



beinspired

July 27, 2012

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Manager, Development Review (Urban)
Infrastructure Services and Community Sustainability Portfolio
Development Review Urban Services Branch
Planning and Growth Management Department
City of Ottawa
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1

Dear Mr. Smit:

RE: Application for Site Plan Control – 485 Richmond Road

Background

Minto Communities Inc., in conjunction with Canderel, propose to develop the remaining parcel of a mixed use development located at 485-495 Richmond Road. The mixed use development includes the Amica at Westboro Park seniors residence at 491 Richmond Road, and the Denis Coolican office building located at 495 Richmond Road. The address of the remaining parcel to be developed is 485 Richmond Road.

The parcel to be developed is currently used as overflow parking for the neighbouring office building located at 495 Richmond Road. The proposed development comprises a 24-storey tower that includes 191 residential units, associated amenity space, three levels of above-grade podium parking, and one level of underground parking. Parking for 150 vehicles would be provided. Access to the parcel from Richmond Road would be from the existing driveways on the east and west sides of the Amica building.

Application

Enclosed for your consideration is the completed Application for Site Plan Control for the proposed development. Also enclosed, and in response to our pre-consultation with City staff, are the following documents:

- 55 full size prints of the Site Plan (Drawing A1.01);
- 55 full size prints of the Ground Level Landscape Plan (Drawing L-1);
- 55 full size prints of the Site Servicing Plan (Drawing C-100);
- 55 full size prints of the Site Grading Plan (Drawing C-200);
- 3 full size prints of the Basement Level (B1) Floor Plan (Drawing A2.00);

- 3 full size prints of the Ground Floor Plan (L1) Floor Plan (Drawing A2.01);
- 3 full size prints of the Podium Level 2 (L2) Floor Plan (Drawing A2.02);
- 3 full size prints of the Podium Level 3 (L3) Floor Plan (Drawing A2.03);
- 3 full size prints of the Podium Level 4 (L4) Floor Plan (Drawing A2.04);
- 3 full size prints of the Mezzanine Storage (M) Floor Plan (Drawing A2.05);
- 3 full size prints of the Tower Level 5 Floor Plan (Drawing A2.06);
- 3 full size prints of the Typical Tower Level (L6-20) Floor Plan (Drawing A2.07);
- 3 full size prints of the Upper Tower Level (L21-24) Floor Plan (Drawing A2.08);
- 3 full size prints of the Mechanical Floor (L25) Floor Plan (Drawing A2.09);
- 3 full size prints of the Tower Sections (Drawing A3.00);
- 3 full size prints of the Elevation (Drawing A4.00);
- 3 full size prints of the Elevation (Drawing A4.01);
- 3 full size prints of the Elevation (Drawing A4.02);
- 3 full size prints of the Elevation (Drawing A4.03);
- 3 full size prints of the Arborist Report (Drawing ARB-1)
- 2 full size prints of the Property Survey;
- 9 copies of the Transportation Brief (including Synchro Analysis files);
- 6 copies of the Stormwater Management and Servicing Report;
- 5 copies of the Phase 1 Environmental Site Assessment;
- 3 copies of the Geotechnical Investigation;
- 3 copies of the Sun Shadow Study;
- 3 copies of the Noise Impact Assessment Study; and
- 1 CD with PDFs of all reports and drawings.

Please note that a Heritage Impact Study and a Wind Study are currently being prepared and will be submitted within two weeks of this application. Although the recent determination of study need and scope has resulted in a staggered submission, City staff have agreed to deem the application complete, as appropriate, and begin circulation ahead of the receipt of these studies and we certainly appreciate this flexibility.

Planning and Zoning

The property at 485-495 Richmond Road, which includes the parcel to be developed, is designated General Urban Area in the Official Plan and is located on a portion of Richmond Road that is designated Traditional Mainstreet. The proposed development is permitted by both the General Urban Area and Traditional Mainstreet designations. Since the parcel to be developed does not front onto Richmond Road, the proposed development will not reflect the typical mainstreet built form.

The property at 485-495 Richmond Road, which includes the parcel to be developed, is currently zoned TM [157] F(2.3) S149 – Traditional Mainstreet, Exception 157, Floor Space Index 2.3, Schedule 149, in the City of Ottawa Zoning By-law 2008-250. The parcel to be developed comprises Area D on Schedule 149, with a maximum height limit of 77 metres. The proposed development is permitted by the current zoning and complies fully with the provisions the current zoning.

Urban Design

Since the property at 485-495 Richmond Road is located on a portion of Richmond Road that is designated Traditional Mainstreet, the proposed development is considered to be within a Design Priority Area. As such, a pre-consultation with the Urban Design Review Panel was held on June 7, 2012. Overall, the Panel was very supportive of the design of the tower but offered some suggestions regarding the design of the parking podium. These suggestions were primarily related to the design and treatment of the podium on the northern facade as it fronts the Ottawa River Parkway and to pedestrian connections through the site.

With respect to the podium, suggestions included animating the northern facade by incorporating active uses such as units or amenity space and creating more interaction between the facade and the Parkway. As a result of this input, the northern facade of the podium has been redesigned to include significant clear glazing in the area of the ground floor amenity space and frosted glazing in the area of the parking levels above. This combination of active uses and lighting at night will have the effect of animating this facade to passersby on the Parkway and lightening the mass of the podium structure *vis a vis* the slender tower building above.

With respect to pedestrian connections, suggestions included increasing the delineation between pedestrian and vehicle movement within the eastern driveway area and exploring opportunities for a pathway along the eastern property line connecting Richmond Road to the Ottawa River Parkway. As a result of this input, the eastern driveway has been redesigned with clear approaches for both pedestrians and vehicles in keeping with the driveway being the primary gateway to the development. In addition, a pedestrian pathway providing a direct connection between Richmond Road and the Ottawa River Parkway has been incorporated into the site and building design. This required a complete redesign of vehicle and loading access to the building by consolidating the parking podium and loading ramps on the western side of the building. It should be noted, however, that the suggested location of this pathway connection is not the preferred location based on a pedestrian survey completed by the transportation consultant (see discussion below).

Based on the design changes outlined above, we believe that the suggestions provided by the UDRP on June 7, 2012, have been fully addressed.

Pedestrian Connection

As noted above, the UDRP suggested a pedestrian pathway be provided along the eastern property line to connect Richmond Road and the Ottawa River Parkway. In order to achieve this, City staff suggested consolidation of the vehicle and loading ramps to the garage and podium to the west side of the building. Both the pathway and redesign of the vehicle and loading ramps are reflected in the enclosed submission. However, we are not convinced that the pedestrian pathway as shown represents the optimal location for several reasons. First, there is very little pedestrian activity in this area. A pedestrian count found that only 14 pedestrians crossed the property between Richmond Road and the Ottawa River Parkway, and of these crossings, only 5 occurred along the eastern side of the property. Second, we are concerned with the idea of directing pedestrians to and through a constrained space on private property. While the concept reflected in the enclosed submission includes ground lighting and lobby-level glazing along the pathway to enhance safety and security, pedestrians may not perceive the pathway as available for public use. Third, the area where the pathway would land on NCC property is heavily vegetated and it is likely that significant removal of this vegetation would be required to continue the pathway to the Dominion Transitway Station. Finally, a pedestrian pathway in this location would pose ongoing property maintenance and liability issues for the future condominium corporation.

It is our opinion that the pedestrian pathway should be located where most pedestrians will use it and be coordinated with the location of the protected pedestrian crossing of Richmond Road, should such a crossing be required. A pedestrian count found that 32 pedestrians accessed the property at the western entrance from Richmond Road compared to 14 pedestrians at the eastern entrance. Based on these counts, the pedestrian pathway and protected pedestrian crossing, if required, should be located along the western property line with the crossing of Richmond Road at Broadview Avenue and the Maple Lawn Garden.

Closing

The proposed development at 485 Richmond Road is permitted by and fully consistent with the Official Plan and is permitted by and fully compliant with the Zoning By-law. In addition, the project would complete the mixed use development at 485-495 Richmond Road and add some 300 new residents to an area with a high level of neighbourhood services and direct access to rapid transit.

The design of the proposed development has been revised to fully address the suggestions of the UDRP and City staff with respect to the podium and pedestrian connection between Richmond Road and the Ottawa River Parkway. However, we disagree with the suggested location of the pedestrian pathway and request a meeting with City staff to discuss this matter further. This meeting should occur as soon as possible so that the agreed-upon location of the pedestrian pathway is reflected in the formal design review submission due August 23, 2012, ahead of the September 6, 2012, meeting of the UDRP.

I trust the enclosed meets the City's submission requirements for Site Plan Control. If you need additional sets of these plans or any other materials to facilitate your review, kindly let me know.

Respectfully submitted,



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Development Manager – High Rise
Minto Communities Inc.

cc. Erin O'Connell, MCIP, RPP, Development Review Urban Services Branch, City of Ottawa
Brent Strachan, Vice President Development, Minto Communities, Inc.
Ursula Melinz, Soloway Wright, LLP

Encls.