



70 Richmond Road and 376 Island Park Drive, Ottawa

Planning Rationale and Design Brief
Site Plan Control
May 16, 2022



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1.0 Introduction

Fotenn Planning + Design has been retained by Trinity Development Group ('Trinity') to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application to facilitate the proposed redevelopment of 70 Richmond Road and 376 Island Park Drive with a nine (9) storey mixed-use building.

1.1 Application History

In November 2020, Fotenn submitted Official Plan Amendment and Zoning By-law Amendment (File numbers D01-01-20-0018 and D02-02-20-0102) to permit the redevelopment of 70 Richmond Road. Following the first round of circulation, the property at 376 Island Park Drive was added to the subject property and the applications were recirculated.

On January 31, 2022 an Application to Alter 70 Richmond Road was submitted as the existing gas station on the property is a designated heritage building under Part IV of the Ontario heritage Act.

The Heritage application was approved by the City of Ottawa's Built Heritage Sub-Committee on May 10, 2022. It will proceed to Planning Committee, together with the Official Plan and Zoning By-law Amendment applications, on June 9, 2022 for review and recommendation to Council.

The current Site Plan Control application would permit the redevelopment of the lands to proceed according to the concept design proposed as part of the previous applications.

Site Context and Surrounding Area

The subject lands are located on the southwest corner of Richmond Road and Island Park Drive in the Westboro neighbourhood of the City of Ottawa and consists of lands municipally known as 376 Island Park Drive and 70 Richmond Road. The subject lands have 23 metres of frontage along Richmond Road, and 52 metres of frontage along Island Park Drive, with a total area of 1,578 square metres. The lands are legally described as Part of Lot 33, Concession 3 in the Geographic Township of Nepean, City of Ottawa (70 Richmond Road) and Lot 36 Registered Plan 449 City of Ottawa (376 Island Park Drive).

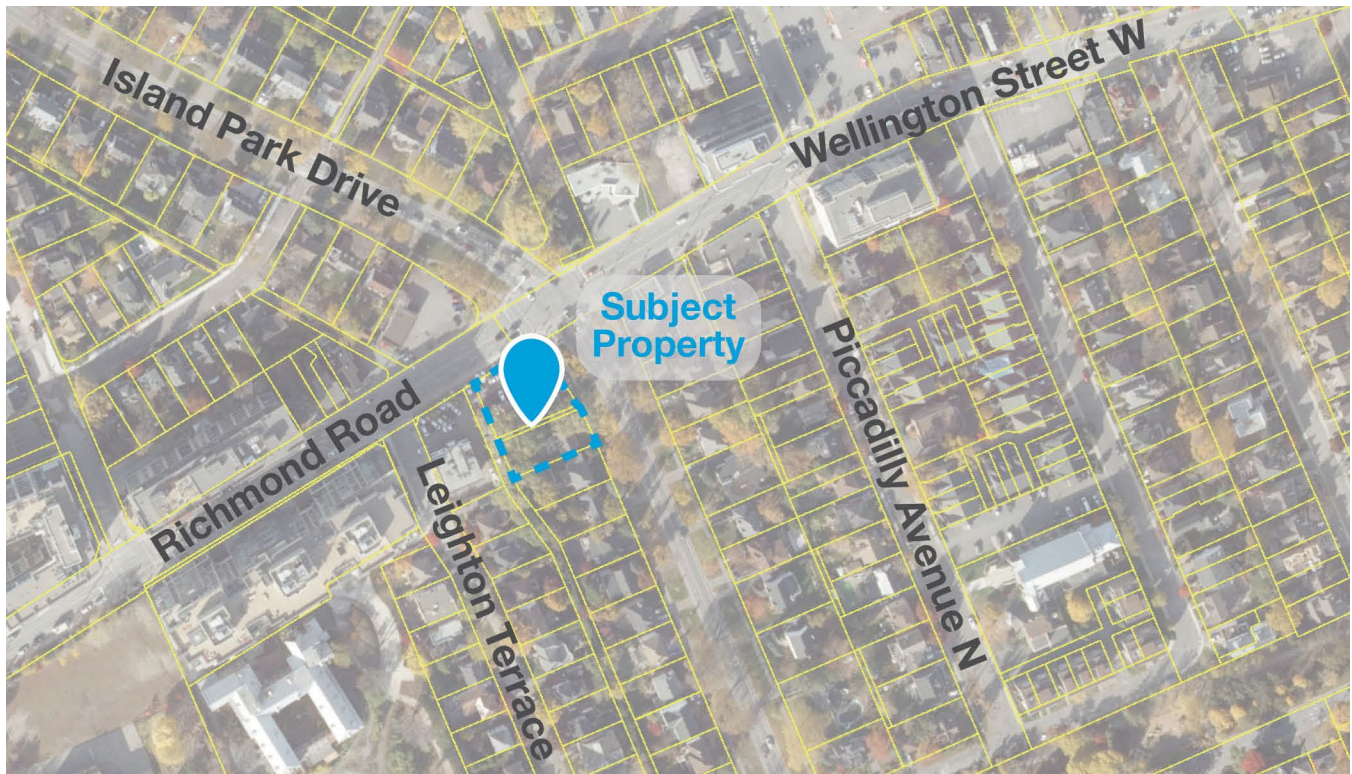


Figure 1: Site Context

The subject lands are occupied by a vacant one (1) storey former service station and car dealership building at 70 Richmond Road and one single-detached dwelling with associated accessory building at 376 Island Park Drive. The existing building on 70 Richmond Road is designated under Part IV of the Ontario Heritage Act and will be retained and relocated within the overall redevelopment program.

The western edge of the subject property abuts a 5-metre-wide public laneway that extends north-south from Wellington Street West to Leighton Terrace. The lane has generally been overtaken along its full extent by the rear yards of adjacent dwellings.

2.1 Surrounding Area

The surrounding community is characterized by a mix of land uses, including residential, institutional, and commercial. Surrounding land uses are described as follows:

North: The subject property fronts onto Richmond Road, which is an active commercial and retail corridor and a Traditional Mainstreet as designated by the Official Plan. It is generally characterized by mixed-use buildings with ground floor retail

uses; converted residential buildings used for retail uses; and low-rise retail uses. A one-storey used-car dealership is located immediately to the north of the subject lands. The residential neighbourhood of Island Park-Wellington Village lies north of the car dealership, as does the residential area around Scott Street. This neighbourhood is characterized by low-rise detached dwellings. Island Park Drive continues further north to the Sir John A. Macdonald Parkway and the Champlain Bridge to Quebec.

East: To the east of the subject site, Richmond Road continues as Wellington Street West. A 12-storey mixed use building is currently under construction on the north-east corner of the Wellington Street/Island Park intersection (1451 Wellington Street). The southeast corner of the intersection is occupied by a gas station and drive-through car wash. Further east lies Island Park/Wellington West, which is a primarily low-rise neighbourhood.

South: Immediately south of the subject property a single-detached, low-rise residential property is located with frontage on Island Park Drive. Further south is the Westboro residential neighbourhood characterized by a range of detached low-rise dwellings. The Byron Avenue linear park and multi-use pathway is approximately 250 metres to the south of the subject property, while Highway 417 is approximately 1 kilometre away.

West: As noted earlier, a 5-metre-wide public laneway abuts the site to the west. Abutting the lane on the west side is a two-storey car dealership building and associated surface sales and display area fronting onto Richmond Road. Further west (50 metres) are mid-rise buildings fronting on Richmond Road which range from six (6) to nine (9) storeys with retail uses at-grade and residential uses above.

3.0

Proposed Development

The proposed development is a nine (9) storey mixed-use (residential and commercial) building with a total gross floor area (GFA) of 7,200 square metres. A total of 88 residential units are proposed, including a mix of studio, one and two-bedroom units (including 1 and 2 bedroom + den). The proposed units also include seven (7) two (2) bedroom + den townhouses located on the ground floor, abutting Island Park Drive and the south edge.

The former gas station building, a heritage property designated under Part IV of the Ontario Heritage Act, currently sits at the rear of the 70 Richmond Road property and is proposed to be retained and relocated and converted to retail uses as part of the proposed development. The design concept positions the heritage structure along the Richmond Road frontage where it will define the corner of the building at the lower floors. The heritage building is envisioned as a part of the at-grade retail area of the building. The integration of the heritage building was endorsed by the City of Ottawa's Built Heritage Sub-Committee at their meeting on May 10, 2022.



Figure 2: Proposed Development Looking West, Heritage Building Integration

The building incorporates a number of setbacks on the north, east and south sides of the building. On the north side, the building steps back 5.1 metres or more over the entirety of the heritage building. Where the new portions of the building abut Richmond, the building is setback approximately 1.6 metres from the face of the heritage building, and approximately 0.5 metres along the balance of the site. Additional setbacks are incorporated into the north facade above the fifth, seventh and ninth storeys.

Similarly, the east side of the building, fronting Island Park Drive, has a setback ranging from 0 to 2.1 metres on the 70 Richmond parcel, and steps back to a 6 metre setback on the 376 Island Park parcel, transitioning to the Island Park streetscape to the south. Additional setbacks are incorporated above the fifth and seventh floors.

On the south side, abutting the residential neighbourhood to the south, the building has a 3.9 metre setback at-grade, then steps back an additional 2 metres above the first storey, and additional 3.2 metres above the fifth storey, an additional 3 metres above the seventh storey, and finally 3 metres above the eighth storey.

The ground floor height, proposed at 6.3 metres is related to the heritage building. The result will be a tall ground floor for the retail space abutting Richmond Road with direct access to the sidewalk and clear glazing that will animate the pedestrian realm, and a mezzanine for the townhouses which abut Island Park Drive and the south property line.

Vehicular access for the development is provided from the public laneway on the west side of the subject property with access to Richmond Road. The west facade of the building incorporates a loading bay for garbage and loading with the

parking garage access ramp located on the south edge of the property. Both service accesses are screened from the public sidewalk. Two underground parking levels provide a total of 71 vehicular parking spaces including 63 for residents and 8 spaces for visitors. A total of 88 bike parking spaces are provided within the parking garage, with an additional two (2) spaces provided at-grade to serve the retail.



Figure 3: Proposed Transition to the South

The building features 683 square metres of amenity space including 264 square metres of private amenity space on balconies and terraces, and 394 square metres of common amenity on the rooftop, including 151 square metres of interior space and 243 square metres of exterior space. An additional 25 square metres of amenity is provided as a lounge on the ground floor.

3.1 Design Statement

The development has been designed to break up the massing, through the articulation of a multi-level building form stepping-back from the north, east, and south to focus the 9 storey height along the Mainstreet. The 1-storey heritage component is proposed to be located at the corner fronting towards the Richmond Road and Island Park intersection to provide for a prominent gateway feature to this portion of the Westboro community. At 6.3 metres in height, the commercial ground floor offers a comfortable sense of enclosure and positively frames the public right-of-way.

The proposed building design and site layout uses breaks in the street wall, with significant street-level transparent glazing, and high-quality materiality to add interest to the streetscape and to provide space for public activities adjacent to the sidewalk at the corner of Richmond and Island Park. The commercial podium along Richmond Road and Island Park Drive, clad with light stone veneer and generous windows, ensures a pedestrian-oriented scale, defines the street edge, and addresses the compatibility of the new development with the existing low and mid-rise buildings nearby.

A combination of indoor/outdoor amenity spaces is located on the roof-top and is set back five metres from the rear exterior wall. The entrance to the underground parking garage, and loading/service areas; accessed via the laneway abutting the west property line from Island Park Drive, have been arranged on the site such that they are internal and screened from the public streets.

Policy and Regulatory Framework

4.1 City of Ottawa Official Plan

The subject property is designated “Traditional Mainstreet” on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan. The Traditional Mainstreet designation encourages a mixed-use, compact, and pedestrian-oriented development pattern. The policies of the designation encourage more compact forms of development, a lively mix of uses, and a pedestrian-friendly environment.

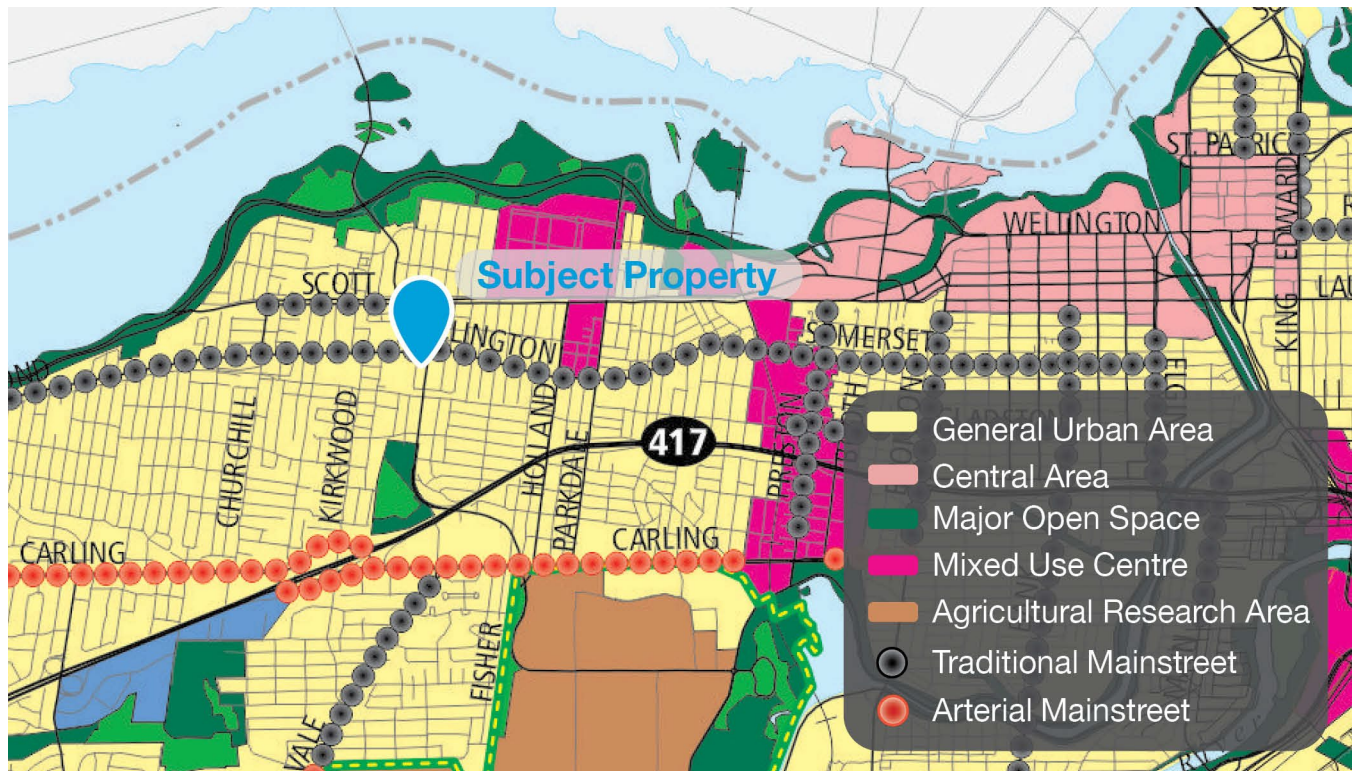


Figure 4: City of Ottawa Official Plan, Schedule B - Urban Policy Plan

Policy 1 of Section 3.6.3 states that Traditional Mainstreets are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit, and automobile. Traditional Mainstreets will also fulfill and take advantage of their multi-modal transportation corridor function. Per policy 5, a broad range of uses is permitted including retail and service commercial uses, offices, residential, and institutional uses.

Policy 11 of Section 3.6.3 states that the Official Plan supports mid-rise building heights (i.e. 5 to 9 storeys) on Traditional Mainstreets but acknowledges secondary plans may identify circumstances where different building heights may be permitted. Building heights greater than 9 storeys will only be permitted through a Secondary Plan.

The proposed development conforms to the land use designation and built form policies of the Official Plan.

4.1.1 Urban Design and Compatibility

The Official Plan encourages residential intensification that is compatible with existing built-up areas. Compatible development is development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits

well and works well with its surroundings. Broad design objectives are outlined in Section 2.5.1 of the Official Plan, while more specific compatibility criteria are set out in Section 4.11 of the Official Plan.

The proposed development, consisting of the changes to the approved building, responds to the urban design objectives of Section 2.5.1 in the following ways:

<p>To enhance the sense of community by creating and maintaining places with their own distinct identity.</p>	<p>The proposed development proposes to redevelop and intensify an underutilized property characterized by surface parking, enclosing the street edge and improving the public realm with active uses at-grade and residential units above. The retention and integration of the heritage structure into the new building will act as a gateway into the community and will create a distinct identity for the site.</p>
<p>To define quality public and private spaces through development.</p>	<p>The proposed development encloses the street edge with active, at-grade (commercial) uses that feature large amounts of glazing and active entrances to the sidewalk. The upper floors of the building integrate setbacks and stepbacks to ensure an appropriate pedestrian scale along the street. The proposed retail patio at the corner of Richmond Road and Island Park Drive will also contribute to a more animated street frontage at that location.</p> <p>Within the building, the rooftop amenity space is adequately setback from the building's exterior walls and will provide a high-quality and unique communal amenity space for residents and their guests. This will be complemented by private balconies and terraces throughout the building.</p>
<p>To create places that are safe, accessible and are easy to get to.</p>	<p>The proposed development provides adequate glazing and outdoor amenity spaces that improve passive surveillance along the street and has been designed to enclose the street edge and improve the public realm.</p>
<p>To ensure that new development respects the character of existing areas.</p>	<p>The design of the building contemplates a built form that is compatible within the existing context and the planned function of the area. The nine (9) storey built form responds to the policies and regulations established for mid-rise building heights within the Traditional Mainstreet Designation and the planned function of the surrounding area while also providing appropriate setbacks, ensuring that the front, rear, and side yards interface appropriately with the existing community.</p>
<p>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</p>	<p>The proposal considers adaptability and diversity by intensifying the prominent corner property and adding to the diversity of housing types and commercial opportunities available in the community. The ground floor retail space provides opportunities for one larger tenant space, or a collection of smaller spaces to complement the existing mainstreet retail character.</p>

Given the location of the subject property along a Traditional Mainstreet, the proposed development is within a Design Priority Area per policy 4 of Section 2.5.1 and is therefore subject to review by the City's Urban Design Review Panel (UDRP) following application submission. The UDRP is instructed to review developments against the criteria set out in Section 4.11 of the Official Plan. Requests for additional height and density are also evaluated against criteria set out in this section of the Official Plan. This planning rationale incorporates the requirements of Design Brief.

The proposal responds to the following applicable policies of Section 4.11:

	Policy	Proposed Development
Building Design		
5.	New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm.	<p>The proposed development has a mid-rise built form that is compatible with the existing context and planned function along the Richmond Road/Wellington Street West corridor. The building utilizes stepbacks above the fifth and seventh floors along Richmond and Island Park to respond to the surrounding properties and ensure an appropriate scale along the street. The building also incorporates a number of stepbacks along the south edge to transition into the low-rise community.</p> <p>The proposed development limits commercial unit accesses to Richmond Road and activates the mainstreet public realm appropriately through retail spaces and a high proportion of glazing. The Island Park frontage, and south edge of the site incorporate townhouse dwellings with individual accesses that also serve as a transition to achieve compatibility with the adjacent community.</p>
6.	<p>The City will require that all applications for new development:</p> <ul style="list-style-type: none"> / Orient the principal facade and entrance(s) of main building(s) to the street. / Include windows on the building elevations that are adjacent to public spaces; / Use architectural elements, massing, and landscaping to accentuate main building entrances. 	<p>The building design includes a prominent front entry feature for the residential building along Richmond Road and creates opportunities for commercial entries directly from the sidewalk. The building features a significant amount of glazing to interface with adjacent public streets.</p> <p>The integration of the heritage building into the overall design and at the prominent intersection will provide a positive and unique experience at the corner and act as a gateway for the site.</p>
7.	<p>The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community. The City will encourage development proposals at such locations to include the following:</p> <ul style="list-style-type: none"> / Strong architectural design elements that feature the corner or street axis by: locating buildings close to the street edge, and/or orienting the highest and most interesting portion of a building to the corner or axis which has a view of the terminus. 	<p>The proposed development responds to the important gateway corner location by relocating the heritage building on the site to the corner where it is highly visible and incorporating outdoor patio space at-grade to animate the corner. The upper floors of the building respond to the importance of the corner by enclosing the street edges.</p> <p>Both street facades have been carefully designed with high-quality materials and significant glazing that will animate the street and respond to the corner location. The retail at-grade wraps around the corner and provides activity along both street edges.</p>

	<ul style="list-style-type: none"> / Capitalizing on design possibilities for both street facades; and / Soft landscaping features, special paving materials, and/or curb extensions to shorten the distance across the street and larger sidewalk area to accommodate sidewalk activity. 	The space between the building have been landscaped to provide a generous and continuous pedestrian realm along the streets.
8.	All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.	The proposed development integrates all servicing and loading within the building, accessed from the public lane.
9.	Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.	The rooftop mechanical equipment has been integrated with the enclosed rooftop amenity space into the penthouse and incorporated into the building design.
Massing and Scale		
10.	The appropriateness of the development will be assessed using criteria set out in the Secondary Plan.	The policies of the Richmond Road/Westboro Secondary Plan are discussed below.
11.	The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how impacts have been minimized or avoided.	Shadow and wind implications have been assessed through the previous Zoning By-law Amendment process. An addendum to the wind study has been completed to confirm the previous findings.
12.	Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated.	The proposed building incorporates stepbacks above the fifth and seventh storeys along the north and east facades. Several stepbacks are also incorporated along the south facade at levels 2, 6, 8, and 9. These stepbacks, together with at-grade setbacks along the east and south frontages, allow the proposed development to transition from the mainstreet corridor into the low-rise community effectively.
Outdoor Amenity Areas		
19.	Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	The proposed building is setback approximately 3.9 metres at-grade, with significant additional stepbacks at level 2 (2m) 6 (3.26m), 8 (3m) and 9 (3m), along the south property line that is shared with the detached dwelling to the south.
20.	Residential buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios.	The proposal includes ample amenity area for residents exceeding the Zoning By-law requirements. A mix of private balconies/terraces and communal space (rooftop) is provided for residents.
Design Priority Areas		
22.	The portion of the building(s) which are adjacent to the public realm will be held to the highest building	The proposed development features a 6.3 metre high ground floor that is clad in a lighter masonry stone,

	design standards by incorporating specific building design features (e.g. taller first floor height, front facades parallel to the street, transparent windows, etc.)	distinguishing it from the floors above and complementing the retained heritage building. A significant amount of glazing animates the mainstreet and helps reinforce the pedestrian scale along the street.
24.	The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios)	The proposed development encloses the two (2) street edges and creates an animated and active pedestrian realm. Building setbacks and stepbacks ensures an appropriate pedestrian scale along the street.

The proposed development conforms to the policies of the Official Plan, including the urban design objectives of Section 2.5.1 and the compatibility criteria of Section 4.11.

4.1.2 Cultural Heritage Resources

Section 2.5.5 of the Official Plan states that the City will continue to preserve cultural heritage resources in a manner that respects their heritage value, ensures their future viability as functional components of Ottawa's urban and rural environments, and allows them to continue their contribution to the character, civic pride, tourism potential, economic development, and historical appreciation of the community.

Policy 2 of Section 2.5.5 states that individual buildings will be designated as properties of cultural heritage value under Part IV of the Ontario Heritage Act.

Section 4.6 of the Official Plan provides policies for cultural heritage resources in the context of development application reviews. Policy 1 of Section 4.6.1 states that where a structure designated under Part IV of the Ontario Heritage Act is to be altered, added to, partially demolished, demolished or relocated, the approval of Council is required. A Cultural Heritage Impact Statement (CHIS) will be required to be conducted by a qualified professional with expertise to describe the impacts on the heritage resource, describe actions to prevent, minimize, or mitigate adverse impacts, and demonstrate that the proposal will not adversely impact the heritage value or attributes of the property.

Policy 4 of Section 4.6.1 states that where a designated structure is proposed for relocation, the CHIS will be required to demonstrate that relocation is the only way to conserve the resource.

As noted above, the City of Ottawa's Built Heritage Sub-Committee has endorsed the proposed development concept as it relates to the relocation and retention of the designated heritage structure on the subject property.

4.2 City of Ottawa New Official Plan

The City of Ottawa adopted a new Official Plan in November 2021 which is currently with the Ministry of Municipal Affairs and Housing for approval. The current timeline for approval is unknown, though it is expected some time after June 2022. While the proposed development is not subject to the policies of the new Official Plan, they have been reviewed in the preparation of this Planning Rationale.

The subject property is designated "Mainstreet Corridor" within the Inner Urban Transect, on Schedule B2 of the new Official Plan. The Inner Urban transect policies are intended to enhance and establish an urban pattern of built form, site design, and mix of uses while prioritizing walking, cycling, and transit within, to, and from the transect.

Generally the Inner Urban Transect is planned for mid to high-density development. For Mainstreets within the Inner Urban Transect, permitted building heights for streets that have a right-of-way of less than 30 metres, is generally nine (9) storeys.

The new Official Plan sets a minimum area wide density target for Mainstreets of 120 people and jobs per gross hectare and a minimum proportion of large household dwellings of 5%, with a target of 10%. Large household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

The proposed development advances the objectives for Mainstreets in the Inner Urban Transect in a 9 storey built-form. The proposed development also achieves the density objectives of the new Official Plan.

4.3 Richmond Road/Westboro Secondary Plan

The subject property is located within the Richmond Road/Westboro Secondary Plan, approved by Council on July 9, 2007. The Secondary Plan identifies a vision for the area as an attractive and liveable urban community, based on “green” principles outlined in the Official Plan, with a wide mix of uses including employment, neighbourhood services and facilities, and a range of housing types that will enhance the area’s diversity and vibrancy.

Section 1.2 of the Secondary Plan establishes the overarching objectives and principles that are meant to support infill and intensification within the Plan Area. The Secondary Plan establishes the following criteria as summarized and reviewed below:

Appropriate Setbacks and Transition in Heights	The proposed development responds to the gateway corner site with a built form that is within the generally permitted building heights for Traditional Mainstreets in the Official Plan. The building incorporates multiple setbacks on the north, east, and south sides to provide appropriate transition.
Contributing to the Restoration of the Urban Fabric	The proposed development replaces the parking lot along the mainstreet with a built form and relocated heritage building that will frame the public street and act as a gateway into the community.
Helping Promote Transit Usage	The proposal will promote transit use for both the local and the rapid transit system. The proposal is situated along Richmond Road – a Transit Priority Corridor in the Official Plan – and is served by frequent bus service providing service to nearby rapid transit stations.
Conforming to the Recommended General Maximum Building Height Ranges for Each Sector	The proposed development seeks to increase the permitted height on the subject property to nine (9) storeys, in keeping with the mid-rise vision for Traditional Mainstreets outlined in the Official Plan.
Conforming to the Richmond Road/Westboro CDP Design Guidelines	The proposed development generally conforms to the design guidelines contained within the CDP recognizing the intent of these guidelines and discussed below.

Per Section 1.3.3 of the Secondary Plan, redevelopment and infill are encouraged on Richmond Road and Scott Street Traditional Mainstreets to optimize the use of land through increased building height and density. In these areas, the Secondary Plan supports building heights generally in the range of four (4) to six (6) storeys, with greater building heights considered in specific circumstances.

Schedule A to the Secondary Plan identifies seven (7) planning area sectors within the study area. The subject property is within the “East Village” Character Area. Section 1.3.4 contains policies specific to this sector, including the following that are relevant to the proposed development:

City Council shall:

- / Encourage the evolution of the East Village to a more traditional mainstreet character as an extension to Westboro Village and a link to the West Wellington traditional mainstreet east of Island Park Drive, recognizing the varying character of the existing buildings and lot and block sizes; and,
- / Maintain maximum building heights at a maximum four storeys where lots are less than 45 metres in depth and back onto low-rise residential areas, and generally up to six storeys on lots of greater depth.
- / Encourage the retention and use of the heritage buildings on the south side of Richmond Road between Kirkwood Avenue and Island Park Drive for active commercial uses; and
- / Promote a gateway feature, such as a prominent, well-designed building, at the Richmond Road/Island Park Drive intersection to announce the entrance into the East Village.

The proposed development achieves these objectives, including the relocation of the heritage building for active commercial uses. The previously submitted Official Plan Amendment seeks to add a height specific permission for the subject lands to allow a height of 9 storeys on the subject property.

4.4 Richmond Road/ Westboro Community Design Plan

Section 8.2 of the Richmond Road/Westboro Community Design Plan contains guidelines for building envelopes within the East Village and Westboro Village sector. The guidelines recognize that in Westboro Village, a tightly knit urban fabric with narrow frontage buildings, and a good building continuity and interface with the sidewalk already exists while in the East Village this is still under development. The purpose of the guidelines is therefore to preserve and enhance these features in Westboro Village, and to promote their development in the East Village. The relevant guidelines are discussed below:

Guideline	Response
Streetscape	
Create a strong edge on the street	The proposed development encloses the street edge along Richmond Road and Island Park Drive by aligning the building facade to the property lines.
Maintain a ground-level orientation of buildings	The ground floor retail uses will feature a significant amount of transparent glazing and access directly from the sidewalk. The residential entrance also fronts onto Richmond Road, with direct access to the sidewalk.
At street corners, create a variation in the building alignment	The proposed development situates the retained heritage building at the intersection and proposes an outdoor commercial patio as an option for the retail use within the building that would animate the corner and create a semi-public space in this area.
Built Form	
Create buildings to blend with the rhythm and alignment of the area	The proposed development first within the existing and planned Traditional Mainstreet function of the area.
Use periodic breaks in the street wall or minor variations in building setback and alignment to add interest to the streetscape	The proposed development utilizes the heritage building to break up the ground floor facade and add interest to the streetscape. The heritage building sits forward from the rest of the facade which also serves to highlight the attribute.

Guideline	Response
Maintain the distinction between ground floor and upper levels	Through a change in materiality, and the integration of the heritage building, the commercial at-grade and the residential above are distinguished. Further setbacks and stepbacks articulate the upper floors of the building.
If the proposed height of a building exceeds three storeys, step the additional storeys back	The proposed development incorporates stepbacks along the Richmond Road and Island Park Drive frontages above the fifth and seventh storeys.
Locate taller buildings at major intersections	The proposed development is at a gateway into the community and a taller built form is proposed as a result. The proposed development provides an appropriate transition to the surrounding community.
When building on corner sites, continue the level of architectural detailing on both facades of the building	The architectural detailing of the proposed building is carried both on the Richmond Road and Island Park facades (as well as the south side).
Parking and Landscaping	
Provide only the minimum number of parking stalls required by the Zoning By-law	While the By-law has no maximum parking, the proposed development provides 71 parking spaces which is appropriate to encourage transit usage and appropriately limits parking per the guideline.

The proposed development respects the design guidelines within the CDP with regards to streetscape, built form, and parking/landscaping.

4.5 Urban Design Guidelines for Traditional Mainstreets

The Urban Design Guidelines established for Traditional Mainstreets are a Council-approved set of guidelines intended to provide urban design guidance at the planning application stage to assess, promote and achieve appropriate development along Traditional Mainstreets.

The proposed development meets applicable design guidelines in that the building:

- / Promotes development that will enhance and reinforce the recognized or planned scale and character of the street.
- / Achieves high-quality built form and strengthens building continuity along a Traditional Mainstreets.
- / Aligns the building with the average setback of the adjacent buildings in order to create a visually continuous streetscape.
- / Uses periodic variations to add interest to the streetscape.
- / Designed with architectural detailing and respects the rhythm of existing mainstreet.
- / Uses large clear windows at-grade to maintain a pedestrian-focused public realm.
- / Provides pedestrian weather protection through the inset lower portion of the building.

The proposed development respects the urban design guidelines for Traditional Mainstreets.

4.6 City of Ottawa Zoning By-Law

The subject property is currently split-zoned “Traditional Mainstreet, Exception 83, Maximum Height 15 metres (TM[83] H(15))” on the northern portion of the property on the 70 Richmond parcel and “Residential First Density, Subzone

MM, Exception 2501 (R1MM[2501])” on the 376 Island Park parcel in the City of Ottawa Comprehensive Zoning By-Law (2008-250).

The previously submitted Zoning By-law Amendment application seeks to rezone the entirety of the subject lands to “Traditional Mainstreet, Exception XXXX, Schedule YYY (TM[XXXX] SYYY)” to permit the proposed development. The Amendment would introduce a site-specific schedule to prescribe maximum heights, setbacks and stepbacks, and a site-specific exception to address context-specific provisions, permit a mezzanine, and permit interior amenity space to project above the height limit.

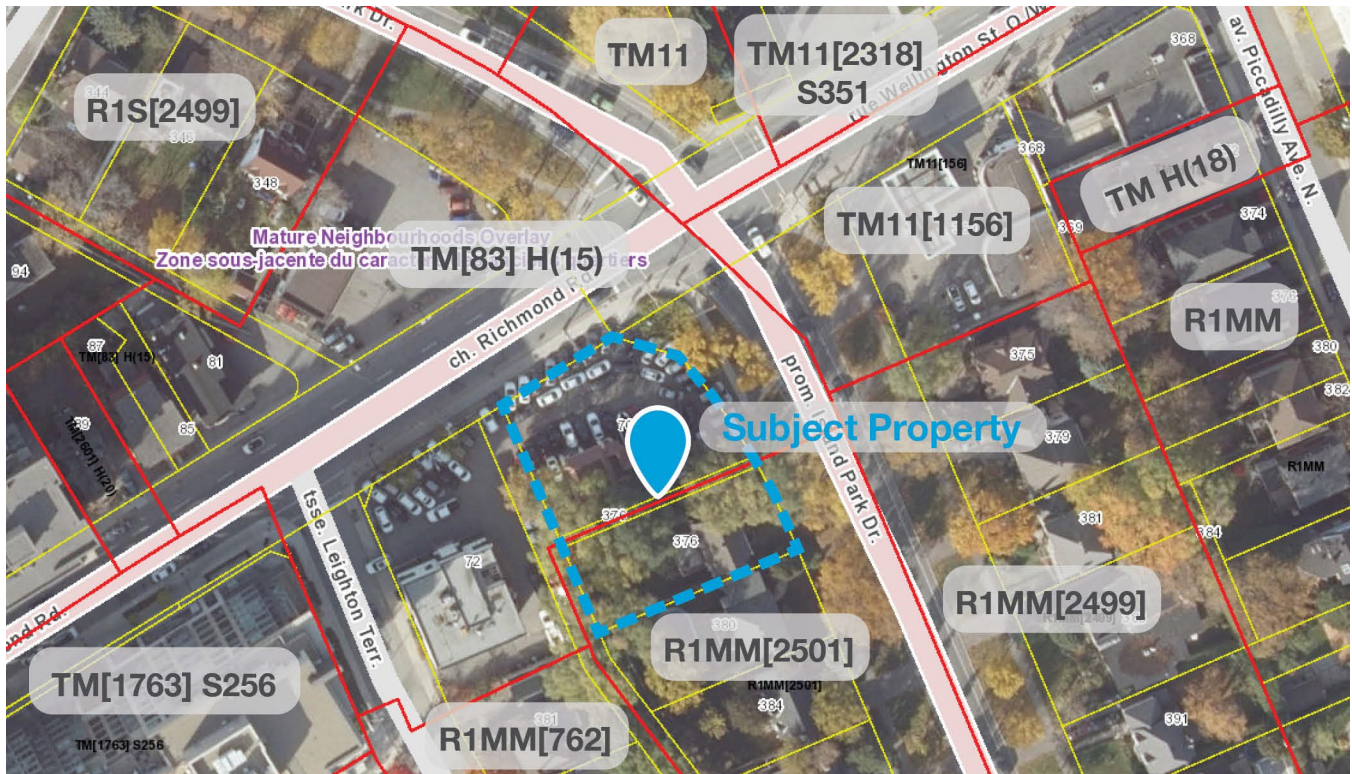


Figure 5: City of Ottawa Zoning By-law (Excerpt)

The Traditional Mainstreet zone is intended to accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings and to foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile.

The proposed development is compared to the TM[83] H(15) zone requirements in the table below:

Provision	Required	Proposed	Compliance
Minimum Lot Area	No minimum	1,587m ²	✓
Minimum Lot Width	No minimum	25m	✓
Maximum Front Yard Setback	2m	0m	✓
Minimum Interior Side Yard Setback	No minimum	1.0m	✓

Provision	Required	Proposed	Compliance
Minimum Corner Side Yard Setback	3m below 15m of height 5m above 15m of height	0m 0m	✗
Minimum Rear Yard	7.5m	3.9m	✗
Building Height	Minimum: 6.7m Maximum: 15m	6.0m 32.25m	✗ ✗
	Where the building is greater than 15m/4 storeys, the building must be setback 2m more than the provided setback below from the front property line	2.08m setback above the 5 th storey (18.6m)	✗
	Where the rear lot line abuts an R1 zone, the building may not project above a 45 degree angular plane measured at a height of 15m from a point 7.5m from the rear lot line projecting upwards to the front lot line.	45 degree angular plane provided from 15m height at the property line, projecting towards the mainstreet	✗
Minimum Width of Landscaped Area	Abutting a Residential Zone: 3m or 1m with a 1.4m opaque fence	3 metres with an opaque fence.	✓
Façade – Active Entrances	The facade facing the mainstreet must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor	Active entrances are provided along Richmond Road	✓
Façade – Transparent Windows and Active Entrances.	A minimum of 50% of the ground floor façade facing the main street, measured from the average grade to a height of 4.5 metres, must comprise transparent windows and active entrances; and where an active entrance is angled on the corner of the building, such that it faces the intersection of the main street and an intersecting side street, it is deemed to face the main street.	>50%	✓
Amenity Area 6m ² per unit; Minimum 50% communal	528m ² total; 264m ² communal	683m ² total; 419m ² communal	✓
Minimum Parking Requirements Area Y on Schedule 1A Residential: 0.5 spaces/unit after the first 12 units	Residential: 38 spaces Residential Visitor: 8 spaces Retail: None	Residential: 63 spaces Residential Visitor: 8 spaces Total: 71 spaces	✓

Provision	Required	Proposed	Compliance
Residential Visitor: 0.1 spaces/unit after the first 12 units; Max 30 spaces Retail - 500m ² or less: No requirement			
Driveway Width	6m	5.5m (existing laneway to the west of the subject property with access from Richmond Road). Ramp Access: 5.4m	✗
Drive Aisle Width	6m	6m	✓
Parking Space Dimensions	Minimum width: 2.6m Minimum length: 5.2m	Minimum width: 2.6m Minimum length: 5.2m	✓
Minimum Bicycle Parking Requirements Residential: 0.5 spaces/unit Retail: 1 space/250m ²	Residential: 44 spaces Retail: 1 space	90 spaces Outdoor, at-grade: 2 spaces P1: 55 spaces P2: 33 spaces	✓
Minimum Aisle Width for Bicycle Parking	1.5m	1.2m	✗
Bicycle Parking Space Dimensions (Horizontal)	Minimum width: 0.6m Minimum length: 1.8m	Minimum width: 0.6m Minimum length: 1.8m	✓
Bicycle Parking Space Dimensions (Vertical)	Minimum width: 0.5m Minimum length: 1.5m	Minimum width: 0.5m Minimum length: 1.5m	✓
Bicycle Parking Orientation	Maximum 50% may be vertical	50% vertical	✓
Permitted Projections above the Height Limit	Interior rooftop amenity is not permitted presently. Exterior rooftop amenity is permitted.	Interior amenity space on the rooftop as rooftop projection.	✗

All amendments noted above are proposed to be addressed through the previously submitted Zoning By-law Amendment.

5.0 Summary of Supporting Studies

5.1 Environmental Site Assessment Updates

Paterson Group was engaged to provide updates to the previously completed Phase 1 and 2 Environmental Site Assessment. These reports were revised and held the same conclusions as previously. The Phase 1 noted that a Phase 2 report was required. The Phase 2 was revised and continues to recognize the higher level of contaminants than are acceptable for residential development. The property will be remediated through the development applications and will require a Record of Site Condition.

5.2 Functional Servicing and Stormwater Management Report

Lithos Group prepared a Functional Servicing and Stormwater Management Report for the proposed development. In terms of stormwater, the system will be designed to capture all stormwater on-site and controlled to meet the half of the 5-year pre-development flow. Stormwater will be discharged to the existing storm sewer on Richmond Road. Sanitary output will also be to the existing sewer located within Richmond Road. In terms of water supply, two new connections are proposed – on to an existing watermain on Island Park Drive and another to the existing watermain on the south side of Richmond Road.

5.3 Geotechnical Investigation

Paterson Group was commissioned to conduct the geotechnical investigation for the proposed development. The intention of the study is to determine sub-surface soil and groundwater conditions by means of bore holes and to provide geotechnical recommendations which may affect the design of the development. The report concludes that the site is suitable for the proposed use and make a series of recommendations to be followed during the construction of the development.

5.4 Cultural Heritage Impact Statement

Commonwealth Historic Resource Management has prepared the Cultural Heritage Impact Statement for the proposed development, identifying the cultural heritage resources and values associated with the designated former gas station on the site that will be impacted by the proposed development. The Statement recommends certain mitigation measures which have been integrated into the proposed design. The report ultimately concludes that the conservation of the Service Station and its rehabilitation are a respectful approach that makes the new development physically and visually compatible with and distinguishable from the historic place.

5.5 Roadway Traffic Noise Addendum Letter

Gradient Win Engineering was retained to undertake the original Traffic Noise Assessment for the Official Plan and Zoning By-law Amendment applications. Gradient prepared a subsequent addendum as part of the current submission to address changes to the site plan drawings.

After a review of the changes, Gradient has confirmed that noise levels at the facades of the building are not expected to differ from the values mentioned in Gradient's original noise assessment. Regarding the Level 6 terrace at the south elevation, the distance from the edge of the terrace to the building facade now exceeds 4m in depth. Given the depth, the guidelines indicate that this area is now noise sensitive and as such, a typical 1.1 m tall solid perimeter guard will suffice to reduce noise levels at or below 60 dBA. This is a similar mitigation measure used reduce noise levels at the Level 8 terrace, as summarized in the original report.

5.6 Pedestrian Level Wind Study Addendum

Gradient Win Engineering was retained to undertake the original Pedestrian Level Wind Assessment for the Official Plan and Zoning By-law Amendment applications. Gradient prepared a subsequent addendum as part of the current submission to address changes to the site plan drawings.

The study concludes that wind conditions at grade level are expected to be similar to those that were predicted for the original design. Of note, conditions over the surrounding sidewalks along Richmond Road, Island Park Drive, and Leighton Terrace, as well as adjacent to all building access points serving the proposed development, are predicted to be acceptable for the intended uses throughout the year. Wind conditions within the common amenity terraces atop the proposed development are expected to be calm and suitable for sitting during the summer season, which are considered acceptable.

5.7 Transportation Impact Assessment

CGH Transportation has completed a Transportation Impact Assessment for the proposed development. The report assessed the existing conditions, background conditions, and all aspects of the proposed development. Given the number of units (under 90) proposed, the proposed development does not trigger the need for a full impact assessment however a thorough review of the proposal, including recommended Transportation Demand Management (TDM) measures is included in the report. The report recommends the proposed development from a transportation perspective.

6.0 Conclusions

The proposed Site Plan Control application implements the proposed Official Plan and Zoning By-law Amendments for the subject property. Those amendments will need to be resolved before the proposed Site Plan Control Application can be approved.

The proposed Development advances several objectives of the City of Ottawa's Official Plan, including intensification along a Mainstreet (a target area for intensification) and transit priority corridor, built form for Traditional Mainstreets, in a mixed-use, pedestrian-oriented built form. The proposed development also renovates and enhances the heritage designated service garage on the site, integrating it as retail space within the new development.

In our opinion, the proposed development represents good planning.



Paul Black, MCIP RPP
Associate