. Managing Growth
 - a) The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently, including development on previously underutilized lots;
 - b) Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

2. Creating Liveable Communities

- a) The City will provide opportunities to increase the supply of affordable housing throughout the rural and urban areas;
- b) Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop;
- c) Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

4.2.1 Managing Growth

Although the property is currently designated General Urban Area and given that it does not immediately abut Richmond Road, it is the intent to interpret and expand the Traditional Mainstreet designation to the Domicile lands on Roosevelt Avenue, wrapping around the corner as an entranceway to the low-rise community to the north. The Traditional Mainstreet currently extends into Roosevelt Avenue across the street by way of the Tubman Funeral Home Property. The proposed development is consistent with the scale and character of development in the area.

The subject site is in a residential community characterized by buildings of a variety of sizes and styles, from low to high-rise. As the subject site consists of consolidated properties, its current condition represents an opportunity for development that provides a transition from the stable, inner-area of the neighbourhood in the General Urban Area designation to the Traditional Mainstreet along Richmond Road. The extension of the Traditional Mainstreet Designation is discussed further in the following section.

Section 2.2.2 of the Official Plan deals specifically 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.

On lands designated General Urban Area, the Plan supports intensification on a scale compatible with existing built context. Policies 1b and 1c of Section 2.2.2 identify residential intensification as including development on underutilized lots within previously developed areas and infill development. Per Policy 14 of Section 2.2.2, the City supports intensification throughout the urban area, including in areas designated General Urban Area, in cases "where the present use is maintained but the addition of residential uses or other uses can be accomplished in a complementary manner."

Policy 15 states that the interior portions of "stable, low-rise residential neighbourhoods" will continue to be characterized by low-rise buildings, and that new development proposed within these neighbourhoods is to complement the area's pattern of built form and open spaces. The proposed development maintains the low-rise character of the surrounding residential neighbourhood as it is located at the edge of the neighbourhood, immediately adjacent to development along Richmond Road, a Traditional Mainstreet which features greater building heights than the interior, low-rise areas of the neighbourhood.

The proposed use for the site conforms to the intent of the Official Plan policies on managing growth within the City, where intensification in the General Urban Area is to relate to the existing community character and contribute to a balance of housing types and tenures. As development in this area is presently characterized by a mix of low, medium and high-density residential uses sensitively located so as to protect the character of the inner neighbourhood, the proposed rezoning for a six (6) storey mixed use building at the edge of the neighbourhood is complementary to the existing pattern of built form in the area.

4.2.2 Building Liveable Communities

Section 2.5 of the Official Plan describes the basics of liveable communities – good housing, employment, ample greenspace, and a sense of history and culture – and proposes to create more liveable communities by focusing on community design and collaborative community building. Community design engages with the details of how buildings and landscapes relate. The design objectives and principles in Section 2.5.1 require that development:

- / Enhances the sense of community by creating and maintaining places with their own distinct identity;
- / Defines quality public and private spaces through development;
- / Creates places that are safe, accessible and easy to get to, and move through;
- / Ensures that new development respects the character of existing areas, and;
- / Considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

4.2.3 Land Use Designation

The site is designated General Urban Area on Schedule B – Urban Policy Plan in the City of Ottawa Official Plan. The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The purpose of this designation is to facilitate the development of complete and sustainable communities.



Figure 17: City of Ottawa Official Plan, Schedule B – Urban Policy Area.

The Official Plan supports low-rise residential intensification within the General Urban Area subject to Policy 3 of Section 3.6.1, which requires that the City:

- / Recognize the importance of new development relating to existing community character and enhances and builds upon desirable established patterns and built form;

- / Apply the policies of Section 2.5.1 (Compatibility and Community Design) and Section 4.11 (Compatibility);
- / Consider the development's contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing, and
- / Assess ground-oriented housing forms as means of intensifying within low-rise residential communities.

The site is in close proximity to Richmond Road, designated **Traditional Mainstreet** in the Official Plan. The proposed development seeks to wrap the Traditional Mainstreet around the corner along Roosevelt Avenue. Policy 2 of Section 3.6.3 of the Official Plan considers the boundary of Traditional Mainstreets to be flexible, depending on site circumstance:

*The boundary of the Traditional and Arterial Mainstreet designation is flexible depending on site circumstance and lot configuration, but generally applies to those properties fronting on the road so designated. **It may also include properties on abutting side streets that exist within the same corridor.** On lots where development has the potential to develop both adjacent to the street and to the rear of the property, the Mainstreet designation will apply to the entire lot and development situated on the rear portions will not be considered to be non-conforming by virtue of not being located adjacent to the street. Where the depth of lots fronting the road is sufficient to enable development to occur both adjacent to the street and to the rear of the property, and where development is initially unlikely to occupy the entire frontage immediately adjacent to the street, the site should be planned in a coordinated fashion that will facilitate:*

- / multi-modal (pedestrian, cycling, transit and vehicular) access between the site and the public street(s),
- / attractive, safe and usable pedestrian and cycle connections between the site and adjacent communities,
- / an enhanced interconnected pedestrian environment that links individual uses on the site, transit stops and continuous public sidewalks on the adjoining streets, and which is generally distinct from internal vehicle routes,
- / measures of sufficient size and quality to relieve the visual impact of surface parking areas,
- / the provision of adequate landscaped areas, particularly trees, along the perimeter of the site and street frontages,
- / the provision of coordinated signage, and
- / over time, a development that is oriented to the Mainstreet.

Although the proposed building height of four (4) and six (6) storeys and the mixed use approach of the project are generally permitted under current Official Plan policies for the General Urban Area designation, the interpretation of the Traditional Mainstreet designation to the lands is more in keeping with the mixed use approach of the project and furthers the City's objectives for development in proximity to Mainstreets. The Traditional Mainstreet designation allows the City to apply a higher urban design standard to the project and encourage synergies with development occurring on a Mainstreet.

In terms of integration of the Domicile lands to development along the Mainstreet, as there is currently no sidewalk on the site's side of Roosevelt Avenue, the proposed development includes a sidewalk in the public right-of-way to ensure pedestrian access from Richmond Road for both the commercial and residential units. The transit stops on Richmond Road in proximity to the site can be accessed from this new sidewalk. The surface parking lot is located to the rear of the building to ensure no visual impacts along the mainstreet. Although no trees are proposed due to challenges with soil depth, three (3) planters are proposed to ensure the building positively contributes to the landscaping of the streetscape. The building utilizes coordinated signage including decorative gooseneck lighting fixtures on the two facades visible from Richmond Road. Finally, the development is oriented towards Richmond Road as both an extension of the mainstreet, and as a transitional building between the mainstreet at the stable neighbourhood to the north.

The site consolidates several properties adjacent to the Traditional Mainstreet at a depth along Roosevelt Avenue similar to the adjacent Tubman Funeral Home, which is designated and zoned Traditional Mainstreet. As noted previously, extending the Traditional Mainstreet designation onto the lands allows greater coordination and integration to the development pattern typical along Richmond Road and allows the property to function as a transition, both in terms of built form and use (medium density residential, community serving commercial at grade, etc.)

4.2.4 Compatibility

Section 4.11 of the Official Plan sets out criteria which are used to evaluate the compatibility of proposed developments. These criteria include: traffic, vehicular access, parking requirements, outdoor amenity areas, loading areas, service areas and outdoor storage, lighting, noise and air quality, sunlight, microclimate, supporting neighbourhood services. Not all of these criteria apply to this particular proposal.

The most applicable compatibility criteria are discussed in the following table:

Table 1. Compliance with Section 4.11 of the Official Plan

COMPATIBILITY CRITERIA	PROPOSED DEVELOPMENT
TRAFFIC:	The proposed mixed use development includes only 35 residential units and limited commercial space, all in close proximity to transit and the Traditional Mainstreet. The proposed development is expected to generate more pedestrian traffic, and is not expected to contribute to significant vehicular traffic. As per the Transportation Impact Assessment, negligible impacts on the road network are expected.
VEHICULAR ACCESS:	Two (2) vehicular accesses are proposed, both accessed via Roosevelt Avenue. The surface parking lot at the rear of the building is accessed via a cut-through in the building. Adjacent to the north is the entrance to the underground parking garage.
PARKING REQUIREMENTS:	<p>The proposed development provides sufficient parking for the proposed development. The underground parking garage provides 23 spaces for the residents of the building, where only 12 spaces are required. The additional residential parking is provided to discourage on-street parking within the neighbourhood. Seven (7) spaces are reserved for the commercial units, surpassing the 5.5 required. The visitor parking required is 2 spaces, which are provided in the rear surface parking area.</p> <p>The proposed development also includes 18 bicycle spaces in the underground parking garage, as well as a bike rack for the commercial units.</p>
OUTDOOR AMENITY AREAS:	The proposed development is not anticipated to generate any adverse impacts on adjacent outdoor amenity areas. The balconies on the first 4 storeys are oriented towards the street and the rear of the property, where the building is set back 7.5 metres from abutting dwellings. The stepbacks on the upper levels provide additional distance between the terraces and the neighbouring properties. Further, the existing solid wood fence along the rear property line provides buffering from noise, lighting and other potential impacts of the rear parking area.
LOADING AREAS, SERVICE AREAS, AND OUTDOOR STORAGE:	No loading or service areas are proposed as part of the proposed development. The garbage enclosure is located inside the building with a door to the rear parking garage for pick-up.

LIGHTING:	Lighting is generally limited to the decorative lighting (gooseneck lights) on the commercial signage. These lights are directed at the building and oriented so as to avoid light spill or glare.
SUNLIGHT:	The proposed development is not anticipated to have significant shadow impact on surrounding properties. The Sun Shadow Study provided with the application shows minimal impacts on adjacent properties.
MICROCLIMATE:	No significant microclimate impacts are anticipated, as the proposed development does not differ significantly other building in the surrounding area.
SUPPORTING NEIGHBOURHOOD SERVICES:	<p>The proposed development is located in close proximity to several neighbourhood amenities including schools and parks. Richmond Road has a variety of commercial services available. Increased residential densities support the construction of additional community amenities in the area.</p> <p>Bus stops in close proximity to the site on Richmond Road provide access to the rest of the city. Further, Dominion Transit Station is located approximately 450 metres walking distance from the site.</p>

The proposed development conforms to the City of Ottawa Official Plan and the policies therein. It meets the goals of the General Urban Area and Traditional Mainstreet land use designations, adds infill housing that relates to existing community character, contributes to a liveable community, and is designed to be compatible with its surroundings.

4.3 City of Ottawa Official Plan Amendment 150

In 2013, the City of Ottawa reviewed its Official Plan resulting in numerous policy changes. Ottawa Council adopted Official Plan Amendment (OPA) 150 in December 2013, receiving Ministry of Municipal Affairs and Housing approval April 24, 2014. As OPA 150 is currently under appeal, the current policies of the City of Ottawa Official Plan 2003, consolidated May 2013 remain in full force and effect. Despite this, the proposal is evaluated against the policies of OPA 150 as it is a Council-approved document.

Policy 3 of Section 3.6.3 has been changed to the following:

The symbol delineating Traditional and Arterial Mainstreet designations on Schedule B of this Plan is a stand-alone land use designation and not an overlay. The Traditional and Arterial Mainstreet designations generally apply to the whole of those properties fronting on the road to a maximum depth of 200 metres, for very deep lots. However, the boundary is flexible depending on site circumstance and lot configuration. For instance, it may also include properties on abutting side streets that exist within the same corridor. A secondary plan may specify a greater or lesser depth.

As the site is located entirely within 200 metres of Richmond Road, and as the Secondary Plan predates OPA 150 and does not specify a greater or lesser depth, and as the boundary is flexible depending on site circumstance, the site is a candidate for designation within the Traditional Mainstreet designation. The site amalgamates several properties adjacent to the Traditional Mainstreet at a depth along Roosevelt Avenue similar to the adjacent Tubman Funeral Home, which is designated and zoned Traditional Mainstreet.

While Section 2.5.1 remains largely unchanged in OPA 150 except to provide more flexibility in how its objectives are addressed, Section 4.11 has been significantly modified. As such, Table 2 assesses the proposed development with regards to the relevant policies of the revised Section 4.11.

Table 2. Compliance with Section 4.11 of OPA 150

COMPATIBILITY CRITERIA	PROPOSED DEVELOPMENT
VIEWS:	The buildings will not impact any protected views. [Policies 2, 3, 4]
BUILDING DESIGN:	<p>The design of the development fits with the existing desirable characteristics and planned function of the surrounding area as a relatively dense neighbourhood of ground-oriented low-rise residential; the proposed development provides an appropriate transition between the Traditional Mainstreet along Richmond Road and the low-rise, stable community to the north [Policy 5];</p> <p>The principal facades are oriented to the street, and windows are visible from the public realm [Policy 6];</p>
MASSING AND SCALE:	<p>The proposed development reflects the building height, massing and scale permitted by the planned function of adjacent properties and prevailing patterns of setbacks and open spaces [Policy 9];</p> <p>The proposed development is designed for appropriate transition from a more built-up Traditional Mainstreet to a stable low-rise community. The stepbacks, materials and other building design elements ensure the building respects the surrounding planned context [Policy 11];</p>
OUTDOOR AMENITY AREAS:	<p>The proposed development will have no undue impact on the amenity spaces of adjacent residential units [Policy 15]; The provided terraces and balconies are sensitively located to mitigate issues of overlook and privacy.</p> <p>Amenity areas for residents are being provided in balconies and terraces [Policy 16];</p>
DESIGN PRIORITY AREAS:	<p>The proposed development has a ground floor height to accommodate commercial uses [Policy 18a];</p> <p>The building is oriented towards the street and has large transparent windows on the ground floor to enhance natural surveillance [Policy 18b,c];</p> <p>Architectural features (balconies, column-like projections) and treatments (stone accents) soften the interface between the public and private realms, while providing visual interest and relief [Policy 18d,f];</p> <p>The lighting provided is focused on the building to mitigate effects of glare and light spill, but are sufficient to animate the building after dark [Policy 18e];</p> <p>The signage is consistent with other types of signage on Richmond Road and other Traditional Mainstreets. [Policy 18g];</p> <p>The proposed development includes the building of a sidewalk in the public right-of-way, landscaping features in the form of planters, and a bump-out parking area [Policy 19b,c,d];</p>

4.4 Richmond Road / Westboro Community Design Plan

The Richmond Road/Westboro Community Design Plan (CDP), approved by Council in 2007, is a community design plan for Richmond Road and Westboro Village. The area is bounded to the north by the Ottawa River, to the east by Island Park Drive, to the west by the Ottawa River Parkway, and to the south by Byron Avenue.

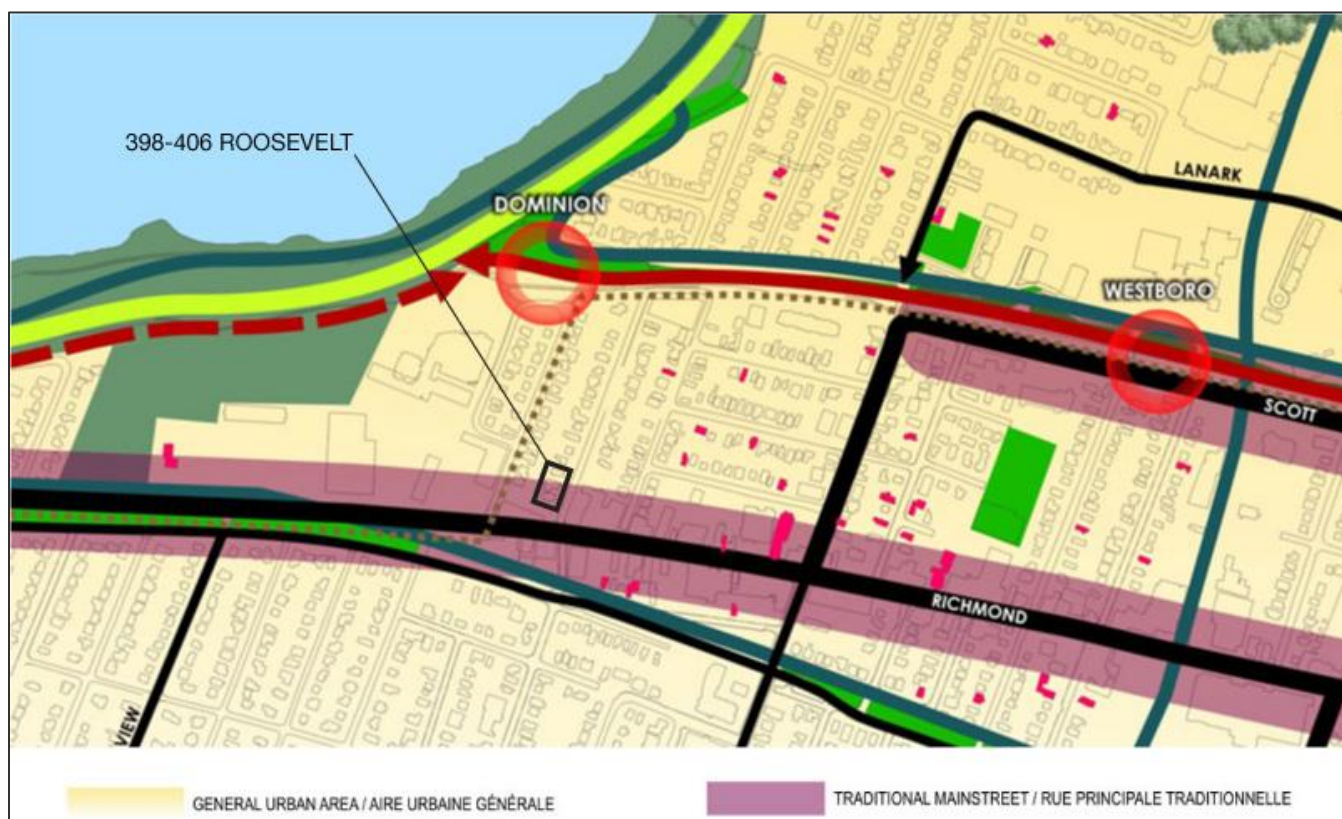


Figure 18: Land Use Designations in the Official Plan.

The Richmond Road/Westboro CDP is positioned as the backbone for any significant change in the community, in keeping with the Official Plan and other related urban design principles. Other key objectives of the CDP are to:

- / Identify appropriate locations for intensification and infill that will be compatible with adjacent land uses;
- / Ensure that infill development is well-integrated and compatible in scale and character with existing neighbourhoods;
- / Create an attractive, pedestrian-friendly built environment;
- / Create a well-designed and vital pedestrian streetscape along the designated Traditional Mainstreets, and;
- / Balance the transportation needs among pedestrians, cyclists, transit and motorists.

The CDP is divided into sectors that further define permitted land uses, built form and design within the planning area. The CDP identifies the site at 398-406 Roosevelt Avenue as being part of Sector 5, Westboro Village. Per Section 6.6 of the CDP, Traditional Mainstreets have a maximum building height in the range of four to six storeys, where six storeys is supported at gateway intersections and other locations where there is sufficient lot depth to provide an appropriate transition with the adjacent low-rise residential neighbourhoods on either side of Richmond Road.

Although not considered a gateway property or intersection, the Domicile lands provide a sufficient opportunity for a reasonable and effective transition to abutting properties, including dwellings along Berkley Avenue. While the property at 415 Richmond Road is currently developed with a 2-storey mixed use building, the planned function and development context would support a building in the range of 4 to 9 storeys, subject to building design and form.



Figure 19: Streetview of Richmond Road corridor

Given existing high rise buildings to the west, building profiles on the north side of Richmond Road and redevelopment opportunities on both the Tubman property and 415 Richmond Road the proposed 6-storey Domicile building is not out of character or scale as it transitions to toward the low-profile area north of Richmond Road.

As the site is planned as an extension of the Traditional Mainstreet designation, a building height of six storeys is in keeping with intent of Sector 5, Westboro Village, of the CDP.

4.5 Richmond Road / Westboro Secondary Plan

The Richmond Road/Westboro Secondary Plan is a guide to the long term design and development of the larger portion of Richmond Road and Westboro, and provides direction on land use, built form, design, parking, circulation and modes of transportation.



Figure 20: Richmond Road / Westboro Secondary Plan, Schedule C2 – General Maximum Building Height Ranges

The unifying vision of the Secondary Plan is that Richmond Road and Westboro will continue to be an attractive and liveable urban community, based on “green” principles outlined in the Official Plan, with a wide mix of uses including employment, neighbourhood services and facilities, a range of housing types and choices, excellent transit service and well-designed, compact and inclusive development that will enhance the area’s diversity and vibrancy.

As in the CDP, the first objective of the Secondary Plan is intensification, which includes contributing to the restoration of urban fabric, transit-supportive development, and building heights of up to six storeys.

The site is located in Sector 5 – Westboro Village. The policies of Sector 5 are as follows:

- / Reinforce the existing traditional mainstreet character of Westboro Village through updated design guidelines, promoting improved storefront facades and street tree planting;
- / Maintain a sense of human scale in Westboro Village by providing for mixed-use buildings, generally in the four- to six-storey range, with a minimum of two storeys. Buildings should be located close to the street, except at the key Churchill Avenue/Richmond Road intersection where wider sidewalks are needed;
- / Where block sizes and the street network help to minimize impacts on nearby low-rise residential neighbourhoods, permit buildings generally in the seven- to nine-storey range as shown on Schedule “C”;
- / Encourage mixed use, including a continuity of ground floor retail/restaurant uses with residential and office uses on the upper floors. Car sales lots and other automobile-oriented uses should be redeveloped with active traditional mainstreet, pedestrian-friendly uses.

The proposed development is a six (6) storey mixed use building located close to the street. The building features ground floor commercial uses with residential uses on the upper floors. Parking is located in the rear yard and underground to ensure the proposed building actively contributes to and fosters the pedestrian-friendly environment found on Traditional Mainstreets and adjacent areas.

After having reviewed the Secondary Plan, it is our professional opinion that a Secondary Plan Amendment is not required for this application.

Schedule C2 of the Secondary Plan does not contemplate a maximum building height on the subject property. Given that the Domicile lands are three (3) consolidated lots, the Secondary Plan did not contemplate development, but also does not preclude development of a height, density and range of uses in keeping with the other policy documents including the Official Plan. As such, the Secondary Plan would not require an amendment to permit the proposed development. In the pre-application consultation on September 28, 2017, City of Ottawa Planning Staff confirmed that no Secondary Plan Amendment is required to process the Zoning By-law Amendment application.

Although Section 1.4: Interpretation of the Secondary Plan are subject to an Ontario Municipal Board (OMB) appeal, the intent of the Council-approved Richmond Road/Westboro Secondary Plan section is to allow the City to consider and allow greater building heights, without amendment to the Secondary Plan and in particular Schedule C2. Section 8.7 of the supporting CDP notes that developments proposing levels of intensification above the Plan policies – in this case proposing a taller building and commercial uses – should be evaluated vis-a-vis the following applicable standards:

- / The building should safeguard exposure to sunlight along the sidewalk;
- / The building should not have significant negative effects on surrounding properties and residential neighbourhoods regarding shadowing and visual impact;
- / The lower portions of buildings facing Richmond Road in Westboro Village should be designed with vertical distinctions that reflect the existing village character; and
- / The applicant must address the planning strategy and the urban design guidelines, including infill guidelines in Section 8.5 of the CDP, and undertake a transportation impact study.

Careful siting and design of the proposed building provides exposure to sunlight along sidewalks, and based on the results of the shadow impact study, does not create negative visual or shadowing effects on neighbouring properties. In regards to Section 8.5 of the CDP, the infill guidelines for Sector 5, Westboro Village, do not apply to the subject site. Finally, a transportation impact assessment was undertaken to analyze the effect of the project on the neighbouring road network. The study found that the traffic generated by the proposed development would not negatively affect the existing road network.

4.6 Urban Design Guidelines for Development along Traditional Mainstreets

The Urban Design Guidelines for Development along Traditional Mainstreets were approved by City Council in 2006 and were initiated to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Traditional Mainstreets. Site specific context and conditions as well as Community Design Plans and other relevant planning studies were reviewed in conjunction with the following guidelines for all streets designated Traditional Mainstreet in the City of Ottawa's Official Plan.

Key objectives of the Urban Design Guidelines for Development along Traditional Mainstreets are to:

- / To promote development that will enhance and reinforce the recognized or planned scale and character of the street;
- / To promote development that is compatible with, and complements its surroundings;
- / To achieve high-quality built form and strengthen building continuity along Traditional Mainstreets;

- / To foster compact, pedestrian-oriented development linked to street level amenities;
- / To accommodate a broad range of uses including retail, services, commercial uses, offices, residential and institutional uses where one can live, shop and access amenities.

The proposed development is consistent with the above guidelines as the built form is in keeping with the planned scale and character of the Traditional Mainstreet. It is compatible with the surrounding uses as it is a mixed use building with ground floor commercial uses, which fosters a more compact, pedestrian-oriented community. The building height and scale is similar to other buildings in the community and reflects the sites close proximity to transit and other amenities.

The proposed development generally meets the design direction provided in the Urban Design Guidelines for Development along Traditional Mainstreets.

4.7 Transit-Oriented Development Guidelines

Transit-Oriented Development (TOD) is a mix of moderate to high-density transitsupportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use. The guidelines for TOD are to be applied to all development within a 600 metre walking distance of a rapid transit stop. The proposed development is in the area of influence of Westboro Station.

The TOD Guidelines encourage transit-supportive land uses, such as high residential densities that will attract and generate pedestrian traffic. Multi-purpose destinations are to be created through the provision of a mix of different land uses that enable people to meet their daily needs locally – elements of this include a variety of housing types, local services and amenities within close proximity of one another. The proposed mixed use development positively contributes to the mix of uses and dwelling types in the area, and meets the land use guidelines for TOD.

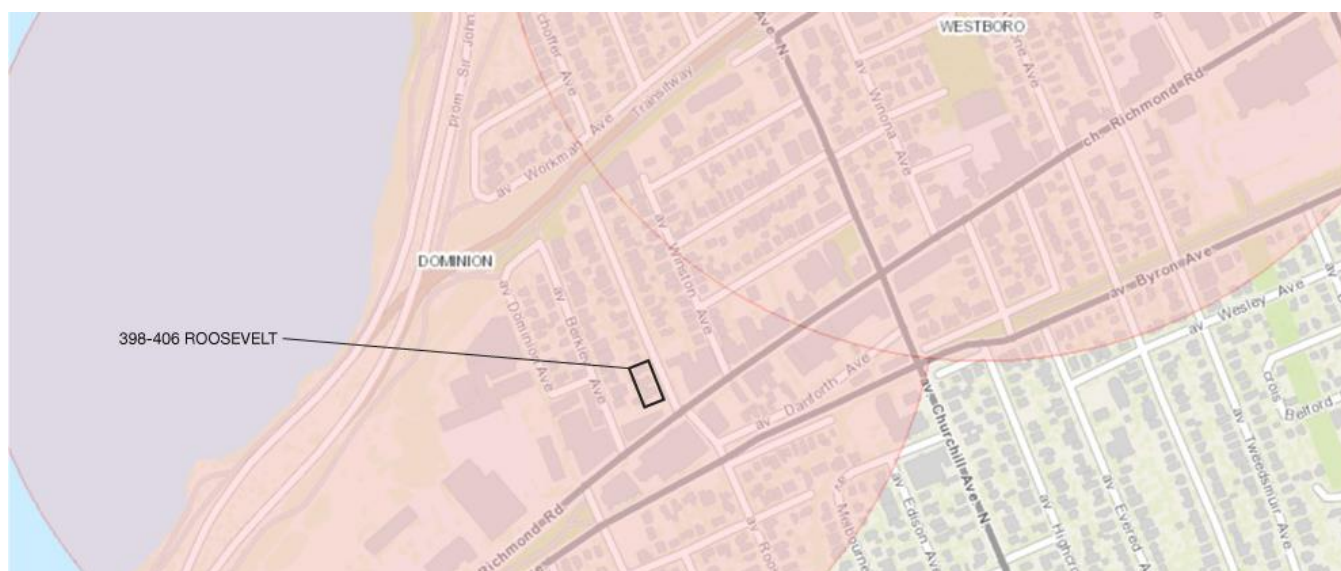


Figure 20: The site shown within the 600m radius around Dominion Transit Station.

4.8 City of Ottawa Zoning By-law (2008-250)

The site is zoned **Residential Third Density Zone, Subzone S (R3S)**. The R3 zone allows a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan.

The proposed six (6) storey mixed use building is not permitted in the R3S zoning.



Figure 21: Zoning.

The site is immediately adjacent to the the Traditional Mainstreet zoning along Richmond Road. As the nature of the proposed building is in keeping with the general intent of Traditional Mainstreets, a Zoning By-law Amendment application will rezone the site to **Traditional Mainstreet with a height limit of 21 metres, TM H(21)**.

The purpose of the TM zone is to:

- / Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;
- / Foster and promote compact mixed use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;
- / Recognize the function of Business Improvement Areas as primary business or shopping areas; and,
- / Impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.

The following table (Table 3) summarizes the site's compliance with the TM zone:

Table 3. Zoning Table.

ZONING MECHANISM	TM	PROVIDED	COMPLIANCE
Min. Lot Area	No minimum	1,365m ²	Yes

ZONING MECHANISM	TM	PROVIDED	COMPLIANCE
Min. Lot Width	No minimum	45.94m	Yes
Max. Front Yard Setback	2m	0m	Yes
Min. Interior Side Yard Setback	Max. 3m between mixed use buildings	0.5m (south)	Yes
	Minimum 3m for a mixed use building abutting a residential zone	1.2m (north)	No
Min. Rear Yard Setback	Abutting a residential zone: 7.5m	7.5m	Yes
Max. Building Height	20m, no more than 6 storeys	21m, 6 storeys	No
	45 degree angular plane	Not provided	No
Min. Width of Landscaped Area	Abutting a residential zone: 3m	0.5m	No
	For other cases: No min.	0.5m	Yes
Upper-storey Stepbacks	East (Front) After 4 th : 2m	East (Front) After 4 th : 2.2m	Yes
Parking	Residential: 11.5 spaces Visitor: 2 spaces Commercial: 5.5 spaces	Residential: 35 spaces Visitor: 2 spaces Commercial: 7 spaces	Yes
Bicycle Parking	Residential: 18 spaces Commercial: 3 spaces	Residential: 18 spaces Commercial: Bike Rack (> 3 spaces)	Yes

The proposed building height exceeds the height limit in place for the existing zoning, but a six (6) storey height is supported by the current policy framework. As such, a 21 metres height limit is being requested as part of the zoning amendment. The 7.5 metre rear yard setback will provide sufficient separation and transition to abutting dwellings along Berkley Avenue, reducing the need for an angular plan consideration.

The north interior side yard setback (1.2m) is less than the required 3m. The reduction is required to accommodate the two vehicular accesses, to the rear yard parking area and the underground parking garage.

The minimum width of the landscaped area of the rear yard parking area does not meet the required 3m adjacent to the rear lot line. The area is fenced to mitigate any adverse impacts associated with noise and lighting from vehicles entering and exiting the parking lot.

In considering the proposed development and applicable policy framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

CONSISTENT WITH THE PROVINCIAL POLICY STATEMENT

The proposed development is consistent with the Provincial Policy Statement which promotes the development of serviced, underutilized lands located within settlement areas and proposes an efficient, cost-effective pattern of development, capitalizes on an intensification opportunity within the City, and anticipates future needs of the community in which it is located.

CONFORMS TO THE CITY OF OTTAWA OFFICIAL PLAN

The proposed development conforms to the City of Ottawa Official Plan as it represents an opportunity for a Traditional Mainstreet to include an abutting side street. The proposed development is consistent with the policies of the plan regarding growth management and compatibility with existing and planned development.

CONFORMS TO THE RICHMOND ROAD / WESTBORO SECONDARY PLAN

The proposed development conforms to the Richmond Road / Westboro Secondary Plan as it is a six (6) storey building with ground floor commercial uses that contributes to the pedestrian-oriented character of Sector 5, Westboro Village.

MEETS APPLICABLE DESIGN GUIDELINES

The proposed development generally meets the design direction provided in the Urban Design Guidelines for Traditional Mainstreets and Transit-Oriented Development. The proposed development takes advantage of an infill opportunity and contributes to an extension of the Traditional Mainstreet streetscape into Roosevelt Avenue.

MAINTAINS THE GENERAL INTENT OF THE ZONING BY-LAW

The proposed development is generally consistent with the intent of the zoning by-law, as it contemplates a six (6) storey building adjacent to a Traditional Mainstreet. The reliefs in building height, one interior side yard setback and the landscaping around the surface parking lots are requested to accommodate the proposed development in a manner that minimizes impacts on adjacent properties. The proposed development contributes to the streetscape along Roosevelt Avenue.

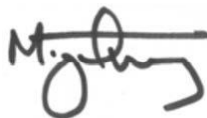
REPRESENTS GOOD PLANNING

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, promoting residential intensification within the urban boundary, and promoting mixed use development in proximity to transit. Based on the above analysis, the proposed development represents good planning and is therefore in the public interest.

Sincerely,



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