



255 & 249 Richmond Rd and 372 Tweedsmuir Ave

Scoped Planning Rationale
Zoning By-law Amendment
April 8, 2025



Prepared for Y Street Capital

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1.0

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Young Street Capital to prepare this Scoped Planning Rationale in support of the enclosed Zoning By-law Amendment application to facilitate the proposed mixed-use development on the lands municipally known as 249 and 255 Richmond Road; and 372 Tweedsmuir Avenue (the “subject site”) in the City of Ottawa.

1.1 Application Overview

The proposed development would redevelop and intensify the properties located at the northwest corner of the Richmond Road and Tweedsmuir Avenue intersection in the heart of Westboro, with a nine-storey mixed-use building. The proposed development incorporates setbacks and stepbacks in its built form to transition from the nine-storeys fronting along Richmond Road, to four-storeys abutting the Tweedsmuir Avenue property to the north.

The existing buildings on the subject site are proposed to be demolished and replaced with a mixed-use built form that is characteristic of a Mainstreet. A total of 127 dwelling units are proposed with at grade, retail space abutting Richmond Road. The unit type breakdown is summarized in Table 1. An underground parking garage which is accessed from Tweedsmuir Avenue provides approximately 97 vehicular parking spaces. The project also accommodates 160 bicycle parking spaces. The proposed development includes indoor and outdoor amenity space complimentary to streetscape conditions within the Westboro neighbourhood. The proposed non-residential component of the building consists of two (2) retail units and one (1) restaurant space with frontage along Richmond Road.

Table 1 - Development Breakdown

Unit Type	Number	Percentage
Studio	9	7%
1 Bedroom	61	48%
1 Bedroom + Den	21	17%
2 Bedroom	36	28%
Total	127	100%
Retail 103	197.28 m ²	2,123.5 ft ²
Retail 104	196.96 m ²	2,120 ft ²
Restaurant	216.86 m ²	2,334.3 ft ²
Total	611.1 m²	6,577.8 ft²

To facilitate the proposed development, a Zoning By-law Amendment application is being submitted, proposing firstly, to seek relief to the current setbacks, stepbacks and heights that are dictated by Schedule 480 of the City of Ottawa’s Comprehensive Zoning By-law 2008-250 and secondly to adjust requirements related to parking (size of spaces and amount of bicycle spaces). These amendments are further detailed in Section 4 of this report.

The intent of this Scoped Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the amendments proposed are appropriate for the site and compatible with adjacent development and the surrounding community.

1.2 Application History

On August 23, 2023, the Council of the City of Ottawa passed Zoning By-law Amendment 2023-383 (D02-02-21-0138). It rezoned the subject site to TM [2900] S480, establishing site-specific zoning exceptions as detailed in Table 1Table 2.

Table 2 - Summary of Zoning By-law 2023-383.

Exceptions applicable to the TM [2900] S480 zone	
/	Maximum permitted building heights, minimum setbacks and minimum step backs are as per Schedule '480', including:
	- A maximum building height of 32 metres (nine-storeys)
	- Additional minimum front yard and corner side yard setbacks ranging between 1 and 2 metres for any part of the building above 15 metres,
	- A corner side yard setback of 2 metres
	- A minimum rear yard setback of 1.2 metres
/	Minimum drive aisle widths of 5.2 metres for drive aisles within a portion of the underground parking garage and 5.8 metres in all other cases
/	No minimum landscaped area along the most western side property line abutting a residential zone as per Schedule '480'
/	An awning or canopy at the height of the ground floor may project up to the front lot line
/	An increase bicycle parking spaces to 1.75 per unit.

The subject site is currently within a Site Plan Control (D07-12-21-0179) application process with the City of Ottawa. As such, as the project team worked to finalize the plans based on the detailed design of the building systems, it was noted that efficiencies could be found if changes to the zoning provisions established by By-law 2023-383 were granted. After discussion with City Staff and the Ward Councillor it was decided to proceed with this additional Minor Zoning By-law Amendment, to realize the project as it has evolved since August 2023.

1.2.1 Changes Since Rezoning to TM [2900] S480

The specific amendments needed to exception [2900] are required because of the following changes to the proposal.

Refinement of the Building Setbacks and Stepbacks

The original project proposed a very detailed stepback design which was articulated in an equally detailed zoning schedule. It became apparent while the detailed design of the building was being prepared and costed out that the intricate terracing was affecting the efficiency of the project, leading to complicated internal system designs. A decision was made to simplify the stepbacks which would result in changes to the dimensions established in Schedule 480.

The minimum stepbacks along Richmond Road remain the same, however the amount of articulation has been reduced. As with the original proposal the building will have a zero-metre setback at the ground level and have stepbacks at both the 3rd and 7th levels.

The largest change to setbacks and stepbacks is proposed along Tweedsmuir Avenue. Schedule 480 required a 2-metre setback along this corner property line, this is now being proposed to go down to zero. This reduction is for the portion of the building from the intersection north until after the garage door. The building will then remain setback to 2 metres, transitioning towards the front yard setbacks seen north along Tweedsmuir Ave. Maintaining

this 2 metres setback will allow for additional landscaping which is also consistent with the existing context as you move further away from Richmond Road. Floors 8 and 9 will stepback as originally approved on Schedule 480.

The overall height of the building remains unchanged at 31.7 meters.

Increase in Number of Units

Considering the market and the decision to make this building a rental project the floor plans and ultimately the unit counts for this project have changed. The increase in the number of units is mainly attributed to the introduction of Studio units, which came at the expense of 2-bedroom units. It should be noted that the average size of the one- and two-bedroom units did increase from what was originally proposed. The two-bedroom units are on average 95 metres squared. This increase in the number of units, caused a ripple effect in required amenity and parking requirements. While the amenity space requirement is well exceeded, having more units has resulted in a deficiency in the number of standard sized parking spaces along with bicycle parking. The current proposal anticipates three levels of underground parking, however the requested relief has been calculated based on two, as the third level may not be constructed.

1.3 Subject Site and Surrounding Context

The subject property is located on the north side of Richmond Road and the west side of Tweedsmuir Avenue in the Westboro neighbourhood of the City of Ottawa.

1.3.1 Subject Property

The development lands consist of a land assembly of three (3) contiguous properties municipally known as 249 Richmond Road, 255 Richmond Road and 372 Tweedsmuir Avenue. The subject property has a total area of approximately 2181.15 square meters with approximately 50 metres of frontage along Richmond Road along the southern edge and 46 metres of frontage along Tweedsmuir Avenue along the eastern edge.

The subject property contains low-rise buildings and associated surface parking lots. A significant portion of the property is hard surfaced and generally underdeveloped given the mainstreet context. Limited landscaping is currently provided on the property. Small street trees exist along Richmond and Tweedsmuir street edges and are limited by the overhead hydro lines.

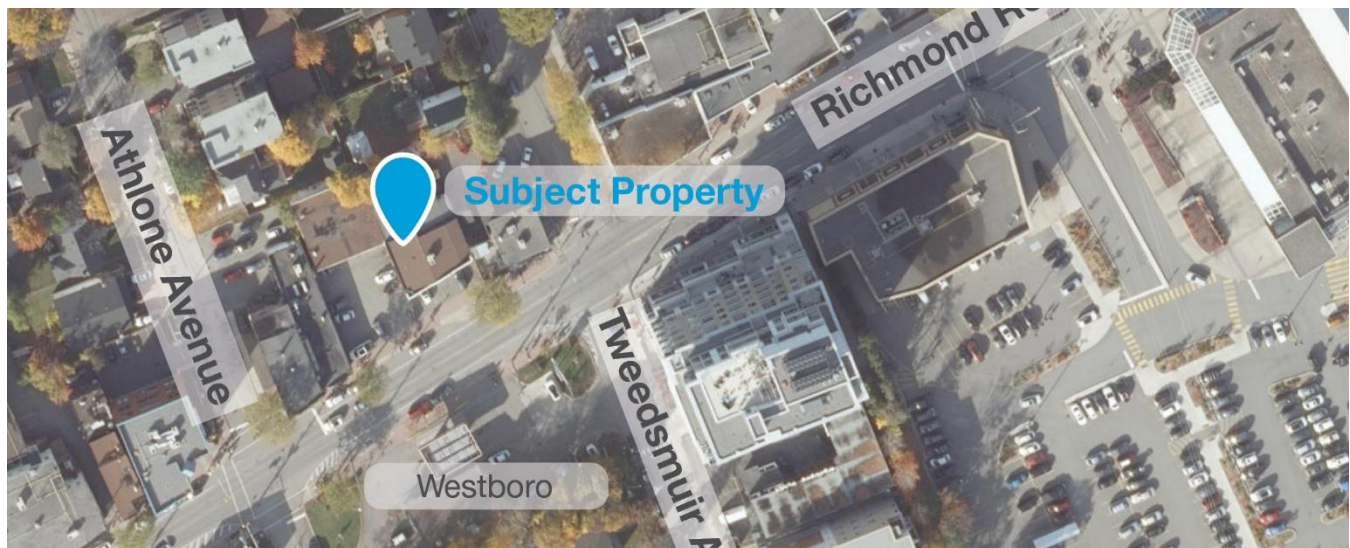


Figure 1 – Context Map

1.3.2 Surrounding Area

The following land uses are located adjacent to the subject property and in the larger vicinity:

- / **North** of the subject property is generally characterized by a mix of low-density residential uses ranging from newly built 3 storey dwelling and low-rise apartment buildings to older 1.5-storey houses along Tweedsmuir Avenue. Generally, houses have front porches or stoops, and parking is provided as surface parking within the front yard or along the side of the dwelling. Lion's Park is also located north of the property and can be accessed from Winona Avenue which is located two blocks west of the property. The planned Westboro LRT station is also located one block north along Scott Street and is within 300 metres walking distance of the subject property.
- / **East** of the subject property, directly adjacent on the northeast corner of Tweedsmuir Avenue and Richmond Road, is a one-storey car dealership building. A recently built nine-storey, mid-rise, mixed-use building that includes retail at grade and residential uses above is also located adjacent to the property on the southeast corner of Tweedsmuir Avenue and Richmond Road. Further east along the Richmond Road are at-grade retail, commercial uses and institutional uses including a grocery store and a school are continued generally within two- and three-storey buildings that range in character from glass and stucco to brick.
- / **South** of the subject property is a gas bar with a large, paved area, beyond that is an area generally characterized by a mix of low-density, residential uses ranging from newly built 3 storey dwellings and low-rise apartment buildings to older 1.5-storey houses along Tweedsmuir Avenue. Generally, houses have front porches or stoops, and parking is provided as surface parking within the front yard or along the side of the dwelling. Further south is the Byron Linear Park providing passive and active recreational opportunities.
- / **West** of the subject property on the northeast corner of Richmond Road and Athlone Avenue are a restaurant and a mixed-use building within low-rise buildings. Further west along Richmond Road is a continuation of the traditional mainstreet environment within low- to mid-rise, mixed-use built form.



Figure 2 - Aerial views surrounding the subject property

1.3.3 Road Network

The subject property is well served by the City of Ottawa's urban road network. The subject property has direct frontage along Richmond Road, which is designated an Arterial Road pursuant to Schedule C4 - Urban Road Network in the City of Ottawa's Official Plan. Churchill Avenue North, which is approximately 300 metres west of the property, as well as Kirkwood Avenue, which is approximately 330 metres east of the property are also designated as an Arterial Roads. Both of these roadways link to Scott Street, which acts as another east-west vehicular connection between the Westboro neighbourhood and the downtown core.

Arterial roads are intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification.

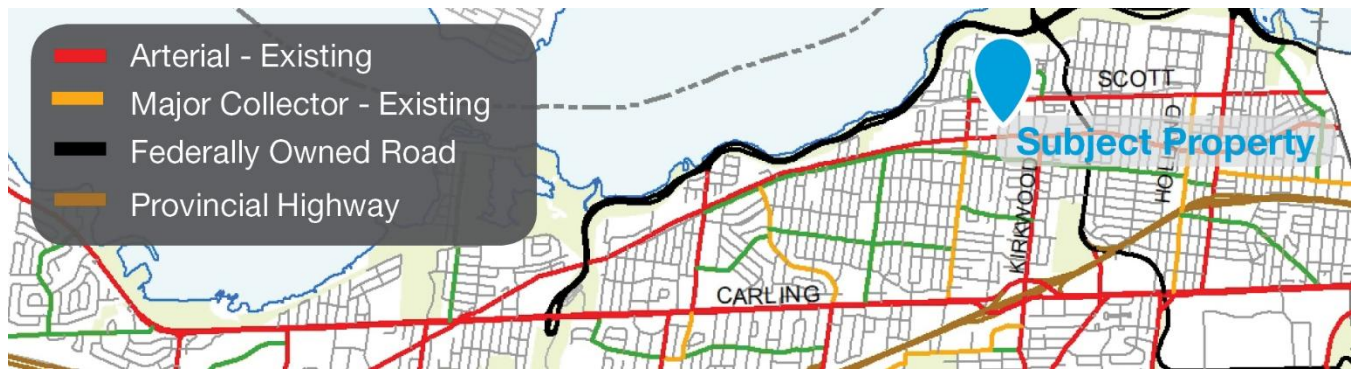


Figure 3 - Excerpt from Schedule C4 - Urban Road Network in the City of Ottawa's Official Plan

1.3.4 Transit Network

The subject property is in proximity to existing rapid transit, as shown on Schedule C2 of the Official Plan. The entirety of the property is within an 800-metre radius of transit stations that are currently being constructed as part of the LRT expansion – Westboro Station is located approximately 300 metres north of the property, while Dominion Station is located approximately 800 metres northwest of the property (Figure 4). Westboro Station, Dominion Station and the western continuation of the Confederation Line is expected to begin service in 2025 as part of Phase 2. Schedule C2 also identifies Richmond Road as a Transit Priority Corridor.

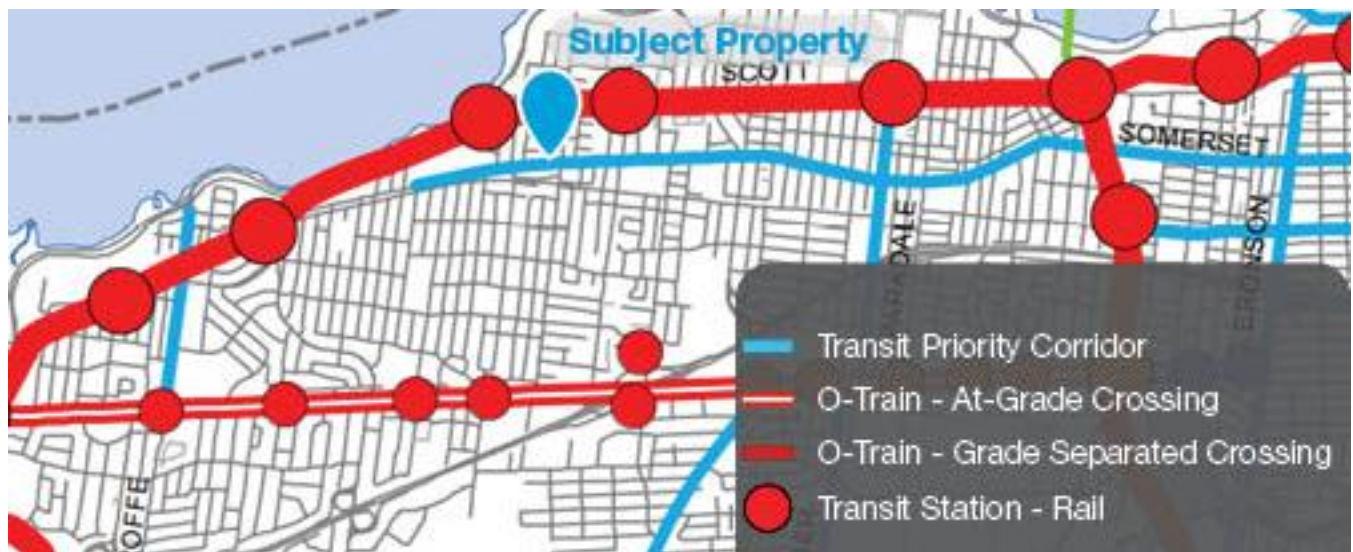


Figure 4 - Excerpt from Schedule C2 - Transit Network in the City of Ottawa's Official Plan

1.3.5 Cycling Network

The subject property is well-served by the City of Ottawa's urban cycling network. Consulting the City's GeoOttawa mapping tool, both Scott Street and Byron Avenue are highlighted as having existing cycle infrastructure (Figure 5). Scott Street just north of the subject property has a Cycle Track and a multi-use pathway is along Byron Avenue providing connections to rapid transit, greenspaces and destinations throughout the city. Further, it is noted that Richmond Road is a "suggested route" for additional cycling infrastructure.

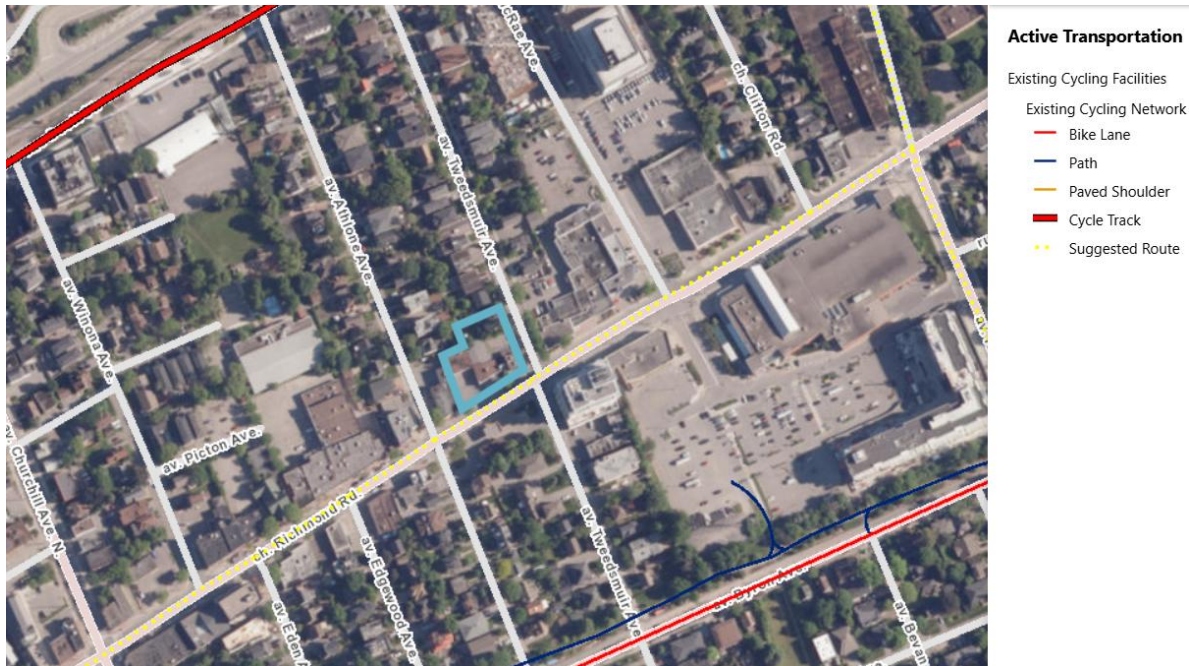


Figure 5 – Screenshot from GeoOttawa indicating active transportation in proximity to the subject property

1.3.6 Neighbourhood Amenities

Considering its location along an established mainstreet, the subject site enjoys close proximity to many nearby amenities including a variety of small and locally-oriented commercial uses including restaurants, retail shops, and coffee shops. The surrounding neighbourhood also benefits from access to two large grocery stores within a 10-minute walk – Farm Boy at 317 McRae Avenue and Great Canadian Superstore at 190 Richmond Road. The site is well-served with respect to parks and community facilities being within walking distance of Lion's Park to the northeast, the Byron Linear Park to the south, and the Churchill Seniors' Recreation Centre to the west.

Proposed Development

Y Street Capital is proposing to construct a mid-rise, mixed-use building at the corner of Richmond Road and Tweedsmuir Avenue that is nine (9) storeys tall, dropping to a four-storey height profile along Tweedsmuir Avenue. The subject property's unique location, size, and orientation allow for an appropriate mid-rise building that will intensify an underutilized property along an important target area for intensification, while mitigating impacts resulting from the proposed building height.

A total of 127 residential units are proposed with approximately 97 underground parking spaces and 160 bicycle parking spaces. Two (2) retail units, and one (1) restaurant are located at-grade fronting Richmond Road with individual entrances on the ground floor for a total non-residential area of 611 square metres. The primary residential entrance and lobby is located on the east side of the building, along Tweedsmuir Avenue.



Figure 6: Perspective from corner of Richmond Road and Tweedsmuir Avenue

2.1.1 Building Design

The built form of the proposed development transitions from Richmond Road down to four storeys along Tweedsmuir Avenue and seven storeys at the west end of the Richmond Road frontage. Multiple stepbacks provide an appropriate height transition to the low-rise residential neighbourhood north along Tweedsmuir Avenue, as well as to the evolving built form along Richmond Road.

In addition to the use of various strategically placed stepbacks, the mass of the building is further broken up using differing materiality, fenestration and balconies. The podium provided along the Richmond Road, while one storey in function, presents taller with large windows and canopies framing the public realm. The lower floors of the building are wrapped with a light brick façade, further breaking up the massing of redevelopment. High quality materials and soft and hard landscaping elements will complement and enhance the existing streetscape.



Figure 7 - South Elevation, Richmond Road Frontage



Figure 8 - East Elevation, Tweedsmuir Frontage

2.1.2 Pedestrian Experience and Public Realm

The proposed development creates a series of public, private communal and private spaces. The transitions between these spaces are intended to create a richness of experience for residents, visitors, and members of the public. The proposed development includes improvements along the public right-of-way, including Richmond Road, and Tweedsmuir Avenue. The inclusion of new street trees and active at-grade uses advance the animation and pedestrian friendliness along both frontages. The treatment of the first three storeys, with generous fenestration provides visual transparency and improved safety for pedestrians in the area. The design of the access/egress to the parking garage has been located away from Richmond Road, avoiding any interruptions in the active frontage along the mainstreet while reducing conflicts between vehicles, pedestrians and cyclists.

The front or south-facing façade of the building along Richmond Road features entrances to the commercial unit, anchored by a restaurant. The restaurant is envisioned to have sidewalk cafe tables within the property envelope. The restaurant will be encouraged to pursue a temporary use permits for a patio through the City's process allowing for patios within the City's right of way. Landscaping is being proposed along all frontages to reconstitute the public realm and create a pleasant environment for pedestrians. In addition to landscaping along Richmond Road, the façades include generous glazing to improve sociability and safety through passive interaction and surveillance at the corner of the site.

The L-shaped design of the building allows for natural light and balcony space to be maximized for all units, while allowing for an internal courtyard in the base of the building. This space offers a more intimate outdoor setting for residents than the much more animated experience along Richmond Road.

2.1.3 Site Access and Parking

Regular vehicular access is provided off Tweedsmuir Avenue into the underground parking garage. The underground parking garage currently contains approximately 97 vehicular parking spaces, including 85 residential spaces and 12 visitor spaces in three below grade levels. There is also accommodation for 160 bicycle parking spaces, 30 accessed from the lobby, 128 underground in the garage and two outside along Richmond Road. The inclusion of the third level of parking garage is yet to be confirmed, so the total vehicle and bicycles parking spaces are subject to adjustment. Access to the underground parking garage is through a proposed two-way ramp.

At the City's request the interlock pathway along the Richmond Road frontage is proposed to be updated to a sidewalk as part of the construction of the project. This we understand will improve accessibility. The three commercial entrances along this frontage will connect directly to this new sidewalk encouraging pedestrian interaction with the property. Currently there is no sidewalk along Tweedsmuir Avenue, however it is proposed that the informally paved corner will be removed and replaced with a sidewalk stretching the length of the project's

east frontage. The two residential entrances to the building are along Tweedsmuir Avenue and both are covered, providing protection from the elements for those accessing the site by foot.

2.1.4 Amenities

Outdoor terraces on the stepbacks provide opportunity for efficient use of the building while offering amenity space and animating the exterior facades. The outdoor terraces are located to take advantage of sunlight exposure for users, while also reducing massing impacts for neighbouring residents. The building implores a variety of balconies, creating visual interest and architectural articulation, while providing private amenity space.

Communal, indoor amenity spaces are also proposed for the benefit of the residents of the building, including a fitness center on the ground floor.

2.2 Project Statistics

This section summarizes the key project statistics and compares them to what was contemplated at the time of the previous zoning by-law amendment.

Table 3 - Development Statistics

Item		Current Proposal	August 2023
Units	Studio	9	0
	1 Bedroom	61	34
	1 Bedroom + Den	21	26
	2 Bedroom	36	43
	3 Bedroom	0	1
	Total	127	104
GFA	Retail	394.3 m ²	391.1 m ²
	Restaurant	216.9 m ²	203.3 m ²
Parking	Resident	85	86
	Visitor	12	8
	Total	97*	94
	Bicycle	160	190
Amenity	Private (Balconies)	937 m ²	705 m ²
	Indoor Communal	323.5 m ²	151.6 m ²
	Outdoor Communal	266.5 m ²	266.5 m ²
	Total	1,525 m²	1,123.1 m²

*75 if the third level of underground parking was eliminated

Planning Policy Framework

3.1 Official Plan

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

- a) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

- b) **By 2046, the majority of trips in the city will be made by sustainable transportation.**

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

- c) **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.**

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

- d) **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

- e) **Embed economic development into the framework of our planning policies.**

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

3.1.1 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential

to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

The Strategic Directions and Cross-Cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents. For this reason, this Rationale provides further details of these policy directions and how this proposal meets them in the following sections

3.1.2 Transect and Designation

As identified on Schedule A of the City of Ottawa Official Plan the subject property is in the **Inner Urban Transect**, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban. The Official Plan anticipates the Inner Urban transect to continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.

Within each Transect, designations further articulate maximum building heights and minimum densities. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighborhoods). As identified on Schedule B2 of the City of Ottawa Official Plan (Figure 9) the subject property is proposed to be designated as a **Mainstreet Corridor**. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate.



Figure 9 - Schedule B2 - Inner Urban Transect, City of Ottawa Official Plan

The proposed development is consistent with the policies of the Mainstreet Corridor designation within an Inner Urban Transect Policy Area. The size of the site and the width of Richmond Road support the nine storeys, built form as proposed. The transition to the surrounding lower density, low-rise units was considered in the massing and scale of the building. The higher portion of the redevelopment is located closest to the Corridor. As the building approaches the existing low-rise community along Tweedsmuir Avenue, the corner yard setback increases to 2 metres. Additionally, the building steps down to four storeys, abutting the rear lot. This height and setback are consistent with what is permitted in a low-rise zone. Stepping back on this face of the building was influenced by the 45-degree angular plane which is one of the tools used when considering appropriate transition. The design approach presents a low-rise built form adjacent to the existing low-rise residential uses north of the site within an Evolving Neighbourhood.

The proposed development incorporates ground floor commercial uses with entrances interacting with the Corridor. Creating active frontages enhances the public realm enticing more pedestrian movements continuing the development of a 15-minute neighbourhood. The policies that discourage trips by private vehicles and prioritize sustainable transportation modes are met by this proposal. Even with the amended reduction to bicycle parking spaces, the project will provide more than 1 space per unit.

3.1.3 Urban Design

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The subject property is identified as a **Tier 3 – Local (Major) Design Priority Area** (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is located along a Mainstreet Corridor outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

Being within a Design Priority Area this mid-rise project is subject to the City's Urban Design Review Panel (UDRP). The previous Zoning By-Law Amendment and ongoing Site Plan Control application were presented to UDRP on December 5th, 2021. The feedback received was incorporated when finalizing the design, including the changes proposed herein. The vertical stepping of the building, the corner expression, public realm improvements and podium scale along Richmond Road were all considered while refining the building and overall site design.

3.2 Richmond Road/Westboro Secondary Plan

The subject property is located within the Richmond Road/Westboro Secondary Plan area and, specifically, within the 'Westboro Village' planning sectors pursuant to Schedule A of the Secondary Plan.

The area is envisioned to be an attractive and liveable transit-supportive, walkable, 15-minute neighbourhood, with a wide mix of uses including employment, neighbourhood services and facilities, a range of housing types and choices, excellent transit service and well-designed, compact and inclusive development that will enhance the area's diversity and vibrancy. Intensification is to be focused on along Richmond Road and Scott Street, adjacent to O-Train stations.

Specific to land use strategy and building heights within the Westboro Village planning sector Policy 5.3 of the Secondary Plan states the following;

- / Reinforce the mainstreet corridor character of Westboro Village through application of the urban design policies of the Official Plan, Urban Design guidelines adopted by Council and promoting improvements to storefront facades and street tree planting;
- / Maintain a pedestrian scale in Westboro Village by providing for mixed-use buildings of an appropriate height that ensures street proportionality and is consistent with transition and other built form policies of the Official Plan, generally within the range of four to six storeys, with a minimum height of two storeys. Buildings should be located close to the street,
- / Where block sizes and the street network help to minimize impacts on nearby lowrise neighbourhoods, permit mid-rise buildings generally in the seven- to nine-storey range
- / Encourage a mix of uses, including a continuity of ground floor retail / restaurant uses with residential and office uses on the upper floors. Automobile-oriented uses should be redeveloped in accordance with Mainstreet Corridor and Inner Urban transect policies of the Official Plan

Further, Policy 4.2.2 indicates that greater building heights will be considered in any of the following circumstances:

- a) Specific building heights are permitted by the Zoning By-law based on the Richmond Road / Westboro Community Design Plan or other Council-approved studies;
- b) The proposed building height is compatible in scale with, or provides a transition between existing buildings;
- c) The development provides a cultural asset, and is located on a corner lot, at a transit stop or station, or is located at a prominent location, such as a major destination, an important public space, the termination of a vista or view, or a unique natural setting;
- d) The development incorporates facilities, amenities, or services that support the goals for Mainstreet Corridors as per the Official Plan including the provision of wider sidewalks or other public realm improvements consistent with Section 4.6.3; and
- e) Where the application of the provisions of Section 4.6 of the Official Plan determine that additional height is appropriate.

The proposed height for this redevelopment remains consistent with the 9-storeys that was approved as part of By-law 2023-383, which was reviewed and deemed to achieve a desirable mid-rise built form within the context of this Secondary Plan area. The amendments being requested with this supplemental zoning by-law amendment are minor and therefore continue to be consistent with the policies of the Secondary Plan. The revised proposal maintains the at-grade commercial/retail uses, active entrances, and street tree planting which are all important elements to the character of Westboro Village. While there are proposed simplifications to the stepback depths of the podium, the pedestrian scale is maintained in a way that is consistent with the existing built form height along Richmond Road, including the podium of an existing nine-storey building which is kitty corner to the subject lands. Further the built form transition to the adjacent low-rise, residential neighbourhood to the north, with the rear of the building lowering to a four-storey height remains as per the original proposal. Though the building is now proposed to be widened, reducing the corner yard setback to zero along Tweedsmuir Avenue, the 2-metre setback remains for the northern portion of this frontage. This change still permits street trees along Tweedsmuir Avenue, assisting in improving the public realm at this gateway corner. Considering the revised development in the context of the policies of the Secondary Plan the proposal still has a strong built form transition and public realm components that positively contribute to the character of the Westboro Village.

3.3.1 Zone Analysis

The following table provides a summary of the Traditional Mainstreet zoning provisions as currently applicable and how the amended proposed development meets the provisions.

Table 4 - Summary of TM [2900] S480 Zone

Zoning Provisions	Requirement	Proposed	Compliance
Principal Land Use	No residential or office uses are permitted within 6 metres of the front facade Residential uses may occupy a maximum of 50% of the ground floor area of a building that faces Richmond Road	Retail uses exclusively are proposed fronting Richmond Road Residential uses occupy 19% of the ground floor	Yes
Lot Width	No minimum	49.6 m	Yes
Lot Area	No minimum	2,181.2 m ²	Yes
Front Yard Setback (Richmond)	As per Schedule 480	As per amended Schedule 480 (Figure 11)	No
Corner Yard Setback (Tweedsmuir)			
Interior Yard Setback			
Rear Yard Setback			
Building Height	As per Schedule 480 Maximum: 37.1 m	As per amended Schedule 480 (Figure 11) Maximum: 37.1 m	No Yes
Projections into Height Limit	N/A	N/A	N/A
Projections into Yards Exception 2900	Awning or Canopy at the height of the ground floor along the front lot line – 0 m	Awning or Canopy at the height of the ground floor along front lot line - 0 m	Yes
Required Residence Parking Spaces (127-12) x 0.5 10% reduction when all parking is underground	52 spaces	85 spaces	Yes
Visitor Parking Spaces (127-12) x 0.1	12 spaces	12 spaces	Yes
Commercial Parking Spaces Less than 200 m ² : 0 1.25 per 100 m ² of retail GFA 5 per 100m ² of restaurant GFA	0 spaces	0 spaces	Yes
Size of Parking Space 50% may be reduced to 2.4m x 4.6m	2.6 m x 5.2 m – 51 (min)	47 are 2.6 m x 5.2 m	No
Driveway Width	6 m (min) 6.7 m (max)	6 m	Yes
Parking Access Aisle Width Exception 2900	Within 16 m of the rear lot line in an underground parking garage – 5.2 m	5.2 m	Yes

Zoning Provisions	Requirement	Proposed	Compliance
	All other cases – 5.8 m	5.86 m	Yes
Bicycle Parking Rate (Residential) 127 units x 1.75 spaces Exception 2900	222 spaces	158 spaces	No
Bicycle Parking Rate (Commercial) 1 per 250 m ² of GFA	2 spaces	2 spaces	Yes
Size of Bicycle Parking	Horizontal 0.6 m x 1.8 m Stacked 0.37 x 1.8 m	Horizontal 0.6 m x 1.8 m Stacked 0.4 x 1.8 m	Yes
Amenity Space 6 m ² per dwelling unit 50% of which to be communal	762 m ² 381 m ² communal	1,524.98 m ² Total 589.97 m ² Communal	Yes
Landscaped Area Exception 2900	abutting a residential zone - 3 m ; may be reduced to 1 m where a min. 1.4 m high opaque fence is provided	1.2 m with a fence	Yes
	along the most western side lot line abutting a residential zone as per Schedule 480 – no minimum	0 m along the south lot line of 369 Athlone Ave.	Yes
	all other cases – no minimum	0 m	Yes
Transparent Glazing	Min. 50% ground floor façade to a height of 4.5 m facing the main street must comprise transparent windows and active entrances.	> 50%	Yes
Active Entrances	Min. one active entrance per each residential or non-residential use on ground floor	3 entrances along Richmond Rd and 2 along Tweedsmuir Ave	Yes

The proposal meets the general intent of the provisions of the Traditional Mainstreet, Exception 2900, Schedule 480 zone, however, relief will be required from the zoning provisions as detailed in the following section.

Zoning By-law Amendment

A zoning amendment is required to address the non-complying provisions highlighted in Table 4. The request is to amend the existing exception and schedule that currently apply to 255 & 249 Richmond Road and 372 Tweedsmuir Avenue. The changes will clearly identify and delineate the maximum building heights, as well as the required building setbacks and stepbacks to align it with the Site Plan associated with this application. This Zoning Amendment will address the following site-specific zoning provisions:

Heights, Yard Setbacks and Stepbacks As now shown on the site plan and described herein, the setbacks and stepbacks as detailed in Schedule 480 no longer reflect the evolution of the building design. While the maximum height of the building remains unchanged, the stepbacks have a correlation with the differing maximum height levels across the project. The intentional stepbacks have been simplified and the biggest adjustment is the reduction of the corner yard setback along Tweedsmuir Avenue to zero meters for a portion of that frontage. Discussions with the City during the original zoning amendment contemplated reducing the setback as well, however without confirmation that trees could be planted along Tweedsmuir Avenue the setback was approved at 2 metres. As the design progressed and further review of Tweedsmuir Avenue right of way was investigated it can be confirmed that bringing the building face closer to the property line can provide the room required to plant trees. The boulevard at 4.7 metres wide not only allows for trees but is also wide enough to mitigating any impacts the reduced setback may have on any surrounding properties or the creation of a canyon effect. The building does revert to a 2-metre setback after the garage entrance, transitioning to the lower density, low rise dwellings to the north along Tweedsmuir Avenue. The architectural interest is still maintained through materiality and design elements, such as wrapping around the brick skirt for the ground level and the corner and inset balconies.

Reduced Size Parking Spaces The amount of reduced sized parking spaces proposed in this redevelopment will exceed the permitted amount. A maximum of 50% of the provided spaces may be 2.4 metres wide by 4.6 metres long. With the possible elimination of the third floor of the parking garage the revised plan requires that 62% of the provided non-visitor spaces be permitted to be reduced in size. Taking direction from the City New Zoning By-law, the approach to providing residential parking is choice based. The recent draft of this new by-law would see minimum parking space requirements disappear. If no spaces are required, the size of the space becomes less important, as the number of resident spaces required does not matter and therefore neither does the size of the space to “count” towards a required total. The location of the smaller spaces has been reviewed by a transportation engineer and are confirmed to be functional spaces. Users of this small spaces would be informed about their dimensions, and it would be their choice to park in it.

Reduced Residential Bicycle Parking Rate Exception 2900 increased the required number of residential bicycle parking spaces to 1.75 per unit, however, to prepare for the potential loss of the third level of underground parking a reduction to 1.25 per unit is being sought. This remains above what is required under the current zoning by-law for like developments and further it exceeds the 1 to 1 ratio which is being proposed in the recent draft of the new Zoning By-law. Again, if the third level of underground parking is realized additional bike parking can be added to meet demand.

Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment application to permit revisions to the site-specific zoning for a nine-storey building on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development **conforms to the Official Plan's vision** for managing growth in the urban area and meets the policies for infill and intensification.
- / The proposed development **conforms to the policies within the Richmond Road/Westboro Secondary Plan** by providing appropriate transition of height and a community focused use at the corner of Richmond Road and Tweedsmuir Avenue.
- / The proposed development **generally aligns to the applicable requirements of the Traditional Mainstreet zone** in the Comprehensive Zoning By-law 2008-250 as amended by By-law 2023-383. The requested amendments are appropriate allowing for the redevelopment of an underutilized site in a target area for intensification while respecting the area context.
- / The proposed development is **supported by technical studies** submitted as part of this application.

Sincerely,



Lisa Dalla Rosa, MBA RPP MCIP
Associate – Planning