

# 3055 Richmond Road

## Planning Rationale

Major Zoning By-law Amendment and  
Site Plan Control Applications  
September 2022





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**Appendices**

Appendix A	Site Plan
Appendix B	Draft Zoning By-law Amendment and Draft Zoning Schedule

# 1 Introduction

WSP was retained by 3055 Richmond Holding Inc. 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.

The proposed development consists of a four-storey, low-rise apartment dwelling with a proposed gross floor area of approximately 1,374 m<sup>2</sup> (14,790 ft<sup>2</sup>), to be located along Richmond Road in the Bayshore neighbourhood. The low-rise apartment is proposed to have 16 units, containing a mix of 1- and 2-bedroom units. The proposed development would include a surface parking lot located at the rear of the site containing 11 vehicle parking spaces (10 resident and 1 visitor). A total of 22 bicycle parking spaces would be provided (4 exterior and 18 interior). The parking lot would be accessed by a two-way access from Richmond Road. The combined total amenity area is 216 m<sup>2</sup> (2,325 ft<sup>2</sup>), which would include 121.9 m<sup>2</sup> (1312.1 ft<sup>2</sup>) of rooftop patio space, an at-grade amenity area of 31.2 m<sup>2</sup> (335.8 ft<sup>2</sup>), basement communal amenity area of 36.3 m<sup>2</sup> (390.7 ft<sup>2</sup>), and 26.7 m<sup>2</sup> (287.4 ft<sup>2</sup>) of private balconies.

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 proposed Major Zoning By-law Amendment (ZBLA) would seek to rezone from Residential First Density Zone, Subzone GG (R1GG) to Residential Fourth Density Zone, Subzone M, Urban Exception [XXXX] (R4M[XXXX]). The Major ZBLA is required to permit the use of a low-rise apartment, which is not currently permitted by the R1GG zone. Subzone R4M was selected since the subzone standards 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 eastern interior side yard setback that is required to be fully landscaped of 13.5 m, whereas the Zoning By-law requires that a 3 m interior side yard be fully landscaped for the first 21 m.
2. A reduction in the minimum western interior side yard setback that is required to be fully landscaped of 0 m, whereas the Zoning By-law requires that a 3 m interior side yard be fully landscaped for the first 21 m.
3. The location a communal amenity area for the first eight dwelling units in the interior side yard that does not abut the rear yard, whereas the Zoning By-law requires it to be located in the interior side yard that also abuts the rear yard.
4. A reduction in the minimum percentage of soft landscaped communal amenity area for the first eight dwelling units of 0%, whereas the Zoning By-law requires that the communal amenity area have a minimum soft landscaping of 80%.

5. An increase in the maximum width of a walkway in the front yard from to permit a width of 3.81 m, whereas the Zoning By-law permits a maximum width of 1.2 m.
6. A reduction in the minimum number of required resident parking spaces to permit 10 spaces whereas the Zoning By-law requires a minimum of 19 resident parking spaces.
7. A reduction in the minimum number of required visitor parking spaces to permit 1 space whereas the Zoning By-law requires a minimum of 3 visitor spaces.
8. 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.
9. A reduction in the minimum aisle width for a parking lot with 90-degree parking to permit 6.3 m whereas the Zoning By-law requires a minimum aisle width of 6.7 m.
10. A reduction in the minimum landscaped buffer width for a parking lot to permit a width of 0.3 m whereas the Zoning By-law requires a minimum landscaped buffer width of 1.5 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;
- **Appendix B** contains the Draft Zoning By-law Amendment and Draft Zoning Schedule; and

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 m<sup>2</sup> (9,634 ft<sup>2</sup>). 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.



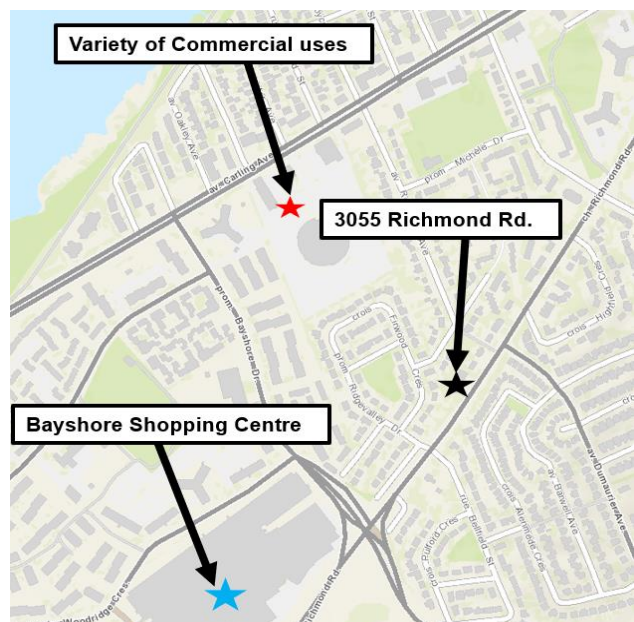
Figure 2-2 Existing detached dwelling, looking north from Richmond Road



## 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**. 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.

Figure 2-3 Community Context for Fairfield Heights Neighbourhood



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 Alameda 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, as well as the Bayshore bus station.

**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**



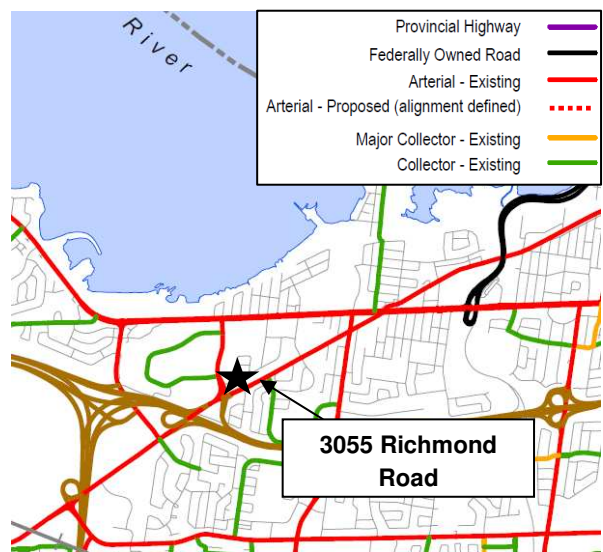
## 2.3 Transportation Network

The road network around the site as per Schedule E Urban Road Network of the City of Ottawa Current Official Plan (2003, Website Consolidation) (“Current 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 Dumaurier Avenue (running north south), all of which are designated as local roads. The road network has not changed in the City of Ottawa New Official Plan, as per Schedule C4 Urban Road Network (November 24, 2021), as illustrated in **Figure 2-10**.

**Figure 2-9 Schedule E Urban Road Network (Excerpt), Current City of Ottawa Official Plan**



**Figure 2-10 Schedule C4 Urban Road Network (Excerpt), New City of Ottawa Official Plan**

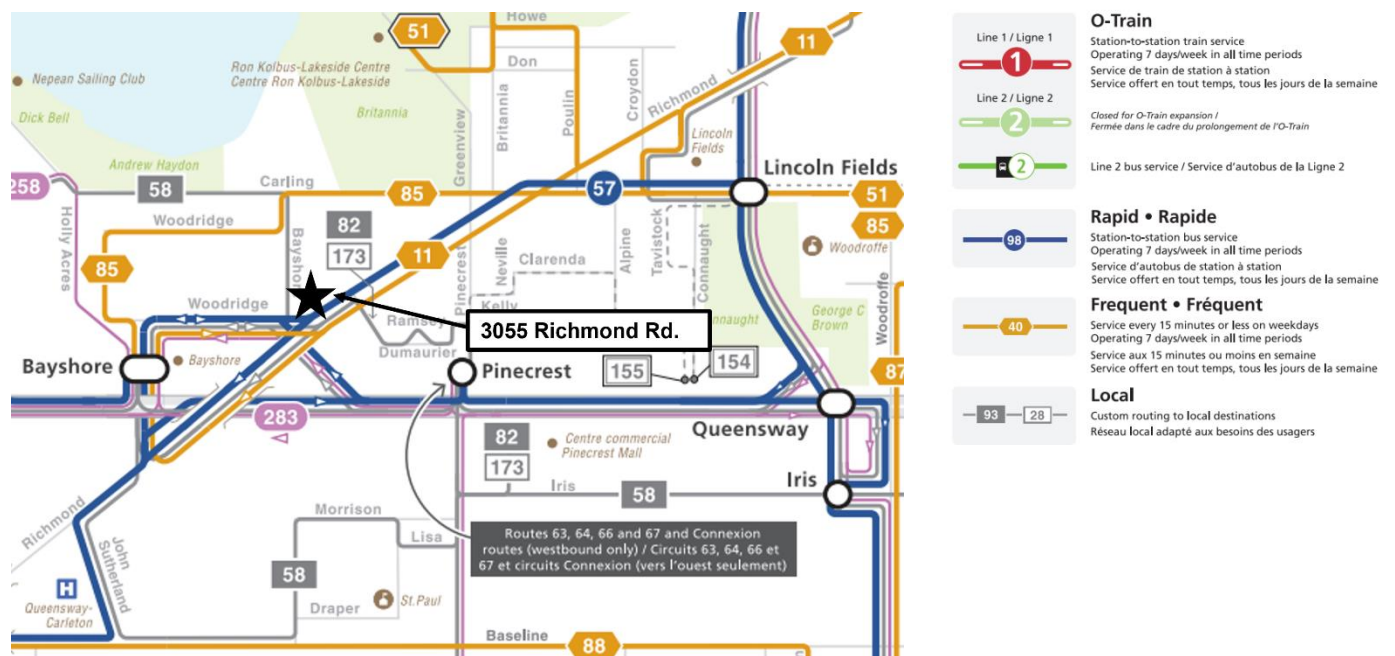


There are sidewalks on both sides of Richmond Road and Dumaurier Avenue. As per Schedule C of the Current City of Ottawa Official Plan, Richmond Road is designated as a Spine Route and a Cross-Town Bikeway, as illustrated in **Figure 2-11**. There is also a paved shoulder for cycling on the south side of Richmond Road, and an existing pedestrian multi-use path north of the site, connecting Richmond Road to Penny Drive.

**Figure 2-11 Schedule C Primary Urban Cycling Network (Excerpt) Current City of Ottawa Official Plan**



**Figure 2-12 OC Transpo Network Map (September 4, 2022)**



The site is also well serviced by existing public transit, as illustrated in **Figure 2-12**. Near the site there are four (4) OC Transpo bus routes:

- #11 Parliament/Bayshore (Frequent)
- #57 Tunney's Pasture/Crystal Bay (Rapid)
- #82 Lincoln Fields & Tunney's Pasture/Bayshore (Local)
- #173 Barrhaven Centre/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 four-storey low-rise apartment dwelling, consisting of 16 rental units with a proposed gross floor area of approximately 1,374 m<sup>2</sup> (14,789 ft<sup>2</sup>). The proposed development is shown in the 3-dimensional renderings 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**. Elevations of the proposed low-rise apartment building is shown in **Figure 3-6** to **Figure 3-10**. The existing detached dwelling and driveway access from Richmond Road would be relocated to accommodate the new development.

The low-rise apartment is proposed to have 16 units, containing a mix of 1- and 2-bedroom units. A surface parking lot is proposed at the rear of the building containing 11 vehicle parking spaces (10 resident and 1 visitor). A total of 22 bicycle parking spaces would be provided (4 exterior and 18 interior). The parking lot 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 combined total amenity area is 237 m<sup>2</sup> (2,551 ft<sup>2</sup>), which would include a 31 m<sup>2</sup> (334 ft<sup>2</sup>), a 42.2 m<sup>2</sup> (455 ft<sup>2</sup>) basement communal amenity space, at-grade outdoor amenity space, a 122 m<sup>2</sup> (1,313 ft<sup>2</sup>), rooftop patio and 41 m<sup>2</sup> (441 ft<sup>2</sup>), of private balconies. The rooftop terrace 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 site landscaping will feature mix of shrubs, and deciduous and coniferous trees along the site perimeter, as shown in the conceptual landscape plan in **Figure 3-10**. The landscaping, along with the strategic location of the rear parking lot would provide a buffer between the development and the abutting properties to the north and west of the site.



Figure 3-1 Rendering, looking north (Prepared by Unpoised Architecture, dated June 24, 2022)



Figure 3-2 Rendering, looking northwest (Prepared by Unpoised Architecture, dated June 24, 2022)



Figure 3-3 Rendering, looking northeast (Prepared by Unpoised Architecture, dated June 24, 2022)



Figure 3-4 Rendering, looking southeast (Prepared by Unpoised Architecture, dated June 24, 2022)





Figure 3-5: 3055 Richmond Road – Site Plan (Excerpt) (Azul Designs, September 14, 2022)

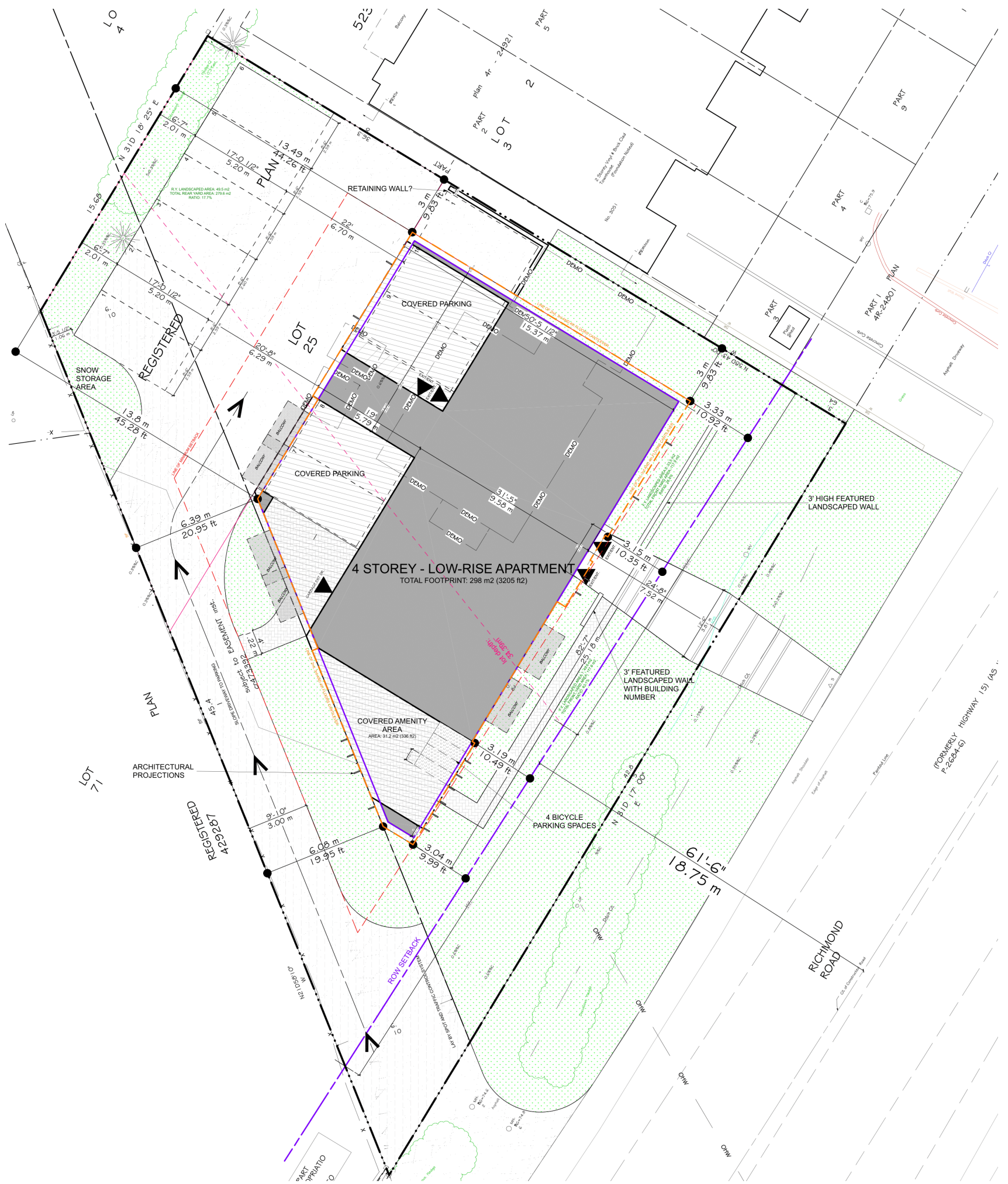




Figure 3-6: Proposed Building Elevation – South Elevation (unPoised Architecture Inc., June 24, 2022)





Figure 3-7: East Elevation (unPoised Architecture Inc., June 24, 2022)





Figure 3-8: North Elevation (unPoised Architecture Inc., June 24, 2022)



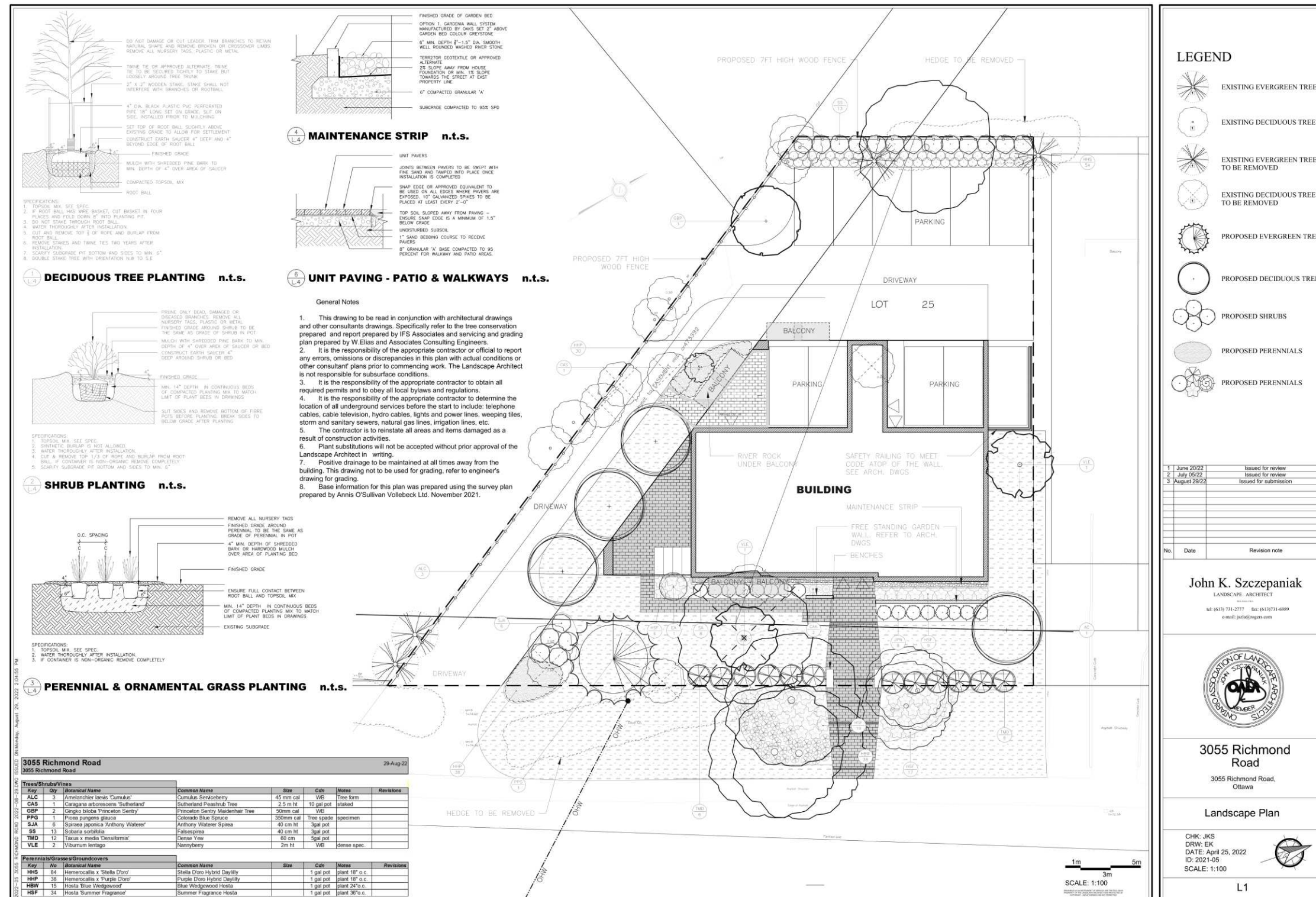


Figure 3-9: West Elevation (unPoised Architecture Inc., June 24, 2022)





Figure 3-10: Landscape Plan (John K. Szczepaniak Landscape Architect, August 29, 2022)



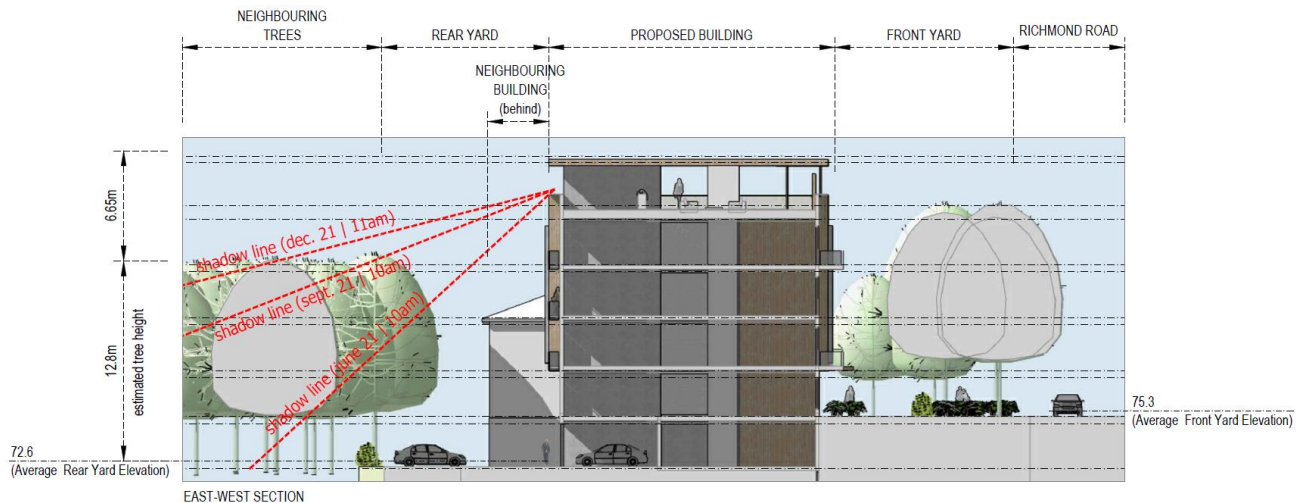
### 3.1 Shadow Analysis

To understand the relationship between the proposed low-rise apartment building and the abutting properties, a Sun Shadow Analysis was completed (unPoised Architecture, July 27, 2022). 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
- The post-development condition of the canopy coverage.

**Figure 3-11** shows the future relationship between the topography, the retained trees and the proposed low-rise apartment building.

**Figure 3-11 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 3-12**. The mature trees, estimated at 12.8 m high and located in the neighbouring rear yards, have a larger impact on this shadow than the new building at 8 a.m. in June, except for the penthouse roof shadow shown by the red circle. The largest impact to the adjacent properties across Richmond Road would be at 8 p.m. in June. It is noted that these show impacts are as a result of the proposed new trees planned at full height (12.8 m), and not the proposed development.

The September analysis showed the largest shadow impact is to the neighboring rear yards to the west of the property is at 10 a.m. in the morning, as shown in **Figure 3-13**. The proposed building does not impact this shadow line. The largest impact to the neighbor to the north is between 4 p.m. and 6 p.m. where the proposed building effectively shadows this full front yard.

The December analysis showed the largest shadow impact to the neighbouring rear yards to the west of the property would be at 11 a.m. in the morning, as shown in **Figure 3-14**. 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. At 11 a.m., both this new proposal and the existing building to the north will have similar shadow impacts to the properties to the west with the exception that the new proposal will extend longer to Penny Street West at this time. By 1 p.m. the shadows only cover the rear yards of these properties. The largest impact to the neighbour to the north is at 3 p.m. where the proposed building has minor shadowing over the south roof of this building.

Therefore, it is our opinion that the shadowing as a result of the proposed development is acceptable and would not result in negative impacts on the adjacent properties.



Figure 3-12 June Shadow Analysis (unPoised Architecture, July 27, 2022)





Figure 3-13 September Shadow Analysis (unPoised Architecture, July 27, 2022)



sept 21 | 08 am



sept 21 | 10 am



sept 21 | 12 pm



sept 21 | 02 pm



sept 21 | 04 pm



sept 21 | 06 pm

SHADOW CAST to FRONT  
YARD OF NEIGHBOUR TO  
SOUTH

Figure 3-14 December Shadow Analysis (unPoised Architecture, July 27, 2022)





## 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 application.

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.

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## 5.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) was issued by the Province of Ontario under Section 3 of the Planning Act in May 2020, replacing the previous 2014 PPS. The PPS provides policies on matters of provincial interest including quality of the natural and built environment and public health and safety. All land use planning decisions shall be consistent with the policies of the PPS.

Part IV: Vision for Ontario's Land Use Planning System identifies that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, while promoting efficient development patterns that promote a mix of housing, including affordable housing. Growth should also be focused within settlement areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, liveable, and safe communities by promoting efficient and cost-effective development and land use patterns and standards, accommodating an appropriate affordable and market-based range and mix of residential types, including affordable housing, and other uses to meet long-term needs, and improving accessibility for persons with disabilities and older persons by addressing land use barriers, and promoting cost-effective development patterns and standards, among other considerations.

Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; [...]
- c) support active transportation;
- d) are transit-supportive, where transit is planned, exists or may be developed; [...]

Further, Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in Policy 1.1.3.3, where this can be accommodated.

Policy 1.1.3.3 states that 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.

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

Policy 1.4.3 directs planning authorities to 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:
  - 2. all forms 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 location 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; [...] 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 consistent with the PPS as it represents development within the settlement area, which efficiently uses existing infrastructure and facilities. The PPS defines transit supportive as development that makes transit viable and optimizes investments. The proposed development supports this as it is a compact development in proximity to transit with less parking being proposed than what is required. The low-rise apartment building contributes to the range of local housing options. The proposed development would contribute to the housing supply that is in demand in the City of Ottawa.**

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## 5.2 City of Ottawa Official Plan

Ottawa City Council approved the New City of Ottawa Official Plan (the “New OP”) on October 27, 2021, and adopted it on November 24, 2021. In October 2021, the City published its transition policies for in-stream development applications, including for Zoning By-law Amendment applications. At the time of this Report, the Ministry of Municipal Affairs and Housing has not approved the New OP.

Regarding Zoning By-law Amendment applications submitted after Council Adoption but before MMAH approval of the New OP, the transition policies dictate that City staff will apply whichever provision, as between the Current and New OP, is more restrictive. To address this requirement, an assessment of the current City of Ottawa Official Plan (the “Current OP”) and the New OP has been completed. As part of the analysis, WSP has provided its professional opinion on which provisions are more restrictive and therefore apply to the site.

The OP contains policies that address matters of provincial interest as described in the PPS, and “is not a tool to limit growth but rather to anticipate change, manage it and maintain options” (Section 1.1).



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## 5.3 Current City of Ottawa Official Plan (2003, Website Consolidation)

The City of Ottawa Official Plan (2003, Website Consolidation) (OP) provides a comprehensive vision and policy framework for managing growth and development to the year 2036. The OP contains policies that address matters of provincial interest as described in the PPS, and “is not a tool to limit growth but rather to anticipate change, manage it and maintain options” (Section 1.1).

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### 5.3.1 Building a Sustainable City

The Current OP seeks to achieve Council’s vision of a sustainable, resilient and livable City. As outlined in Section 1.4, this vision is also articulated in the City’s Strategic Plan, which identifies goals for the sustainability of Ottawa, including the provision of housing options that are green, healthy, and meet the needs of the whole community. The City also strives for sustainability in connectivity and mobility by making walking, cycling, and transit residents’ first choice for transportation.

**The proposed development helps achieve the vision of the Current OP through intensification in built-up areas, and by providing housing options that meet the needs of the whole community. The proposed low-rise apartment supports sustainability in connectivity through the provision of housing in proximity to transit, reduced vehicle parking spaces, and is in close proximity to existing sidewalks to encourage the use of active transportation and transit.**

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### 5.3.2 Strategic Directions

Section 2 of the Current OP, Strategic Directions, outlines the broad policies that will govern growth and change in Ottawa over the next 20 years.

**Section 2.1 – Patterns of Growth** indicates that Ottawa’s growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing options, and places to work and shop. Opportunities will be provided to increase the supply of affordable housing throughout the City.

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

**Section 2.2 – Managing Growth** indicates that the majority of the City’s growth will be directed to areas designated within the urban boundary of the OP. This strategy has the least impact on agricultural land and protected environmental areas and allows for a pattern and density of development that supports transit, cycling and walking. Growth is to be distributed throughout the urban area to strengthen the city’s liveable communities through intensification and infill.

**Section 2.2.2 – Managing Intensification Within the Urban Area** indicates that intensification is supported throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. The City supports compatible intensification in the General Urban Area, and states that the interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings.

**Section 2.5 Building Liveable Communities**, states that in the urban area, a liveable community has appropriate housing at a price people can afford. It is built around greenspaces and has places to shop, socialize and play nearby. Residents know where to find the local library, health services, schools and other community facilities. Many of these are within walking or cycling distance, and form a core for the community.”

**Section 2.5.1 – Design Ottawa** encourages good urban design and quality and innovative architecture, to stimulate the creation of lively community places with distinctive character. In order for a development to be compatible, it does not necessarily have to be the same or similar to existing buildings in the vicinity but can enhance an established community and coexist with existing development without causing undue adverse impact on the surrounding properties. The design objectives of the proposed development are addressed in detail in Section 5.4.4 Compatibility of this Report.

**The proposed development supports the strategic directions of the Current OP by accommodating growth and new residential uses within the urban area, through redevelopment that is compatible with the surrounding established neighbourhood. The proposed development contributes to low-rise intensification within the City’s urban boundary, it is transit-supportive and promotes active transportation. It provides a high quality of urban design that is compatible with the existing and evolving character of the immediate neighbourhood.**

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### 5.3.3 Building a Sustainable Capital City

The OP section 1.4 seeks to achieve Council’s vision of a sustainable, resilient and liveable city. This vision is also articulated in the City’s Strategic Plan, which identifies goals including the provision of housing options that are green, healthy, and meet the needs of the whole community. The City also strives for sustainability in connectivity and mobility by making walking, cycling, and transit residents’ first choices for transportation.

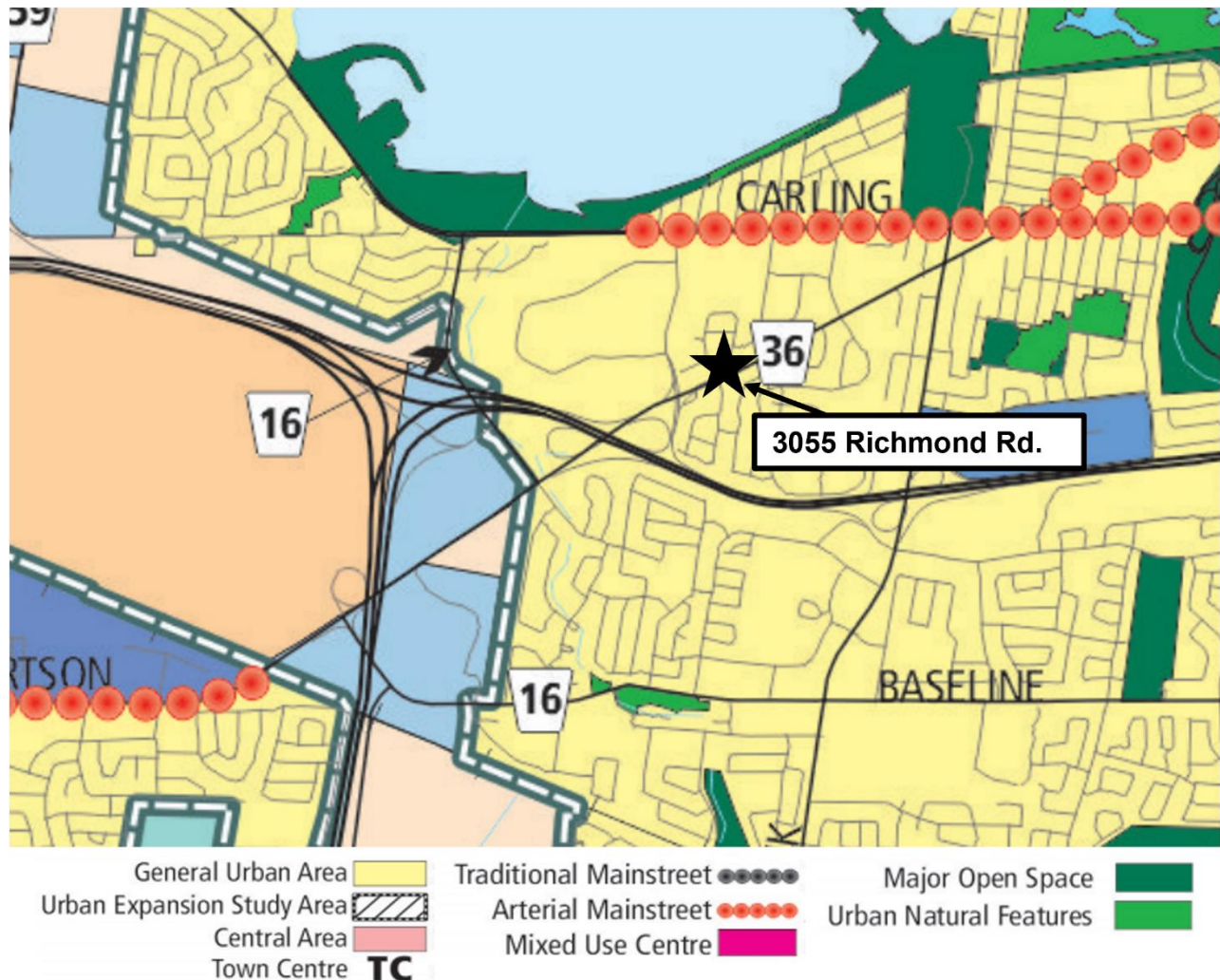
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### 5.3.4 Land Use Designation

The site is located within the City’s urban boundary and is designated as **General Urban Area** on Schedule B Urban Policy Plan of the Current OP, as illustrated in **Figure 5-1**.

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

Figure 5-1 Schedule – B - Urban Policy Plan (Excerpt), Current City of Ottawa Official Plan



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

- a) Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- b) Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area set out in the OP in section 3.6.1.

**The proposed development conforms to the General Urban Area policies of the Official Plan as residential developments are a permitted use. The proposed development will contribute to the residential intensification of the area, while contributing to the balance of housing types and tenures in the area by providing new housing units.**



## 5.4 New City of Ottawa Official Plan (Council Adopted, November 24, 2021)

The New City of Ottawa Official Plan (“New OP”) was adopted by Ottawa City Council on November 24, 2021. The New OP sets the vision for how the city will grow and develop to 2046..

In the New 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 5-2**.

**Figure 5-2 Schedule B-3 Outer Urban Transect (Excerpt), New Ottawa Official Plan**



The Evolving Neighbourhood Overlay policies in Section 5.6.1.1 of the New 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.

### 5.4.1 Strategic Directions

Section 2 of the New 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.

2. Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
3. Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.
4. 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.
5. Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of planning policies.
6. 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 New 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 New 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.**

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## 5.4.2 Growth Management Framework

Section 3 of the New 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:

- a) “To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- b) 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;
- c) 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;
- d) To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- e) To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

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### 5.4.3 Transect Policy Area

In the New OP, the site is located within the “Outer Urban” Transect. The New 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.

The transportation network for the Outer Urban Transect recognizes the established auto-oriented built form while promoting opportunities to improve the level of service for walking, cycling and public transit modes.

Lands designated as Mainstreet Corridor in the Outer Urban Transect have a maximum building of 3 storeys. Up to 4 storeys is permitted where appropriate to permit higher-density low-rise residential development.

**The proposed development conforms to the Outer Urban policies as it constitutes redevelopment of an existing detached dwelling and positively contributes to the existing mature neighbourhood. The number of vehicle parking spaces is proposed to be reduced and will therefore encourage the use of active transportation and transit to go to and from the site. The proposed building height of 4 storeys conforms with the maximum building height requirement for a low-rise development.**

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### 5.4.4 Compatibility

The New OP does not contain criteria for compatibility between new residential development and the surrounding land uses. In the absence of specific criteria, it is WSP’s interpretation that the Current OP’s policies on land use compatibility are more restrictive and therefore apply. An analysis of the compatibility criteria is provided in **Section 5.5** of this Report.



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## 5.4.5 Land Designation

In the New OP, the site 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 of the New 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 New 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.

**The proposed development conforms with the land use designation policies of the New OP. The low-rise built form of the existing building will be retained as it will the proposed development will not exceed the maximum permitted building height of 4 storeys. The proposed development creates housing through intensification within the urban area at an appropriate scale that fits with the surrounding neighbourhood.**

**The proposed development conforms to the policies of the New Official Plan policies including Strategic Directions, Growth Management, Transect Areas, Compatibility, and Land Designation policies.**

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## 5.4.6 Annex 1 – Road Classification and Rights-of-Way

### Current Official Plan (2003, Website Consolidation)

As per Section 2.0 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 subdivision, severance, site plan, condominium or minor variance.

Section 7, Annex 1, Table 1 of the OP sets forth the Right-of-Way (ROW) widths that the City may acquire for roads. Table 1 includes specific ROW protection requirement 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.

### New Official Plan (November 24, 2021)

As per Section 4.1.7 of the New 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 New 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 Current OP and New OP along Richmond Road has been accommodated on the Site Plan (Azul Designs, July 20, 2022).**

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## 5.5 Design Brief

The Planning Act gives municipalities the authority to require that a Design Brief be prepared. Under Section 34(10.2) and Section 41(4) of the Planning Act, Council has the authority to request such other information or material that the authority needs in order to evaluate and make a decision on an application. Section 5.2.6 of the OP sets out the information and/or reports which may be required in support of development applications, which includes a Design Brief. As a part of the Site Plan application, the City has requested a Design Brief be included. A Design Brief (unPoised Architecture, prepared October 6, 2022) has been prepared by unPoised Architecture Inc. and has been submitted under a separate cover. The Design Brief provides a design rationale and an analysis of the street appearance, landscaping and setbacks, massing and façade, and scale and materiality.

Policy 4.11.1 of the OP establishes the content to be considered in the Design Brief, including:

1. “The provisions of this Plan that affect the design of a site or building;
2. Design Guideline(s) approved by Council that apply to the area or type of development; and
3. The design provisions of a community design plan or secondary plan.”

The City of Ottawa has a framework in place to guide urban design in accordance with a series of policies and guidelines documents. The following sections identify the urban design policies and guidelines which are applicable to the site.

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### 5.5.1 Designing Ottawa

Policy 3.6.1.2 of the Current OP states that development proposals within the General Urban Area will be evaluated in the context of the policies and Design Objectives in Section 2.5.1, and the Compatibility policies set out in Section 4.11.

#### Section 2.5.1 – Urban Design Objectives

Urban Design and Compatibility speaks to ensuring that the design of a new development contributes and enhances an area’s sense of community and identity. Section 2.5.1 of the Official Plan includes Design Objectives and Principles that are to be applied within all land use designations. It is noted that the Design Principles describe how the City hopes to achieve the Design Objectives, but may not be achievable in all cases.

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

The proposed development supports the seven (7) urban design objectives and principles set out in Section 2.5.1, as demonstrated herein. It should be noted that, “Proponents are free to respond in

creative ways to the Design Objectives and Principles and are not limited only to those suggested by the Design Considerations” (Section 2.5.1).

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

The proposed development will enhance the sense of community by replacing the existing detached dwelling with a new low-rise apartment that enhances the streetscape along Richmond Road through built form, design, and compatibility. The design of the apartment building encourages a sense of community within the development itself by adding a new dwelling type to the neighbourhood that also provides transition between the Richmond Road, a Mainstreet Corridor per the New OP, and General Urban Area per the current OP, with existing residential uses to the north.

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

The proposed development will contribute to the overall coherency of the urban fabric and to the vitality of the surrounding area through redevelopment of the site. By adding new residential uses and streetscape designs.

With respect to public space, the proposed development will enhance the existing public realm along Richmond through improved streetscaping features, including enhanced landscaping and architectural articulation to form an attractive and continuous street frontage. This includes a wide pedestrian walkway along the building frontage that creates an inviting façade along the street.

The proposed development will include private outdoor amenity space in the form of private balconies for select units. Private amenity area will also be provided as shared spaces, including a rooftop patio, at-grade outdoor patio and a communal basement space.

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

The proposed development will be accessed from Richmond Road, an existing Arterial Road and major thoroughfare for pedestrians, cyclists and motorists. The proposed development will provide ample bicycle parking to encourage the use of active transportation by the future residents. The site is also in close proximity to Highway 417 and Bayshore Station, providing easy access via car, sidewalks and public transit to the site.

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

The site is located within the Bayshore neighbourhood, the character of which is primarily comprised of a mix of low-density residential uses, including one and two-storey detached dwellings, and two-storey townhouses. The proposed development will contribute to the existing mix of residential uses and, will provide a transition between the more active traffic along Richmond Road to the south and to the north and the residential uses to the north.

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

The proposed development introduces an additional housing option to the community that contributes to the diversity of housing options and rental unit sizes in the area, given many surrounding homes are single-unit dwellings.

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

The proposed development respects the natural processes and features in development design by using the existing available infrastructure on the site (i.e. stormwater). The site will include landscaping in the front and rear yards, to minimize the impact of the development. The existing deciduous tree in the front yard would be removed and replaced with new deciduous trees in order to accommodate the proposed building footprint.



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

The proposed development will represent a compact form of residential development that reduces land consumption and are in proximity to public transit services.

## 5.5.2 Section 4.11 – Urban Design and Compatibility

In addition to the Design Objectives described herein, the City will evaluate the compatibility of development applications on the basis of the following compatibility criteria, with the measures of compatibility varying depending on the use proposed and the planning context.

**Table 5-1** provides an evaluation of the proposed development against the compatibility criteria relevant to the Major Zoning By-law Amendment and Site Plan applications for the proposed development, as set out in Policy 4.11.

**Table 5-1: Evaluation of Proposed Development**

Evaluation Criteria	Measure of Compatibility
Traffic	<ul style="list-style-type: none"> <li>- A Transportation Impact Assessment (TIA) and Screening form for the proposed development has been completed. The Screening Report determined that the Location and Safety trigger applied to the site. Therefore, the Scoping Report was completed. The Scoping Report has been submitted to the City for review and will determine if further analysis is required.</li> </ul>
Parking Requirements	<ul style="list-style-type: none"> <li>- Part 4 of the Zoning By-law directs the minimum parking requirements that the proposed development must comply with. The Zoning By-law requires 29 resident parking spaces and 5 visitor parking spaces. A total of 11 at-grade vehicle parking spaces will be provided for the development (10 for residents and 1 for visitors). Reduced parking is proposed for the development due to the proximity of the site to public transit, sidewalks and bike paths.  Further, it is our understanding that residents of apartment dwellings are less likely to own a vehicle and therefore have a decreased demand for parking spaces compared to lower-density dwelling forms. Finally, a total of 22 bicycle parking spaces are proposed (4 exterior, 18 interior) whereas the Zoning By-law requirement is 9 spaces. This represents a surplus of 13 spaces and is more than double the amount of spaces that are required. The amount of bicycle parking will encourage residents and visitors to the site to use active transportation to travel to and from the site.’</li> <li>- A double traffic lane that is 3.0 m in width is proposed whereas the Zoning By-law requires a minimum width of 6.0 m. The reduced traffic lane width is required to enable access to the rear parking lot. It is noted that the existing entrance to the driveway access from Richmond Road is 6.1 m and complies with the Zoning By-law. The 6.1 m access width will provide space for vehicles to queue temporarily while waiting to access the parking lot.</li> </ul>

Evaluation Criteria	Measure of Compatibility
	<ul style="list-style-type: none"> <li>- Within the parking lot, a minimum aisle width of 6.3 m is proposed for parking located at a 90 degree angle to the aisle whereas a minimum width of 6.7 m is required. The reduction in the minimum aisle width is required for the proposed configuration of the parking lot, which locates the majority of the parking spaces along the rear (northern) property line. The parking lot has been intentionally located in the rear to serve as a buffer between the proposed development and the abutting residential uses.</li> </ul>
Building Design	<ul style="list-style-type: none"> <li>- Balconies for select units are proposed on the northern and southern side of the building. A rooftop patio is also proposed on the fourth storey of the building. Year-round screening and privacy protection for the adjacent properties will be provided by the combination of existing and proposed trees, shrubs and plantings. The existing trees to be retained are mature, deciduous and will provide substantial coverage. Overall, this landscaping will serve as a buffer between the proposed development and the abutting rear yards.</li> </ul>
Massing and Scale	<ul style="list-style-type: none"> <li>- The zoning for the site directs building design and massing that the proposed development must comply with. The current R1GG zone does not permit low-rise apartment dwelling as a use. Therefore, the requested Zoning By-law Amendment application proposes to rezone the site to R4M [XXXX], which would permit a low-rise 4-storey apartment dwelling as a use and maximize the site potential. The building has been designed to minimize the impacts on the adjacent development through its site design. The building has been located closer to the street (Richmond Road) to provide an increased rear yard setback from the abutting properties to the north. A rear yard setback of 13.5 m is proposed, whereas the Zoning By-law requires 10.3 m. The separation is further enhanced by the location of the rear parking lot in the rear yard. An interior side yard setback of 3.0 m is required whereas a 6.1 m setback is provided. Overall, the proposed development represents a form of intensification and development along Richmond Road, an Arterial Road and designated Mainstreet Corridor in the New OP which is a compatible form of intensification of the site and location.</li> </ul>
Lighting	<ul style="list-style-type: none"> <li>- Light standards are proposed to be sited in a manner that avoids the potential for light spill over or glare.</li> </ul>
High-Rise Buildings	N/A
Public Art	N/A
Design Priority Areas	<ul style="list-style-type: none"> <li>- The site is not within a Design Priority Area and is therefore exempt from UDRP review, as shown in <b>Figure 5-3</b>.</li> </ul>

Figure 5-3: Design Priority Area Boundaries (GeoOttawa, 2022)



The proposed development supports the relevant strategic directions of the Official Plan. It respects the local character and context while intensification and is compatible with the existing neighbourhood and adjacent uses. The site has been designed to provide transition between the commercial uses along Richmond Road to the west and the surrounding residential neighbourhood. The site is located in an urban settlement area with full municipal services. It is serviced by public transit and takes advantage of existing infrastructure in the area. The site fronts on Richmond Road, an Arterial Road with access to transit and a commercial and service hub.

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

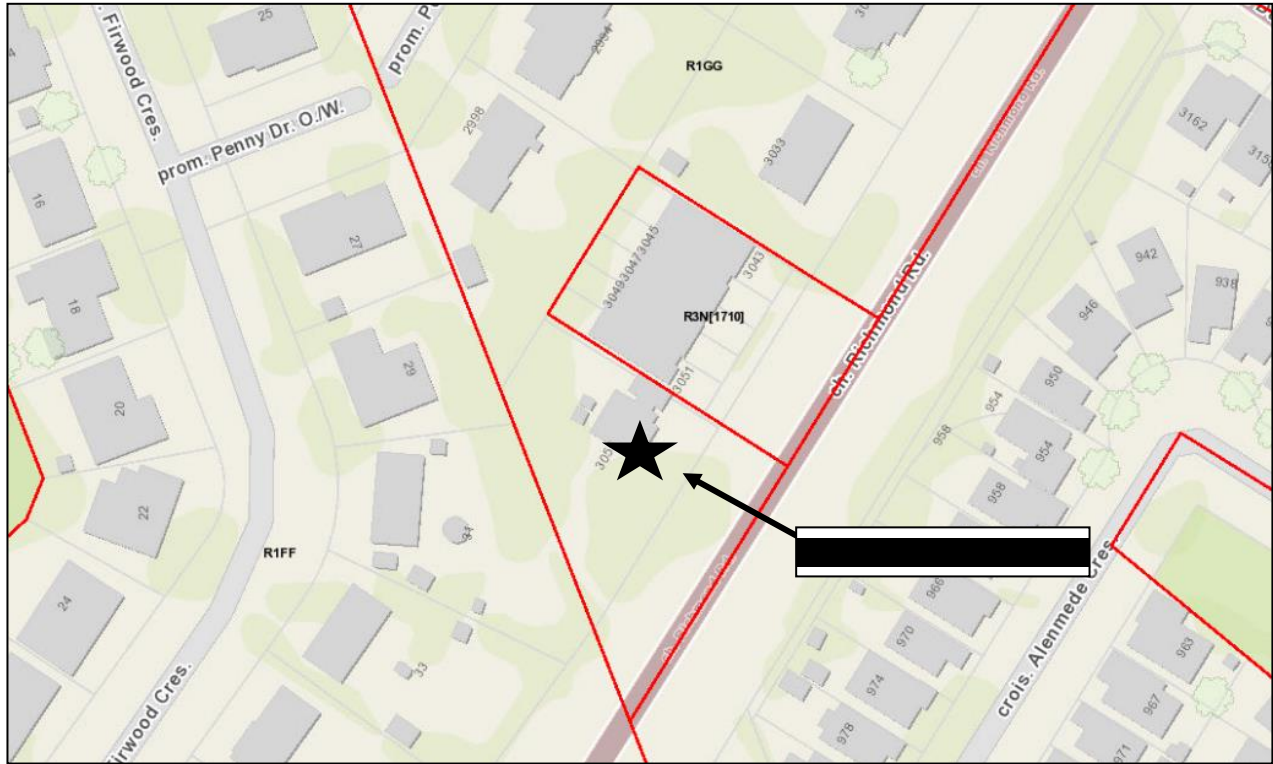
## 6 City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation September 8, 2021)

Under the City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation September 8, 2021) 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, 2022)



### 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 list low-rise apartment dwelling as a permitted use. Therefore, a Zoning By-law Amendment is proposed to rezone the site to Residential Fourth Density Zone, Subzone M, Urban Exception [XXXX] (R4M [XXXX]).** Subzone R4M was selected since 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.

The zoning compliance of the proposed development, based on the site plan prepared by Azul Designs, dated September 14, 2022 is shown in **Table 6-1**.

**Table 6-1 Zoning Compliance for Residential Fourth Density Zone, Subzone M (R4M)**

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
<b>Minimum lot width – Sec. 162, Table 162A</b>	18 m	N/A	Yes – 39.4 m
<b>Minimum lot area – Sec. 162, Table 162A</b>	540 m <sup>2</sup>	N/A	Yes – 894.9 m <sup>2</sup>
<b>Maximum Building Height – Sec. 162, Table 162A</b>	14.5 m	N/A	Yes – 13 m
<b>Minimum front yard setback – Sec. 162, Table 162A</b>	3 m	N/A	Yes – 3.0 m
<b>Minimum interior side yard setback – Sec. 185, Table 185 (II)</b>	Interior Side Yard Setback:  For any part of a building located within 21 metres of a front lot line the minimum required interior side yard setback is as follows:  c) Where the building contains an apartment dwelling, low rise or	N/A	<b>Minimum Setback</b>  Eastern: Yes – 3.0 m  Western: Yes – 6.1 m

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	<p>stacked dwelling and the side lot line abuts a residential subzone that does not permit that dwelling type: 3 m and that yard must be landscaped.</p> <p>d) In all other circumstances the minimum required interior side yard setback is 6m.</p>		<p><b>Landscaping</b></p> <p><b>Eastern: No - Not fully landscaped within 21 m of the front lot line.</b></p> <p><b>Western – No - Not shown as fully landscaped within 21 m of the front lot line.</b></p>
<p><b>Minimum rear yard setback – Sec. 144(3)</b></p>	<p>Where a lot’s rear lot line abuts either an R1, R2, R3 or R4 zone, or abuts a lane that abuts an R1, R2, R3, or R4 zone on either side, except in the case of a Planned Unit Development:</p> <p>a) the rear yard must comprise at least 25 percent of the lot area; and the minimum rear yard setback is pursuant to Table 144A or 144B below.</p> <p>i) where the minimum front yard is 4.5 m or less, the minimum rear yard depth is determined by Table 144A:</p> <p>Lot depth greater than 25 metres = 30 per cent of the lot depth</p>	<p>Rear Yard Area: 25% x 894.87 m<sup>2</sup> = 223.72 m<sup>2</sup></p> <p>Rear Yard Depth: 30% x 34.39 = 10.3 m</p>	<p>Yes - 279.6 m<sup>2</sup></p> <p>Yes - 13.5 m</p>

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



## 6.1.2 Low-Rise Residential Development Requirements

The Zoning By-law contains provisions for the required low rise residential development, as set out in **Table 6-2** Table 6-3.

**Table 6-2 Low-Rise Residential Development Provisions Compliance (Section 139)**

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
<b>Minimum Aggregated Soft Landscaping Area in the Front and Corner Side Yard Setbacks – Sec 139(1), Table 139</b>	Front yard / corner side yard setback greater than 3 m and in the case of any lot with a width of 12 m or more: 40%	Soft Landscaped Areas (33.5 m <sup>2</sup> + 49.6 m <sup>2</sup> ) / Front yard area (117.9 m <sup>2</sup> ) = 70.5%	Yes – 70.5%
<b>Walkway Requirements – Sec. 139(4)</b>	A walkway located in a front yard or corner side yard is permitted subject to the following: <ul style="list-style-type: none"> <li>a) Where it provides access between a right-of-way or driveway, and an entranceway to a dwelling or any other incidental or accessory use on the lot.</li> <li>b) Where a walkway extends from the right-of-way, it must be separated from any driveway by at least 0.6m of soft landscaping.</li> <li>c) The width of a walkway may not exceed: 1.2 m in width</li> <li>d) A walkway may traverse an area required for soft landscaping per Table 139(1), and may be included in the calculated area.</li> </ul>	N/A	<b>No – 3.81 m</b>
<b>Habitable Floor Space – Sec. 139(10)</b>	The first floor of a dwelling or dwelling unit must contain at least 40 m <sup>2</sup> of habitable floor space.	N/A	Yes – 232 m <sup>2</sup>

### 6.1.3 Amenity Area Requirements

The Zoning By-law contains provisions for the required amenity area, as set out in **Table 6-3**.

**Table 6-3 Provisions for Required Amenity Areas**

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
<b>Amenity area Section 137 Apartment dwelling low-rise: Low-rise apartment dwelling in any residential zone other than the R4-UA, R4-UB, R4-UC and R4-UD zones.</b>	Total 15 m <sup>2</sup> per dwelling unit up to eight units, plus 6 m <sup>2</sup> per unit in excess of 8.	15 m <sup>2</sup> x 8 = 120 m <sup>2</sup> 6 m <sup>2</sup> x 8 = 48 m <sup>2</sup> 120 m <sup>2</sup> + 48 m <sup>2</sup> = 168 m <sup>2</sup>	Yes - Total: 265.5 m <sup>2</sup>  121.9 m <sup>2</sup> – rooftop 31.2 m <sup>2</sup> - at grade 36.3 m <sup>2</sup> – basement 62.7 m <sup>2</sup> - balconies
	Communal 100% of the amenity area required for the first eight units. Communal layout	15 m <sup>2</sup> x 8 = 120 m <sup>2</sup>	Yes – 238.8 m <sup>2</sup>
	Communal amenity area required for the first eight units must: -be located at-grade and in the rear yard; -be landscaped; -consist of at least 80% soft landscaping; and -be located at grade and in the rear yard and may include one interior yard that abuts both the rear yard and interior side yard, unless the lot has access to a rear lane.	15 m <sup>2</sup> x 8 = 120 m <sup>2</sup>	<p><b>No - Communal amenity area is not proposed in the rear yard.</b></p> <p><b>No – 13.1% soft landscaping is proposed. The at-grade amenity area is hard-surface material</b></p>

### 6.1.4 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 6-4**.

**Table 6-4: Provisions for Permitted Projections Above Height Limit / into Required Yards**

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
<b>Permitted projections above the height limit – Sec. 64</b>	<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"> <li>- Mechanical and service equipment penthouse, elevator or stairway penthouse</li> </ul>	N/A	Yes – the rooftop staircase extends 3.17 m above the fourth storey.

### 6.1.5 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 6-5**. The proposed development includes an internal garbage room with a pathway leading from the rear garbage room access to the driveway.

**Table 6-5 Waste Management Provisions Compliance (Section 143)**

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
<b>Pathway Requirements – Sec. 143(1)</b>	<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> <ul style="list-style-type: none"> <li>i) not less than 1.2 metres in width;</li> <li>ii) unobstructed by any projection or accessory structure to a height of 1.5 metres above the path surface;</li> </ul>	N/A	Yes – 1.2 m direct path to the public lane on the west side of the building

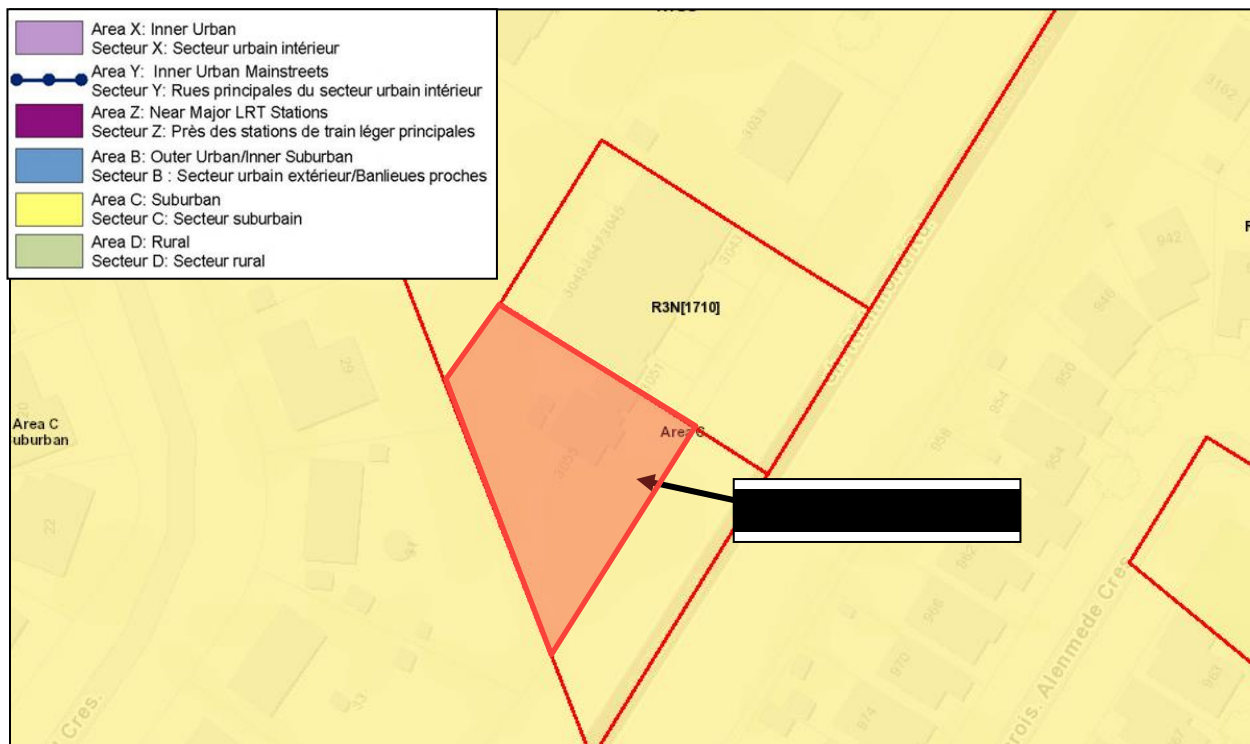


Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	<p>iii) uninterrupted by any window well, depression or grade change that would impede the movement of a wheeled garbage container;</p> <p>iv) for that part of the path located outside a building, paved or finished with 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>		

### 6.1.6 Parking Provisions

The Zoning By-law contains provisions for parking, as set out in **Table 6-6**. 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, 2022)**



**Table 6-6: Parking and Loading Space Provisions**

Zoning Provision		Requirement	Calculation (if applicable)	Compliance (Yes or No)
<b>Minimum parking space rate for Area C – Sec. 102, Table 101, dwelling, low-rise apartment</b>		1.2 per dwelling unit	16 units x 1.2 = 19.2 (19) parking spaces	<b>No – 10 resident parking spaces</b>
<b>Minimum visitor parking space rate for Area C, dwelling, low-rise apartment – Sec. 102, Table 102 (iii)</b>		0.2 per dwelling unit	16 units x 0.2 = 3.2 (3) parking spaces	<b>No - 1 visitor parking space</b>
<b>Dimension requirements for a motor vehicle parking space – Sec. 106(1)</b>	(a) Width	Minimum width of 2.6 m; maximum width of 3.1 m	N/A	Yes – 2.59 m Yes - 5.2 m
	(b) Length	Minimum length of 5.2 m	N/A	
<b>Minimum number of bicycle parking spaces for apartment building, low-rise – Sec. 111(2), Table 111A(b)(i)</b>		0.50 per dwelling unit	16 units x 0.50 = 8.5 (9) spaces	Yes – 24 bicycle parking spaces
<b>Minimum bicycle parking space dimensions – Sec. 111, Table 111B</b>	(a) Horizontal	Width: 0.6 m	N/A	Yes – 0.6 m
		Length: 1.8 m		Yes – 1.8 m
<b>Location of Bicycle Parking Spaces Section 111(7)</b>		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
<b>Minimum number of barrier-free parking spaces - Sec. 111, Table 112, Ottawa Traffic and Parking By-law 2017-301</b>		0 spaces for public parking areas with 1-19 parking spaces	N/A	Yes - 0 parking spaces
<b>Minimum width of driveway providing access to a parking lot – Sec. 107(1)(a)</b>		6.0 m for a double traffic lane  (iii) in case of an low-rise apartment dwelling, maximum width for a double traffic land that leads to i) less than 20 parking spaces: 3.6 m	N/A	<b>No – 3.0 m</b>
<b>Minimum aisle width – Sec. 107, Table 107</b>		6.7 m for angle of parking that is 90 degrees	N/A	<b>No – 6.29 m</b>

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum width of a private way, Sec. 131, Table 131(1)	6 m	N/A	Yes - 6.26 m
Landscaping Provisions for Parking Lots – Sec. 110(1), Table 110	Minimum 15% of the parking lot area must be provided as perimeter or interior landscaped area comprised of: (a) a landscaped buffer between the perimeter of the parking lot and a lot line; a driveway may cross the landscaped buffer; (b) in addition to the landscaped buffer, interior landscaping may be provided including various landscaped island, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement.	Total Landscaped Area Ratio =  Parking Lot Landscaped Area (49.5 m <sup>2</sup> ) / Total Parking Area (276.9 m <sup>2</sup> )	Yes - 17.9%
	Minimum Landscape Buffer		Yes - Northern Landscaped Area Width – 2.0 m
	<ul style="list-style-type: none"> <li>- For a parking lot containing more than 10 but fewer than 100 spaces:</li> <li>- Not abutting a street: 1.5 m</li> </ul>		<p><b>No - Western Landscaped Buffer – 1.1 m</b></p> <p><b>No – Eastern Landscaped Buffer – 0.3 m</b></p>

### 6.1.7 Summary of Major Zoning By-law Amendment

The proposed development complies with the general intent of the Zoning By-law, and the low-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 Fourth Density Zone, Subzone M, Urban Exception [XXXX] (R4X[XXXX]) to permit the proposed low-rise apartment, which is not currently



permitted in the R1GG zone. Subzone R4M 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 eastern interior side yard setback that is required to be fully landscaped of 13.5 m, whereas the Zoning By-law requires that a 3 m interior side yard be fully landscaped for the first 21 m.
2. A reduction in the minimum western interior side yard setback that is required to be fully landscaped of 0 m, whereas the Zoning By-law requires that a 3 m interior side yard be fully landscaped for the first 21 m.
3. The location a communal amenity area for the first eight dwelling units in the interior side yard that does not abut the rear yard, whereas the Zoning By-law requires it to be located in the interior side yard that also abuts the rear yard.
4. A reduction in the minimum percentage of soft landscaped communal amenity area for the first eight dwelling units of 0%, whereas the Zoning By-law requires that the communal amenity area have a minimum soft landscaping of 80%.
5. An increase in the maximum width of a walkway in the front yard from to permit a width of 3.81 m, whereas the Zoning By-law permits a maximum width of 1.2 m.
6. A reduction in the minimum number of required resident parking spaces to permit 10 spaces whereas the Zoning By-law requires a minimum of 19 resident parking spaces.
7. A reduction in the minimum number of required visitor parking spaces to permit 1 space whereas the Zoning By-law requires a minimum of 3 visitor spaces.
8. 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.
9. A reduction in the minimum aisle width for a parking lot with 90-degree parking to permit 6.3 m whereas the Zoning By-law requires a minimum aisle width of 6.7 m.
10. A reduction in the minimum landscaped buffer width for a parking lot to permit a width of 0.3 m whereas the Zoning By-law requires a minimum landscaped buffer width of 1.5 m.

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

In conclusion, the 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.

Please feel free to contact me at [Nadia.De-Santi@wsp.com](mailto:Nadia.De-Santi@wsp.com) or 613-690-1114, or Samantha Gatchene at [Samantha.Gatchene@wsp.com](mailto:Samantha.Gatchene@wsp.com) or 613-690-3901, if you have any questions or require additional information.

Yours truly,

**WSP**



Nadia De Santi, MCIP, RPP  
Practice Lead



Samantha Gatchene, MCIP, RPP  
Project Planner

# APPENDIX

# A

## Site Plan







**B**

Draft Zoning By-Law

Amendment and Draft Zoning

Schedule

**DRAFT BY-LAW NO. 2022-XX**

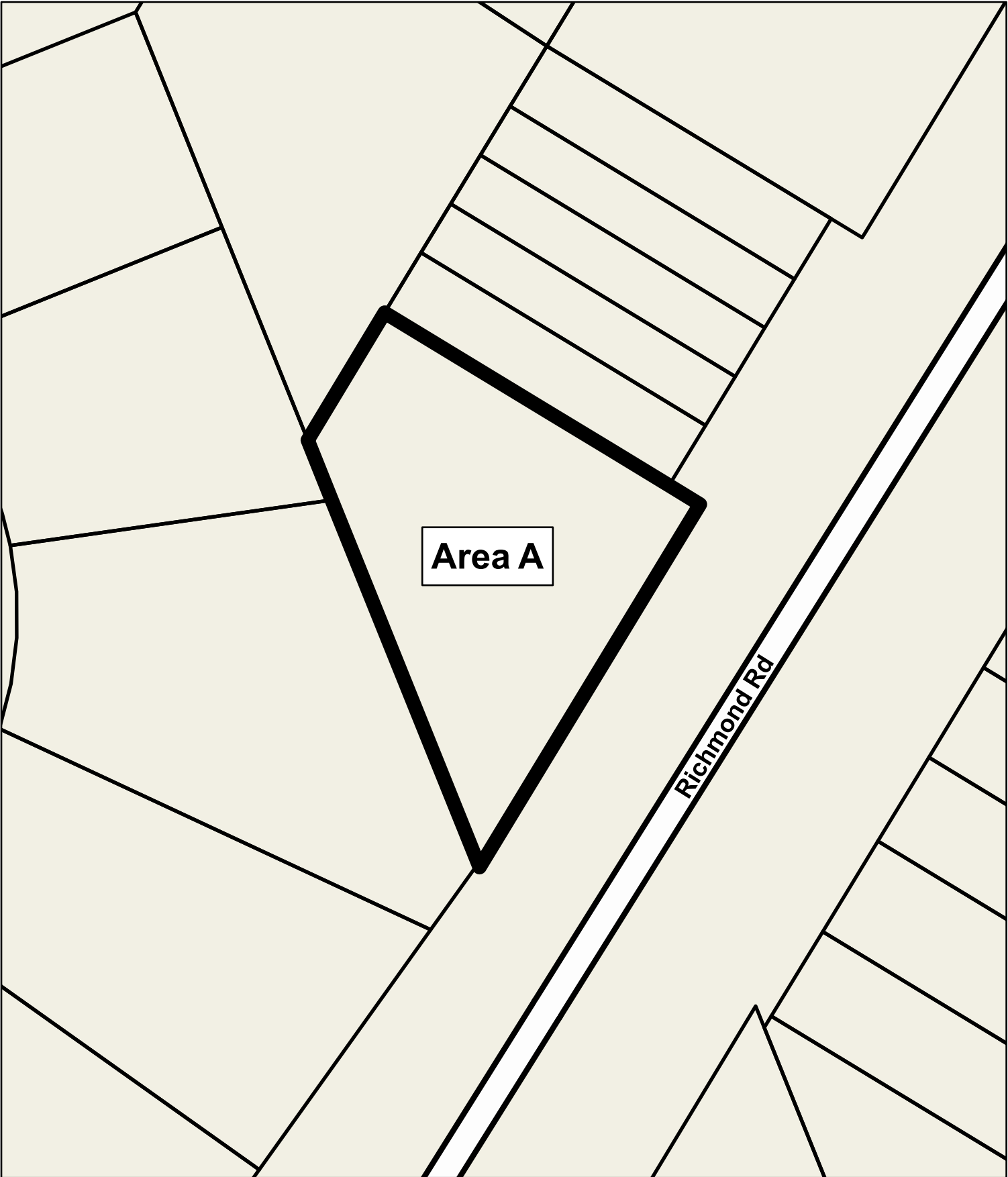
A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of the lands legally described as Part 1 of Part of Lot 1 Registered Plan 523 City of Ottawa. The Council of the City of Ottawa, pursuant to Section 34 of the Planning Act, R.S.O. 1990, enacts as follows:

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 Fourth Density Zone, Subzone M, Urban Exception [XXXX] (R4M[XXXX]) with the following provisions shown in **bold**.

I Exception Number	II Applicable Zone	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
XXXX [By-law No. 2022-XX]				<ul style="list-style-type: none"> <li>• <b>Minimum landscaped interior side yard: 0 m</b></li> <li>• <b>Communal Amenity Area permitted to be located in the interior side yard</b></li> <li>• <b>Communal Amenity Area permitted to be located above grade</b></li> <li>• <b>Minimum percentage of soft landscaped communal amenity area: 0%</b></li> <li>• <b>Maximum width of a walkway in the front yard: 3.8 m</b></li> <li>• <b>Minimum resident parking spaces: 10 spaces</b></li> <li>• <b>Minimum visitor parking spaces: 1 space</b></li> <li>• <b>Minimum width of a double traffic lane: 3.0 m</b></li> <li>• <b>Minimum aisle width for an aisle providing access to parking that is 90 degrees: 6.3 m</b></li> <li>• <b>Minimum landscaped buffer width for a parking lot: 0 m</b></li> </ul>

ENACTED AND PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2022



This is "Attachment 1" to  
Zoning By-law 2022-XXX

Prepared by WSP  
August 2022

- Rezone Area A from R1GG to R4M[XXXX]

Source: GeoOttawa; Open Ottawa

**DRAFT**

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