



175 Richmond Road

Planning Rationale
Zoning By-law Amendment
July 10, 2020



Prepared for Claridge Homes

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Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained by Claridge Homes to prepare a Planning Rationale in support of a Zoning By-law Amendment for the lands municipally known as 175 Richmond Road in the City of Ottawa. The Zoning By-law Amendment will support the development of a nine-storey mixed-use building fronting onto Richmond Road (“175 Richmond Road”) and six-storey residential building along Kirkwood Avenue (“350 Kirkwood Avenue”). A total of 104 dwelling units are proposed for the nine-storey building, and 123 dwelling units are proposed for the six-storey building. The intent of this rationale is to assess the revised development proposal against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and surrounding community.

Our conclusions indicate that the proposed Zoning By-law Amendment can be supported by the applicable policy and regulatory framework, and in doing so, uphold good land use planning principles.

1.1 Application History

Prior to this application, a Zoning By-law Amendment application (D02-02-11-0102) was submitted in 2011 and approved for this property in order to amend the zoning from ‘General Industrial, Subzone 1 – IG1’ to ‘Traditional Mainstreet – TM’ with site-specific zoning provisions. By-law 2012-308 was approved by Council in 2012 to permit the following:

- / A nine-storey mixed-use building along Richmond Road with a stepback above the second floor along Richmond Road and Kirkwood Avenue, and a stepback above the sixth floor for the area closest to the western lot line; and,
- / A six-storey residential building along Kirkwood Avenue with a stepback above the second floor for the portion of the building fronting on Kirkwood Avenue and townhouses along the northern portion of the site.

The permitted building height, stepbacks and setbacks were tightly regulated by a site-specific zoning schedule, as shown in Figure 1 below.

By-law 2012-308 was appealed to the Ontario Municipal Board (OMB) by the Canadian Bank Note Company Limited, the owner of the land located directly across Kirkwood Avenue to the east at 145 Richmond Road (OMB Case No. PL121187). The Canadian Bank Note Company (“CBN”) has operated as an industrial printing and manufacturing site at this location since the 1950s and the site is considered as an industrial stationary noise source by the Ministry of Environment, Conservation and Parks (“MOECP”). The basis for the appeal was that by changing the zoning from ‘General Industrial – IG’ to ‘Traditional Mainstreet -TM’, noise-sensitive residential dwelling units would be permitted in close proximity to an industrial noise source, contrary to Environmental Noise Guidelines.

At the time of the appeal, there was no mechanism available for the City of Ottawa to approve an increase in permissible noise levels for a residential development in proximity to a stationary noise source. Following the 2012 application and subsequent appeal, the MOECP updated its Environmental Noise Guidelines, which were subsequently adopted by the City of Ottawa via Official Plan Amendment #167 in 2016. The new guidelines allowed for Council to consider new Class 4 Stationary Noise Guidelines in redevelopment scenarios where noise sensitive uses are proposed in close proximity to existing stationary noise sources. The guidelines acknowledge that an area may have historically higher noise levels, but that new residential units can coexist with industrial and manufacturing uses with stationary noise sources. The Official Plan was amended to give Council, at its discretion, the ability to identify appropriate sites for Class 4 designations, on a case-by-case basis.

The CBN appeal is ongoing and Claridge has considered means to move forward with a residential development that is compliant with the MOECP guidelines based on the application to a Class 4 designation.

The CBN has shared noise data with Claridge for the purposes of preparing an additional noise study to determine impacts and mitigation. Through this study, noise contours have been mapped on the property. Based on these contours, the six-storey building location is proposed to be shifted toward the western interior lot line, outside of the noise contour areas, resulting in a development that complies with the Class 4 designation. No change is required to the proposed nine-storey building.

This application is made to add the subject property to Ottawa's Environmental Noise Guidelines as a Class 4 designated area and to rezone the site to a Traditional Mainstreet zone with a revised schedule to set back the six-storey building further from Kirkwood in accordance with the Class 4 designation.

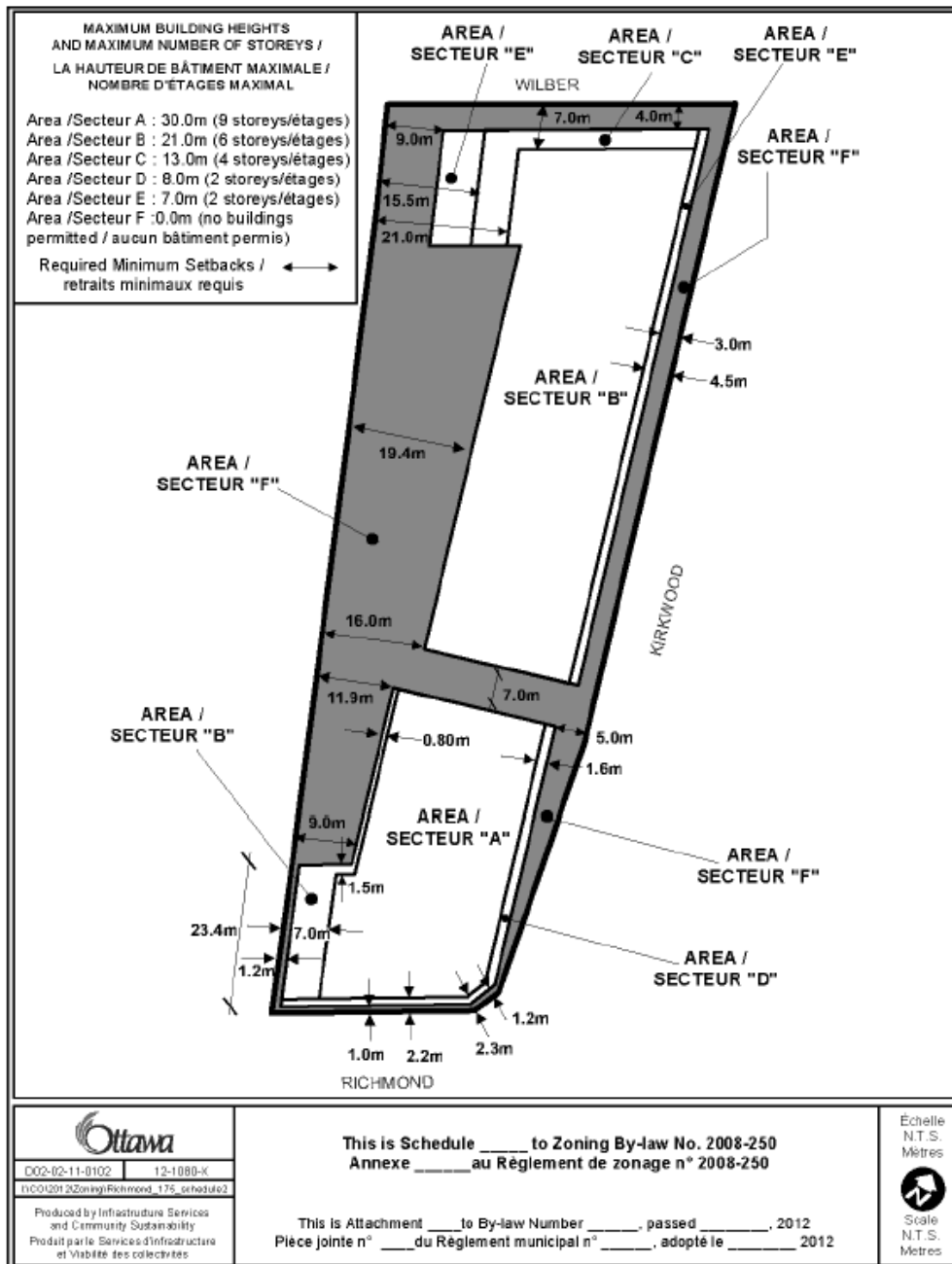


Figure 1: Previously Approved Zoning Schedule

2.0

Site Context and Surrounding Area

2.1 Existing Conditions

The subject property, 175 Richmond Road, is a parcel bounded by Wilber Avenue to the north, Kirkwood Avenue to the east, Richmond Road to the south, and a cluster of low-rise residential dwellings fronting onto Clifton Road to the west.

The subject lands are shaped irregularly with an area of approximately 6,386.65 m² in size. The site is both a corner lot and a through lot, as it is bounded on three sides by streets. The parcel has an approximate 32 metre frontage along Richmond Road and a depth of approximately 143 metres.



Figure 2. Surrounding context of 175 Richmond Road.

Currently, a two-storey multi-tenant commercial building exists on the site. The existing building was constructed with a zero-lot line along its western edge bordering the low-rise residential community as well as along a portion of Kirkwood Avenue. Surface parking exists on the site in multiple areas, including a small parking lot along Richmond Road with approximately 14 parking spaces. The surface parking stalls located along the Kirkwood Avenue frontage act to separate the building from the street. Along the northern boundary of the site is a loading dock and informal parking area that fronts onto Wilber Avenue and the rear yards of the low-rise residential community to the north.

2.2 Surrounding Area

The subject lands are located in the eastern portion of the area commonly referred to as Westboro Village. The eastern portion of Westboro Village is evolving from a previously automobile-dominated neighbourhood to a vibrant, pedestrian-oriented, mixed-use community. Richmond Road has seen the establishment of a mainstreet pattern of development, with street-facing at-grade retail and upper-floor residential uses replacing previously automobile-oriented developments. The surrounding area is an excellent example of a neighbourhood that has a variety of uses, employment opportunities, and community amenities. Richmond

Road is identified as a Traditional Mainstreet and pedestrian-focused, infill redevelopment of lands located along this corridor is encouraged.



Figure 3. The subject lands viewed from the south side of Richmond Road looking north.



Figure 4. The subject lands viewed from Kirkwood Avenue looking north.

The site is surrounded by a mix of uses. Because of the extensive depth of the site and it being bound by streets on three sides, it connects Richmond Road to the established residential community further north. The following identifies the land uses that surround the site:

North: The north side of Wilber Avenue consists of low-rise residential dwellings, generally being semi-detached and multiple attached dwellings that back onto Wilber Avenue. Some single-family dwellings exist northwest of the site and along Clifton Road. North is the Scott Street Transit Corridor and Westboro Transit Station. A number of high-rise towers are planned or under construction around the transit station in addition to the existing Minto Metropole building standing at 32-storeys high on the north side of the transit corridor.

East: Along Kirkwood Avenue and to the east of the subject property there is a large industrial manufacturing operation known as the Canadian Bank Note Company (CBN). The industrial site is screened from Kirkwood Avenue by a row of trees and shrubs. The area further east of the CBN site is characterized by several six- and nine-storey mixed-use buildings oriented to Richmond Road which have developed over the last ten years.

South: Facing south from the property across Richmond Road is a Real Canadian Superstore and LCBO. Toward the southeast are low-rise residential dwellings and some small scale at-grade commercial uses.

West: The lands to the west on the same block include some low-rise residential uses and small at-grade commercial uses that front onto Richmond Road. Most of the residential dwellings are low-rise single family and semi-detached dwellings. Further northwest, construction is underway for a 24-storey mixed-use building at 1960 Scott Street. An eight-storey mixed-use residential building with a Farm Boy grocery store at ground level has been completed at 319 McRae Avenue.



Figure 5. View looking northwest from Wilber Avenue at the north end of the subject lands.



Figure 6. View of subject lands on the right and the CBN site on the left looking south along Kirkwood Avenue from Wilber Avenue.

2.3 Transit Network

Schedule D of the Official Plan outlines the rapid transit network (Figure 7). The subject property is well supported by transit, with a Transit Priority Corridor (isolated measures) running along Richmond Road as well as the Westboro Rapid Transit Station (LRT), which is located within approximately 450 metres walking distance from the subject lands.

2.4 Road Network

Richmond Road is considered an Arterial Road as per Schedule E of the Official Plan (Figure 8). Arterial roads are the major roads of the city and are intended to carry high traffic volumes, via both automobile and active transportation, over long distances. The main access to the subject property is via Kirkwood Avenue, which is identified as an arterial road south of Richmond Road and a local road north of Richmond Road adjacent to the subject lands.

2.5 Cycling Network

The subject property is well supported by the Primary Urban Cycling Network as noted on Schedule C (Figure 9) of the Official Plan. The provision of cycling routes along Richmond Road, in coordination with Ottawa's numerous bicycle routes and pathways, will reduce the impact of automobile usage in the surrounding area.

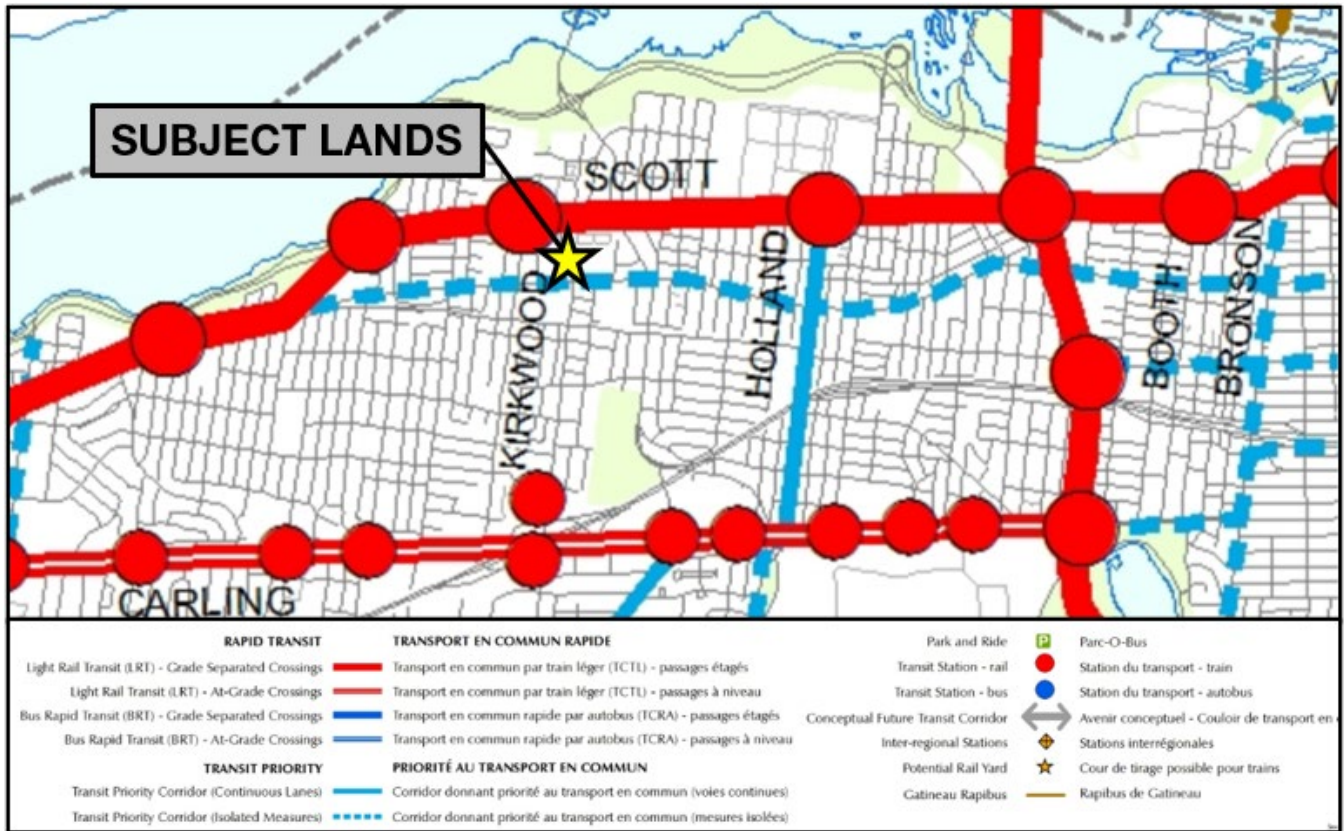


Figure 7. Schedule D Rapid Transit Network - City of Ottawa Official Plan.



Figure 8. Schedule E Road Network - City of Ottawa Official Plan.

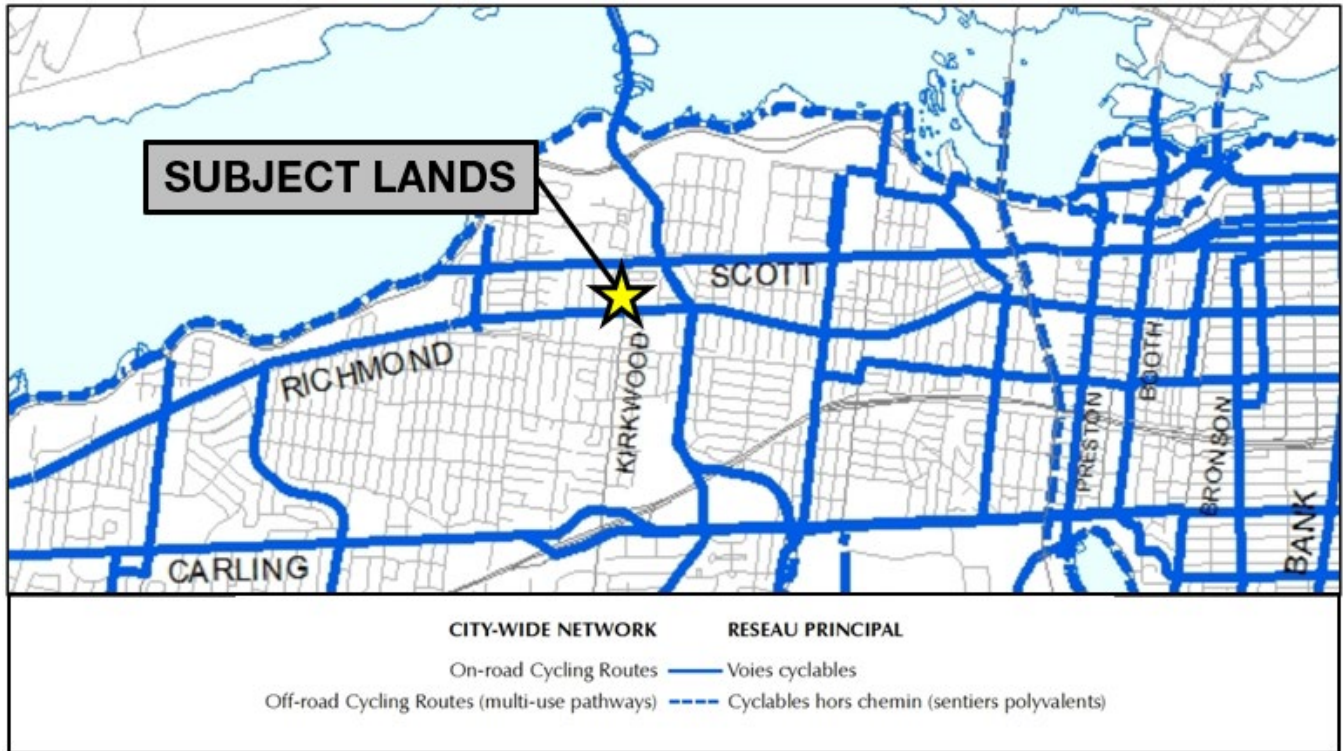


Figure 9. Schedule C Cycling Network - City of Ottawa Official Plan.

Proposed Development

The proposed development will consist of the demolition of the existing two-storey commercial building and redevelopment of the site with a nine-storey mixed-use building fronting on Richmond Road and a six-storey residential building to the north. The buildings will be physically separated from one another by the underground parking access ramp leading below ground.

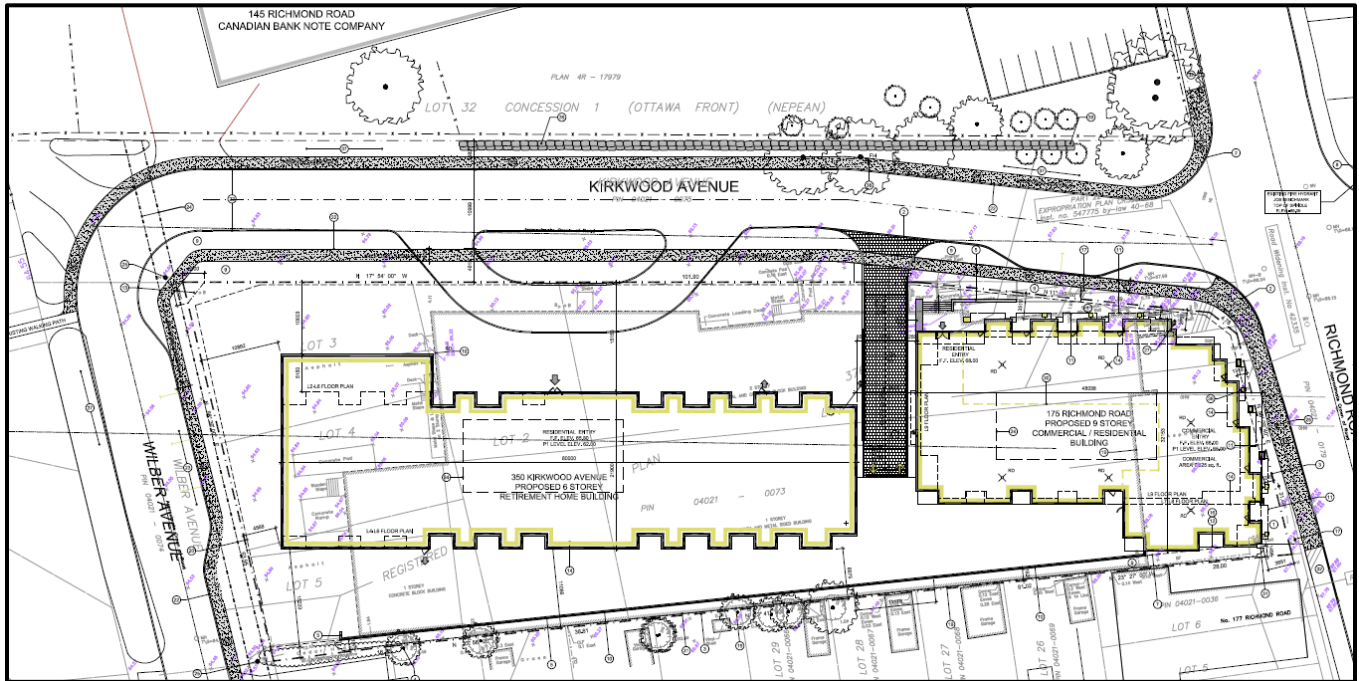
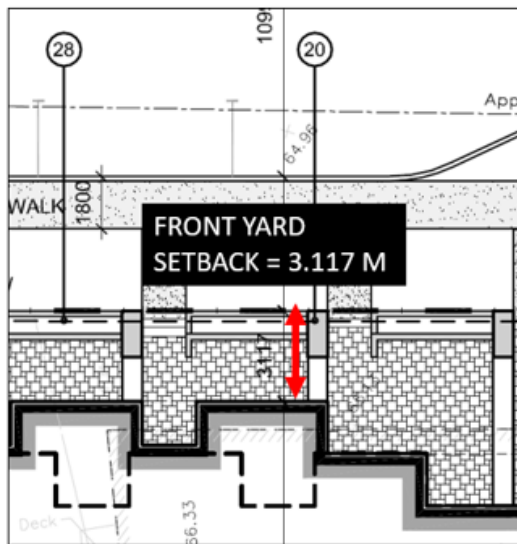


Figure 10. Excerpt of the proposed development's site plan prepared by RLA Architects.

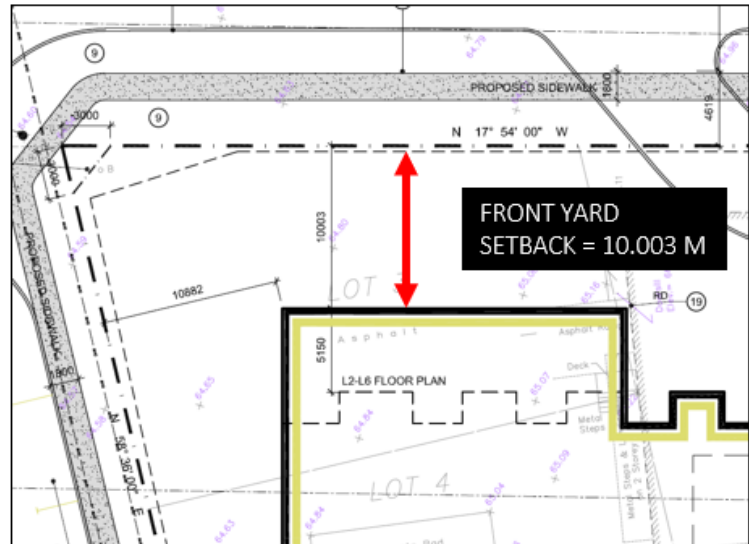
Through the subject application, Claridge Homes is submitting a Zoning By-law Amendment application to rezone the site to a Traditional Mainstreet zone with site-specific provisions, including the same provisions for the nine-storey mixed-use building as proposed and approved in 2012 and revised provisions for the six-storey residential building to address the noise level contours from the adjacent CBN site. Additionally, through the review of the Zoning By-law Amendment application, the City of Ottawa will also review the application to adopt the Class 4 noise designation.

The key difference between the original 2012 approval and the current proposal is the shift in the six-storey residential building toward the interior side (west) lot line to respect the limits of the noise contour lines. Where previously the ground floor setback along Kirkwood Avenue was proposed at three metres, it has been increased to 10 metres (Figure 11). Above the ground floor, the 2nd level to the 6th level are setback an additional 5.15 metres from the front lot line with a terrace being provided at the second storey at the north end of the building (Figure 12).

Additionally, the original proposal was to have townhouse dwellings on the ground floor; however, these have been revised and the resulting façade has been altered to remove projections that would have been encroaching on the noise contour setback. The resulting increase in the corner side yard setback will push the six-storey building back from the street, leaving significant space in the front yard with opportunity for public realm improvements such as benches and landscaping or a ground floor amenity area such as a garden or terrace for the residents.



Previous Design (2012)



Revised Design (2019)

Figure 11. Comparison of previous design and revised design front yard setback.

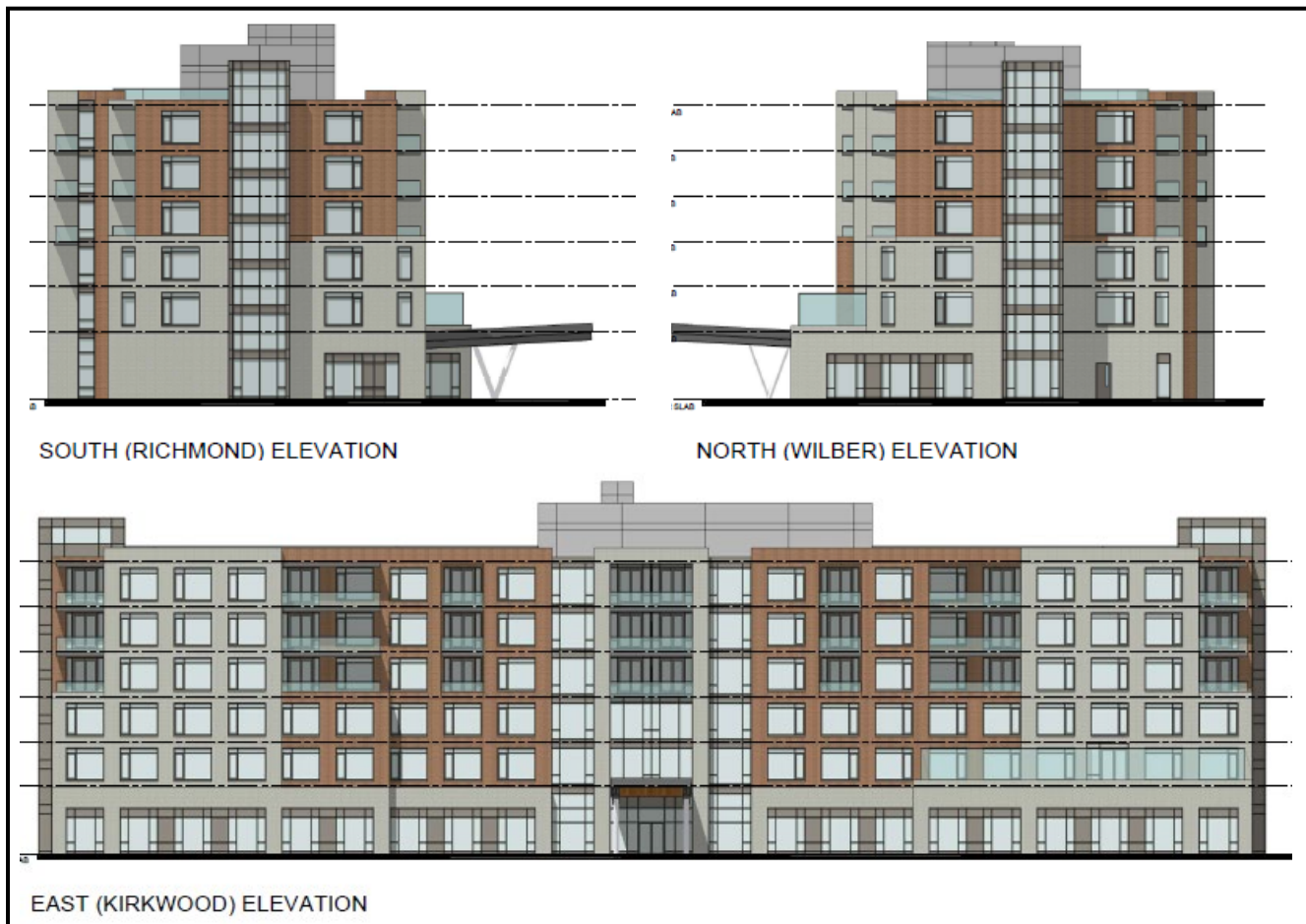
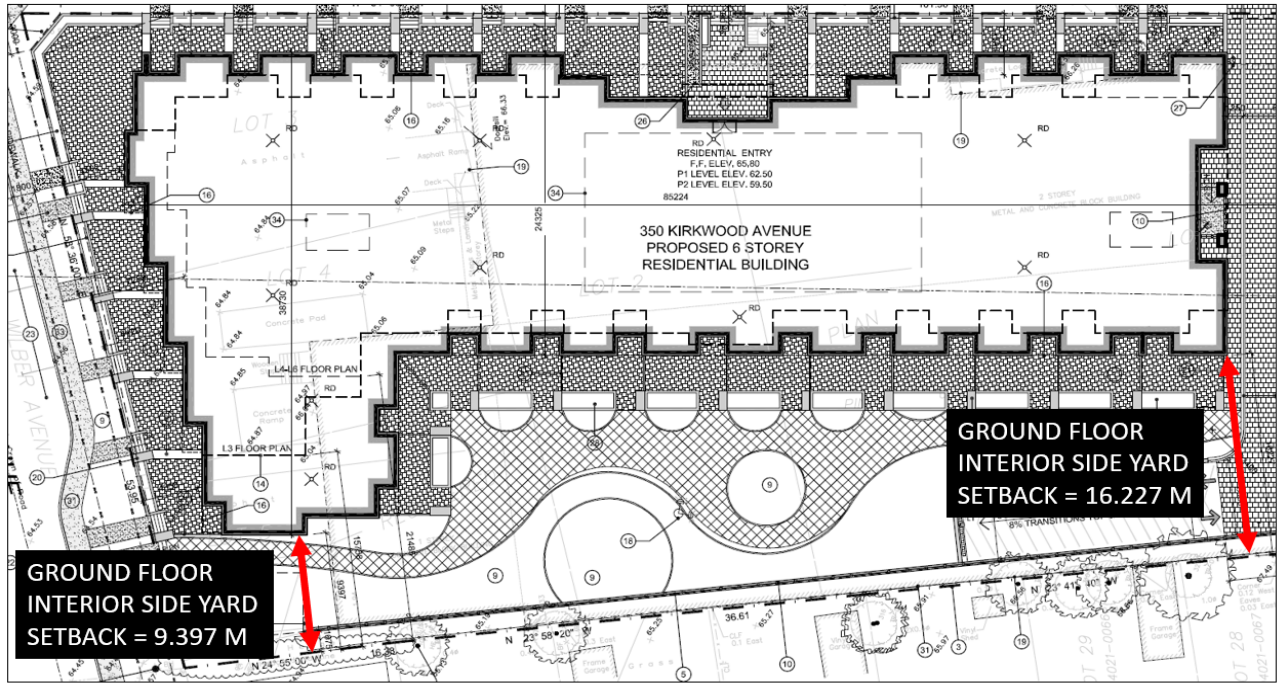
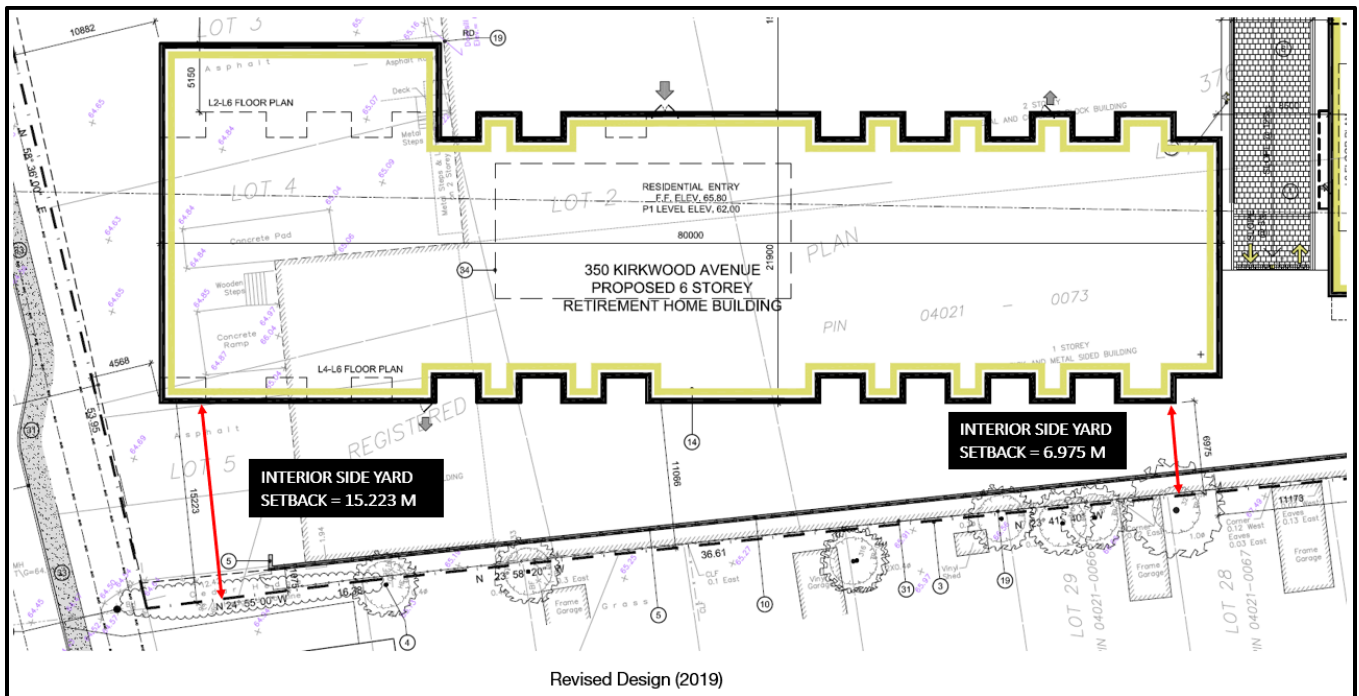


Figure 12. Elevations of six-storey residential building (350 Kirkwood)



Previous Design (2012)

Figure 13. Previous design interior side yard setbacks.



Revised Design (2019)

Figure 14. Revised interior side yard setbacks as part of the revised design.

In order to accommodate the increased front yard setback, the building was redesigned and the wing at the northwest corner was removed so the building is no longer shaped like an 'L'. Figures 13 and 14 demonstrate the differences between the previous proposal and revised design. The interior side yard setback is varied as a

result of the diagonal lot line and the articulated western façade of the building. The setback measures 6.975 metres at its narrowest, increasing up to 15.223 metres at the north end of the property.

The nine-storey mixed-use building maintains its original design as per the original Zoning By-law Amendment and Site Plan Control applications and proposed to use the same zoning schedule as approved in 2012. As can be seen in Figure 15, the building steps down to six storeys along the western edge to provide transition to the residential neighbourhood. Ground floor commercial uses and entrances will improve the streetscapes along both Richmond Road and Kirkwood Avenue (Figure 16).



Figure 15. Richmond Road Elevation (175 Richmond)



Figure 16. Kirkwood Avenue Elevation (175 Richmond)

A total of 227 dwelling units will be provided on the site, with the six-storey mid-rise building containing primarily one- and two-bedroom units in addition to communal amenities for the residents. The residential component of the nine-storey mixed-use building will also consist of one- and two-bedroom units, and the ground floor of this building will include a commercial area with approximately 700 square metres of space as well as communal amenities for residents.

Table 1: Anticipated Dwelling Unit Types

	175 Richmond	350 Kirkwood
Studio	0	1
One Bedroom	61	77
Two Bedroom	43	45
TOTAL	104	123

Access to underground parking for both buildings will be provided via a ramp from Kirkwood Avenue. A total of 253 parking spaces, including resident, visitor, and commercial parking, are proposed in three levels of underground parking.

Planning and Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically strong, and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

- 1.1.1 a)** promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 b)** accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- 1.1.1 c)** avoiding development and land use patterns which may cause environmental or public health and safety concerns
- 1.1.1 e)** promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- 1.1.3.3** Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.2.6.1** Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.
- 1.2.6.2** Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:
 - a) there is an identified need for the proposed use;
 - b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
 - c) adverse effects to the proposed sensitive land use are minimized and mitigated; and
 - d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

- 1.4.3** Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- b) permitting and facilitating:
 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including additional residential 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;
 - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
 - e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
 - f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development is sensitive to surrounding land uses and promotes intensification in an area designated for growth. Transit and public amenities are supported by the proposal and the development will contribute to reduced automobile trips and increased active transportation. The proposed development of the subject property is in conformity with the policies of the PPS.

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

The City of Ottawa's Official Plan provides a vision and a policy framework to guide the future growth of the City of Ottawa. It is a policy document that addresses matters of provincial interest as defined by the *Planning Act* and the Provincial Policy Statement.

4.2.1 Land Use Designation – Traditional Mainstreet

Pursuant to Schedule B of the Official Plan, the southern portion of the site that fronts onto Richmond Road is designated Traditional Mainstreet, with the remainder under the General Urban Area designation (Figure 17); however, as per Official Plan Policy 3 of Section 3.6.3, the Traditional Mainstreet designation applies to the entirety of the property that fronts the designated road up to a general limit of 200 metres. Therefore, the Traditional Mainstreet designation would apply to the entire site.

The designation is intended to create compact, mixed-use, pedestrian-oriented streets that provide for access by active transportation, transit and automobile. Development in the designation is also intended to fulfill and take advantage of their multi-modal transportation corridor function. A broad range of uses is permitted within the Traditional Mainstreet designation, including residential, commercial and retail uses, which may be mixed in individual buildings or occur side-by-side in separate buildings.



Figure 17. City of Ottawa Official Plan - Schedule B Urban Policy Plan.

Policy 9 states that Traditional Mainstreets surface parking will not be permitted between the building and the street. The location of surface parking will avoid interruption of building continuity along the Traditional Mainstreet street frontage and will minimize impacts on pedestrians.

Furthermore, Policy 10 dictates that redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

Policy 11 of Section 3.6.3 supports mid-rise building heights on Traditional Mainstreets and also acknowledges that Secondary Plans may identify circumstances where different building heights may be permitted.

The proposed development is in accordance with the policies of the Traditional Mainstreet designation of the Official Plan. The proposed development is an example of appropriate intensification of an under-developed, automobile-oriented site and will contribute to the goals of a pedestrian focused street and transit supportive uses. The six- and nine-storey building heights are supported on Traditional Mainstreets and in the Secondary Plan applicable to the site, as further discussed herein.

4.2.2 Strategic Directions

Section 2 of the City of Ottawa Official Plan provides general policies and direction related to growth and development. The strategy for managing growth in the urban area is further detailed in Section 2.2.2, which states that target areas for intensification are focused on major elements of the rapid transit network and includes Mainstreets. Policy 6 of Section 2.2.2 identifies minimum density targets expressed in jobs and people per gross hectare, which are applied to those areas with greatest potential to support the Rapid Transit and Transit Priority networks. The subject lands fall under the Richmond Road (North of Carling) designation which sets a density target of 200 people and jobs per gross hectare.

Policy 1 defines residential intensification as the development of a property, building or area that results in a net increase in residential units or accommodation and includes:

- a) Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- b) The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.
- c) Infill development;
- d) The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- e) The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.

Target areas for intensification include Traditional Mainstreets and properties located on the Rapid Transit and Transit Priority Network, per Policy 3. With regard to intensification and building height, Policy 10 supports intensification in the form of mid-rise development and, more specifically, denser development in locations that support the Rapid Transit and Transit Priority networks.

The proposed development is an example of residential intensification, as defined in the Official Plan, and is located along a Traditional Mainstreet and within 400 metres walking distance of a rapid transit station. It is a target area for intensification and will assist in achieving minimum density targets in the Official Plan that will support nearby amenities as well as existing and planned public transit investments. The proposed mid-rise building heights of six and nine storeys are appropriate for this site and supported by the policies of the Official Plan.

Section 2.5.1 – Designing Ottawa notes that the introduction of new development into an existing urban fabric requires a sensitive approach and respect for the community's established characteristics. The Official Plan seeks to mitigate conflicts between existing and new development to ensure proposals are compatible with their surroundings, while allowing for sufficient flexibility and variation in building form and architectural design which complements the character of existing communities.

The Official Plan defines compatible development as development that enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It is development that fits well and works well with its surroundings and tries to incorporate common characteristics of its setting. New development can achieve compatibility with its surroundings without necessarily being the same as existing development.

Policy 1 of Section 2.5.1 establishes design objectives supplemented by design principles to help achieve compatibility of form and function. The proposed development supports the following objectives and associated principles:

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

- / The increased setback of the six-storey building from Kirkwood Avenue will create a more residential character for the Kirkwood Avenue streetscape, further from the Richmond Road Traditional Mainstreet. It will also create opportunities for extended green spaces and areas for residents to sit and watch passers-by along the street.
- / The new design is sensitive to existing surrounding development, with an appropriate building setback from adjacent low-rise residential areas, and facades with recessed balconies that will be screened from abutting residential rear yards by existing trees and proposed landscaping.
- / Variations in materiality and vertical articulation will serve to animate the building façade and reduce its visual and massing impacts to surrounding dwellings.

2) To define quality public and private spaces through development

- / Creates a social interface between the ground floor and public sidewalk, including walkways from the sidewalk connecting to the building's main entrance.
- / The generous front yard setback for the six-storey building will create opportunities for enhanced landscaping, including street trees and benches, along Kirkwood Avenue.
- / Represents an overall transitioning of building height and form decreasing from Richmond Road going north toward the low-rise residential area.
- / Enlivens the public realm by improving the Kirkwood Avenue right-of-way with sidewalks and a defined street edge; providing for a more pedestrian-oriented, safe, and attractive environment.

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

- / Designs the buildings to feature a close relationship to the street, including the public sidewalk.
- / Locates the vehicular accesses on the east side of the property, to ensure enough separation from the intersection of Kirkwood Avenue and Richmond Road. This location will also avoid traffic and headlight impacts to nearby residential uses.
- / Is accessible from public transit, including the Westboro transit station.
- / Will improve the Kirkwood Avenue right-of-way and introduce sidewalks for pedestrian safety and accessibility.

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

- / Appropriate setbacks and mitigation measures have been introduced to reduce the impacts of noise from the CBN and ensure its continued operation.
- / Integrates the building into the existing development fabric, including consideration of building height, setbacks, and circulation patterns.
- / Contributes to the architectural evolution of the neighbourhood by proposing an architectural design consistent with recent developments in the area, such as those at Richmond Road and Patricia Avenue.
- / Provides appropriate transition from higher building forms along Richmond Road and in proximity to the Westboro Transit Station.

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

- / Through intensification, the proposed development contributes to the achievement of a more compact urban form over time.
- / Contributes to a variety of housing options in the community, allowing the neighbourhood to accommodate a range of people of different incomes and lifestyles at various stages in the life cycle.

6) To understand and respect natural processes and features in development design

- / These elements will be explored through the detailed design for the Site Plan Control application and, ultimately, the building permit. Opportunities for permeable landscaping and design that will reduce heat island effect will be identified at that stage.

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

- / Proposes an active land use in proximity to rapid transit and nearby services and amenities, thereby creating opportunities to meet daily needs by alternative modes of transportation.

- / Sustainable building design details will be explored through the application for Site Plan Control and building permit.

Policy 2 recognizes that Traditional Mainstreets are identified as Design Priority Areas and the proposed development will be reviewed for its contribution to an enhanced pedestrian environment and the distinct character of the area.

4.2.3 Urban Design and Compatibility

Compatibility is achieved through a design that appropriately addresses impacts generated by infill or intensification. Section 4.11 of the Official Plan provides criteria that can be used to objectively evaluate the compatibility of infill or intensification. The proposed development meets the compatibility objectives established in Section 4.11 in the following ways:

Compatibility Criterion	Conformity
Views	<ul style="list-style-type: none"> / The architecture and form of the building will make a positive contribution to the Richmond Road and Westboro area. / The proposed development is outside the Central Area and will have no impact on protected views.
Building Design	<ul style="list-style-type: none"> / A distinct transition is proposed to the low-rise residential areas north of Wilber Avenue by introducing a nine-storey building fronting onto Richmond Road followed by a six-storey building at 350 Kirkwood Avenue and then to the two- and three-storey low-rise residential dwellings within West Village Private. / The nine-storey building is setback minimally from Richmond Road and will have an active entrance for the commercial component at the ground floor. / The six-storey building at 350 Kirkwood Avenue incorporates a larger setback due to the noise restrictions, however, the ample front yard setback creates an opportunity for public realm improvements including seating areas, landscaping and street trees. The building creates visual interest by incorporating a range of building materials and articulated façades, as well as a prominent and interesting entrance feature from the street. The entrance canopy will also serve as weather protection for residents dropped off using the looped driveway. The principal façade and entrances are oriented to Kirkwood Avenue, away from low-rise residential neighbourhoods to the west and north.
Massing and Scale	<ul style="list-style-type: none"> / The proposed building height, massing, and scale is designed with sensitivity to the surrounding development. The proposed nine-storey building creates a transition northward to the six-storey building along Kirkwood Avenue and then to the low-rise dwellings north of Wilber Avenue. / Variations in colour and materiality, which in combination with vertical articulation and glazing, reduces the visual impact of the massing, breaks up the facades, and distinguishes the lower floors from the rest of the building. / The nine-storey mixed-use building features stepbacks at the 7th and 9th floors along its western edge to reduce the massing impacts to low-rise dwellings to the west. / The majority of shadowing impacts will fall on Kirkwood Avenue and CBN's property to the east, particularly in the summer months. Minimal impacts to abutting residential rear yards to the west are expected.

High-Rise Buildings	/ The proposed development will introduce heights of six and nine storeys, considered mid-rise in the Official Plan.
Outdoor Amenity Areas	<ul style="list-style-type: none"> / Incorporates an appropriate interior side yard setback to ensure an adequate separation to adjacent residential rear yards. / Where the previous design of the six-storey building proposed an interior side yard setback of 9.4 metres at the northwest corner and 16.3 metres at the southwest corner, the revised plan includes a 15.23 metre setback at the northwest corner and a 6.98 metre setback at the southwest corner. A typical interior side yard setback for a Traditional Mainstreet zone is 3 metres and a typical rear yard setback abutting a residential area is 7.5 metres, therefore, the proposed building is appropriately setback to reduce impacts to neighbouring rear yards. / The proposal features a terrace on the second floor which will serve as an outdoor communal amenity area for residents of the six-storey building. This terrace faces Kirkwood Avenue and will not impact surrounding residential areas. / The Sun Shadow Study demonstrates that neighbouring residential properties will not be adversely impacted by shadowing and that the majority of the rear yard outdoor amenity areas for the dwellings west of the property along Clifton Road receive sunlight for a large portion of the day.
Public Art	/ No public art is proposed for this site.
Design Priority Areas	<p>It is recognized that the subject property is located within a design priority area and will be subject to Urban Design Review Panel review. The portions of the building adjacent to the public realm have been designed as follows:</p> <ul style="list-style-type: none"> / The setback of the six-storey residential building will create an active frontage suitable for pedestrians or residents to spend time and complement the residential nature of the building. / Proposes unique architectural treatments, including façade articulations and materiality that is visually engaging and of a character and style compatible with and complementary to other development in the area, particularly further east along Richmond Road. / Defines and encloses the street edge along Richmond Road while improving the Kirkwood Avenue right-of-way through the introduction of sidewalks and landscaping elements; a significant improvement on the existing streetscape.

The proposed development meets the urban design and compatibility policies of the Official Plan and will not generate undue adverse impacts to the neighbouring properties.

4.2.4 Environmental Noise Control

Section 4.8.7 of the City of Ottawa Official Plan contains policies respecting environmental noise impacts on sensitive land uses, including residential uses. When reviewing development proposals in proximity to potential or identified noise sources, such as roads, airports, or employment areas, consideration is given to the impacts these noise sources will have on the proposed development.

The CBN site, adjacent to the subject lands, is identified as a stationary noise source as it is an industrial manufacturing site. Under Policy 4 of this section, any new development within 100 metres of an existing noise source is required to undertake a noise study to identify the impacts of the source on the proposed development and any possible noise mitigation measures.

The Official Plan provides policies for allowing the introduction of noise sensitive land uses in areas where noise impacts are to be expected via the City of Ottawa's Environmental Noise Guidelines. The guidelines utilize the Ministry of Environment, Conservation and Parks NPC-300 recommendations for stationary and transportation noise sources. The City's guidelines provide criteria to identify four different stationary noise sound level classifications, which have the effect of defining the acceptable sound characteristics and levels given the conditions of the property and any abutting or environmental noise sources. These properties can be approved as Class 4 Areas by Council via a *Planning Act* application, at its discretion, through an amendment to the Guidelines. The purpose of the Class 4 designation is to permit new infill development in proximity to existing noise producing lands in urban areas. The Class 4 Area request will be further expanded upon in Section 4.7.

4.3 Richmond Road/Westboro Secondary Plan

The subject property is located in the Richmond Road/Westboro Secondary Plan area. The Secondary Plan envisions the area to have a wide mix of uses, including a range of housing types and choices. Intensification will occur primarily on appropriate sites on Richmond Road, Scott Street, and areas adjacent to existing Transitway stations. The area immediately surrounding the Westboro Transitway Station has the greatest potential for intensification and high-rise buildings with appropriate transition to the surroundings. The subject property is located within 400 metres walking distance of the transit station.

The subject lands are located within Sector 4 (East Village) of the secondary planning area (Figure 18). Section 1.3.4 outlines the Land Use Strategy and Maximum Building Height policies. Applicable policies include:

- / Encourage the evolution of the East Village to a more traditional mainstreet character as an extension to Westboro Village and a link to the West Wellington traditional mainstreet east of Island Park Drive, recognizing the varying character of the existing buildings and lot and block sizes;
- / Maintain maximum building heights at a maximum four storeys where lots are less than 45 metres in depth and back onto low-rise residential areas, and generally up to six storeys on lots of greater depth;
- / Consider rezoning the Canadian Banknote Company site and adjacent 175 Richmond Road to TM-Traditional Mainstreet for mixed-use development should redevelopment be proposed. Given the lot sizes, higher building heights may be possible, provided that redevelopment is compatible with, and provides an appropriate transition to, the adjacent low-rise residential neighbourhood, and that as much of the existing green space along Richmond Road as possible is incorporated into the redevelopment.

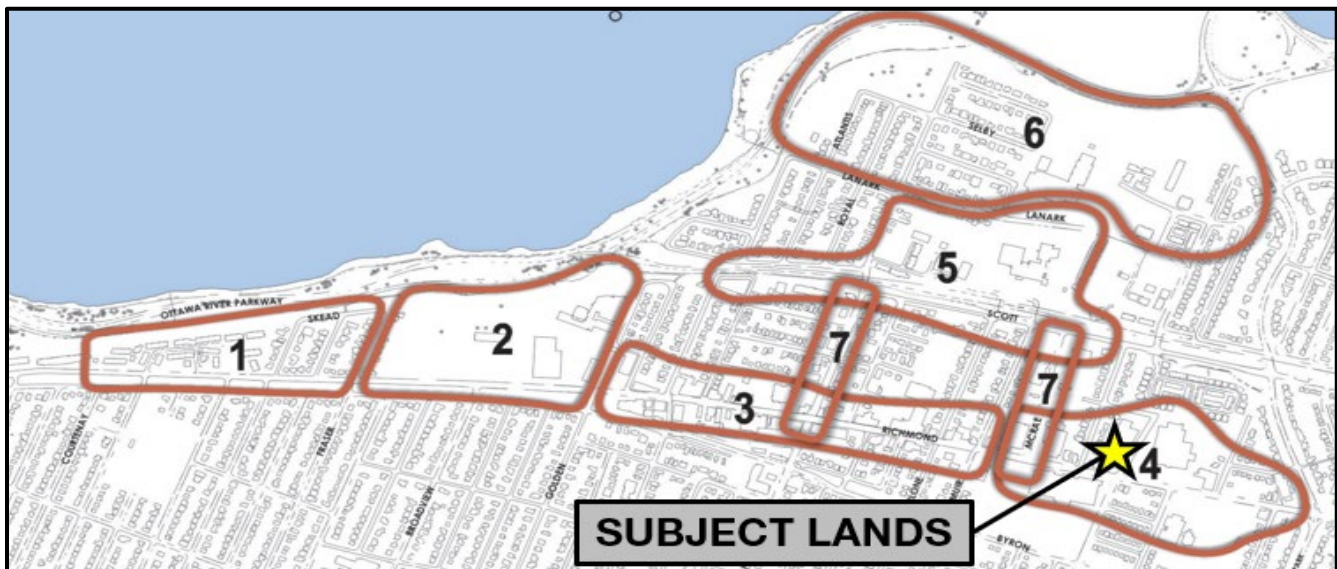


Figure18. Richmond Road / Westboro Secondary Plan – Schedule A.

The Secondary Plan specifically identifies the property at 175 Richmond Road as an area appropriate for redevelopment and greater building heights. As a site on Richmond Road and in close proximity to the Westboro Transit Station, the site is an appropriate location for intensification.

General maximum building height ranges for the Secondary Plan area are outlined in Schedule C of the Secondary Plan (Figure 19). Section 1.3.3 also outlines specific policies relating to the Richmond Road and Scott Street Traditional Mainstreet areas, which include generally support building heights in the range of four to six storeys. Greater building heights will be considered in any of the following circumstances:

- / Specific building heights are established in the zoning by-law based on the Richmond Road/Westboro Community Design Plan or other Council-approved study;
- / The proposed building height conforms with prevailing building heights or provides a transition between existing buildings;
- / The development fosters the creation of a community focus where the proposal is on a corner lot, or at a gateway location or at a location where there are opportunities to support transit at a transit stop or station;
- / The development incorporates facilities, services or matters as set out in Section 5.2.1 of the Official Plan with respect to the authorization of increases in height and density that, in the opinion of the City, significantly advance the vision for Mainstreets;
- / Where the application of the provisions of Section 2.5.1 and Section 4.11 of the Official Plan determine that additional height is appropriate.

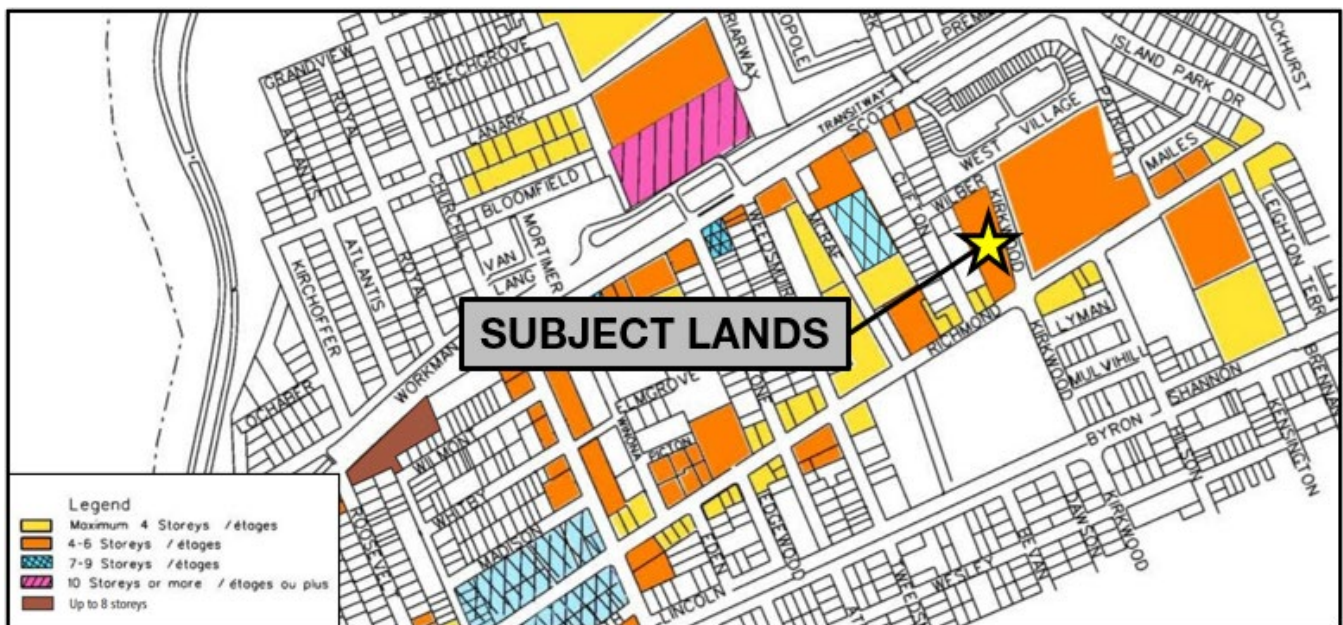


Figure 19. Richmond Road / Westboro Secondary Plan - Schedule C2.

The proposed six-storey residential building is consistent with the policies of Section 1.3.3 with respect to building height. The proposed nine-storey mixed-use building is also consistent with the policies and is appropriate as the site is a large corner lot, is within 450 metres of a transit station, and provides transition from the mainstreet to the low-rise residential neighbourhood to the west and north.

4.4 Richmond Road/Westboro Community Design Plan

The Richmond Road/Westboro Community Design Plan (CDP) contains many of the policies and objectives outlined in the Richmond Road/Westboro Secondary Plan, however, some additional policies and considerations are applicable to this development proposal.

Section 8.5 outlines guidelines for infill development by planning sector. The subject lands are located within Sector 6 – East Village of the CDP planning area, which provides the following guidelines for development compatibility:

- / Restore a continuity in the landscaping of Richmond Road, especially on its north side between Tweedsmuir and Kirkwood Avenues;
- / Minimize the impact of new housing units overlooking existing residences, especially on Mailes and Lymon Avenues;
- / Promote the reuse/redevelopment of existing industrial and automotive-oriented uses to traditional mainstreet type of uses.

The proposed development will redevelop currently under-utilized industrial lands in a manner that will enhance Richmond Road and Kirkwood Avenue, remove surface parking and loading, and is compatible with adjacent development.

In addition, Section 8.7 – Intensification Above the Levels in This Plan outlines evaluation criteria for approving development proposals above what is permitted:

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

The proposed development provides appropriate setbacks and transition to the surrounding properties and neighbourhood. The use of building setbacks and articulation mitigate and visual impacts.

4.5 Urban Design Guidelines for Development Along Traditional Mainstreets

The Urban Design Guidelines for Development Along Traditional Mainstreets were approved by Council in 2006 to provide urban design guidance to assess, promote and achieve appropriate development along Traditional Mainstreets. These guidelines are to be applied throughout the city for all streets identified as a Traditional Mainstreet on Official Plan Schedule B (Urban Policy Plan). The guidelines will be evaluated in greater detail through the Site Plan Application; however, the proposed Zoning By-law Amendment is generally in keeping with the following guidelines:

1. Align streetwall buildings with the existing built form or with the average setback of the adjacent buildings in order to create a visually continuous streetscape
3. Provide or restore a minimum 2.0 metre wide concrete sidewalk and locate to match approved streetscape design plans for the area. Where there is no approved streetscape plan, match the existing context. Provide a boulevard for street furniture, trees, and utilities; next to the sidewalk where possible. Provide an area adjacent to storefronts for canopies, outdoor patios or special merchant displays (the frontage zone). Create wider sidewalks for locations with high pedestrian volumes such as along traditional mainstreets in core urban areas

6. Create attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards, outdoor cafés, seating and decorative pools or fountains
8. Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned, buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias etc.
11. Use clear windows and doors, to make the pedestrian level façade of walls facing the street highly transparent, and locate active pedestrian-oriented uses at-grade
13. Locate residential units above the level of vehicular traffic in a mixed-use building and provide shared entrances to residential units, clearly accessible from the street. (For these units, consider triple glazed windows and bedrooms located away from the mainstreet for noise and ventilation concerns).
14. Locate mixed-use development by concentrating height and mass at nodes and gateways
16. Highlight buildings on corner sites, where two public streets intersect, with special treatment such as a corner entrance. Continue the same level of architectural detailing around both sides of the building
19. Locate front doors to face the mainstreet and be directly accessible from the public sidewalk.

4.6 Transit Oriented Development Guidelines

The City of Ottawa's Transit-Oriented Development Guidelines were approved in 2009 to guide development located in the vicinity of transit stations. The following design guidelines, among others, are applicable to the subject site and are being achieved through the proposed development:

1. Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station. Transit-supportive land uses encourage transit use and transportation network efficiency as they:
 - / Establish high residential and/or employee densities
 - / Create travel outside of the am/pm peak periods
 - / Promote reverse-flow travel
 - / Attract and generate pedestrian and cycling traffic
 - / Provide extended hours of activity, throughout the day and week.
2. Discourage non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user. Non transit-supportive land uses are those that:
 - / Generate exclusively high levels of vehicle activity
 - / Use large amounts of land with low-density form
 - / Require extensive surface parking areas and are oriented towards users arriving by automobile
 - / Create negative impacts for pedestrians, such as isolation, windswept walks, and numerous vehicle crossings on sidewalks
 - / Typically do not encourage extended hours of activity.
4. Lay out new streets, laneways, pedestrian and cycling connections in a connected network of short block lengths that offer route choice.

- 7. Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit. Coordinate the location and integration of transit stops and shelters early in the design process to ensure sufficient space and adequate design.
- 11. Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.
- 14. Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.
- 39. Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, nontransparent windows or soft and hard landscaping.

4.7 Class 4 Area Noise Classification

The Ministry of Environment, Conservation and Parks introduced new provincial noise guidelines in 2013 known as the Environmental Noise Guideline Stationary and Transportation Noise Sources – Approval and Planning (NPC-300). The goal of the new guidelines is to provide measures to resolve or mitigate conflicts between noise sources and sensitive land uses. One of the proposed measures is the 'Area Classes for Definition of Stationary Noise Ambient Sound Level', which identifies four different classifications for areas influenced by stationary noise sources. The latest guidelines include a new designation, the Class 4 Area.

The Class 4 Area designation is intended to give the municipality a tool through which they may permit noise sensitive land uses to redevelop on lands in proximity to existing noise sources. A noise study is required to demonstrate compatibility with noise limits or propose mitigation measures to alleviate the impacts of the stationary noise source on the proposed development. The Class 4 lands would be subject to relaxed noise limits in order to achieve the greater goals of intensification or redevelopment supported by other policies, such as those of the Official Plan, provided that noise impacts can be appropriately mitigated. The approval of a Class 4 Area would introduce higher daytime and nighttime sound limits for the subject lands and require the introduction of noise mitigating measures, in this case, identified as increased setbacks from the stationary noise source.

4.7.1 Stationary Noise Source

As discussed previously in this report, the identified stationary noise source is the Canadian Bank Note's manufacturing plant located adjacent to the proposed development at 145 Richmond Road. The property is zoned 'General Industrial, Subzone 1 – IG1[1571]' and houses large, industrial printing machines and associated equipment that can produce significant noise while in operation. Due to the sensitive nature of some of the operations at CBN (the printing of banknotes and currency, identifications cards, personal documents, etc.), the details and data provided for the acoustic model and noise study cannot be shared publicly as part of this report, however, the outcomes are discussed below.

4.7.2 Class 4 Area Approval

As discussed above and in greater detail in the Consolidated Noise Feasibility Study, the Class 4 Area designation introduces new sound level criteria that are above what is normally permitted, however, the designation approval must be supported by a proper assessment of noise impacts and noise mitigation measures that would reduce the impacts of the stationary noise source to the levels identified.

Subject to the requirements of the Class 4 Area designation, a Phase 1 Noise Control Feasibility Study was prepared in May 2019 by Hugh Williamson Associates Inc. to determine the impacts of the stationary noise source at CBN on the proposed development site, with regards to the Class 4 Area noise criteria values, and to propose mitigation measures. Per the noise study's modeling, it was determined that the Class 4 Area noise criteria could be readily achieved with noise mitigation measures and site design adjustments.

The City of Ottawa's Environmental Noise Guidelines lists primary mitigation measures as well as secondary measures to reduce sound impacts. The primary mitigation measure for the proposed development is to provide an increased front yard setback in the range of 10-15 metres in order to create a greater physical separation between the noise source and the development. This would only be required for the six-storey building and not the nine-storey building fronting Richmond Road. Secondary mitigation measures are proposed for both buildings to mitigate environmental noise from the CBN site, traffic and other nearby sources, which includes the provision of central air conditioning and ventilation for both buildings. In addition, future residents of the development are required to be notified of the Class 4 Area designation via appropriate warning clauses which are to be registered on title.

Given the centrally located, transit accessible nature of the subject property, it is a prime example of an appropriate site for the Class 4 Area designation. Per the mitigation measures proposed in the Phase 1 Noise Control Feasibility Study, it is proposed that City Council approve the inclusion of the subject property in Appendix A: Approved Class 4 Stationary Noise Areas in the City of Part 1 of the Environmental Noise Control Guidelines (ENCG) as an approved Class 4 Stationary Noise Area.

5.0 Zoning Framework

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5.1 City of Ottawa Zoning Provisions (Zoning By-law 2008-250)

As a result of the appeal of the 2012 Zoning By-law Amendment for the subject lands, the site is currently zoned 'General Industrial, Subzone 1 – IG1' (Figure 20). The General Industrial zoning is intended to accommodate a wide range of low to moderate impact, light industrial uses in accordance with the Employment Area designation of the Official Plan, or the General Urban Area designation where applicable. Additionally, complementary uses are also generally permitted, such as recreational, health and fitness, service commercial uses occupying small sites or in small plazas and to serve the employment areas. Retail uses are prohibited in Employment Areas, but some uses such as a showroom or sample space is permitted if it is secondary and subordinate to the primary manufacturing or warehousing use. Development standards are provided to ensure industrial uses do not negatively impact adjacent nonindustrial uses.



Figure 20. General Industrial - IG1 zoning applicable to subject lands.

Permitted uses within the General Industrial zone includes, among others:

- | | |
|---------------------------|-----------------------------------|
| / Automobile body shop | / Production Studio |
| / Medical Facility | / Catering Establishment |
| / Office | / Printing Plant |
| / Storage Yard | / Research and Development Centre |
| / Service and Repair Shop | / Warehouse |
| / Technology Industry | |

The range of uses permitted under the General Industrial zoning is not in keeping with the Traditional Mainstreet Official Plan designation or the policies of the Secondary Plan. Through the 2012 Zoning By-law

Amendment application, the proposed Traditional Mainstreet zoning was intended to bring the subject site into conformity with those policies and permit the development of the proposed mixed-use residential building and residential apartment building. As the current Zoning By-law Amendment is intended to resolve the appeal of the 2012 amending by-law, it will also resolve the inconsistencies between the policies and the zoning.

The current IG1 zoning would permit a maximum building height of 11 metres for a development within 20 metres of a property line abutting a residential zone and 22 metres in all other cases, unless stated otherwise. Under this scenario, a permitted industrial use could establish itself at seven storeys on the eastern portion of the property beyond the 20 m setback along the entirety of the Kirkwood Avenue frontage from Richmond Road to Wilber Avenue, with the remainder at approximately 3.5 storeys.

5.2 Proposed Zoning By-law Amendment

City Council adopted a Zoning By-law Amendment for the subject property in 2012 to permit a nine-storey and a six-storey building. The amendment included the adoption a site-specific zoning schedule outlining permitted building heights, setbacks and stepbacks (Figure 18).

The 'Traditional Mainstreet – TM' zoning is proposed for this site, which will permit a mix of non-residential and residential uses, including commercial uses and a mid-rise apartment dwelling. As approved in 2012, together with the TM zone for the site, a site-specific schedule is proposed to delineate the required building heights, setbacks and stepbacks. In particular, it is only the portion of the site-specific zoning schedule that references building location, setbacks and stepbacks for the six-storey building that requires modification from the original approval in order to set the building further away from the stationary noise impacts generated by the CBN property.

Table 2 below summarize the requirements of a typical TM zone with respect to general zoning provision requirements. The proposed development complies with respect to all parking and amenity space requirements.

Table 2: Zoning Provisions applicable to entire site and both buildings

Zoning Provision	Typical TM Zone	Proposed
Min. Lot Area	None	6,386.65 m ²
Min. Lot Width	None	31.48 m
Private Approach	A maximum of one for each property having a lot frontage of 45 m or less	One private approach has been provided
Minimum Driveway Width	6 m for parking lots with 20 or more spaces	6 m
Resident Parking Requirement	<p>Where a residential use is located in a building of 5+ storeys, no parking required for first 12 units</p> <p><u>350 Kirkwood:</u> 123 – 12 units = 111 units 0.5 per unit x 111 units = 56 spaces</p> <p><u>175 Richmond</u> 104-12 units = 92 units 0.5 per unit x 92 units = 46 spaces</p>	<p><u>350 Kirkwood</u> 138 spaces</p> <p><u>175 Richmond</u> 90 spaces</p>

Visitor Parking Requirement	<p>No parking required for first 12 units and no more than 30 spaces required per building</p> <p><u>350 Kirkwood</u> 0.1 per unit x 111 units = 11 spaces</p> <p><u>175 Richmond</u> 0.1 per unit x 92 units = 9 spaces</p>	<p><u>350 Kirkwood</u> 12 spaces</p> <p><u>175 Richmond</u> 10 spaces</p>
Commercial Parking Requirement	<p>1.25/100 sq.m. GFA after 500 sq.m.</p> <p>699.1 sq.m. unit = 3 spaces</p>	3 spaces
Maximum Limit on Parking near Transit	1.75 per unit = 397 spaces	253 spaces
Bicycle Parking Requirement	<p>0.5 per dwelling unit or rooming unit and 1/250sq.m. GFA commercial</p> <p><u>350 Kirkwood</u> 62 spaces</p> <p><u>175 Richmond</u> 52 spaces (residential) + 3 commercial = 55</p>	<p><u>350 Kirkwood</u> 62 spaces</p> <p><u>175 Richmond</u> 55</p>
Active Entrance	Active entrance facing Richmond Road	The ground floor of 175 Richmond will have an active entrances to the street.
Amenity Area	<p>6 sq.m./unit with 50% as communal</p> <p><u>350 Kirkwood</u> 6 m² x 123 units = 738 m² Communal = 369 m²</p> <p><u>175 Richmond</u> 6 m² x 104 units = 624 m² Communal = 312 m²</p>	<p><u>350 Kirkwood</u> Total = 1,440 m² Communal = 529.5 m²</p> <p><u>175 Richmond</u> Total = 877.8 m² Communal = 489.8 m²</p>

Table 3 provides a comparison of the six-storey residential building to the typical TM zone provisions as well as the provisions proposed in 2012 through the zoning schedule. For the purposes of evaluating Zoning By-law compliance, the front lot line is the lot line adjacent to Richmond Road, the corner side lot lines are adjacent to Kirkwood Avenue and Wilber Avenue, and the interior side lot line is the western lot line. As the lot is a corner and through lot, there is no rear lot line. As can be seen in the table, the revised proposal is in keeping with the setbacks for the 2012 proposal and is appropriate for a TM zone. The primary change is to the interior side yard setback, which has been reduced from the 2012 proposal of 9 metres to 6.975 m. This change reflects the increased front yard setback required to mitigate noise from the CBN site, which results in a reduced interior side yard setback.

Although it is technically the interior side yard, the space between the proposed development and the western lot line is functionally recognized as the rear yard area and abuts the rear yards of neighbouring residential

properties. In a typical 'Traditional Mainstreet' zone, the rear yard provision for a six-storey building abutting residential dwellings would be 7.5 metres. The low-rise residential dwellings abutting the proposed development site are characterized by large lots and deep rear yard setbacks varying between 12 and 17 metres. There is also a significant number of mature trees existing along the property line and in the rear yards of the dwellings, further contributing to screening and privacy from overlooking units. As such, an interior side yard setback of 6.975 m increasing to 15.223 m is appropriate.

Table 3: Zoning Compliance – Six-Storey Residential Building (350 Kirkwood)

Zoning Provision		Typical TM Zone	TM Zone, as modified through 2012 amendment	Proposed
Max. Front Yard Setback		2 m with additional 2 m stepback above 15 m	Varies, per Zoning Schedule	N/A – addressed by 9 storey building
Interior Side Yard Setback	Min.	1.2m for a residential use building	9 m – 16.9 m	6.975 m – 15.223 m
Min. Corner Side Yard Setback		3 m, except for any part of a building above 15 m for which an additional 2m setback must be provided	3.0 m (east) / 4.0 m (north)	10.003 m (east) / 4.568 (north) 2 m setback beyond 15 m height not provided along entire building
Building Height	Max.	20 m, but not more than 6 storeys, except whether otherwise shown on zoning maps. No part of a building on a lot with a rear lot line abutting an R1, R2, R3 or R4 Zone may project above a 45 degree angular plane measured at a height of 15 metres from a point 7.5 metres from the rear lot line, projecting upwards towards the front lot line (see illustration below).	21 m	19.5 m / 6 storeys No rear lot line, therefore angular plane not applicable
Min. Width of Landscaped Area	Abutting Residential	3 m, may be reduced to 1 m if a 1.4 m high opaque fence is provided.	No site-specific provisions	6.975 m

Figure 21 shows the general changes that would be made to the 2012 zoning schedule to accommodate the changes in the front yard setback for the six-storey building at 350 Kirkwood Avenue.

As previously discussed, the nine-storey mixed-use building is intended to maintain the same zoning schedule as created in 2012. As can be seen in Figure 22, the height, setbacks, and building stepbacks are clearly identified and maintain an appropriate street edge along both Richmond Road and Kirkwood Avenue, while also providing a setback from the residential dwellings to the west.

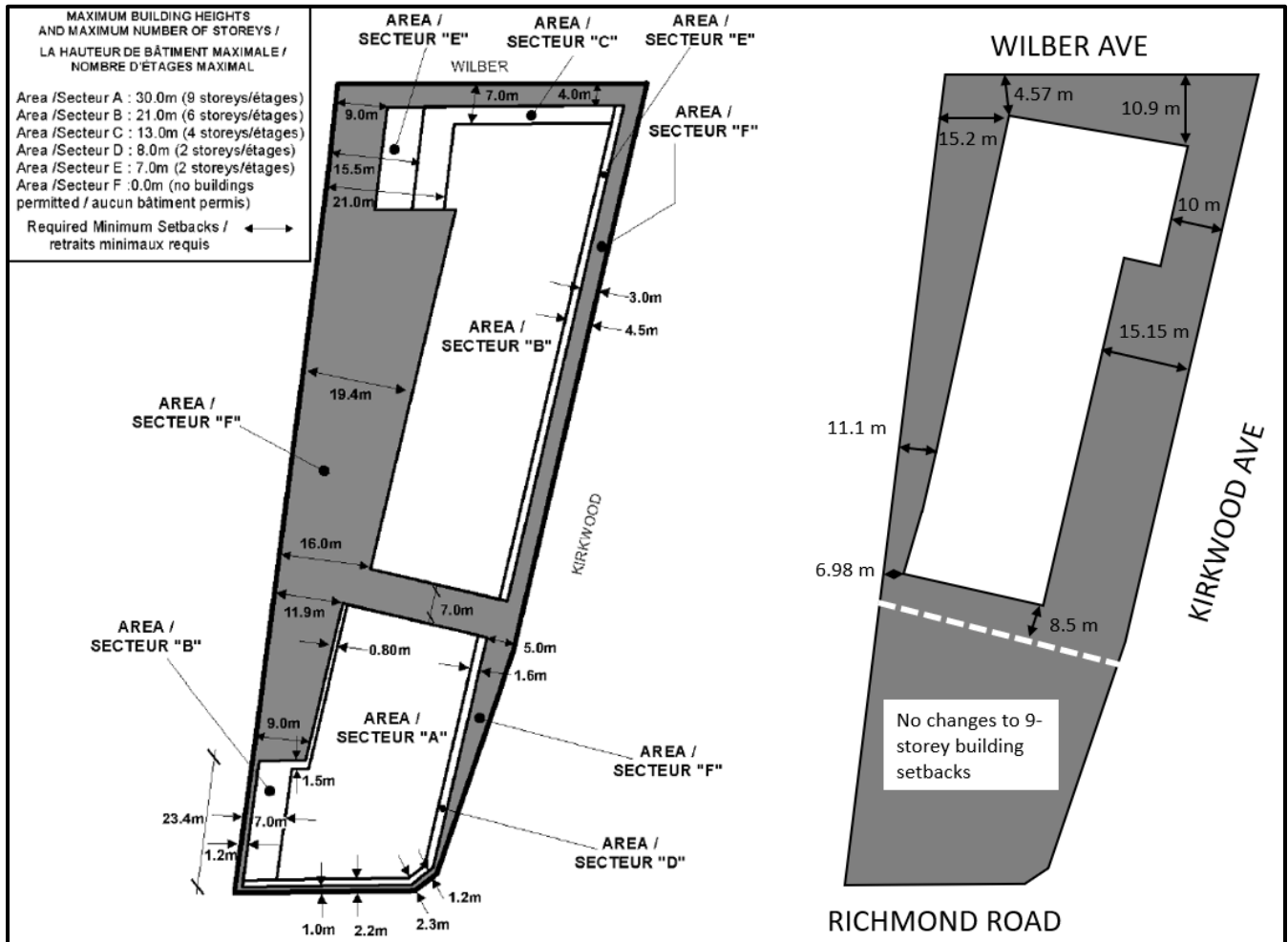


Figure 21. Proposed changes to the zoning schedule based on revised site plan.

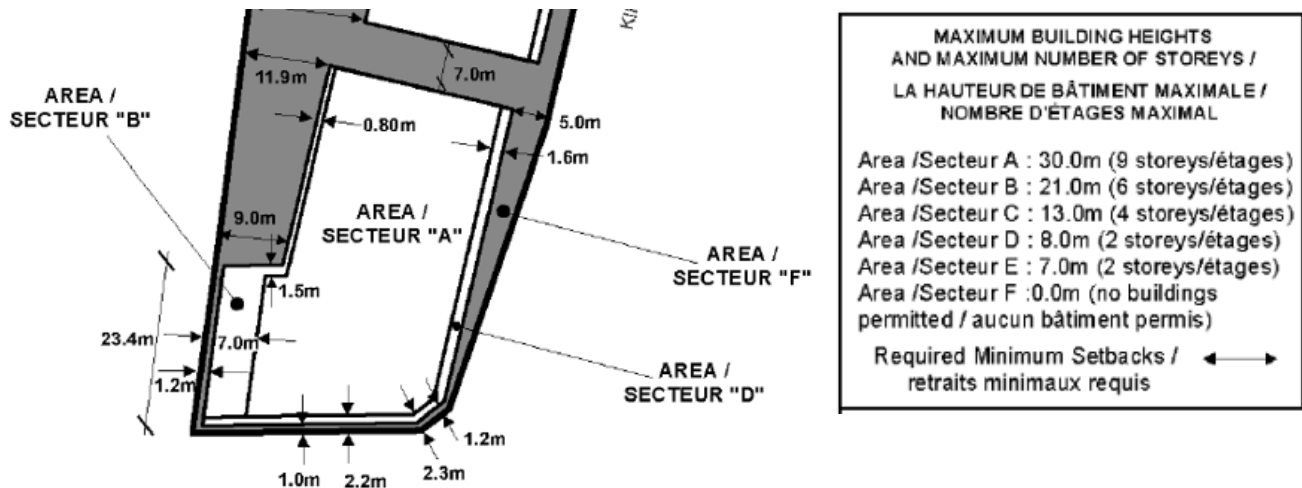


Figure 22. Portion of 2012 Zoning Schedule to remain the same

6.0 Supporting Studies

6.1 Noise Study

A Phase 1 Noise Control Feasibility Study was completed by Hugh Williamson Associates Inc. to determine impacts of both stationary sources of noise and transportation sources of noise on the proposed development. The report proposed several recommendations including adding 175 Richmond Road to Appendix A of Part 1 of the City of Ottawa's Environmental Noise Control Guidelines, which would classify the lands as an Approved Class 4 Stationary Noise Area. The report demonstrates that this is an appropriate classification for the site and proposes a 10-15 metre setback of the proposed six-storey building as a control/mitigation measure, which is sufficient to satisfy the sound level limits for a Class 4 designation. The report is supportive of the proposed development.

6.2 Sun Shadow Study

A Sun Shadow Study was originally completed by Roderick Lahey Architect Inc. as part of the initial application and proposed development to demonstrate the shadow impacts on the surrounding area. This analysis was updated in 2019 to account for the redesign of the six-storey building and new proposal.

The subject lands and proposed development are oriented in an approximate north-south direction and most of the shadow impacts fall to the east side of the development along Kirkwood Avenue and onto the Canadian Bank Note Ltd.'s property. This study indicated that there is a very limited shadow impact on the low-rise residential area west of the property along Clifton Road and to the north along Wilber Avenue.

6.3 Transportation Impact Assessment

A Transportation Impact Assessment (TIA) Scoping Report was completed by Novatech in April 2019 to determine the requirements of the TIA. A full TIA report is not required at this time for this zoning application; however, it will be submitted at the Site Plan Control stage based on the findings of this scoping exercise. Given the location of the subject lands, it was determined that this development would meet the criteria for the Trip Generation, Location, and Safety triggers and therefore a full TIA is required and to be completed before Site Plan application.

6.4 Servicing and Stormwater Management Report

As part of the previous Site Plan Control application submission, Novatech prepared a Site Serviceability and Stormwater Management Report dated October 5th, 2011. The report concluded that the lands were appropriate for the previously proposed development, which remains valid for this new iteration of the proposal as the changes in design flows for sanitary and water are minimal. Additionally, the update to the study determined that the imperviousness of the site does not significantly change with the redesigned development.

Conclusion

The proposed development represents good planning and is in the public interest. The proposed development is consistent with the Provincial Policy Statement which promotes efficient development of lands within the urban boundary. The redevelopment of the subject property will achieve a density and mix of land use in a pattern that efficiently uses available infrastructure. Compatibility with surrounding land uses, particularly as it relates to noise, is addressed appropriately through mitigation measures that will allow residents to live comfortably without impacting the viability of an important industrial use in a central area.

The proposal demonstrates conformity to the objectives and policies of the Traditional Mainstreet designation in the City of Ottawa Official Plan. Per Official Plan policy 3.6.3, the Traditional Mainstreet designation would be applied to the entirety of the site. The Traditional Mainstreet designation supports mid-rise building heights up to nine storeys. The proposal is also consistent with the urban design and compatibility policies of the Official Plan. The requested amendments are appropriate and will not create undue adverse impacts to the community or surrounding properties. The Richmond Road / Westboro Secondary Plan contains policies which recommend the rezoning of this particular property along Richmond Road to a Traditional Mainstreet zone that would permit mixed-use development and more appropriate uses that would complete and complement the mainstreet fabric of the area.

Supporting studies confirm that the proposed development is functional and appropriate. The General Industrial zoning on the subject property is misaligned with the Official Plan and Secondary Plan. As proposed and approved in the original Council decision in 2012, the TM Zone remains appropriate for this property. The proposed development is located in proximity to the Westboro Transit Station and is compatible with the existing community and desired character for the area, therefore, it is our opinion that the development is appropriate for the lands.

Sincerely,



Kersten Nitsche, MCIP RPP
Senior Planner



Nick Sutherland, MCIP RPP, LEED GA
Planner