

3861 & 3865 OLD RICHMOND ROAD

MAY 2019

DRAFT PLANNING RATIONALE

ZONING BY-LAW AMENDMENT



CONCEPTUAL RENDERING

ANGLICAN DIOCESE OF OTTAWA: CHRIST CHURCH
BELLS CORNERS REDEVELOPMENT



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MAY 2019

DRAFT PLANNING RATIONALE
ZONING BY-LAW AMENDMENT

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

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1 INTRODUCTION

WSP was retained by CCOC/Cahdco on behalf of the Anglican Diocese of Ottawa to prepare a Planning Rationale (the "Report") in support of a Zoning By-law Amendment application for the lands municipally known as 3861 and 3865 Old Richmond Road in the City of Ottawa.

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

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

A 280 m² rectory currently exists at 3865 Old Richmond Road, which would be demolished and replaced with the proposed mixed-use building.

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

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

A shared commercial kitchen will be primarily used by WOCRC for their meals on wheels program. A food delivery and storage room on the ground floor will also have a drop-off space via a shared garage door) where food will be transported in and out of the building for both WOCRC and FAMSAC. A storage and freezer would also be provided, and office/community resource uses would be provided for WOCRC.

For the purposes of the rezoning, 3861 and 3865 Old Richmond Road are being considered as one lot for zoning purposes. The proposed development requires a site-specific rezoning for 3865 Old Richmond Road, the southern portion of the lot.

The site is currently zoned **Minor Institutional Zone, Subzone B (I1B)**. A Major Zoning By-law Amendment is being sought for the proposed development to permit the proposed residential use. The proposed Zoning By-law Amendment is to rezone the site to Minor Institutional Zone, Subzone B, Exception XX (I1B[XX]) to allow residential as a permitted use for 3861 and 3865 Old Richmond Road and to allow for new site-specific zoning provisions to accommodate the proposed development, as follows:

- To consider 3861 and 3865 Old Richmond Road, zoned as Minor Institutional Zone, Subzone B (I1B), to be one lot for zoning purposes under Section 93 of the Zoning By-law 2008-250;
- To rezone 3861 and 3865 Old Richmond Road, which is zoned as Minor Institutional Zone, Subzone B (I1B), to permit residential uses as an ancillary use to the current permitted uses;
- Minimum Front Yard Setback (m): 2.7 m;

- Minimum Interior Side Yard Setback (m): 0.8 m (as shown on the Draft Survey Plan);
- Minimum driveway width: 6 m for a double traffic lane;
- Minimum aisle width: 6 m for 71-90 degrees parking;
- Minimum bicycle parking space dimensions: 0.4 m wide and 1.7 m long;
- Minimum bicycle aisle width: 1.2 m; and
- Minimum width of landscaped buffer not abutting a street: 0 m.

The proposed Draft Zoning By-law Amendment can be found in Appendix A of this Report.

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

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

This Report is set up as follows:

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

Section 3 provides an explanation of the proposed development;

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

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

Section 6 summarizes the planning opinion regarding the Zoning By-law Amendment.

2 SITE LOCATION AND COMMUNITY CONTEXT

2.1 SITE LOCATION

The subject property (the “site”) is legally described as CON 4RF PT LOT 35, with PIN 046380114 for 3861 Old Richmond Road and PIN 046380115 for 3865 Old Richmond Road. The site is municipally known as 3861 and 3865 Old Richmond Road and is located in Ward 8 (College) between Robertson Road and Moodie Drive as illustrated in **Figure 2-1** and **Figure 2-2**. The registered owner of the both properties is the Anglican Diocese of Ottawa, who also own the adjacent cemetery at 3851 Old Richmond Road. The legal ownership on title is the Incumbent Rector Kathryn Otley, Rector’s Warden Sharron Hamilton, and People’s Warden Margaret Crossley.

The site has a total lot area of 6299.94 m² (0.629 hectares or 1.556 acres) and a total frontage of approximately 85 m along Old Richmond Road (an urban collector road running north-south). The site is square in shape. The site is fully serviced by municipal water and sewer.

The proposed development is for 3865 Old Richmond Road. It has a total lot area of 993.3 m² (0.099 hectares or 0.245 acres). The lot at 3865 Old Richmond Road is square in shape and shares access to the property with 3861 Old Richmond Road.

3861 Old Richmond Road is occupied by Christ Church Bells Corners and 3865 Old Richmond Road is currently occupied by a rectory, as illustrated in **Figure 2-3** to **Figure 2-7**.

Vehicular access to the site is provided from Old Richmond Road. There is shared access between the Church and the rectory, as shown in **Figure 2-8**.

There is an existing outdoor amenity area to the west of the Church, known as the gully, as illustrated in **Figure 2-9**.

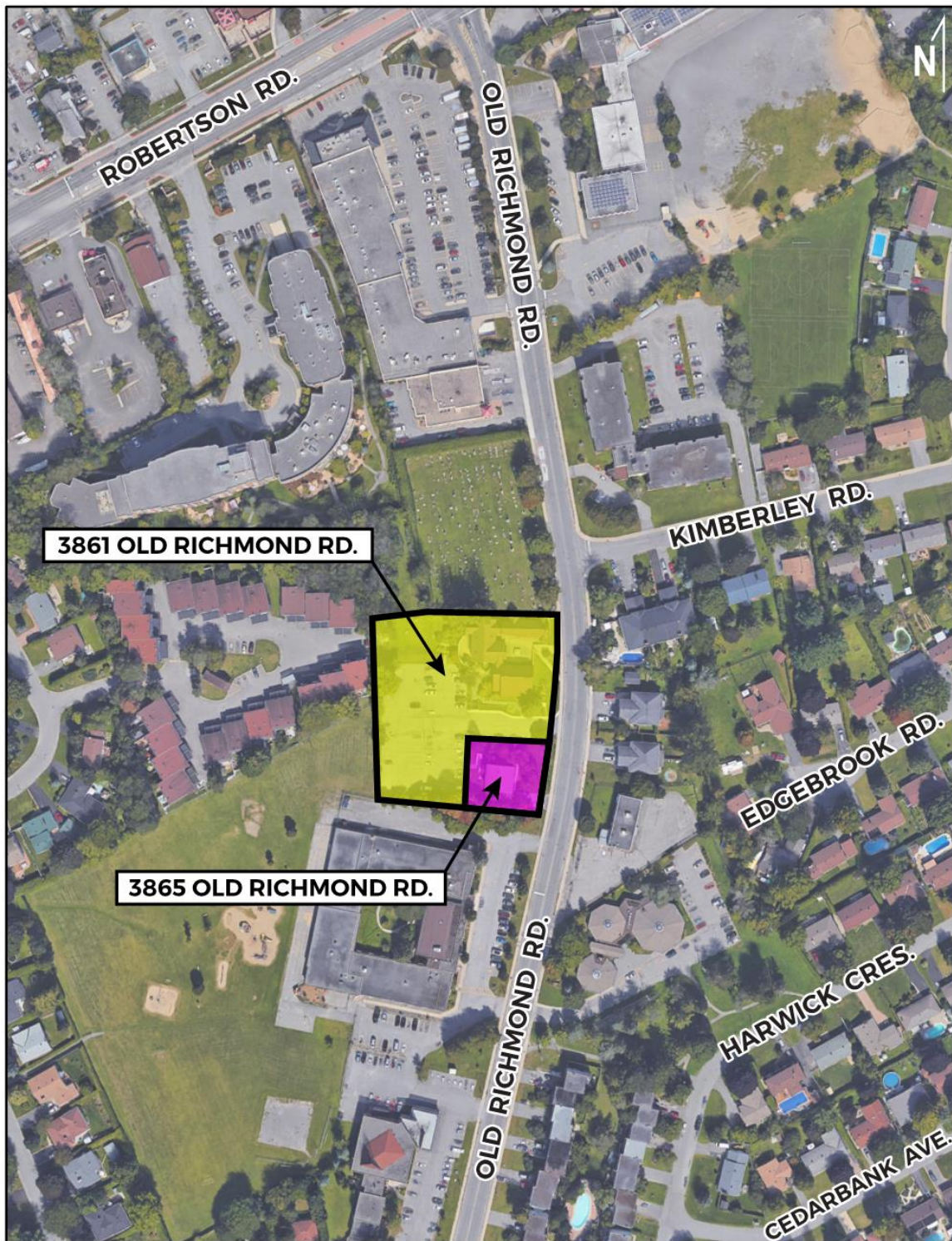


Figure 2-1: 3861 and 3865 Old Richmond Road Location



Figure 2-2: Site Location - Looking Northeast

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



Figure 2-3: 3861 and 3865 Old Richmond Road



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



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



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



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



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



Figure 2-9: The Gully in the Background Behind 3865 Old Richmond Road (Provided by Christ Church Bells Corners)

2.2 COMMUNITY CONTEXT

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

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

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

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

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

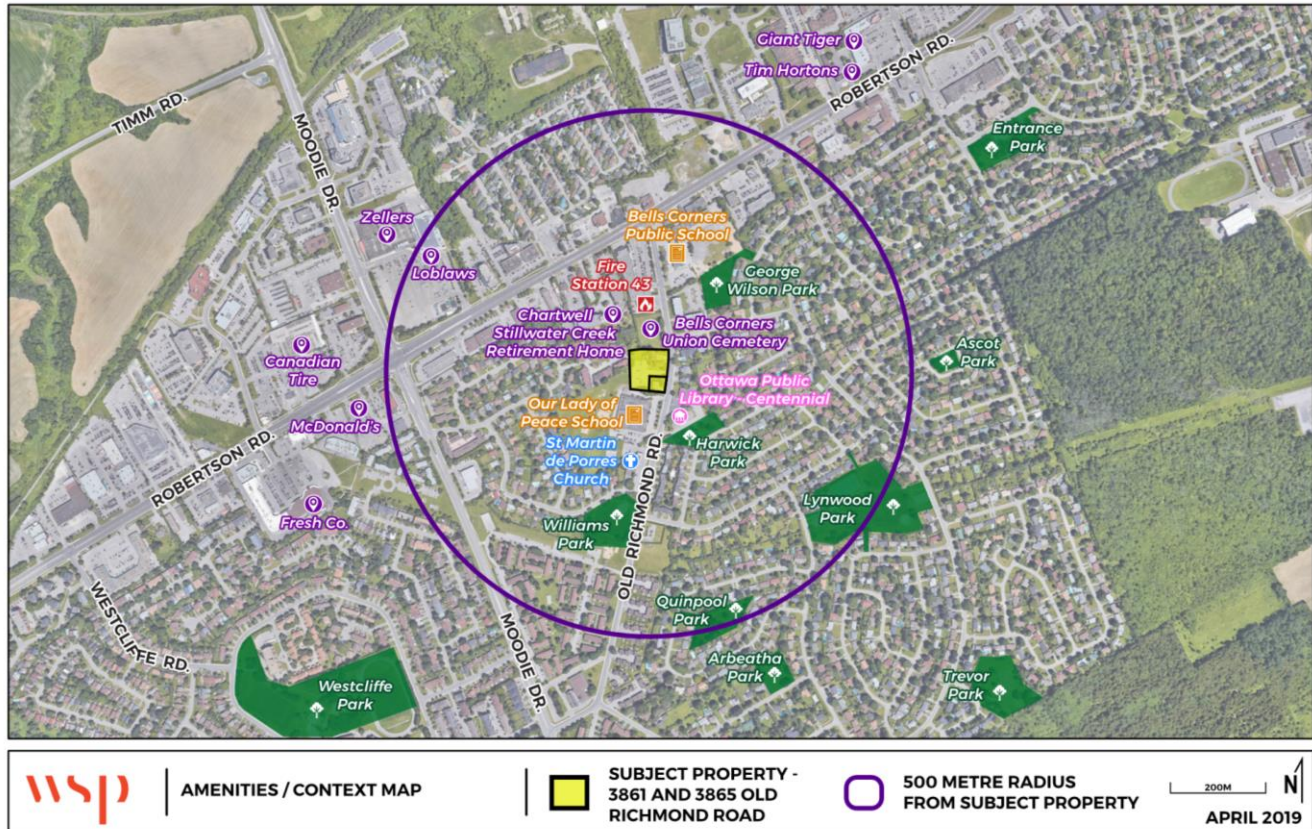


Figure 2-10: Amenities and Community Context

2.3 PUBLIC TRANSPORTATION NETWORK

The site is within 600 metres of the Bells Corners Transit Station and is well serviced by public transit, as shown in **Figure 2-11** and **Figure 2-12**, with OC Transpo providing four transit stops in close proximity to the site with four peak routes:

- Southbound Transit Stop 5277 on Old Richmond Road (Buses 88, 97, 256, 665)
- Eastbound Transit Stop 0933 on Robertson Road west of Old Richmond Road (Buses 88, 97, 152, 256)
- Northbound Transit Stop 5278 on Old Richmond Road (Buses 88, 97, 256, 665)

- Westbound Transit Stop 0936 on Robertson Road east of Old Richmond Road (Buses 88, 97, 152, 681)

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

Route 97 (Airport / Bells Corners) provides service downtown between Fitzgerald Road and the Ottawa International Airport with 20-minute service in the peak hours.

Route 152 (Lincoln Fields and Bell High School / Moodie) provides service to Bayshore Shopping Centre and the Queensway Carleton Hospital between Bell High School to Lincoln Fields

Route 256 (Bridlewood / Mackenzie King) provides service downtown between Bridlewood to Mackenzie King Station with 15-minute service in the peak hours.



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

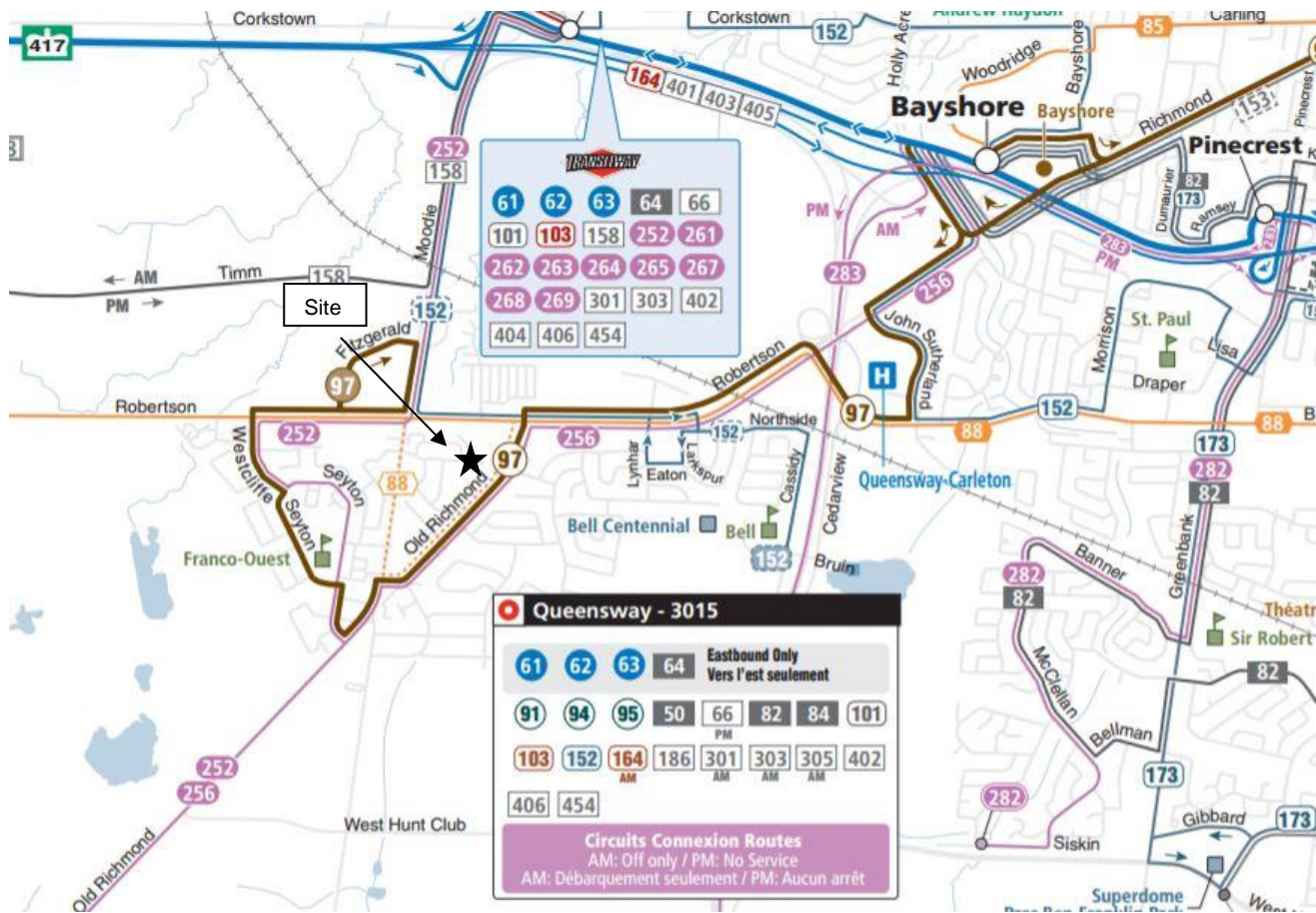


Figure 2-12: OC Transpo System Map

3 THE PROPOSED DEVELOPMENT

The Anglican Diocese of Ottawa is proposing to demolish the existing rectory and construct a 3-and-a-half storey (4 level) mixed-use building of approximately 12 m in height and with a gross floor area of approximately 3,084 m² at 3865 Old Richmond Road with the following proposed uses:

- Ground Floor – office/community resource uses for FAMSAC Food Cupboard (94 m²), Western Ottawa Community Resource Centre (WOCRC) (210 m²) and residential uses.
- Upper floors – residential uses consisting of 1, 2 and 3 bedrooms units, including 1-bedroom accessible units.

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

The community health and resource centre uses would be located on the first floor and would be for FAMSAC and the Western Ottawa Community Resource Centre (WOCRC). A shared commercial kitchen will be primarily used by WOCRC for their meals on wheels program. A food delivery and storage room on the ground floor will also have a drop-off space (via a shared garage door) where food will be transported in and out of the building for both WOCRC and FAMSAC. A storage and freezer would also be provided, and office/community resource uses would be provided for WOCRC and FAMSAC.

The existing parking lot would continue to provide parking for the existing Church at 3681 Old Richmond Road and the new mixed-use building at 3685 Old Richmond Road. The Concept Plan (Site Plan), prepared by Hobin Architecture on May 21, 2019, identifies fifty (50) parking spaces being provided for the proposed development and forty-three (43) retained for the existing Church, for a total of ninety-three (93) spaces. The parking is as follows:

- Residential parking: 35 spaces
- WOCRC parking: 5 spaces (shared with the Church)
- FAMSAC parking: 3 spaces (shared with the Church)
- Visitor parking (residential): 7 spaces (shared with Church)
- Existing Church parking: 43 spaces

Parking for the residential use would include four (4) accessible parking spaces, with two barrier free type A parking spaces, measuring 3.4 m wide by 5.2 m long, and two barrier free type B parking spaces, measuring 2.4 m wide by 5.2 m long, following AODA standards.

A total of seventy-seven (77) of the parking spaces provided will be 2.6 m wide by 5.2 m long. Additionally, twelve (12) parking spaces will be small parking spaces, measuring 2.4 m wide by 5.2 m long.

A total of twenty-eight (28) bicycle parking spaces are proposed with four (4) outdoor spaces for WOCRC and FAMSAC, and 24 indoor bicycle parking spaces for the affordable housing.

Currently, vehicle access to 3861 and 3865 Old Richmond Road is shared. Vehicles would continue to use the existing vehicle access, as shown in the Concept Plan (Site Plan) in **Figure 3-1**. A drop-off space is provided by the main entrance adjacent to the access.

The total amenity area for the residents is proposed to be 322 m². The amenity area would consist of:

- Private amenity area, totalling 192.5 m²;
- Indoor common amenity space, totalling 87 m²; and
- Outdoor common amenity space (terrace to community room), totalling 42.5 m².

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

A lot adjustment will be sought from the Committee of Adjustment to expand the proposed mixed-use building lot and to allow the parking to be divided, as per the Concept Plan (Site Plan). A Site Plan application will also be prepared once the design has progressed. The Christ Church Bells Corners/Anglican Diocese intends to maintain ownership and partnership with this development once in operation.

The estimated date of occupancy is late 2021 to early 2022 with construction occurring as a single phase.

SURVEY INFORMATION TAKEN FROM:
DRAFT PLAN OF SURVEY OF
PART OF LOT 35
CONCESSION 4
(RIDEAU FRONT) NEPEAN
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vallebekk Ltd.

GROSS FLOOR AREA

USE	GFA (SQ.M.)	UNITS
WOCRC (COMMUNITY RESOURCE CENTRE)	210	
FAMSAC	94	
SUBTOTAL	304	
AFFORDABLE HOUSING (35 UNITS)	2780	35
TOTAL	3084	35

CHURCH GFA

*1276.4m² AS PER JAMES A. COLEJA ARCHITECT SITE PLAN
DATED MARCH 31 1998

PARKING REQUIREMENTS

PARKING		REQUIRED	PROPOSED
CHURCH (415 SQ.M. GFA Of Assembly Space)	10 / 100m ² of assembly space	42	43
WOCRC (210 SQ.M.) Shared with Church	2.2 / 100m ²	4.6	5
FAMSAC (94 SQ.M.) Shared with Church	2.2 / 100m ²	2.2	3
VEHICLE PARKING (RESIDENTIAL) Shared with Church	0.2 / UNIT	7	7
SUBTOTAL		55.8	58
AFFORDABLE HOUSING (35 UNITS)	1 / UNIT	35	35
TOTAL		90.8	93

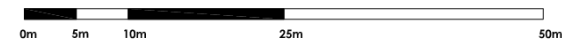
PARKING DIMENSIONS

PARKING	DIMENSIONS	PROPOSED
BARRIER FREE TYPE A	3.4m X 5.2m with 1.5m aisle	2
BARRIER FREE TYPE B	2.4m X 5.2m with 1.5m aisle	2
PARKING SPACE	2.6m X 5.2m	77
SMALL PARKING SPACE	2.4m X 5.2m	12

BICYCLE PARKING REQUIREMENTS

BICYCLE PARKING		REQUIRED	PROPOSED
WOCRC & FAMSAC OUTDOOR	1 / 250 SQ. M.	1.2	4
AFFORDABLE HOUSING (35 UNITS) INDOOR	0.5 / UNIT	17.5	24
TOTAL		18.7	28

*TREES SHOWN IN SITE PLAN ARE DIAGRAMMATIC



3865 Old Richmond Road PROPOSED DEVELOPMENT



MAY 21, 2019
SITE PLAN

SCALE: 1:400

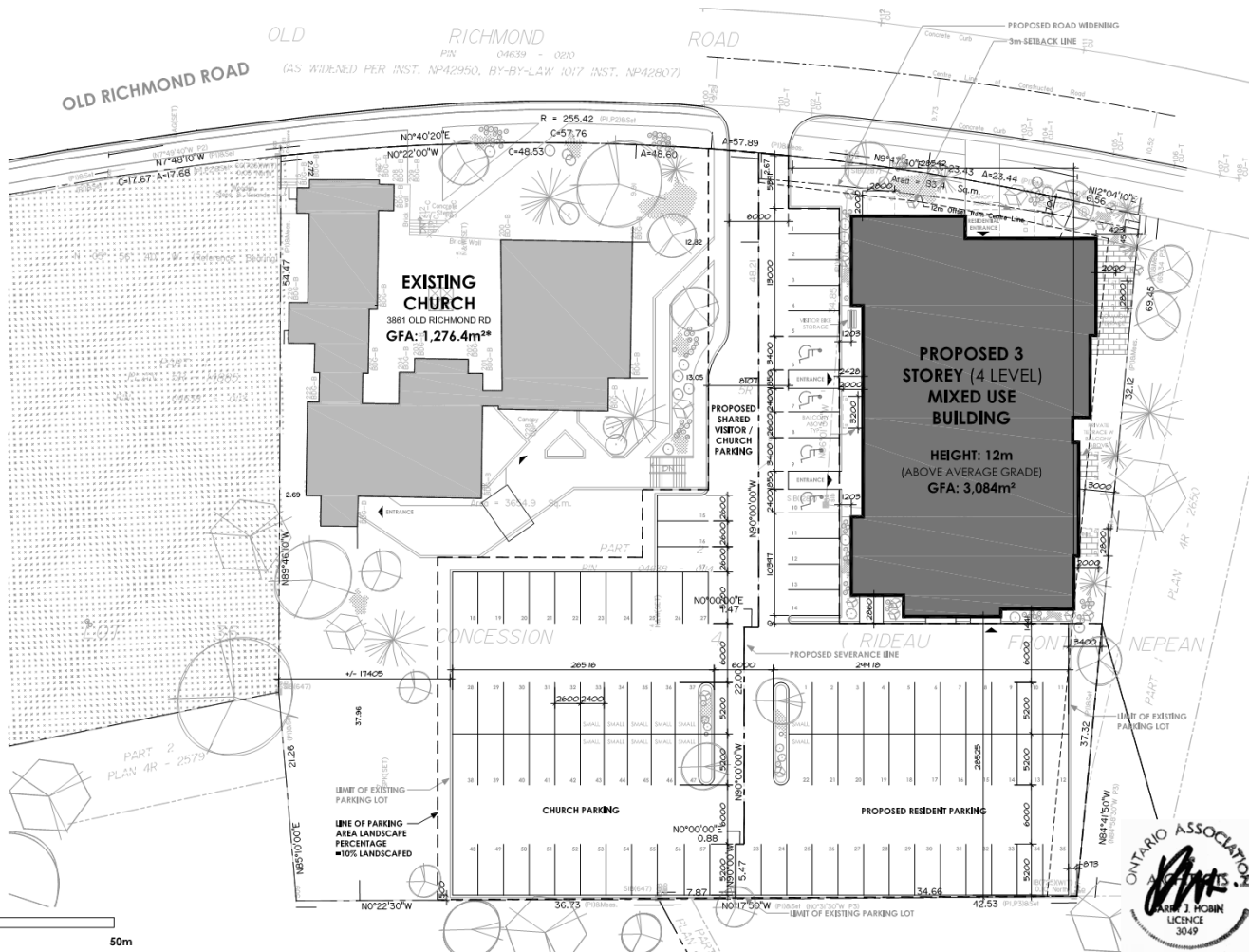


Figure 3-1: 3861 and 3865 Old Richmond Road

Figure 3-2 to Figure 3-6 illustrate conceptual renderings for the proposed development.



SOUTH ELEVATION

Figure 3-2: South Elevation



NORTH ELEVATION

Figure 3-3: North Elevation



Figure 3-4: West Elevation



Figure 3-5: East Elevation



STREET VIEW (SOUTH EAST CORNER)

Figure 3-6: South East Corner Elevation



NORTH EAST VIEW OVERLOOKING OLD RICHMOND RD.

Figure 3-7: North East View Overlooking Old Richmond Road

4 POLICY AND REGULATORY FRAMEWORK

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

4.1 PROVINCIAL POLICY STATEMENT (2014)

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

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

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

1. "efficiently use land and resources;
2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
3. minimize negative impacts to air quality and climate change;
4. support active transportation; and
5. are transit-supportive, where transit is planned, exists or may be developed".

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

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

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

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

- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.”

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

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

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

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

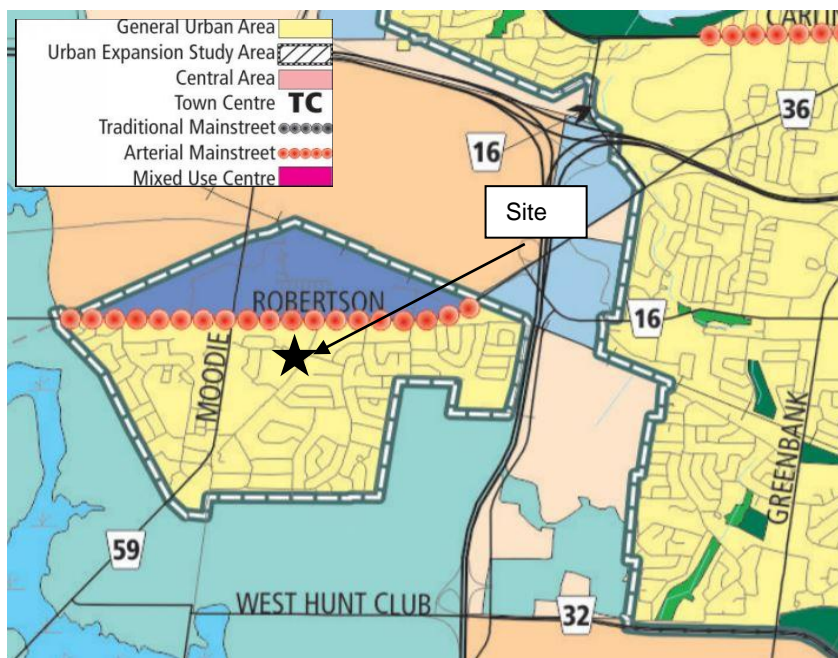


Figure 4-1: City of Ottawa Official Plan Schedule B - Urban Policy Plan

4.2.1 BUILDING A SUSTAINABLE CAPITAL CITY

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

4.2.2 STRATEGIC DIRECTIONS

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

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

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

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

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

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

Section 2.5.2 – Affordable Housing indicates affordable housing for all residents is the fundamental building block of a healthy, liveable community. The shortage of affordable rental housing is one of

the most compelling problems today in Ottawa. The City will encourage the production of affordable housing in new residential development and redevelopment to meet an annual target of: (a) 25% of all new rental housing is to be affordable to households up to the 30th income percentile; and (b) 25% of all new ownership housing is to be affordable to households up to the 40th income percentile.

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

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

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

4.2.3 LAND USE DESIGNATIONS

SECTION 3.6.1 - GENERAL URBAN AREA

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

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

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

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

4.2.4 URBAN DESIGN AND COMPATIBILITY

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

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

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

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

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

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

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

- The main entrance to the mixed-use building would be accessed from the side of the building, which improves pedestrian priority by moving the main entrance from the back, where the existing entrance is, to the side.
- There would be a separation of the residential and non-residential entrances to give each use a distinct space. The main entrance on the side would be used for non-residents. The entrance off of Old Richmond Road would be for residents.
- The entrance to be used for non-residents was purposely located at grade facing the Church to keep a level of privacy and security for the residents.
- The patios and balconies are not facing the Church, as to provide privacy for residents.

- With respect to public space, the community garden and gully behind the Church would be accessible to the residents and Church goers.
- With respect to private space, a community room would be provided to residents of the mixed-use building and balconies for the two- and three-bedroom dwelling would be provided for private amenity.

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

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

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

- The proposed development recognizes and complements nearby buildings along Old Richmond Road, which will contribute to a continuous landscape. These include Chartwell Stillwater Creek Retirement Residence to the west and Kimberly Court Apartments to the east. In terms of height, the low-rise building with a proposed height of 12 m fits with the existing height of adjacent properties.

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

- The rezoning provides greater flexibility for buildings and spaces to adapt in a compatible way to a use that is already present in the surrounding context.
- Providing a mix of affordable housing options and market rent options accommodates the needs of people from different incomes and lifestyles at various stages in the life cycle and creates a more diverse community.

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

- No environmental constraints or natural heritage elements which would be affected by the proposed development have been identified on the site.
- The greenspace on the Church property would be retained and enhanced.
- Landscaping will be created and addressed later in the site plan phase through the site plan application process.

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

- The building design would be sensitive to owner's needs for lower operating costs by using a range of energy efficiency measures.

- Residents are not provided a parking space and parking spaces would be distributed on a lease. It is not anticipated that all residents would own cars.
- The provision of adequate bicycle parking is intended to support cycling as an affordable transportation mode which minimizes carbon footprint and resource consumption.
- Twenty-four (24) bicycle parking spaces are proposed to be provided in an indoor bicycle storage for residents and four (4) outdoor bicycle parking spaces are proposed for FAMSAC and WOCC.

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

Table 1 provides an evaluation of the proposed development against the compatibility criteria relevant to the Zoning By-law Amendment application for the proposed development, as set out in Policy 4.11.

Table 1: Evaluation of Proposed Development

Evaluation Criteria	Measure of Compatibility
Traffic	<ul style="list-style-type: none"> • Old Richmond Road can adequately serve the development, with no modifications required and no significant amounts of vehicle traffic anticipated. • The site access will not impact traffic operations on Old Richmond Road and the proposed design is suitable for the types of vehicles accessing it.
Vehicular Access	<ul style="list-style-type: none"> • Currently, there is shared vehicular access in and out of 3861 and 3865 Old Richmond Road. Vehicular access will be maintained. • The location of access/egress to the site has considered traffic safety.
Parking Requirements	<ul style="list-style-type: none"> • The Church parking lot is underutilized from Monday-Saturday. Accordingly, there would be no need to add additional parking spaces for the new development. • Four (4) accessible parking spaces are provided that flank the two entrance walks to the side entrance. • As a result of the mixed-use development at 3865 Old Richmond Road, the parking lot shared between the two buildings will be re-adjusted through a lot line adjustment sought at the Committee of Adjustment. • Parking will not be guaranteed to tenants, but will be rented out on an as needed basis. The additional spaces may be used by the Church for Sunday services.
Outdoor Amenity Area	<ul style="list-style-type: none"> • Outdoor common amenity space would be provided for the terrace to the community room.

Evaluation Criteria	Measure of Compatibility
	<ul style="list-style-type: none"> A community garden and gully exists behind the Church and will be available for residents and Church goers. The proposed development is also adjacent to an elementary school with parks. There are numerous parks in the vicinity with additional outdoor amenity nearby.
Loading Areas, Service Areas and Outdoor Storage	<ul style="list-style-type: none"> A loading space is not required for this development, but a drop-off space would be provided at the side entrance of the proposed mixed-use development.
Supporting Neighbourhood Services	<ul style="list-style-type: none"> The use of the proposed development will contribute to the services within the neighbourhood and the City. The development provides affordable housing units and community health and resource uses to better serve the neighbourhood.

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

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

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

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

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

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

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

4.2.6 CULTURAL HERITAGE RESOURCES

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

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

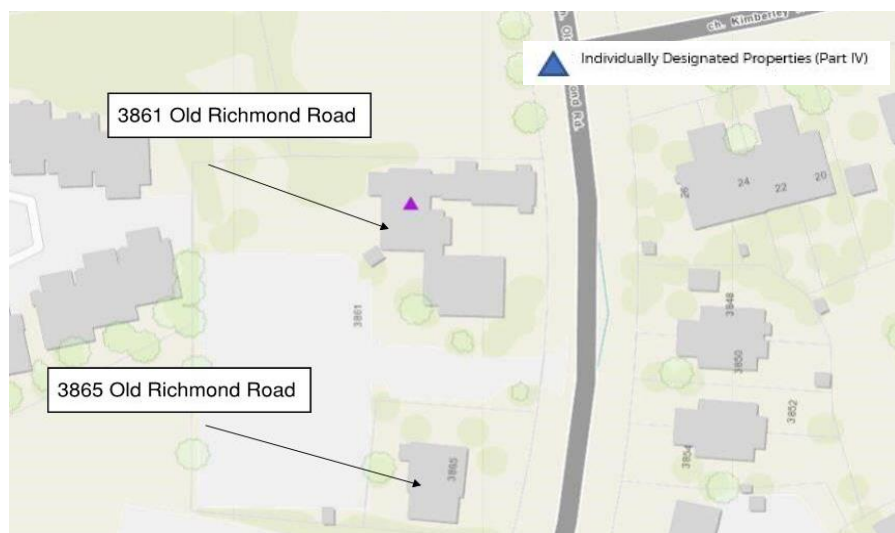


Figure 4-2: 3861 Old Richmond Road Individually Designated Property via GeoOttawa

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

4.3 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW 2008-250

As stated previously, one lot for zoning purposes is being sought through the Zoning By-law Amendment. Therefore, the zoning is to be considered for both 3865 Old Richmond Road and 3861 Old Richmond Road.

The site is zoned **Minor Institutional Zone, Subzone B (I1B)**, as illustrated in **Figure 4-3**. The purpose of the I1 zone is to:

1. Permit a range of community uses, institutional accommodation and emergency service uses to locate in areas designated as General Urban Area or Central Area in the Official Plan; and

2. Minimize the impact of these minor institutional uses located in close proximity to residential uses by ensuring that the such uses are of a scale and intensity that is compatible with neighbourhood character.



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

4.3.1 ZONING PROVISIONS

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

The FAMSAC and WOCRC uses in the proposed mixed-use building at 3865 Old Richmond Road are considered community health and resource centre uses, and, therefore, are currently permitted only as an ancillary use to the current zoning. FAMSAC's space would total 94 m² of gross floor area and WOCRC's space would total 210 m². Therefore, these uses occupy only 10.14 percent of the gross floor area of the proposed mixed-use building, meeting the conditional use provision.

The residential use being sought is currently not a permitted use, however.

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

Table 3: Zoning Compliance

Zoning Provision	Requirement	Compliance (Yes or No)
Minimum lot width – Sec. 170 (2), Table 170B (a)	30 m	Approx. 85 m - Yes
Minimum lot area (m ²) – Sec. 170 (2), Table 170B (b)	1,000 m ²	6,299.94 m ² - Yes
Minimum Front Yard Setback (m) – Sec. 170 (2), Table 170B (c)	6 m	Church: 2.72 - No
Minimum Rear Yard Setback (m) – Sec. 170 (2), Table 170B (d)	7.5 m	Proposed development: 28.5 m - Yes
Minimum Interior Side Yard Setback (m) – Sec. 170 (2), Table 170B (e)	7.5 m	Proposed development: 3.158 m - No Church: 0.84 m (as shown in the Draft Survey Plan) - No (but is a legally non-complying situation)
Minimum Corner Side Yard Setback (m) – Sec. 170 (2), Table 170B (f)	7.5 m	N/A
Maximum Height (m) – Sec. 170 (2), Table 170B (g)	18 m	Yes – 12 m
Conditional Use – Community Health and Resource Centre – Sec. 169 (2)	The Community Health and Resource Centre use occupying a maximum of 30% of the gross floor area of the building in which it is located	Approx. 10.14% - Yes
Permitted Projections into Required Yards – Balconies (Max.) – Sec. 65 (1) (6) (a) (i)	In the interior side yard and rear yard: no limit	N/A
Permitted Projections into Required Yards – Canopies and awnings (Max.) – Sec. 65 (1) (4) (b) (i)	A distance equal to ½ the depth of a front yard but not closer than 0.6 m to a lot line.	0.7 m - Yes

4.3.2 PARKING AND LOADING PROVISIONS

In addition, the Zoning By-law contains provisions for parking as set out in **Table 4**. The site is within Area C: Suburban on Zoning By-law Schedule 1A. The site is within 600 metres of the Bells Corners Transit Station.

Table 4: Parking Provisions

Parking Provision		Provision	Calculation (if applicable)	Compliance (Yes or No)
Minimum number of <u>residential</u> parking spaces - Sec. 101, Table 101, R15		Dwelling units in a mixed-use building, all other cases - 1 per dwelling unit	$35 \times 1 = 35$	35 residential parking spaces provided - Yes
Minimum number of community resource centre parking spaces - Sec. 101, Table 101, N26		Community Health and Resource Centre - 2.2 per 100 m ² of gross floor area	WOCRC: 210 m ² = 4.6 (5) spaces FAMSAC: 94 m ² = 2.2 (2) spaces Total: 6.8 (7) spaces	5 spaces are provided for WOCRC - Yes 3 spaces are provided for FAMSAC - Yes
Minimum number of place of assembly parking spaces - Sec. 101, Table 101, N66		Place of Assembly - 10 per 100 m ² of gross floor area	415 m ² of Place of Assembly Space = 31.5 (42) spaces	43 - Yes
Minimum number of <u>visitor</u> parking spaces - Sec. 102, Table 102		0.2 per dwelling unit	$35 \times 0.2 = 7$	7 - Yes
Dimension requirements for a motor vehicle parking space - Sec. 106 (1) (a)	Width	min. width of 2.6 m; maximum 2.75 m	N/A	2.4 to 2.6 m - Yes (12 spaces are marked as having a width of 2.4 m) ¹
	Length	5.2 m	N/A	5.2 m - Yes
Disabled parking - Traffic and Parking By-law No. 2003-530 - Sec. 111		20-99 parking spaces = 1	1	4 - Yes

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

Parking Provision		Provision	Calculation (if applicable)	Compliance (Yes or No)
		disabled parking space		
Minimum driveway width – Sec. 107 (1) (a) (ii)		In the case of a parking lot, 6.7 metres for a double traffic lane	N/A	6 m - No
Minimum aisle width – Sec. 107, Table 107		6.7 m for 90 degrees	N/A	6 m - No
Minimum number of bicycle parking spaces	Residential – Sec. 111, Table 111A (b) (i)	0.5/unit	0.5 x 35 units = 17.5 (18)	24 bicycle spaces- Yes
	Office – Sec. 111, Table 111A (i)	1 per 250 m ² of gross floor area	250 m ² / 350 m ² = 1.2 (1)	4 bicycle spaces - Yes
Bicycle parking spaces may be located in landscaped area – Sec. 111 (7)		Max. of 50% or 15 spaces, whichever is greater	N/A	N/A
Minimum bicycle parking space dimensions – Sec. 111, Table 111B		Horizontal Width: 0.6 m	N/A	0.42 m - No
		Horizontal Length: 1.8 m	N/A	1.773 m - No
Minimum bicycle parking aisle width - Sec. 111 (9)		1.5 m	N/A	1.203 m - No
Minimum number of vehicle loading spaces	Residential – Sec. 113, Table 113A (e)	None	N/A	N/A
	Community Resource Use – Sec. 113, Table 113A (d)	Less than 350 m ²	0	1 - Yes
Minimum width of landscaped buffer – Sec. 110, Table 110	(a) abutting a street	N/A	N/A	N/A
	(b) Not abutting a street	1.5 metres	N/A	0 m - No

4.3.3 AMENITY SPACE PROVISIONS

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

Table 5: Amenity Area Provisions

Section	Required	Proposed	Compliance
<p>Mixed Use Building, with 9 or more dwelling units or rooming units – Table 137 (6)</p> <p>Amenity area must be located on the same lot as the use for which it is provided (Section 137(2))</p>	<p><u>Total Amenity Area:</u> 6 m² per dwelling unit, (Table 137(6))</p> <p>Total Amenity Area Required: = 210 m² (6 m² x 35 units)</p> <p>*Where amenity area is located outside at grade, it may be included in the calculation of landscaped area requirements (Section 1 (4))</p> <p><u>Communal Amenity Area:</u> A minimum of 50% of the required total amenity area Table 137(6)</p> <p>Communal Amenity Area Required = 105 m² (210 m² x 0.5 = 105 m²)</p> <p><u>Layout of Communal Amenity Area:</u> Aggregated into areas up to 54 m², and where more than one aggregated area is provided, at least one must be a minimum of 54 m²</p>	<p><u>Total Amenity Space</u> 322 m²</p> <p><u>Private Amenity Space</u> 192.5 m²</p> <p><u>Communal Amenity Space</u> (indoor and outdoor): 129.5 m²</p> <p>Note: Although not counted in the calculations, a community garden and gully are provided in addition to the amenity area being proposed that residents can access.</p>	Yes

5 SUMMARY OF SUPPORTING STUDIES

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

5.1 ASSESSMENT OF ADEQUACY OF PUBLIC SERVICES REPORT

An Assessment of Adequacy of Public Services Report for 3865 Old Richmond Road was prepared by D. B. Gray Engineering Inc. on March 12, 2019 and revised on May 13, 2019. It concluded that there will be an adequate water supply for firefighting and the existing water pressure in the municipal watermain is adequate for the proposed development.

The site is also in an area that is not considered at an abnormally high risk of flooding. Moreover, the storm sewer that serves the rear parking area catch basin may have to be modified so that it does not cross the Church property. The rear parking lot grading may also have to be modified so that drainage does not drain onto the Church property.

The pre-development flow calculates to be only 4% of the capacity of the municipal sewer and post development flows only increases to 6% and therefore is expected to have an acceptable impact on the municipal sanitary sewers. Moreover, since the stormwater management will restrict the flow to less than pre-development conditions, the post development stormwater flows are expected to have a positive impact on the adjacent municipal storm sewers.

The full report and findings has been submitted under a separate cover.

5.2 TRANSPORTATION IMPACT ASSESSMENT SCREENING

A Transportation Impact Assessment (TIA) Screening Form was prepared by WSP on May 1, 2019, indicated that the development did not satisfy the Trip Generation, Location or Safety Trigger, based on the Concept Plan (Site Plan) by Hobin Architecture dated April 25, 2019 (revised May 21, 2019).

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

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

6 SUMMARY OF OPINION

It is the professional opinion of WSP that the proposed Anglican Diocese of Ottawa development at 3865 Old Richmond Road, which requires rezoning of the lands at 3861 and 3865 Old Richmond Road to permit residential uses as an ancillary to the current designated use, represents good land use planning and is appropriate for the site for the following reasons:

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

In conclusion, the proposed Zoning By-law Amendment application to support the proposed development by CCOC/Cahdco on behalf of the Anglican Diocese of Ottawa at 3861 and 3865 Old Richmond Road represents good planning and is in the public interest. Please feel free to contact me at Nadia.De-Santi@wsp.com or at (613) 690-1114 if you have any questions or require additional information.

Yours truly,



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

APPENDIX

A DRAFT ZONING BY- LAW AMENDMENT

DRAFT BY-LAW NO. 2019-XX

A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of the lands legally described as Part of Lot 35, Concession 4 in Registered Plan 5R-12422 in the City of Ottawa.

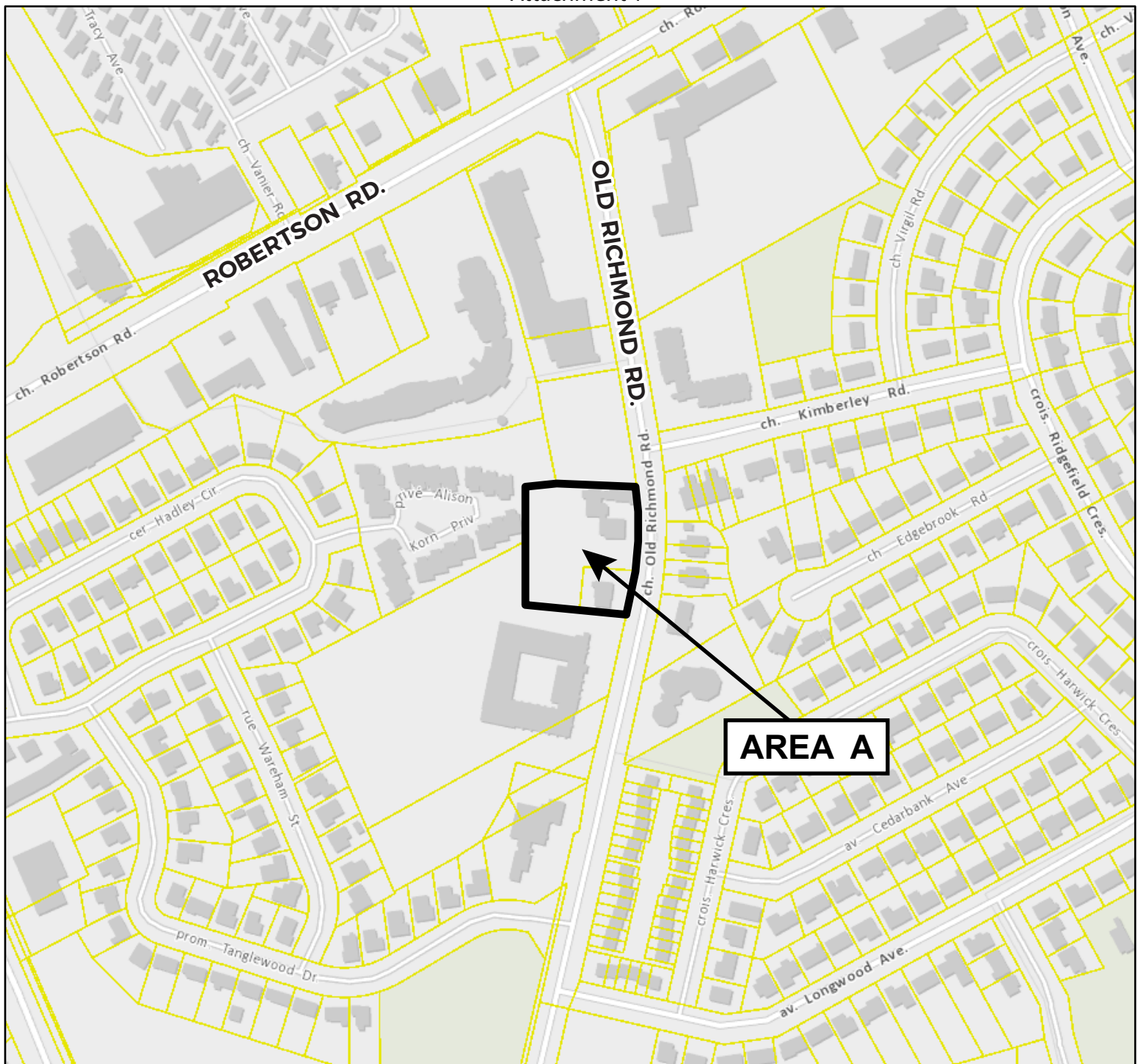
The Council of the City of Ottawa, pursuant to Section 34 of the Planning Act, R.S.O. 1990, enacts as follows:

The Zoning Map of By-law No. 2008-250, entitled “City of Ottawa Zoning By-law” is amended by rezoning the lands on Attachment 1 to this by-law as follows:

1. To consider 3861 and 3865 Old Richmond Road, zoned as Minor Institutional Zone, Subzone B (I1B), to be one lot for zoning purposes under Section 93 of the Zoning By-law 2008-250;
2. To rezone the lands shown on Attachment 1 to this by-law from Minor Institutional Zone, Subzone B (I1B) to Minor Institutional Zone, Subzone B, Exception XX (I1B[XX]);

		Exception Provisions		
I Exception Number	II Applicable Zone	III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
XX	I1B	Residential as an ancillary use		Minimum Front Yard Setback (m): 2.7 m; Minimum Interior Side Yard Setback (m): 0.8 m; Minimum driveway width: 6 m for a double traffic lane; Minimum aisle width: 6 m for 71-90 degrees parking; Minimum bicycle parking space dimensions: 0.4 m wide and 1.7 m long; Minimum bicycle aisle width: 1.2 m; and Minimum width of landscaped buffer not abutting a street: 0 m.

ENACTED AND PASSED this _____ day of _____, 2019

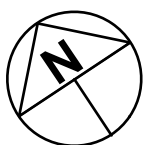


Lands Affected by By-law

Area A to be rezoned from Minor Institutional, Subzone B (I1B) to Minor Institutional, Subzone B, Exception XX (I1B[XX]).

**3861 & 3865
OLD RICHMOND ROAD**

Prepared by WSP
May 2019



DRAFT

3861 & 3865 OLD RICHMOND ROAD
MAY 2019

DRAFT PLANNING RATIONALE
ZONING BY-LAW AMENDMENT

