

**MINOR ZONING BY-LAW AMENDMENT APPLICATION
DELEGATED AUTHORITY REPORT
MANAGER, DEVELOPMENT REVIEW CENTRAL**

Location of Minor Re-zoning: 388 Richmond Road

File No.: D02-02-24-0085

Date of Application: January 8, 2025

This MINOR ZONING BY-LAW AMENDMENT application, for the land zoned TM H(24) (Traditional Mainstreet, Maximum Building Height 24 Metres), in Zoning By-law 2008-250, as shown on the attached Zoning Key Map, and submitted by Fotenn Planning + Design (c/o Evan Saunders), on behalf of McDonald's Restaurants of Canada, is to permit a restaurant use to have zero vehicular parking spaces, as detailed in the attached Supporting Documentation.

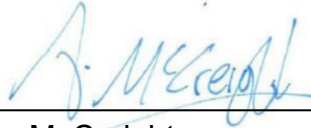
This application was processed as a minor re-zoning under the minor re-zoning category of modifications to performance regulations only.

This MINOR ZONING BY-LAW AMENDMENT IS HEREBY APPROVED and the following action is required:

1. That an exception be added to Zoning By-law No. 2008-250 for this property with provisions similar in effect to the following:
 - a) Rezone the lands as shown in Document 1.
 - b) Add a new exception xxxx to Section 239 - Urban Exceptions with provisions similar in effect to the following:
 - i. In Column I, Exception Number, add the text "xxxx"
 - ii. In Column II, Applicable Zones add the text "TM[xxxx] H(24)"
 - iii. In Column V, Provisions, add the text:
 - No motor vehicle parking is required for a restaurant use.

February 27, 2025

Date



Andrew McCreight,
Manager, Development Review Central
Planning, Development and Building Services
Department

Enclosures: Minor Re-zoning By-law Amendment Supporting Information
Location Map



MINOR RE-ZONING BY-LAW AMENDMENT APPLICATION SUPPORTING INFORMATION

File Number: D02-02-24-0085

SITE LOCATION

388 Richmond Road, and as shown on Document 1.

SYNOPSIS OF APPLICATION

The subject Minor Zoning By-law Amendment application proposes to permit zero vehicular parking spaces on the subject site to facilitate the conversion of an existing building from a bank use to a restaurant use.

DECISION AND RATIONALE

This application is approved for the following reasons:

- The Zoning By-law permits a restaurant with a gross floor area (GFA) of 350 square metres or less to have no off-street motor vehicle parking requirements within the TM (Traditional Mainstreet) Zone. However, the GFA of the existing building is 366 square metres and is subject to the full parking rate (5 spaces/100sqm GFA). A total of 18 spaces are therefore required for the proposed conversion. The existing site does not provide any space for vehicular parking, and the applicant does not intend to demolish the existing building to accommodate on-site parking. Staff recognize that, should the existing building's GFA have been 16 square metres less, no parking spaces would have been required under the Zoning By-law.
- The proposal is consistent with the Provincial Planning Statement, 2024, by contributing to a mix of land uses in proximity to residential areas and supported by transit and active transportation.
- The requested relief from the Zoning By-law conforms to the Official Plan. The subject site is located within the Inner Urban Transect and designated Mainstreet Corridor on Schedules A and B2 of the Official Plan. This area is encouraged to prioritize walking, cycling and transit. Richmond Road is identified as a Transit Priority Corridor and a suggested cycling route, and is in close proximity of other bicycle infrastructure and the Kitchi Sibi O-Train Station (Schedule C2 and Transportation Master Plan, Map 1). The Official Plan contemplates reducing or eliminating minimum parking requirements along Corridors and where located in proximity to higher order transit (Section 4.1.4). The request to provide no parking for a restaurant use on the subject site will support the shift towards

sustainable modes of transportation. In addition, the proposed conversion will reuse the existing building on the site, which supports more sustainable and resilient design by reducing landfill waste (Section 2.2.3).

- The requested Zoning By-law relief conforms to the Richmond Road / Westboro Secondary Plan by contributing to the transit-supportive, walkable, 15-minute neighbourhood and supporting a mix of uses with active frontages fronting onto the Mainstreet Corridor without adding curb cuts or surface parking.
- The proposal is consistent with the Urban Design Guidelines for Development along Traditional Mainstreets by not introducing curb cuts for a driveway, which reduces the extent of interruption along a sidewalk and the streetscape.
- The proposal represents good land use planning.

RELATED APPLICATIONS

- D08-02-24/A-00186 (Minor Variance Application, refused September 13, 2024. Planning Staff expressed no concerns)

CONSULTATION DETAILS

Councillor Jeff Leiper provides concurrence for delegated authority for this report.

Councillor Jeff Leiper indicated the following:

I have no concerns or issues with this application. By maintaining the existing building (with zero parking), the proposal will retain the urban built form characteristic of Westboro's traditional mainstreet and ensure a vibrant and inclusive mix of shops and services, consistent with our Official Plan goals. It is also consistent with the OP's contemplation of eliminating parking requirements along corridors like Richmond Road, and will prioritize walking, transit and cycling instead.

Response to Councillor Comments

Staff acknowledge Councillor Leiper's comments.

Public Comments

Summary of Comments - Public

This application was subject to the Public Notification and Consultation Policy requirements for minor zoning by-law amendment applications. Comments were received by approximately twelve residents.

Public Comments and Responses

Theme 1: Supportive comments

- Comments acknowledge that many existing businesses on Richmond Road rely on street parking, and that the proposed zoning relief would encourage patrons to use active transportation.
- Many comments recognized that the renovations to the existing building would reduce the amount of waste produced, the length of time of a vacancy, and the retention of the mural.
- Comments noted other McDonalds with no parking in Ottawa that seem to work well in those locations.
- Residents commented that it is not possible for each of the storefronts along Richmond to have 18 parking spaces each, and this requirement would prevent new businesses from opening.
- There was a comment appreciating that the proposal will not result in removing the street tree on the subject site.

Response:

- Staff note the reasons for support.

Theme 2: Previous Committee of Adjustment refusal decision

- Comments questioned the appropriateness of the Zoning By-law Amendment after the application was refused by the Committee of Adjustment.
- Residents questioned if the grounds of refusal have been considered, such as appropriate use of the building, waste management, traffic, parking and loading.

Response:

- The Minor Variance application to the Committee of Adjustment was evaluated against the four “tests” for minor variances, as provided for under the *Planning Act*. The Committee of Adjustment’s decision went against staff’s recommendation, and the items related to garbage and loading are matters outside of the scope of the application.
- A Zoning By-law Amendment is a different application type that an owner can apply for to get relief from the Zoning By-law, which is evaluated against the Official Plan and is either approved by Council or by staff through Delegated Authority.

Theme 3: Traffic and parking

- Comments regarding traffic and congestion concerns were received. Some residents were concerned that there will not be enough street parking, and that this could negatively affect other nearby businesses that rely on street parking.

- There were concerns that Richmond Road is dangerous for bicycling.
- A comment noted that there is a fire hydrant in front of the subject site, which impacts ability to park or load near the building entrance.
- Concerns were raised that despite Westboro being well served by public transit, the cycling network improving and the walk-score high, people are habitual and will drive their cars.

Response:

- A restaurant with no vehicular parking is not unusual on Mainstreet Corridors in Ottawa. The subject site benefits from its proximity to the O-Train, transit priority corridor, bike lanes, sidewalks, as well as being surrounded by residential and mixed-use zones in walking distance from the proposed restaurant.
- If the building was 16 square metres smaller in GFA, the Zoning By-law would not require any parking.
- There is a loading zone across the street on the north side of Richmond Road. Additionally, there is another loading zone 180 metres west on the south side of Richmond Road at 418 Richmond Road.

Theme 4: Type of restaurant proposed

- There were concerns with the proposed McDonalds fast-food restaurant proposed at this location. Some residents voiced preference for local businesses and healthier restaurants to contribute to a greater variety of businesses, and are concerned that small businesses could be negatively impacted by the addition of this McDonalds.

Response:

- A restaurant is a permitted use in the Traditional Mainstreet zone, and the Zoning By-law's definition of a restaurant use includes a fast-food restaurant, full-service restaurant, and take-out restaurant. The scope of the Zoning By-law Amendment application is the request to permit parking for a restaurant use, independent of the business.

Theme 5: Waste storage and disposal

- There were concerns raised regarding the discharge of cooking grease exhaust and the odours that may be vented outside, impacting surrounding residences.
- Residents were concerned about increased pollution and the control and management of waste, which could attract wildlife like seagulls.

Response:

- These concerns are outside of the scope of the application for reduced parking. Staff have noted these concerns to the applicant for their awareness and consideration in the design of the restaurant.

Technical Agency/Public Body CommentsSummary of Comments – Technical

All technical agency correspondence was forwarded to the applicant, and the applicant was advised to contact technical agencies directly for additional information and requirements.

Advisory Committee CommentsSummary of Comments – Advisory Committees

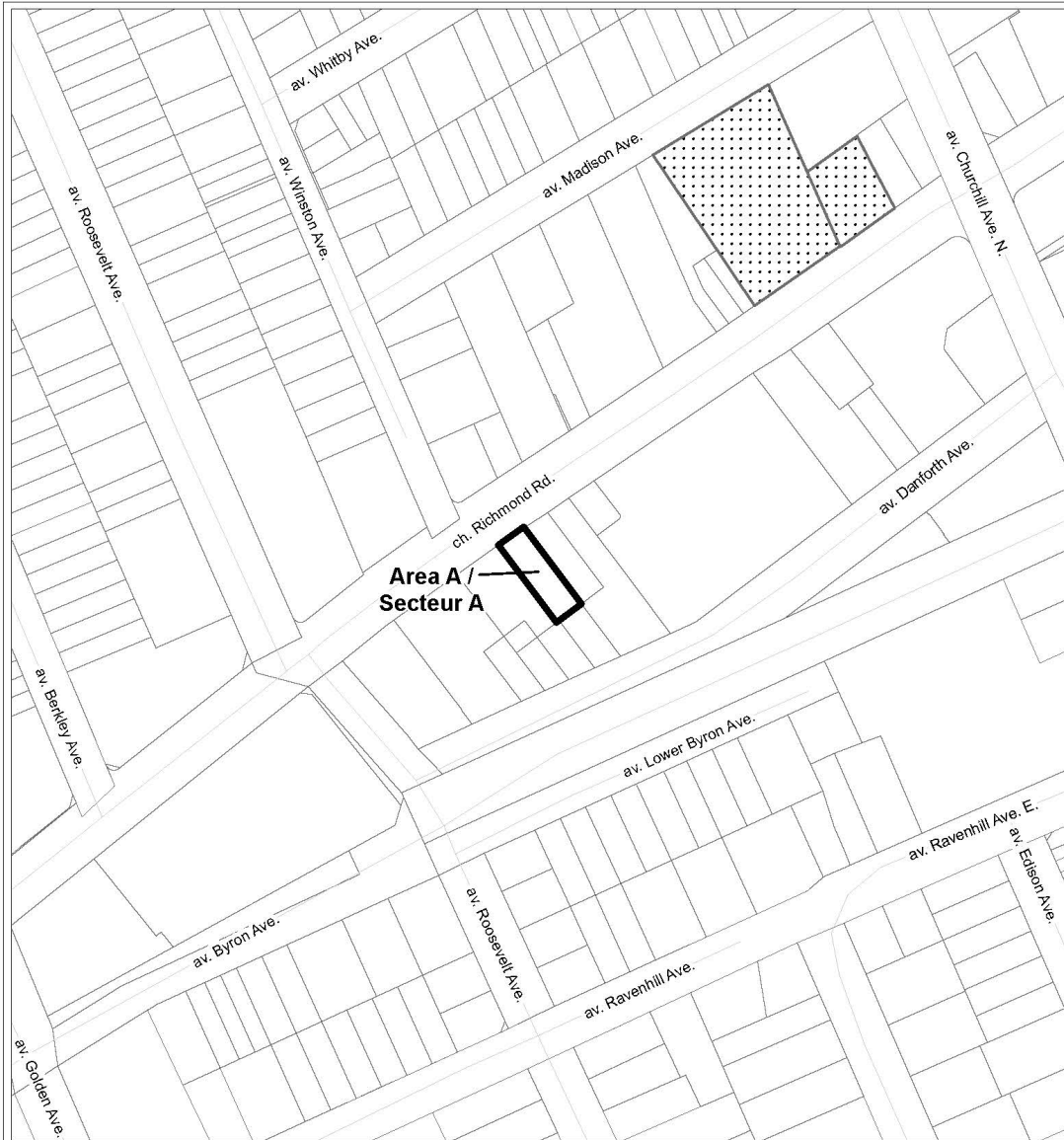
N/A

APPLICATION PROCESS TIMELINE STATUS

This Minor Zoning By-law amendment application was processed by the On Time Decision Date established for the processing of an application that has Manager Delegated Authority.

Contact: Margot Linker Tel: 613-580-2424, ext. 22555 or e-mail: Margot.Linker@ottawa.ca

Document 1 - Location Map



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-24-0085	25-0104-D	388 ch. Richmond Road	
I:\CO\2025\ZKP\Richmond_388		Area A to be rezoned from TM H(24) to TM[xxxx] H(24) Le zonage du secteur A sera modifié de TM H(24) à TM[xxxx] H(24)	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small>		Heritage (Section 60) Patrimoine (Article 60)	
<small>©Les données de parcelles appartient à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CE CI N'EST PAS UN PLAN D'ARPENTAGE</small>		Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) / Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)	
REVISION / RÉVISION - 2025 / 01 / 27			