

3055 Richmond Road

Planning Rationale

Major Zoning By-law Amendment and
Site Plan Control Applications

Revised June 2025





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1 Introduction

WSP was retained by 3055 Richmond Holding Inc., (the “Client”), to prepare a Planning Rationale (the “Report”) in support of a Major Zoning By-law Amendment application and a Site Plan Control application for the property municipally known as 3055 Richmond Road (“the site”), in the City of Ottawa. On October 7, 2022, WSP submitted a Major Zoning By-law Amendment Application and Site Plan Control Application (City File No. D02-02-22-0090 & D07-12-22-0147) on behalf of our Client, 3055 Richmond Holding Inc. The original October 2022 submission proposed a four-storey, low-rise apartment dwelling containing 16 units. The revised proposed development now consists of a five-storey, mid-rise apartment dwelling containing 21 units. This revised Planning Rationale shows revisions from the original submission in grey highlights.

1.1 Project History

A pre-consultation meeting was held with City of Ottawa staff on January 21, 2022. A community meeting hosted by the Ward Councillor was held on July 13, 2022. A second meeting was held with City of Ottawa staff on September 6, 2022.

The original submission made on October 7, 2022 was for a Major Zoning By-law Amendment (ZBLA) and Site Plan Control application to rezone the site from Residential First Density Zone, Subzone GG (R1GG) to Residential Fourth Density Zone, Subzone M, Urban Exception [XXXX] (R4M[XXXX]) to permit a low-rise apartment building. Through the zoning by-law amendment and site plan circulation process, multiple resubmissions have occurred. The following lists details on the application timeline and resubmissions to date:

- On July 13, 2023, WSP submitted the second submission for the Major Zoning By-law Amendment and Site Plan Control Application (City File No. D02-02-22-0090 & D07-12-22-0147) to the City. The resubmission was to address a technical issue with how the average grade was calculated on the site based on the City’s Zoning By-law definition. Based on how the average grade is calculated, the proposed development would be considered 5-storeys, thus resulting in a mid-rise building, rather than a low-rise building. The revised application resulted in a change in the zoning request to a R5 zone as the proposed development constitutes a 5-storey building. The proposed building footprint, unit count, and height had not changed from the original submission, therefore, through conversations with City staff this technicality was agreed upon to be addressed in the resubmission.
- Over the course of several months, meetings were held with City staff to resolve engineering concerns specifically with stormwater management on-site.
- On November 19, 2024, a meeting with City staff was held to discuss modifications to the proposed development to remove the backyard parking, and to extend the building slightly to address the stormwater management concerns.
- On February 6, 2025, a revised Site Servicing and Stormwater Management Report and supporting plans (prepared by D.B. Gray Engineering Inc., dated January 30, 2025), were submitted to the City to ensure they adequately addressed concerns raised by the City prior to the full resubmission package for the Major Zoning By-law Amendment and

Site Plan Control Application. Based on the revised Report and plans, the Report concluded that the proposed development can be supported by the existing municipal water distribution system, and municipal sanitary sewer. Additionally, a private onsite fire hydrant is proposed. The Report also concluded that post-development flow is expected to have an acceptable impact on the municipal infrastructure, neighbouring properties, and the established ROW. The revised Site Servicing and Stormwater Management Report also concluded that roof runoff from the proposed development is considered clean, over half of the area that drains onto neighbouring properties is soft landscaping, and all the hard surfaces will drain will overland over about 10 m of soft landscaping prior to draining into the neighbouring properties. Given this, no other permanent stormwater quality control measures are proposed. A storm sewer connection is not proposed. Roof drainage is to discharge to grade, and the foundation drains will drain to a storm sump and be pumped to grade.

This revised Planning Rationale shows changes in grey highlighted text to respond to the alteration to the proposed development required to address the stormwater management concerns.

1.2 Report Overview

This revised Planning Rationale has been prepared to address the site plan changes as a result of the discussions with City staff related to on-site storm water management.

The revised proposed development consists of a five-storey, mid-rise apartment dwelling with a proposed gross floor area of approximately 1,205.0 m² (12,970.5 ft²), located along Richmond Road in the Bayshore neighbourhood. The mid-rise apartment is proposed to have 21 units, containing a mix of 1- and 2-bedroom units. The proposed development would include an underground parking area for 9 vehicle parking spaces (9 resident and 0 visitor). The parking lot would be accessed by a two-way driveway from Richmond Road to the rear of the site. A total of 26 bicycle parking spaces would be provided (4 exterior and 22 interior). The total amenity area is 419.4 m² (4,514.4 ft²), which includes private balconies, walk-out porches, and a 125.7 m² (1,353 ft²) rooftop patio.

Therefore, the rezoning request is to rezone the site to a Residential Fifth Density Zone, Subzone B, Urban Exception [XXXX] (R5B[XXXX]) to permit the proposed mid-rise apartment, which is not currently permitted in the R1GG Zone. Subzone R5B was selected since the subzone standards best align with the dimensions of the site, and the proposed building footprint. Specifically, this subzone requires a minimum lot area of 675 m², a minimum lot width of 22.5 m, and a minimum front yard setback of 3 m, which best align with the dimensions of the site and the proposed building footprint. While the proposed development meets the general intent and purpose of the Zoning By-law, a site-specific exception is required for some zoning provisions as described in this Report.

The proposed Major ZBLA is summarized below and the Draft ZBLA and Draft Zoning Schedule are provided in **Appendix B**:

1. A reduction in the minimum interior side yard setback to be 3.0 m on the eastern side and 6.09 m on the western side, whereas the Zoning By-law requires a minimum of 7.5 m.

2. An increase to the maximum rear yard to permit a setback of 8.54 m, whereas the Zoning By-law requires the rear yard setback to not exceed 7.5 m.
3. A reduction in the minimum number of required resident parking spaces to permit 9 spaces whereas the Zoning By-law requires a minimum of 25 resident parking spaces.
4. A reduction in the minimum number of required visitor parking spaces to permit 0 spaces whereas the Zoning By-law requires a minimum of 4 visitor spaces.
5. A reduction in the minimum driveway width for a double traffic lane to permit a width of 3.0 m whereas the Zoning By-law requires a minimum driveway width of 3.6 m.

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 provides a planning rationale and design brief for the proposed development;
- **Section 5** summarizes the planning opinion regarding the Zoning By-law Amendment;
- **Appendix A** contains the site plan; and
- **Appendix B** contains the Draft Zoning By-law Amendment and Draft Zoning Schedule.

A number of technical studies have been prepared in support of the applications and submitted to the City under separate cover.

2 Site Location and Community Context

2.1 Site Location

The site is legally described as Part 1 Plan of Lot 25 Registered Plan 523 City of Ottawa. It is municipally known as 3055 Richmond Road, and is located in Ward 7 (Bay). The site is located on the west side of Richmond Road and east of Ridgevalley Drive, as illustrated in **Figure 2-1**. An existing stormwater pipe easement in favour of the City of Ottawa as described by Instrument CR473392 on the survey plan, and is located on the western edge of the site.

The site is irregularly shaped with a lot depth of 34.39 m (112.83 ft) with a total lot area of 895 m² (9,634 ft²). The site has a frontage of 42.85 m on Richmond Rd. The site is currently occupied by a one-storey detached dwelling with an existing driveway onto Richmond Road, as shown in **Figure 2-2**. The site is heavily vegetated with several trees located in the western interior side yard, and the rear yard between the existing dwelling and the detached dwellings to the north and west.

Figure 2-1 Site Location (geoOttawa, 2022)



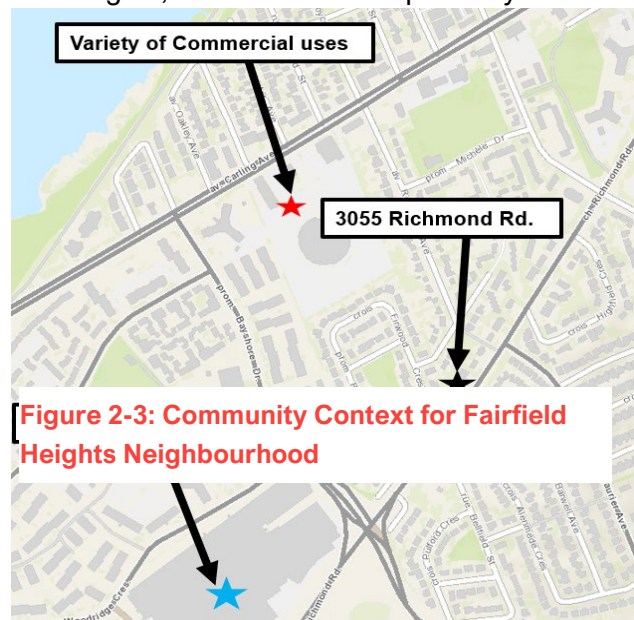
A site visit was conducted on May 30, 2022. Photos contained herein are from WSP, unless otherwise stated.

Figure 2-2: Existing detached dwelling, looking north from Richmond Road (WSP, May 30, 2022)



2.2 Community Context

The site is located along Richmond Road, in Fairfield Heights, which consists of primarily low and medium density residential uses, including detached dwellings, semi-detached dwellings, and townhouses. Retail and commercial amenities are provided west of the site along Richmond Road by the Bayshore Shopping Centre and north of the site along Carling Avenue, as shown in **Figure 2-3**. Institutional uses are also in close proximity to the site, including St. Rose of Lima School and Bayshore Public School, located west of the site. Additionally, a range of neighbourhood parks exist in proximity to the site, including Winfield Park, and Barwell Park. To the east of the site there is a pedestrian and cyclist pathway link connecting Richmond Road and Penny Drive. The site has direct access to Highway 417 (the Queensway) via the Bayshore Drive access. The proposed development is in close proximity to transit and existing sidewalks to encourage the use of active transportation and transit.



Land uses adjacent to the site are as follows:

- **North:** A mix of one- and two-storey detached dwellings are located to the north that front onto Firwood Crescent and Penny Drive. The rear yard of these dwellings abut the northern property line of the site. Winfield Park is located northwest of the site.
- **South:** One- and two-storey detached dwellings are located south of the site on the south side of Richmond Road. These dwellings front onto Alenmende Crescent and their rear yards back onto Richmond Road. Therefore, these dwellings are separated from the site by an existing Road and a mix of vegetation and fencing.
- **East:** Two-storey townhouses abut the eastern property line. Further east along Richmond Road are one- and two storey detached dwellings as well as semi-detached dwellings.
- **West:** The rear yards of the detached dwellings fronting onto Firwood Crescent abut the western property line. Further west of the site is Bayshore Shopping Centre, which provides access to commercial and retail services. Bayshore Public School and St. Rose of Lima School, as well as the Bayshore bus station are also located west of the site.

Figure 2-4: Townhouse dwellings east of the site



Figure 2-5: Nearby detached dwelling east of the site at 3031 Richmond Road



Figure 2-6: Detached dwellings along Firwood Crescent whose rear yards abut the site



Figure 2-7: Intersection of Richmond Road and Ridgevalley Drive, looking southeast, across the site



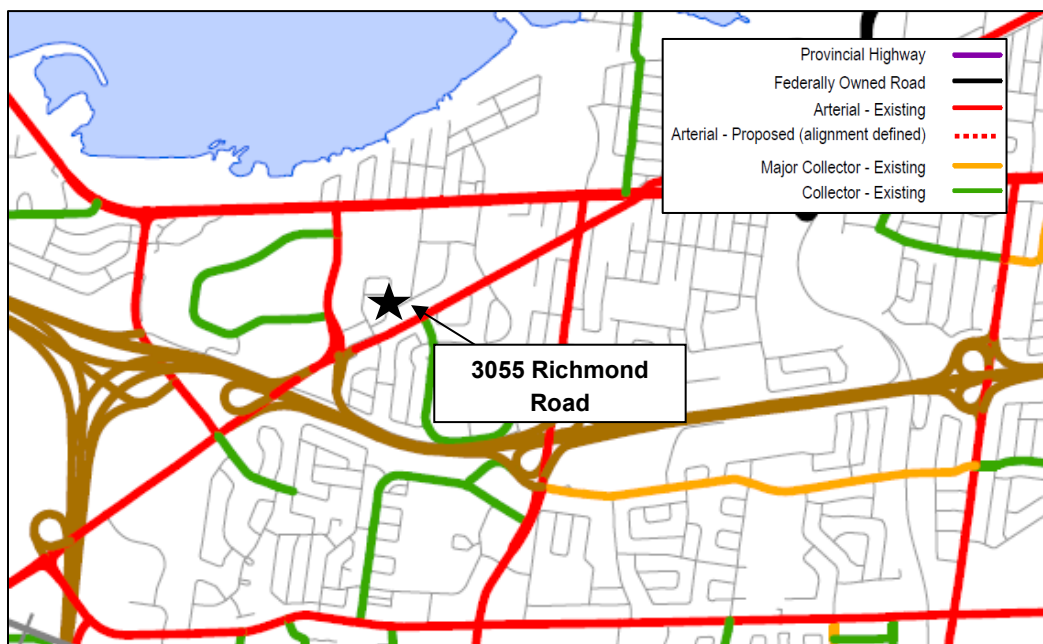
Figure 2-8: Rear yards of dwellings to the South of Richmond Road, fronting Alenmende Crescent



2.3 Transportation Network

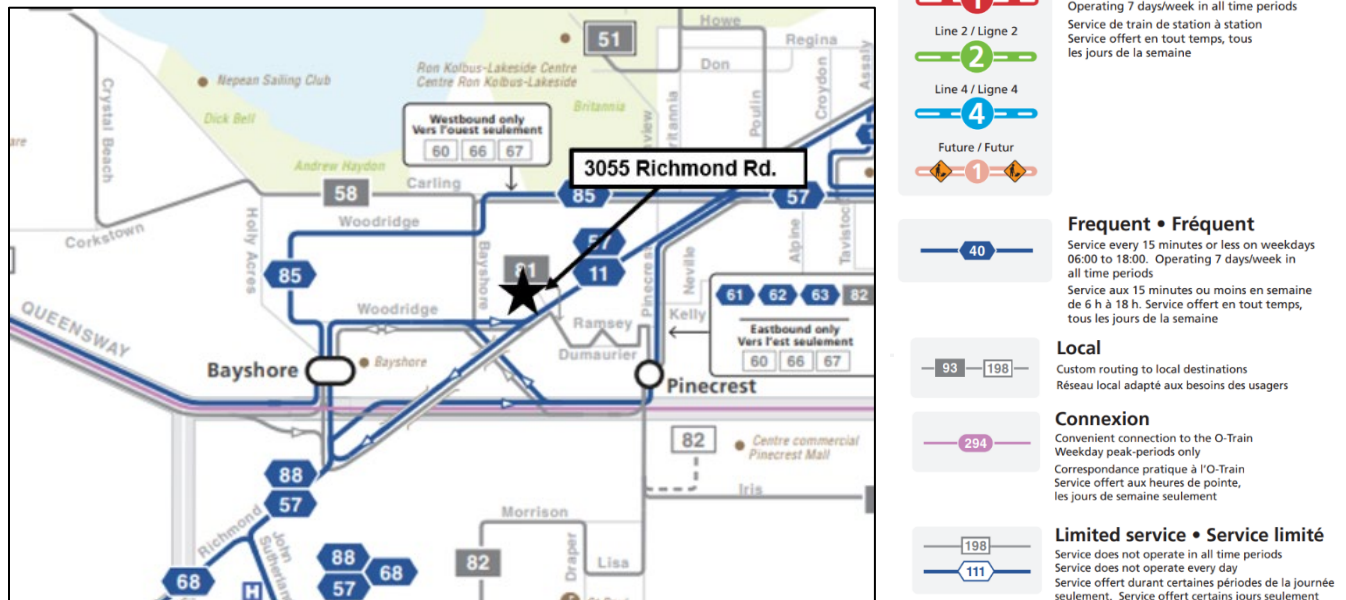
The road network around the site as per Schedule C4 Urban Road Network of the City of Ottawa Official Plan (Adopted November 24, 2021, and approved by the Ministry of Municipal Affairs and Housing on November 4, 2022 with modifications) (“OP”) is illustrated in **Figure 2-9**. Richmond Road is identified as an Arterial – Existing and provides the site with access to Pinecrest Avenue and Highway 417 (The Queensway) which provides access to the greater Ottawa area. The site is also in proximity to Ridgevalley Road (running north-south), Firwood Crescent (running east-west) and Dumaaurier Avenue (running north south), all of which are designated as local roads.

Figure 2-9: Schedule C4 – Urban Road Network (Excerpt) (City of Ottawa Official Plan (Adopted November 24, 2021, and approved by the Ministry of Municipal Affairs and Housing on November 4, 2022 with modifications))



There are sidewalks on both sides of Richmond Road and Dumaaurier Avenue. There is also a paved shoulder for cycling on the south side of Richmond Road, and an existing pedestrian multi-use path north of the site, connecting Richmond Road to Penny Drive.

Figure 2-10 OC Transpo Network Map (April 3, 2025)



The site is also well serviced by existing public transit, as illustrated in **Figure 2-10**. Near the site there are three (3) OC Transpo bus routes:

- #11 Bayshore/Waller (Frequent)
- #57 Tunney's Pasture & N Rideau (Frequent)
- #81 Tunney's Pasture/Bayshore (Local)

All four of these bus routes provide access to Bayshore Station, a transit station located west of the site that connects to OC Transpo's wider transit network.

3 The Proposed Development

The proposed development consists of a five-storey mid-rise apartment dwelling. The proposed building footprint and building design have been revised from the original submission in October 2022, to address stormwater management concerns and maximize the site's development potential. The proposed development has been revised by expanding the building footprint 4.95 m to the rear along the full width of the building therefore providing a total building footprint of 298 m² (3,205 ft²). The proposed development has also been revised to increase the number units from 16 to 21 rental units, containing a mix of 1- and 2-bedroom units. The revised proposed development would have a gross floor area of approximately 1,205 m² (12,970.5 ft²), which has decreased from 1,374 m² (14,789 ft²) from the original submission. The proposed development would be staggered in height, and would drop down 1-storey at the rear of the building. Given the grading of the site, the proposed development would appear as a 4-storey building from Richmond Road. Additionally, the proposed development has relocated the parking from the rear yard to an underground parking area, containing 9 vehicle parking spaces (9 resident and 0 visitor). A total of 26 bicycle parking spaces would be provided (4 exterior and 22 interior). Elevations of the proposed mid-rise apartment building are shown in **Figure 3-1** to **Figure 3-4**. An excerpt of the proposed site plan is shown in **Figure 3-5** and the full site plan is

available in **Appendix A**. The existing detached dwelling would be demolished to accommodate the new development.

The total amenity area is 419.4 m² (4,514.4 ft²), which includes private balconies, walk-out porches, and a 125.7 m² (1,353 ft²) rooftop patio. The rooftop patio space will be accessible via staircase and elevator and will be covered by a canopy connecting the stair and elevator volumes. Together, the private balconies, walk-out porches and rooftop patio will serve as outdoor amenity areas for residents, as well as contribute to the overall design of the building by adding interest to its exterior.

The underground parking would be accessed by a two-way access from Richmond Road. A walkway from Richmond Road will provide access to the entrance of the building. The proposed development has accounted for the 3.0 m Right-of-Way (ROW) protection that is required in Section 7, Annex 1, Table 1 of the OP to accommodate the future widening of Richmond Road.

The site landscaping will feature mix of shrubs, and deciduous and coniferous trees along the site perimeter and rear yard, as shown in the conceptual landscape plan in **Figure 3-6**. The proposed landscaping would provide a buffer between the development and the abutting properties to the north and west of the site.

Figure 3-1 Rendering, north elevation (Prepared by Unpoised Architecture Inc., dated May 23, 2025)



Figure 3-2 Rendering, south elevation (Prepared by Unpoised Architecture Inc., dated May 23, 2025)



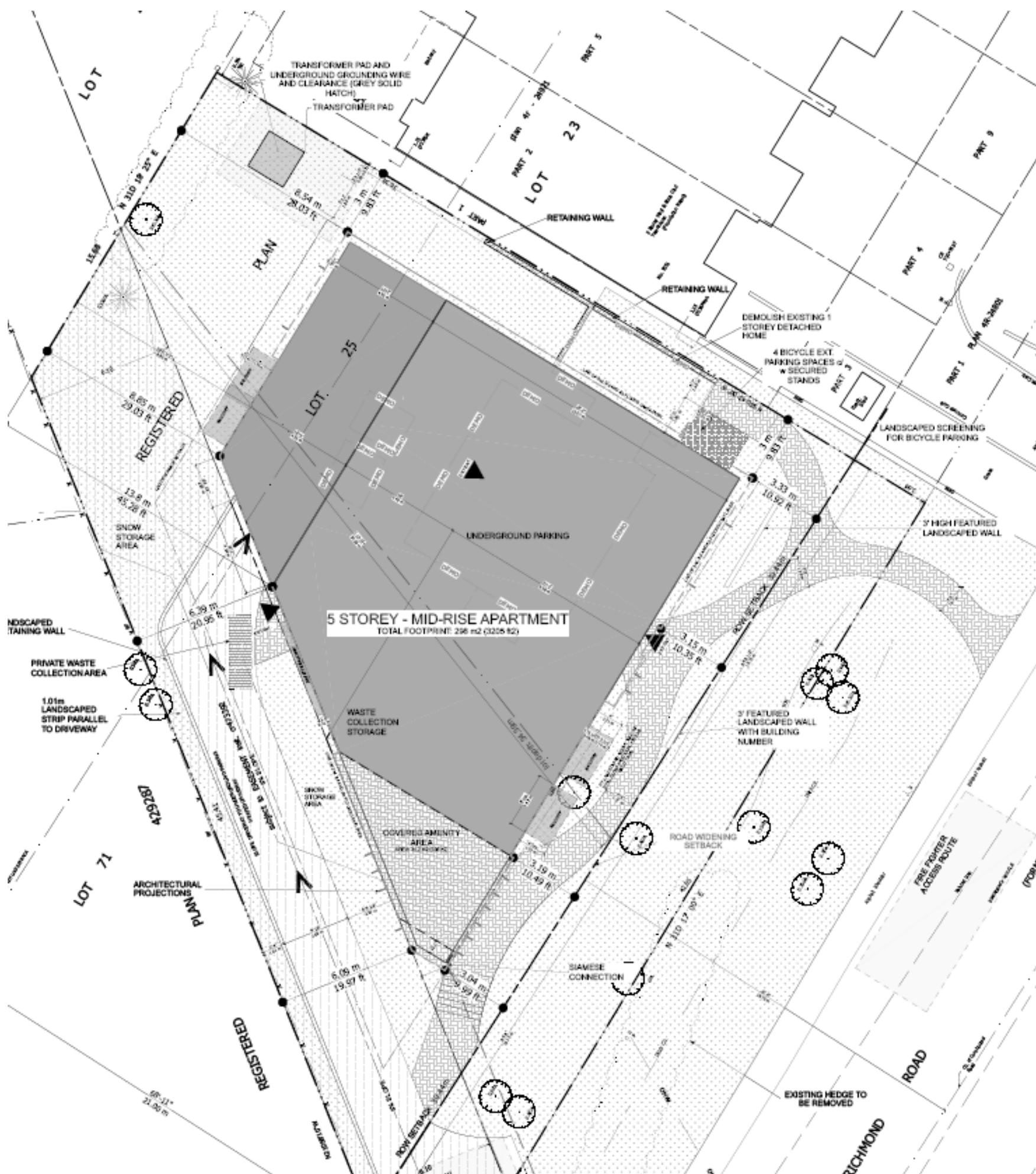
Figure 3-3 Rendering, west elevation (Prepared by Unpoised Architecture inc., dated May 23, 2025)



Figure 3-4 Rendering, east elevation (Prepared by Unpoised Architecture Inc., dated May 23, 2025)



Figure 3-5: 3055 Richmond Road – Site Plan (Excerpt) (Unpoised Architecture Inc./Azul Designs, May 27, 2025)



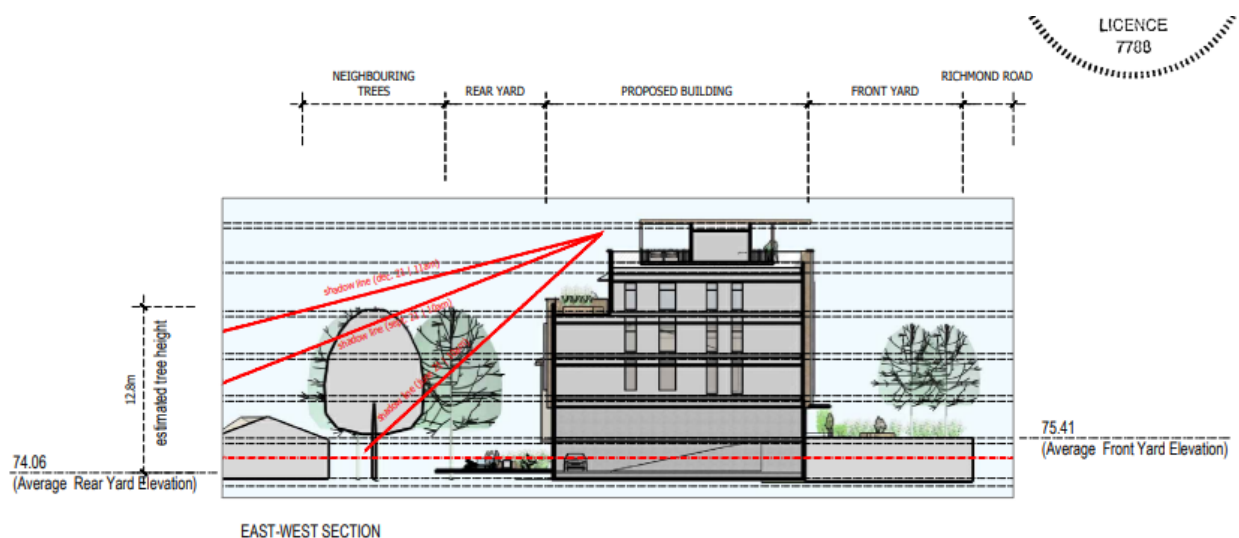
3.1 Shadow Analysis

To understand the relationship between the proposed 5-storey mid-rise apartment building and the abutting properties, a revised Sun Shadow Analysis was completed (unPoised Architecture, April 24, 2025). The Analysis shows the shadow impacts on the adjacent properties based on the:

- pre-development conditions with the full existing canopy coverage created by the mature trees on the site; and
- post-development condition of the canopy coverage.

Figure 3-7 shows the future relationship between the topography, the retained trees and the proposed mid-rise apartment building. Please note, shadow impacts cast by the deciduous trees at the rear of the property have been removed at the request of the City. Consequently, the new net shadows shown in the revised Sun Shadow Analysis (prepared by unPoised Architecture, dated April 24, 2025), do not accurately reflect existing conditions in the summer months when trees are in full leaf. Areas of these inaccuracies have been noted.

Figure 3-7 Site Conditions - trees, topography, building



Based on the June analysis, the largest shadow impact post-development would be on the rear yards north of the site along Firwood Crescent at 8 a.m. in the morning, as shown in **Figure 3-8**. The largest impact to the adjacent properties across Richmond Road would be at 8 p.m. in June. Please note, at the request of City Staff, the mature coniferous trees and the shadows they cast at the rear of the property have been removed from the 8 a.m., 10 a.m., and 8 p.m. June analysis, though they contribute to the shading condition. Consequently, new net shadows shown in **Figure 3-8** do not represent accurate conditions in summer months.

The September analysis shows the largest shadow impact to the neighbouring rear yards to the west of the property is at 10 a.m. as shown in **Figure 3-9**. The largest impact to the neighbours

to the north is between 4 p.m. and 6 p.m. where the proposed building effectively shadows the full front yard.

The December analysis shows the largest shadow impact to the neighbouring rear yards to the west of the property would be at 11 a.m. as shown in **Figure 3-10**. Unlike other seasons, this study assumes neighbouring trees are coniferous and will have lost their leaves at this time. This leaves the buildings as shadow casting elements.

Therefore, it is our opinion that the shadowing as a result of the proposed development conforms to the City of Ottawa Official Plan. **Section 4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all** states that in developing new mid-rise buildings, to ensure there are minimal impacts on neighbouring properties and the public realm, an appropriate transition in building heights shall be provided. Based on the revised Sun Shadow Analysis was completed (unPoised Architecture, April 24, 2025), the proposed development would not result in negative impacts on the adjacent properties, and provides a transition in building heights.

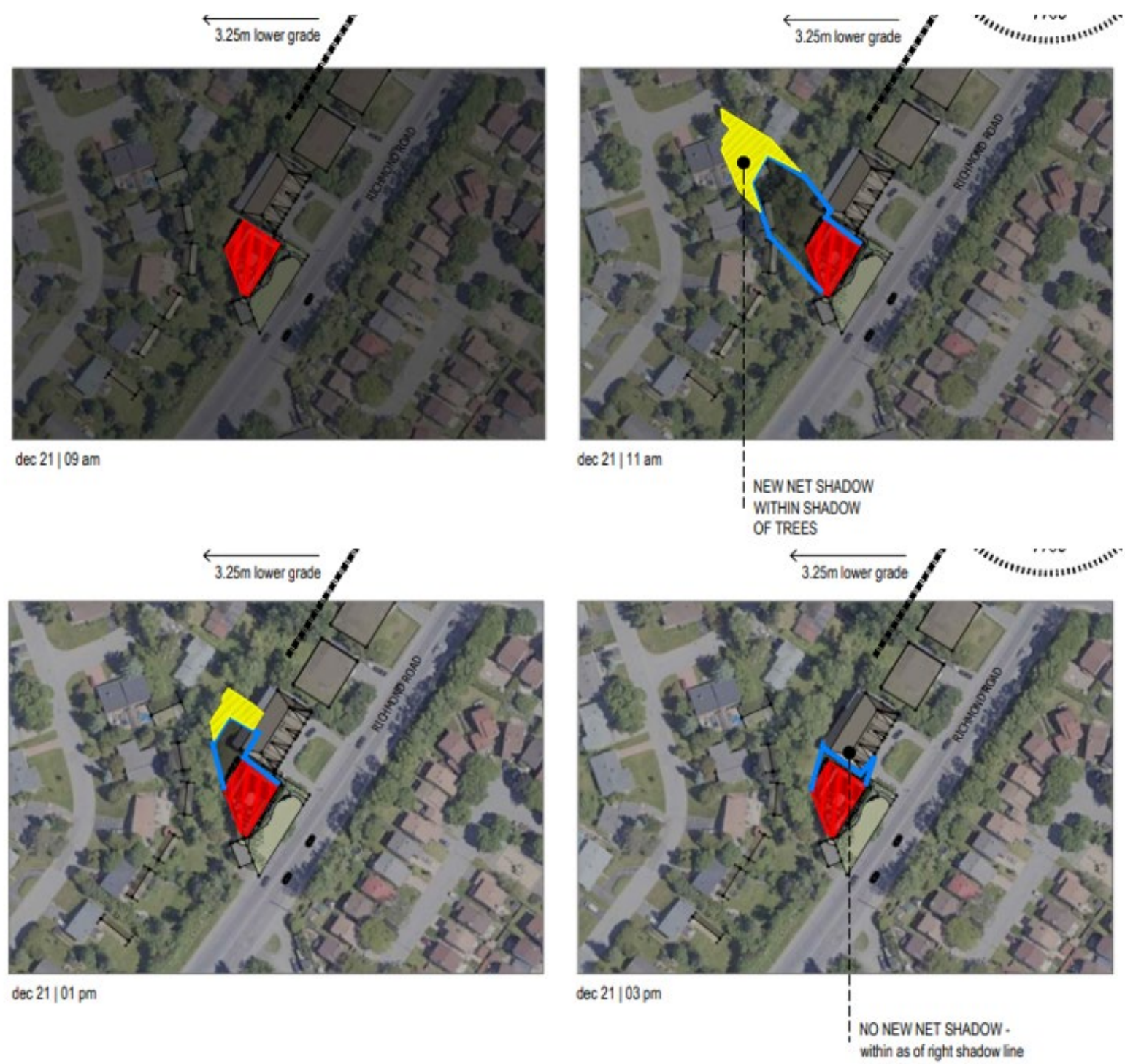
Figure 3-8 June Shadow Analysis (unPoised Architecture, April 24, 2025)



Figure 3-9: September Shadow Analysis (unPoised Architecture, April 24, 2025)



Figure 3-10: December Shadow Analysis (unPoised Architecture, July 12, 2025)



4 Community Engagement and Outreach (Public Consultation Strategy)

Public consultation and engagement have been undertaken prior to the submission of the Zoning By-law Amendment and Site Plan applications.

On July 13, 2022, a virtual community meeting was hosted by the local Ward Councillor's office, to give the public the opportunity to comment on the proposed low-rise apartment development.

A total of six (6) members of the public attended the meeting where representatives from the Owner, WSP and Councillor Kavanagh's office were available to answer questions. Three main items were raised by attendees with regards to the potential impacts of the proposed development:

- **Item #1 - Privacy:** Due to the higher grade of the site, compared to the abutting properties to the north along Firwood Crescent, attendees raised concerns about overlook onto the rear yards.

Response: It is noted that the Landscape Plan (August 29, 2022, John. K. Szczepaniak Landscape Architect) shows that the majority of the existing mature trees are proposed to be retained in addition to new trees, shrubs and plantings. This landscaping will serve as a buffer between the proposed development and the abutting rear yards. The new and existing trees are mainly deciduous trees, meaning that they will provide screening year-round. The exterior of the proposed development has also been designed to minimize the amount of windows and balconies which face the rear of the abutting properties to the north and east of the site.

- **Item #2 – Parking:** Attendees commented on the potential for parking demand spillover onto the local road network, including Firwood Crescent, as a result of the vehicle parking reduction being requested for the proposed development.

Response: It is our professional opinion that the requested vehicle parking reduction for residents and visitors would not result in adverse impacts on the surrounding neighbourhood. Multiple-unit dwellings, such as low-rise apartments, typically have far fewer vehicles per household than the number of parking spaces required by the Zoning By-law. The anticipated lower parking demand is combined with a surplus of bicycle parking spaces that are proposed. A total of 22 bicycle parking spaces are proposed whereas only 9 spaces are required, resulting in a surplus of 13 bicycle parking spaces. The site's location in proximity to multiple public transit routes also supports the requested reduction in vehicle parking.

- **Item #3 – Shadows:** The final main point of discussion was the potential impact of the proposed development on shadowing on the adjacent properties as a result of the increased building height.

Response: A Sun Shadow Analysis was completed to understand the shadow impacts pre- and post-development (unPoised Architecture, July 27, 2022). The findings of the Analysis are detailed in **Section 3.1** of this Report. In summary, there are several existing mature trees on the site that already result in shadowing impacts on the adjacent

properties. According to the Analysis, final build out of the proposed development would not result in additional shadowing impacts compared to what is existing.

In conclusion, the design of the proposed development responds to the public comments received. The proposed development represents a design that is sensitive to the existing neighbourhood context, and would contribute positively to the overall look and feel of the community through the conservation of existing mature trees and landscape plans, as well as the built form of the development building.

5 Policy and Regulatory Framework

This section describes the provincial, and local policy framework that is relevant or applicable to the proposed development of the site.

5.1 Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 (“PPS 2024”) took effect on October 20, 2024, replacing *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (“Growth Plan”) and the Provincial Policy Statement 2020. The PPS 2024 provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the PPS. Importantly, the PPS 2024 “shall be read in its entirety and all relevant policies are to be applied to each situation” (Policy 6.1).

Chapter 1 of the PPS 2024 provides a Vision which focuses on the need to increase the supply and mix of housing options, to support the economy, optimizing infrastructure investments, prioritizing compact and transit-supportive development, supporting and protecting the viability of rural areas over the long term and recognizing the unique role Indigenous communities in land use planning and development.

Chapter 2 of the PPS 2024 includes policy regarding housing and communities. Policy 2.1.6(a) states that planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing and transportation options, employment, institutional uses, recreation, parks and open spaces to meet long term needs.

Policy 2.2.1 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by: establishing and implementing minimum targets for the provision of affordable housing and coordinating land use planning to address the full range of housing options including the need for affordable housing; permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, and all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with Policy 2.3.1.3; promoting new housing densities that efficiently use land, resources, infrastructure and public service facilities, and; requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Policy regarding Settlement Areas is provided in Section 2.3. Policy 2.3.1.1 directs that settlement areas shall be the focus of growth and development, and that within settlement areas, growth should be focused in, where applicable, “strategic growth areas”, including “major transit station areas”. Policy 2.3.1.2 states that land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; are transit-supportive, as appropriate; and are freight-supportive. Policy 2.3.1.3 directs planning authorities to support general intensification and redevelopment to support the achievement of complete communities, by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities. Policy 2.3.1.4 states that, based on local conditions, planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas. Further, Policy 2.3.1.5 encourages planning authorities to establish density targets based on local conditions for designated growth areas. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas. Phasing policies should be established and implemented by planning authorities, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of infrastructure and public service facilities (Policy 2.3.1.6).

The proposed development is consistent with the policies of Section 2.2 as it would increase housing diversity, and help meet the projected needs of current and future residents. The proposed mid-rise apartment building would support the use of active transportation through the provision of an excess of bicycle parking spaces than what is required in the Zoning By-law. The proposed development is a residential intensification project on an underutilized site, and in proximity to transit. The proposed mid-rise apartment building is consistent with Section 2.3 as it supports growth and development within the settlement area and efficiently utilizes the existing land and resources. The proposed development offers additional housing within the City of Ottawa to support growth within the City, and contribute to the housing supply.

5.2 City of Ottawa Official Plan

Ottawa City Council adopted the City of Ottawa Official Plan (OP) on November 24, 2021 and the OP was approved by the Ministry of Municipal Affairs and Housing on November 4, 2022 with modifications. The OP sets the vision for how the city will grow and develop to 2046.

In the OP, the site is located within the **Outer Urban Transect** as per Schedule A Transect Areas. It is designated as **Mainstreet Corridor** and subject to the **Evolving Neighbourhood Overlay** as per Schedule B3 Outer Urban Transect, as shown in **Figure 5-1**.

Figure 5-1 Schedule B-3 Outer Urban Transect (Excerpt), Ottawa Official Plan



The Evolving Neighbourhood Overlay policies in Section 5.6.1.1 of the OP relate to development standards that may guide gradual change in character, allow for new building forms and provide direction for the evaluation of development. Development standards applicable to lands within the Evolving Overlay would be created through the Zoning By-law. The City of Ottawa is currently in the process of updating its Zoning By-law to create such development standards.

5.2.1 Strategic Directions

Section 2 of the OP, Strategic Directions, outlines the broad policies that will govern the growth and development of Ottawa over the next 25 years.

Section 2.1 – The Big Policy Moves outlines five broad policy directions to shape Ottawa as a liveable, mid-sized city.

- Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
- Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.
- Big Policy Move 3: Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
- Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of planning policies.

- Big Policy Move 5: Embed economic development into the framework of planning policies.

Section 2.2 Cross Cutting Issues identifies six policy direction categories that span a range of topics related to achieving the City of Ottawa’s goal of becoming a livable City. The relevant cross-cutting issues are described as follows.

Section 2.2.1 directs residential growth within the built-up urban area towards 15-minute neighbourhoods. This direction supports the creation of 15-minute neighbourhoods by locating daily and weekly needs in proximity to Hubs, Corridors and surrounding Neighbourhoods. Promoting intensification is a key part of achieving this goal. The OP’s definition of intensification includes developing a property at a higher density than currently exists through the expansion or conversion of existing buildings. To support the City’s intensification goal of 60 per cent by 2046, the City will direct residential intensification to Hubs, Corridors and residential neighbourhoods within a short walking distance of those Hubs and Corridors.

Section 2.2.3 promotes the development of a compact urban form with a mix of land uses and housing options to ensure both energy efficient and sustainable patterns of development are created.

Section 2.2.4 is intended to support healthy and inclusive communities through the development of walkable 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities. 15-minute neighbourhoods support cultural expression and community identity as well as ensuring access to goods and services within peoples’ communities using active transportation modes.

The proposed development supports the Strategic Directions of the OP by providing residential intensification within the urban area. The proposed development contributes to the development of healthy, inclusive 15-minute neighbourhoods by adding housing options to the neighbourhood that are within walking distance of amenities such as community facilities, schools, and transit.

5.2.2 Growth Management Framework

Section 3 of the OP contains the City’s Growth Management Framework, which ensures that there are sufficient development opportunities and a range of choices of where to locate growth and how to design it. The Growth Management Framework supports growth that increases sustainable mode shares and uses existing infrastructure efficiently while reducing greenhouse gas emissions.

Growth is to be concentrated within the urban area with a majority of residential growth to occur in the built-up area through intensification. The intent of the Growth Management Framework policies is:

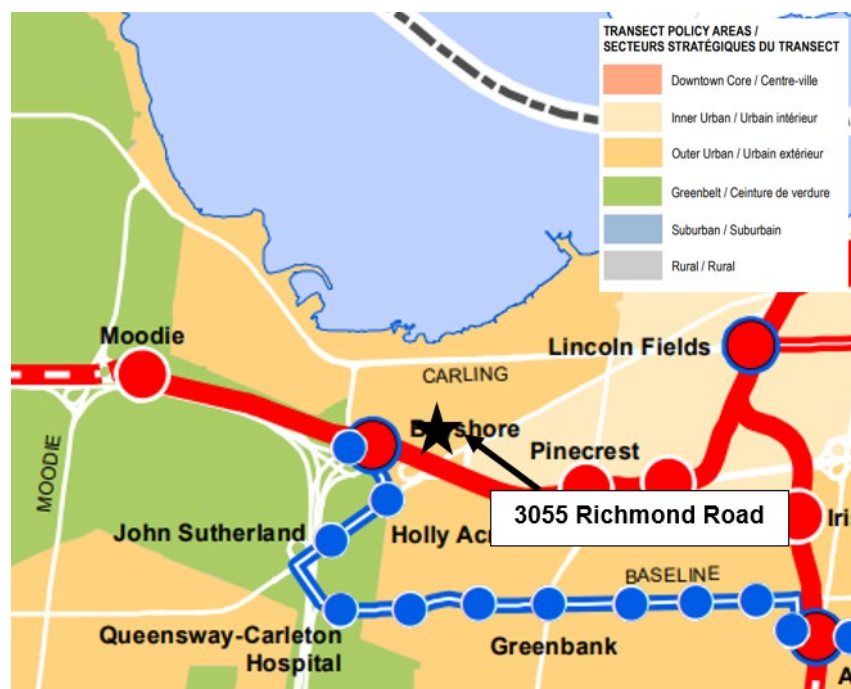
- “To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;

- To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.”

5.2.3 Transect Policy Area

In the OP, the site is located within the “Outer Urban” Transect, as per Schedule A – Transect Policy Areas shown in **Figure 5-2**. The OP characterizes the Outer Urban Transect as areas that represent traditional suburban design with plans to experience a gradual shift towards a more urban built form. This entails transitioning from a built form characterized by detached dwellings, auto-oriented land uses and moderate street connectivity to integrated mixed-use areas with a higher density housing and a connected transportation networks.

Figure 5-2: Schedule A – Transect Policy Areas (Excerpt) (City of Ottawa Official Plan (Adopted November 24, 2021, approved by the Ministry of Municipal Affairs and Housing on November 4, 2022 with modifications)



The goals of the Outer Urban Transect designation include promoting more public transit and active mobility options and encourage more diverse housing forms. Lands designated Outer Urban Transect along mainstreets are “generally Mid- or High-rise, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted” (Section 5.3.1.2b).

The proposed development conforms to the Outer Urban policies as it constitutes redevelopment of an existing detached dwelling to a more urban built form, and at a higher density than the existing use. The proposed build form would contribute to diversifying the housing supply in the neighbourhood. The number of vehicle parking spaces is proposed to be reduced and would therefore encourage the use of active transportation and public transit. The proposed development would include 26 bicycle parking spaces, which further promotes active mobility options, conforming to Section 5.3.1.2b) of the OP. The proposed building would have a height of 5 storeys, however, it would appear as a 4-storey building from Richmond Road and would provide a suitable transition to abutting neighbours, therefore conforming to the OP policies.

5.2.4 Land Designation

In the OP, the site, specifically Richmond Road, is designated as Mainstreet Corridor. The Mainstreet Corridor designation permits a range of residential and non-residential built forms. Mid- and high-rise building heights are permitted in the Mainstreet Corridor designation. **Section 13 Definitions** of the OP provides height categories for buildings and defines mid-rise buildings as between five and nine storeys, low-rise buildings as up to and including four storeys, and high-rise as between ten and forty storeys.

The OP supports Corridors as lands whose planned function combines a higher level of density with a higher level of street transit service than abutting Neighbourhoods but lower density than Hubs. **Section 3.2 Support Intensification** of the OP includes Policy 3.2.3 which states that the majority of residential intensification shall be focused within 15-minute communities, which include Corridors. Table 3a in Section 3.2 contains a target residential density range for Mainstreets. Mainstreets have a residential density target of 120 dwellings per net hectare. The proposed development would have a residential density of approximately 210 dwelling units per net hectare (21 units / 0.10 net ha). The proposed residential density exceeds the target residential density and therefore conforms with the density targets of the OP.

Policy 6.2.1 provides guidance on development within lands designated Mainstreet Corridor. Lands designated as Mainstreet Corridor in the Outer Urban Transect generally permit residential uses that integrate with a dense, mixed-use urban environment. Further Policy 6.2.1.2 states that “development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor.” The proposed development, fronting onto Richmond Road, would provide a higher density residential development located within the Corridor designation and would be well integrated in the existing neighbourhood.

The proposed development conforms with the land use designation policies of the OP. The proposed development offers a higher density residential development than the residential density targets for a Mainstreet, as indicated in Table 3a of the OP. The proposed 5-storey mid-rise building would not exceed the maximum permitted height as included in the OP and would be designed to integrate well with the area. The proposed development creates housing through intensification within the urban area at an appropriate scale that fits with the surrounding neighbourhood.

5.2.5 Annex 1 – Road Classification and Rights-of-Way

As per Section 4.1.7 of the OP, the City may acquire land for rights of way or the widening of rights of way through conditions of approval for a plan of subdivision, severance (severed and retained parcels), site plan or a plan of condominium.

Schedule C16, Table 1 of the OP sets forth the ROW widths that the City may require, this includes requirements of 37.5 m for Richmond Road between Highway 417 and the Ottawa River Parkway. The current ROW of Richmond Road at the site measures 31.5 m. Therefore, a 3.0 m ROW protection exists on the either side of the street. This 3.0 m ROW protection has been respected in the site design and has been identified on the draft site plan.

The Right-of-Way protection required by the OP along Richmond Road has been accomodated on the Site Plan (Unpoised Architecture Inc./Azul Designs, May 27, 2025).

6 City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation November 24, 2023)

Under the City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation November 24, 2023) the site is currently zoned **Residential First Density Zone, Subzone GG (R1GG)** as illustrated in **Figure 6-1**. The surrounding properties are all zoned for residential uses.

Figure 6-1: Site Zoning (GeoOttawa, 2025)



6.1.1 Zoning Provisions

The general purpose of the R1 Zone is to:

- restrict the building form to detached dwellings in areas designated as General Urban Area in the Official Plan;
- allow a number of other residential uses to provide additional housing choices within detached dwelling residential areas;
- permit ancillary uses to the principal residential use to allow residents to work at home; and
- regulate development in a manner that is compatible with existing land use patterns so that the detached dwelling, residential character of a neighbourhood is maintained or enhanced.

The R1 parent Zone generally permits low-density residential building types, listed below. The GG Subzone does not permit or prohibit additional land uses:

- bed and breakfast
- detached dwelling
- diplomatic mission
- group home
- home-based business
- home-based daycare
- park
- retirement home
- secondary dwelling unit
- urban agriculture

The R1 parent zone and the GG subzone do not permit a mid-rise apartment dwelling.

Therefore, a Zoning By-law Amendment is proposed to rezone the site to Residential Fifth Density Zone, Subzone B, Urban Exception [XXXX] (R5B [XXXX]). Subzone R5B was selected since the subzone standards best align with the dimensions of the site and the proposed building footprint. Specifically, this subzone requires a minimum lot area of 675 m², a minimum lot width of 22.5 m, and a minimum front yard setback of 3 m, which best align with the dimensions of the site and the proposed building footprint. A site-specific exception is required because while the proposed development meets the general intent and purpose of the Zoning By-law, relief is required from some provisions.

The Residential Fifth Density Zone (R5) Zone permits a wide range of residential uses, **including mid-rise apartment dwellings**. The general purpose of the R5 Zone as per Section 163 of the Zoning By-law is to:

- “allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan.
- allow a number of other residential uses to provide additional housing choices within the fifth density residential areas.
- regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.”

The zoning compliance of the proposed development, based on the site plan prepared by Unpoised Architecture Inc./Azul Designs, dated May 27, 2025, is shown in **Table 6-1**.

Table 6-1 Zoning Compliance for Residential Fifth Density Zone, Subzone B (R5B)

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Zone provisions for the R5 Zone – Sec. 163 (9)	30% of the lot area must be provided as landscaped area for a lot containing an apartment dwelling, mid rise that contains any one or more of these dwelling types.	N/A	Yes – 39.2% soft landscaping and 7.8% hard landscaping.
Minimum lot width – Sec. 164, Table 164A	22.5 m	N/A	Yes – 39.4 m
Minimum lot area – Sec. 164, Table 164A	675 m ²	N/A	Yes – 894.9 m ²
Maximum Building Height – 164, Table 164A	Varies 51 Maximum building height is either shown with an H(#) on the Zoning Map, on a Schedule or in the exception zone.	N/A	Yes – 15.7 m
Minimum front yard setback – 164, Table 164A	3 m	N/A	Yes – 3.0 m

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum interior side yard setback – Sec. 164, Table 164B (4)	Where the side lot line abuts a lot in an R1, R2, R3 or R4 zone the minimum required interior side yard setback is 7.5 m.	N/A	Eastern: No – 3.0 m Western: No – 6.39 m
Minimum rear yard setback – Sec. 164, Table 164B (4)	The minimum required rear yard setback is equal to 25% of the lot depth but need not exceed 7.5 m.	$25\% \times 34.39 = 8.59 \text{ m}$ $= (7.5 \text{ m max})$	No – 8.54 m

Appendix B contains a Draft Zoning By-law Amendment Schedule which shows the proposed zoning for 3055 Richmond Road.

6.1.2 Amenity Area Requirements

The Zoning By-law contains provisions for the required amenity area, as set out in **Table 6-2**.

Table 6-2 Provisions for Required Amenity Areas

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Amenity area Section 137 Apartment dwelling mid-rise	Total 6 m ² per dwelling unit, and 10% of the gross floor area of each rooming unit.	$6 \text{ m}^2 \times 21 = 126 \text{ m}^2$ No rooming units proposed	Yes - Total: 419.4 m ²
	Communal Minimum of 50% of the required total amenity area.	$50\% \times 126 \text{ m}^2 = 63 \text{ m}^2$	Yes – 374.1 m ²
	Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²	N/A	Yes - 125.7 m ² of rooftop patio space.

6.1.3 Permitted Projections Above the Height Limit and Permitted Projections into Required Yards Provisions

The Zoning By-law contains provisions for permitted projections above the height limit and permitted projections into required yards, as set out in **Table 6-3**.

Table 6-3: Provisions for Permitted Projections Above Height Limit / into Required Yards

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Permitted projections above the height limit – Sec. 64	<p>Except in the case of buildings or structures located within the area shown on Schedules 11 to 88 (Central Area Height Schedules), the maximum height limits do not apply to the structures listed below or to any other similar structures that may require a height in excess of maximum height limits in order to serve their intended purpose, unless otherwise specified in the by-law and provided these structures are erected only to such height or area as is necessary to accomplish the purpose they are to serve and that is necessary to operate effectively and safely:</p> <ul style="list-style-type: none"> – Mechanical and service equipment penthouse, elevator or stairway penthouse 	N/A	Yes – the rooftop staircase extends 2.87 m above the fifth storey at 15.7 m.
Permitted projections into yards – Sec. 65, Table 65	<p>Despite any other provision to the contrary, the following features and other similar features are permitted to project from a principal building into a required or provided yard, whichever yard is lesser, in accordance with Table 65. Where no yard setback is specified, the provisions of Table 65 do not apply.</p> <p>Maximum Size and Extent of Projection:</p> <p>(6) Covered or uncovered balcony, porch, deck, platform and verandah, with a maximum of two enclosed</p>		Yes – proposed balconies extend a maximum of 1.22 m from the building. All balconies proposed are setback greater than 1m from all lot lines.

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	sides, excluding those covered by canopies and awnings: c) 2 m, but no closer than 1 m from any lot line.		

6.1.4 Waste Management Provisions

The Zoning By-law contains provisions for accessory uses, buildings and structures, as well as provisions for waste management, as set out in **Table 6-4**. The proposed development includes an internal garbage room with a pathway leading from the rear garbage room access to the driveway.

Table 6-4 Waste Management Provisions Compliance (Section 143)

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Pathway Requirements – Sec. 143(1)	<p>1. a) Include a path for the movement of garbage containers between a garbage storage area and the street line or travelled public lane, and such path must be:</p> <p>i) not less than 1.2 metres in width;</p> <p>ii) unobstructed by any projection or accessory structure to a height of 1.5 metres above the path surface;</p> <p>iii) uninterrupted by any window well, depression or grade change that would impede the movement of a wheeled garbage container;</p> <p>iv) for that part of the path located outside a building, paved or finished with hard landscaping and may be on a driveway or walkway; and</p> <p>v) notwithstanding the above, a service vent or utility may encroach no more than 0.30 metres into the above path.</p>	N/A	Yes – 1.36 m at its most narrow width

6.1.5 Parking Provisions

The Zoning By-law contains provisions for parking, as set out in **Table 6-5**. The site is within Area C on Zoning By-law Schedule 1A, as illustrated in **Figure 6-2**.

Figure 6-2: Schedule 1A – Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (via GeoOttawa, 2025)

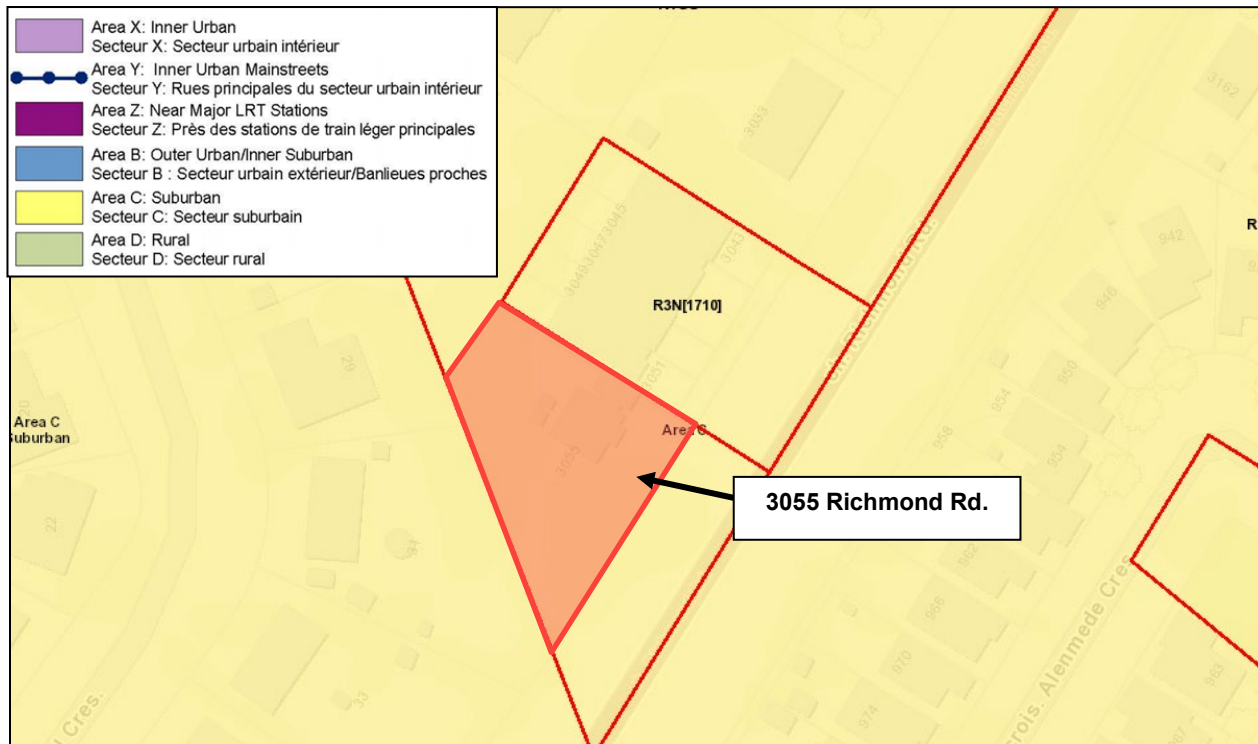


Table 6-5: Parking and Loading Space Provisions

Zoning Provision		Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum parking space rate for Area C – Sec. 101, Table 101, dwelling, mid- rise apartment		1.2 per dwelling unit	21 units x 1.2 = 25.2 (25) parking spaces	No – 9 resident parking spaces
Minimum visitor parking space rate for Area C, dwelling, mid-rise apartment – Sec. 102, Table 102 (iii)		0.2 per dwelling unit	21 units x 0.2 = 4.2 (4) parking spaces	No - 0 visitor parking space
Dimension requirements for a motor vehicle	(a) Width	Minimum width of 2.6 m; maximum width of 3.1 m	N/A	Yes – 2.59 m Yes - 5.2 m

Zoning Provision		Requirement	Calculation (if applicable)	Compliance (Yes or No)
parking space – Sec. 106(1)	(b) Length	Minimum length of 5.2 m	N/A	
Minimum number of bicycle parking spaces for apartment building, mid-rise – Sec. 111(2), Table 111A(b)(i)		0.50 per dwelling unit	21 units x 0.50 = 10.5 (11) spaces	Yes – 26 bicycle parking spaces
Minimum bicycle parking space dimensions – Sec. 111, Table 111B	(a) Horizontal	Width: 0.6 m	N/A	Yes – 0.6 m
		Length: 1.8 m		Yes – 1.8 m
Location of Bicycle Parking Spaces Section 111(7)		A maximum of 50% of the required bicycle parking spaces or 15 spaces, whichever is greater, may be located in a landscaped area	50% x 8 spaces = 4 spaces	Yes – 4 spaces
Minimum number of barrier-free parking spaces - Sec. 111, Table 112, Ottawa Traffic and Parking By-law 2017-301		0 spaces for public parking areas with 1-19 parking spaces	N/A	Yes – 0 Barrier-Free Parking Space are proposed
Minimum width of driveway providing access to a parking garage – Sec. 107(1)		(a) A driveway providing access to a parking garage must have a minimum width of; (iii) in the case of a parking garage, 6.0 m for a double traffic lane. (aa) in the case of an apartment mid-rise, the maximum permitted width for a double traffic lane that leads to: (i) Less than 20 parking spaces: 3.6 m	N/A	No – 3.0 m
Minimum aisle width – Sec. 107, Table 107		6.7 m for angle of parking that is 90 degrees	N/A	Yes - 6.7 m

6.1.6 Summary of Major Zoning By-law Amendment

The proposed development complies with the general intent of the Zoning By-law, and the mid-rise apartment dwelling provisions. However, the proposed development does not meet all of the requirements of the Zoning By-law.

The proposed Major Zoning By-law Amendment (ZBLA) would seek to rezone the site from Residential First Density Zone, Subzone GG (R1GG) to Residential Fifth Density Zone, Subzone B, Urban Exception [XXXX] (R5B[XXXX]) to permit the proposed mid-rise apartment, which is not currently permitted in the R1GG zone. Subzone R5B was selected because the subzone standards best align with the dimensions of the site and the proposed building footprint. A site-specific exception is required because while the proposed development meets the general intent and purpose of the Zoning By-law, relief is required from some provisions.

1. A reduction in the minimum interior side yard setback to be 3.0 m on the eastern side and 6.09 m on the western side, whereas the Zoning By-law requires a minimum of 7.5 m.
 - a. A reduction to the interior side yard setbacks is required given the site's irregular shape and the City's existing stormwater pipe on the west side yard. The reduction to the interior side yard setback would maximize the development potential of the site and accommodate the proposed development.
2. An increase to the maximum rear yard to permit a setback of 8.54 m, whereas the Zoning By-law requires the rear yard setback to not exceed 7.5 m.
 - a. The increase to the rear yard setback is required to accommodate the transformer pad and underground grounding wire located in the rear yard of the proposed development. The increase to the rear yard setback provides additional space for landscaping.
3. A reduction in the minimum number of required resident parking spaces to permit 9 spaces whereas the Zoning By-law requires a minimum of 25 resident parking spaces.
 - a. The reduction in the number of parking spaces and the relocation to underground parking is required to address the stormwater management changes for the proposed development.
4. A reduction in the minimum number of required visitor parking spaces to permit 0 space whereas the Zoning By-law requires a minimum of 4 visitor spaces.
 - a. The reduction in the visitor parking spaces is required due to site limitations given the irregular lot configuration, and the physical ability to provide additional parking spaces. The site will have an excess of bicycle parking spaces, in addition to being serviced by transit. Therefore, these modes of transport provide alternatives for visitors to the site.
5. A reduction in the minimum driveway width for a double traffic lane to permit a width of 3 m whereas the Zoning By-law requires a minimum driveway width of 3.6 m.

- a. The reduction to the minimum driveway width is required to accommodate the proposed development and maximize softscaping drainage. The reduction to the driveway width would allow for an additional landscaped buffer at the property line and provides a larger buffer to the existing utility pole. Given the reduction to parking spaces proposed, the reduction to driveway width of 0.6 m should not have significant impacts.

The proposed Major ZBLA is summarized in section 7 and the Draft ZBLA and Draft Zoning Schedule are provided in **Appendix B**.

7 Summary of Opinion

It is the professional opinion of WSP that the proposed five-storey mid-rise apartment dwelling at 3055 Richmond Road 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 Planning Statement, 2024.
- The proposed development is permitted in the applicable land use designations and conforms to the strategic directions and policies of the City of Ottawa Official Plan.
- The proposed development complies with the general intent of the Zoning By-law.

In conclusion, the Major Zoning By-law Amendment and Site Plan Control approval being sought to support the proposed development at 3055 Richmond Road represents good planning and is in the public interest by providing residential units in a built form that will contribute to the diversification of housing in the neighbourhood.

Please feel free to contact me at Nadia.De-Santi@wsp.com or 613-690-1114, if you have any questions or require additional information.

Yours truly,

WSP



Nadia De Santi, MCIP, RPP
Practice Lead



Grace Maxner, MCIP, LPP
Intermediate Planner

APPENDIX

A

Site Plan

SITE PLAN OF SURVEY PLAN PART 1 PLAN OF LOT 25 REGISTERED PLAN 523, CITY OF OTTAWA

ZONING: R1GG REZONED TO R5B

PROPOSED BUILDING TYPE: 5 STOREY, MID-RISE RENTAL BUILDING

21 RESIDENTIAL RENTAL UNITS

LOT DEPTH: 34.39m (112.83ft)

ADJACENT ZONING:
NORTH: R1GG
SOUTH: R1Y523
WEST SIDE: R1FF
EAST SIDE: R3M(1710)

SCHEDULE 1 AREA: AREA 'C'
SCHEDULE 1A AREA: AREA 'C'

LOT INFO - AFTER ZONING AMENDMENT - ALL MEASUREMENTS MADE TO ROW

E.STANDARD	3055 RICH. REQUIRED	3055 RICH. PROPOSED	EXISTING SINGLE	NOTES
LOT WIDTH:	15m	35.44m	42.85m	
LOT AREA:	540m ²	894.88m ²	1027.5m ²	
HEIGHT:	14.5m	15.7m	<6.0m	Ammand.
FRONT YARD:	3.0m	3.04m	10.83m	
CORNER YARD:	n/a	n/a	n/a	
REAR YARD:	7.5m	8.54m	17.81m	
INTERIOR YARD:	7.5m	3.00m	0.34m	Ammand.
AMENITY AREA:	125m ²	419.4m ²	n/a	374.1m ² COMM.
PARKING SPACES:	25 res.	9	1	Ammand.
BIKE SPACES:	11	0	0	
AGG. FRONT LAND:	40%	75.4%	0	
ALL L.C.	N/A	NO MAX.	n/a	
FIRST FL. HABITABLE SPACE	40m ²	419.4m ²	n/a	

BUILDING AREAS

BASEMENT FL. GFA:	-	0m ²
FIRST FL. GFA:	-	273.0m ²
SECOND FL. GFA:	-	331.6m ²
THIRD FL. GFA:	-	331.6m ²
FOURTH FL. GFA:	-	288.8m ²
STORAGE:	-	57.5m ²
GARAGE/CARPOR:	-	285.5m ²
EXITS/CORR. (ALL FLOORS):	-	340.1m ²
TOTAL GFA:	-	1205.0m ²
TOTAL ALL AREAS:	-	1630.0m ²

PROPOSED SITE DEVELOPMENT INFO.

NEW GROSS FLOOR AREA:	1205.0m ²
EX. GROSS FLOOR AREA:	0.0m ²
NUMBER OF UNITS:	21
PROPOSED STOREYS:	4

BUILDING COVERAGE:

SOFT LANDSCAPING CVG.:	41.2%
HARD LANDSCAPING CVG.:	39.2%
DECKS/PORCH/STEPS:	7.8%
ASPHALT CVG.:	0.0%
OTHER:	10.4%

SURVEY INFO.

SURVEY INFO TAKEN FROM SURVEYORS REAL PROPERTY REPORT PART 1, PLAN OF LOT 25, REGISTERED PLAN 523, CITY OF OTTAWA PREPARED BY ANNIE O'SULLIVAN, VOLLEBERK LTD DEC. 20, 2021

SITE NOTES

NEW ROOF DOWN SPOUTS SHALL NOT BE DIRECTED TOWARDS THE ADJACENT PROPERTIES

EXCAVATED MATERIAL TO BE REMOVED FROM PROPERTY

ALL GRADE TO SLOPE 2% AWAY FROM FOUNDATION WALL

ALL MEASUREMENTS ARE METRIC (ACCOMPANYING IMPERIAL MEAS. MAY APPEAR)

EXISTING GRADING AND DRAINAGE PATTERNS NOT TO BE ALTERED UNLESS OTHERWISE NOTED BY THE CIVIL ENGINEER

SNOW ACCUMULATION TO BE REMOVED OFF SITE IMMEDIATELY AS NEEDED

EXISTING PLANTING MATERIAL

CODE	COMMON NAME	QTY.	SIZE (DIA.)	CONDITION	NOTES
DECIDUOUS TREES					
CONIFEROUS TREES					
SHRUBS					

NEW PLANTING MATERIAL

CODE	COMMON NAME	QTY.	SIZE (DIA.)	CONDITION	NOTES
DECIDUOUS TREES					
DT1	RED MAPLE	2	50mm Cal.		
CONIFEROUS TREES					
SHRUBS					

TREE CONSERVATION NOTES

1. ERECT A FENCE AT THE CRITICAL ROOT ZONE (CRZ) OF TREES.

2. DO NOT PLACE ANY MATERIAL OR EQUIPMENT WITHIN THE CRZ OF THE TREE.

3. DO NOT ATTACH ANY SIGNS, NOTICES OR POSTERS TO ANY TREE.

4. DO NOT RAISE OR LOWER THE EXISTING GRADE WITHIN THE CRZ WITHOUT APPROVAL.

5. TUNNEL OR BORE WHEN DIGGING WITHIN THE CRZ OF A TREE.

6. DO NOT DAMAGE THE ROOT SYSTEM, TRUNK OR BRANCHES OF ANY TREE.

7. ENSURE THAT EXHAUST FUMES FROM ALL EQUIPMENT ARE NOT DIRECTED TOWARDS ANY TREE'S CANOPY.

* THE CRITICAL ROOT ZONE (CRZ) IS ESTABLISHED AS BEING 10 CENTIMETRES FROM THE TRUNK OF A TREE FOR EVERY CENTIMETRE OF TRUNK DIAMETER AT BREAST HEIGHT (DBH). THE CRZ IS CALCULATED AS DBH X 10 CM.

* TREE PROTECTION FENCE (PF) TO BE ERECTED BEFORE AND REMAIN UNTIL BUILDING CONSTRUCTION HAS COMPLETED AND TO CONSIST OF 1.8m HIGH PLYWOOD HOARDINGS (SEE DIAGRAM BELOW).

3 KEY PLAN & CONTEXT

A1 SCALE NO SCALE

1 SITE PLAN

A1 SCALE 3/32" = 1'-0"

DATE: APRIL 12, 2022

AS NOTED

17

A1

UNPOISED ARCHITECTURE INC.
5-16 SWETLAND AVE.
OTTAWA, ON K1N 7Y5
AZUL DESIGNS
OTTAWA, ON K1H 7G2

The undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirements set out in the Ontario Building Code to be a designer.

RESPONSIBILITIES:
DO NOT SCALE DRAWINGS

ALL DESIGN AND CONSTRUCTION TO BE IN ACCORDANCE WITH THE ONTARIO BUILDING CODE 2006

ALL CONTRACTORS MUST WORK IN ACCORDANCE WITH ALL LAWS, REGULATIONS AND BYLAWS HAVING JURISDICTION

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ALL ERRORS AND OMISSIONS TO THE ARCHITECT/DESIGNER

COPYRIGHT RESERVED

GENERAL NOTES:

OWNER/DEVELOPER:
PARADELLER INC.
1000 SHEPPARD AVE. E. SUITE 100
SCARBOROUGH, ON M1B 4Y6

ARCHITECT/DESIGNER:
UNPOISED ARCHITECTURE INC.
5-16 SWETLAND AVE.
OTTAWA, ON K1N 7Y5

APPLICATION PLANNER:
WSP CANADA INC.
201 GERRARD ST. E. SUITE 300
OTTAWA, ON K1H 1K2

CIVIL ENGINEER:
G.S. 1994 ENGINEERING INC.
1000 SHEPPARD AVE. E. SUITE 100
SCARBOROUGH, ON M1B 4Y6

LANDSCAPING:
AZUL DESIGNS
P.O. BOX 627, SUITE 101
OTTAWA, ON K1H 7G2

SURVEYOR:
ANNIE O'SULLIVAN, VOLLEBERK LTD
10 CONQUEST DRIVE, SUITE 301
OTTAWA, ON K1H 7G2

CONSULTANTS:

STRUCTURAL, T&B	MECHANICAL, T&B	ELECTRICAL, T&B	MEV
5	REVISED SITE PLAN	05/07/25	
4	REVISED SITE PLAN	05/08/24	
3	REVISED SITE PLAN	06/09/22	
2	REVISED SITE PLAN	07/03/22	
1	PRELIMINARIES	04/12/22	

NO. REVISION/ISSUE

DATE

PROJECT: 3055 RICHMOND RD.

3055 RICHMOND RD.
OTTAWA, ON K2B 5S6
613-000-0000

DRAWING NAME: SITE PLAN

DRAWN BY: --- SHEET: A1

DATE: APRIL 12, 2022

AS NOTED

FILE NUMBER: D07-12-22-0147

B

Draft Zoning By-Law
Amendment and Schedule

DRAFT BY-LAW NO. 2025-XX

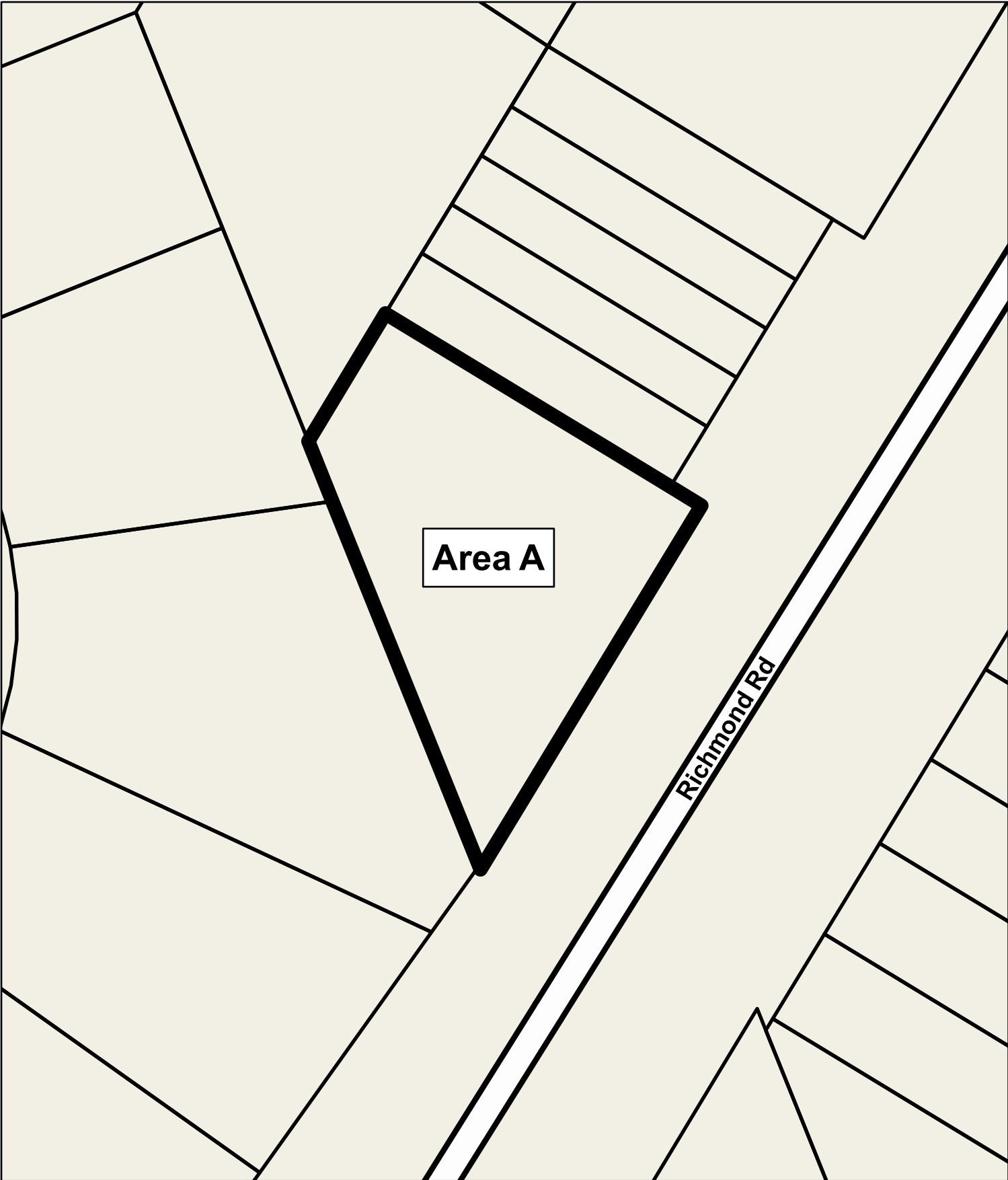
A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of the lands legally described as Part 1 of Part of Lot 1 Registered Plan 523 City of Ottawa. The Council of the City of Ottawa, pursuant to Section 34 of the Planning Act, R.S.O. 1990, enacts as follows:

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

1. To rezone the lands identified as Area A from Residential First Density Zone, Subzone GG (R1GG) to Residential Fifth Density Zone, Subzone B, Urban Exception [XXXX] (R5B[XXXX]) with the following provisions shown in **bold**.

		Exception Provisions		
I Exception Number	II Applicable Zone	III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
XXXX [By-law No. 2025-XX]				<ul style="list-style-type: none">• Minimum interior side yard setback: 3.0 m• Maximum rear yard setback of 8.54 m• Minimum Resident Parking Spaces: 9 spaces• Minimum Visitor Parking Spaces: 0 spaces• Minimum driveway width for double traffic lane: 3.0 m

ENACTED AND PASSED this _____ day of _____, 2025



This is "Attachment 1" to
Zoning By-law 2025-XXX

Prepared by WSP
June 2025

- Rezone Area A from R1GG to R5B[XXXX]

Source: GeoOttawa; Open Ottawa

DRAFT



1:500