

Subject: Zoning By-law Refusal – 1047 Richmond Road

File Number: ACS2022-PIE-PS-0143

Report to Planning Committee on 27 October 2022

and Council 9 November 2022

**Submitted on October 14, 2022 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

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Ward: Bay (7)

**Objet : Rejet de la demande de modification du Règlement de zonage –
1047, chemin Richmond**

Dossier : ACS2022-PIE-PS-0143

Rapport au Comité de l'urbanisme

le 27 octobre 2022

et au Conseil le 9 novembre 2022

**Soumis le 14 octobre 2022 par Derrick Moodie, Directeur, Services de la
planification, Direction générale de la planification, des biens immobiliers et du
développement économique**

**Personne ressource : Allison Hamlin, par intérim, Examen des demandes
d'aménagement ouest**

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Quartier : Baie (7)

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council**
 - a. Refuse an amendment to the Cleary and New Orchard Area Site-Specific Policies in the Official Plan Volume 2b to permit high-rise**

buildings with heights up to 40 storeys at 1047 Richmond Road, shown in Document 1.

- b. Refuse an amendment to Zoning By-law 2008-250 for 1047 Richmond Road, as shown in Document 1, to permit high-rise buildings with heights up to 40 storeys.
 - c. Give the following reasons for refusal:
 - i. The three-tower proposal of 85,422 square metres of gross floor area is a significant and unwarranted increase in density.
 - ii. The building setbacks do not allow for sufficient tree planting or landscaped open space.
 - iii. The building massing is unsatisfactory and results in a built form that creates wind, shadow and safety concerns and negatively affects the public realm.
2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of November 9, 2022," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil municipal :
 - a. de refuser de modifier les politiques propres aux secteurs de l'avenue Cleary et de l'avenue New Orchard dans le volume 2b du Plan officiel afin d'autoriser l'aménagement d'immeubles de grande hauteur pouvant atteindre 40 étages au 1047, chemin Richmond, représentés dans la pièce 1;
 - b. de refuser de modifier le *Règlement de zonage* n° 2008-250 pour le 1047, chemin Richmond, représenté dans la pièce 1, afin d'autoriser l'aménagement d'immeubles de grande hauteur pouvant atteindre 40 étages;

c. de justifier ces refus par les motifs suivants :

- i. la proposition de construire trois tours de 85 422 mètres carrés de superficie brute constitue une hausse importante et injustifiée de la densité;**
 - ii. les marges de retrait des immeubles ne permettent pas d'aménager un espace ouvert suffisant pour planter des arbres ou pour paysager le site;**
 - iii. la volumétrie des immeubles est insatisfaisante et donne lieu à une forme bâtie qui suscite des inquiétudes pour ce qui est du vent, de l'ombre et de la sécurité, en plus d'avoir des incidences négatives sur le domaine public.**
- 2. Que le Comité de l'urbanisme approuve l'intégration de la section Détails de la consultation du rapport dans la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffier municipal et à soumettre au Conseil municipal dans le rapport intitulé « Résumé des mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux "explications obligatoires" de la *Loi sur l'aménagement du territoire* à la réunion tenue par le Conseil municipal le 9 novembre 2022 », sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.**

EXECUTIVE SUMMARY

Planning staff recommend refusal of the proposal for three high-rise buildings, up to 40 storeys, at 1047 Richmond Road. At 85,422 square metres of gross floor area, the proposal is a significant and unwarranted increase in density. The building setbacks do not allow for sufficient tree planting or landscaped open space. Additionally, the building's massing is unsatisfactory and results in a built form that creates wind, shadow and safety concerns and negatively affects the public realm. The developer did not respond to staff comments provided in the spring of 2022 or solve any problems raised through the technical circulation. The developer instead opted to appeal the Official Plan and Zoning By-law amendment applications to the Ontario Land Tribunal (OLT) for Council's lack of decision within 120 days. A case management conference has been scheduled for November 16, 2022. City staff require Council's direction to take a position before the OLT.

Public Consultation/Input

Approximately 80 comments were submitted by the public during the application review period, with the majority in opposition based on height and density, parking and traffic, and environmental concerns.

SYNTHÈSE ADMINISTRATIVE

Le personnel des Services de planification recommande de refuser la proposition de construire trois immeubles de grande hauteur pouvant atteindre 40 étages au 1047, chemin Richmond. Cette proposition, qui porte sur une superficie brute de 85 422 mètres carrés, représente une hausse importante et injustifiée de la densité. Les marges de retrait des immeubles ne permettent pas d'aménager un espace ouvert suffisant pour planter des arbres ou pour paysager le site. En outre, la volumétrie des immeubles est insatisfaisante et donne lieu à une forme bâtie qui suscite des inquiétudes pour ce qui est du vent, de l'ombre et de la sécurité, en plus d'avoir des incidences négatives sur le domaine public. Le promoteur n'a pas donné suite aux commentaires exprimés par le personnel au printemps 2022 ou n'a pas apporté de solutions aux problèmes soulevés pendant la diffusion technique. Il a plutôt décidé d'en appeler des demandes de modification du Plan officiel et du *Règlement de zonage* en s'adressant au Tribunal ontarien de l'aménagement du territoire (TOAT) au motif que le Conseil municipal n'a pas rendu de décision dans le délai de 120 jours. Une conférence de gestion de l'instance est prévue le 16 novembre 2022. Le personnel de la Ville a besoin de la directive du Conseil municipal pour prendre position devant le TOAT.

Consultation et commentaires du public

Le public a soumis environ 80 commentaires pendant la période d'examen des demandes; dans la plupart des cas, les motifs d'opposition portent sur la hauteur et sur la densité, sur le stationnement et l'achalandage, de même que sur les inquiétudes environnementales.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

1047 Richmond Road

Owner

Fengate Development Holdings LP

Applicant

Nathan Petryshyn, Fotenn Planning & Design

Architect

ISI Group Architects (Canada) Inc.

Description of site and surroundings

The subject site is located at the northeast corner of Richmond Road and New Orchard Avenue North. The irregular-shaped corner lot has an area of 10,188 square metres. Currently, the site is occupied by a single-storey commercial building with surface parking.

The Richmond Road corridor includes a variety of commercial, residential, retail, and institutional uses. Abutting the property to the north is a single-storey, mid-rise, residential care facility. To the east of the property are a 28-storey residential building and low-rise commercial buildings containing a drive-thru restaurant, car wash, and automotive dealerships. Directly to the west is a single-storey commercial building and a mix of low-rise and high-rise residential buildings. Low-rise residential properties are located to the south, across Richmond Road.

The Phase 2 of the O-Train light rail transit system is currently under construction and the future New Orchard LRT Station on the expanded Confederation Line is located 100 metres from the site. The tracks will be located below-grade within the Richmond Street right-of-way. The site is also well served by active transportation linkages within the NCC's Capital Pathway Network, located in the federal open space to the north.

Summary of requested Zoning By-law amendment proposal

Schedule C – Density Redistribution of the Cleary and New Orchard Area Site-Specific Policies permits a maximum height of 20 metres.

The subject site is zoned Traditional Mainstreet, subject to Urban Exception 2494 and with a maximum building height of 25 metres (TM[2494] H(25)).

The applicant seeks Official Plan and Zoning By-law amendments to develop three high-rise mixed-use buildings consisting of 1,343 residential units and 1,347 square

metres of commercial space. The buildings would be 36, 38, and 40-storeys high with a six-storey podium. The development would provide three levels of underground parking (including 672 spaces for residents and 90 spaces for visitors for a total of 762 parking spaces) and two vehicular entrances from Richmond Road and New Orchard Avenue North. A total of 672 bicycle parking spaces are also proposed for residents and six additional spaces for commercial uses. A dedication of 1,015 square metres of land for public parkland is proposed at the corner of Richmond Road and New Orchard Avenue North.

Brief history of proposal

The applicant submitted the Official Plan and Zoning By-law amendment applications on February 4, 2022. The proposal was circulated for comment by City staff, technical agencies and the public between February 22 and March 22, 2022. The proposal was reviewed by the Urban Design Review Panel (UDRP) on April 1, 2022. Staff provided ten pages of review comments on April 7, 2022 and the UDRP recommendations on May 16, 2022. No further correspondence occurred, and the applicant did not take any actions on the City's feedback. An appeal to the Ontario Land Tribunal (OLT) was filed on July 28, citing non-decision by Council within the prescribed time. The OLT has set a case management conference for November 16, 2022.

DISCUSSION

Public consultation

Councillor Kavanagh held an open house on March 22, 2022 to discuss the development to the community. Approximately 80 individuals attended. Staff and representatives from the applicant also attended the meeting to field questions on process and next steps.

Approximately 80 comments were submitted during the application review process. A few comments were submitted in support, with the majority in opposition based on height and density, parking and traffic, and environmental concerns.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designation(s)

Current Official Plan

According to Schedule B of the Official Plan, the property is designated Traditional Mainstreet. Lands within this designation offer opportunities for intensification and are to

be characterized by more compact urban forms of development, a lively mix of uses and a more pedestrian-friendly environment. A Traditional Mainstreet functions as a mixed-use corridor with the ability to provide a wide range of goods and services for neighbouring communities and beyond. The intent of the Plan is to focus intensification along these corridors to support the public transit system, to create an essential community focus, to allow for minimum travel, and to minimize disruption to existing stable neighbourhoods. Redevelopment and infill development are encouraged.

Cleary and New Orchard Area Site-Specific Policies

The Cleary and New Orchard Area Site-Specific Policies provide the strategic planning direction to guide future development and redevelopment of lands close to the Cleary and New Orchard O-Train stations.

The policies envisage that the area will continue to evolve into an attractive and liveable urban community, with prominent green space components as well as a wide mix of uses including a range of housing types and excellent transit service. The policies direct intensification to be compatible and complement adjacent neighbourhoods, with an emphasis on “human-scale” pedestrian interaction to foster and support the Cleary and New Orchard O-Train stations and the built environment that leads to the stations.

The subject site is designated Station Area by the Area Site-Specific Policies within Schedule A – Planning Area and Land Use. Cleary and New Orchard are neighbourhood stations located in established neighbourhoods. They are not key transfer stations. Therefore, the type and scale of development, while needing to be dense, urban and compact, will not be of a profile comparable to what may be found at key transfer stations or Mixed-Use Centres along the rapid transit lines.

Within Schedule B – Public Realm, the site is the conceptual location for a future Urban Park. Section 6, Policy 3 calls for the public plaza spaces at this location to provide multi-functional public spaces with hard surface treatments, landscaping and seating areas. New Orchard Avenue North is shown as a Greenstreet, which is to provide canopy trees lining the street, and active frontages are required along the site’s road frontages. Redevelopment of under-utilized land within this area is encouraged in a way that integrates the existing tower into proposed redevelopments and complements the adjacent urban fabric.

The site is shown as being appropriate for density redistribution on Schedule C – Density Redistribution, provided conditions within Section 4.4, Policy 1 are met, but to a maximum height of 20 metres. The proposal does not comply with this policy.

New Official Plan

The subject site is located within the Inner Urban Transect, along a Mainstreet Corridor with an Evolving Neighbourhood overlay.

The Inner Urban Transect speaks to enhancing and establishing an urban pattern of built form, site design and mix of uses. Within this transect, the City seeks to encourage tower-in-the-park sites to infill underused lands on their sites so as to increase housing choice and integrate existing towers with the physical and social fabric of abutting neighbourhoods. The Inner Urban Transect is generally planned for mid- to high-density development, subject to contextual factors such as proximity to LRT. Limits on building heights and massing, their underlying functional design, and the separation of tower elements are to be established through secondary plans. The Evolving Neighbourhood overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

Sherbourne and New Orchard Secondary Plan

The Cleary and New Orchard Area Site-Specific Policies will be carried forward to the new Official Plan as the Sherbourne and New Orchard Secondary Plan, to reflect the change of name for the station. The Secondary Plan is found in Volume 2a of the new Official Plan, and the text is carried forward in full, albeit some minor composition and formatting changes.

Other applicable policies and guidelines

The Urban Design Guidelines for Development along Traditional Mainstreets contain the following objectives:

- To promote development that will enhance and reinforce the recognized or planned scale and character of the streets;
- To promote development that is compatible with, and complements its surroundings;
- To achieve high-quality built form and strengthen building continuity along Traditional Mainstreets;
- To foster compact, pedestrian-oriented development linked to street level amenities; and

- To accommodate a broad range of uses including retail, services, commercial uses, offices, residential and institutional uses where one can live, shop and access amenities.

The Urban Design Guidelines for Transit Oriented Development apply to all development within a 600-metre walking distance of a transit station (New Orchard Transit Station). These guidelines state that people are more likely to choose transit if they can easily walk between destinations at the beginning and end of their trip. This can be achieved through providing increased densities, mixed-uses and pedestrian-oriented design within easy walking distances of high-quality transit. The guidelines speak to land use, site layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and the environment.

Also applicable to the site are the Urban Design Guidelines for High-Rise Buildings. Particularly relevant to the proposal are the guidelines specific to building orientation, human-scale, building mass, active at-grade uses, public realm, tower separation and floor-plate size.

Urban Design Review Panel

The property is within a Design Priority Area and the proposal was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their design to the UDRP at a formal review meeting on April 1, 2022, and the session was open to the public. The Panel's recommendations are found in Document 4.

Planning rationale

The applicant has requested a site-specific Official Plan Amendment to the Cleary and New Orchard Area Specific Policy to amend Policy 4.1.1 which states that "High-rise buildings are limited in the plan area between 10 to 30 storeys" to additionally permit High-Rise 31+ buildings at 1047 Richmond Road and to amend Schedule C, Density Redistribution, by revising current maximum permitted building height of 20 storeys to allow building heights up to 40 storeys at 1047 Richmond Road.

Planning staff do not support the request, as the resulting density and building massing are not in keeping with the urban design and compatibility goals set out in Section 4.11 of the Official Plan. Massing transitions, as set out in Policies 12 and 13, and design to mitigate native impacts, as found in Policy 14, are also inadequate. Very tall buildings are held to a higher standard and must merit their 31+ stature. Staff are not convinced that this proposal meets Policy 2, which states that "development applications for all

High-Rise 31+ buildings will demonstrate how the proposed building will contribute to and enhance the skyline of the city and existing prominent views or vistas or create new vistas". Community benefits, such as those listed in Section 6, Policy 2 of the Cleary and New Orchard Area Specific Policy, have not been identified.

The subject site is zoned Traditional Mainstreet, with Urban Exception 2494 and a maximum building height of 25 metres applied (TM[2494] H(25)). To facilitate the proposed development, the applicant requests site-specific exceptions to permit a maximum building height of 123.1 metres, reduced front yard and side yard setbacks above the second-storey for the podium, and an increased interior side yard setback along the eastern property line. Planning staff do not support the resulting density or massing for the impacts on neighbouring properties, shadow, wind and safety concerns and negative impacts to the road network and public realm. Additionally, the proposal overdevelops the site and does not allow for sufficient tree planting or landscaped open space.

RURAL IMPLICATIONS

There are no rural implications.

COMMENTS BY THE WARD COUNCILLOR

Councillor Kavanaugh is aware of the report and its recommendations.

LEGAL IMPLICATIONS

As noted in this report, these matters have been appealed to the Ontario Land Tribunal with a case management conference now having been scheduled for November 16, 2022. In the event the refusals are endorsed by Council, it is anticipated that the City will be able to conduct the hearing with staff witnesses. Should Council determine to support the development applications and the development be opposed by a third party, it would be necessary to retain external witnesses.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

FINANCIAL IMPLICATIONS

In the event the refusals are endorsed by Council, it is anticipated that the City will be able to conduct the hearing with staff witnesses. Should Council determine to support the development applications and the development be opposed by a third party, it would be necessary to retain external witnesses. This expense would be funded from within Planning Services' Operating budget.

ACCESSIBILITY IMPACTS

There are no accessibility implications associated with this report.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- **Thriving Communities:** Promote safety, culture, social and physical well-being for our residents.

APPLICATION PROCESS TIMELINE STATUS

These applications (Development Application Numbers: D01-01-22-0001 and D02-02-22-0012) were not processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendment applications, as the applicant did not address comments raised through the review process. The applicant has appealed the applications to the Ontario Land Tribunal for lack of decision by Council.

SUPPORTING DOCUMENTATION

Document 1 – Location Map

Document 2 – Concept Plan

Document 3 – Consultation Details

Document 4 – Urban Design Review Panel recommendations

CONCLUSION

Planning staff do not support the requested Official Plan and Zoning By-law amendments as the density and massing of the three-building design are unacceptable. The development, as proposed, has not been justified and appears to create undue adverse impacts on its surroundings, including the nearby existing residential development and the road network. Additionally, the proposal overdevelops the site and

does not allow for sufficient tree planting or landscaped open space. The building massing is unsatisfactory and yields a built form with undesirable wind, shadow and safety impacts and negative impacts on the public realm. Staff are seeking Council's endorsement of these reasons to refuse the application, so they may defend this position at an Ontario Land Tribunal hearing, scheduled for November 2022.

DISPOSITION

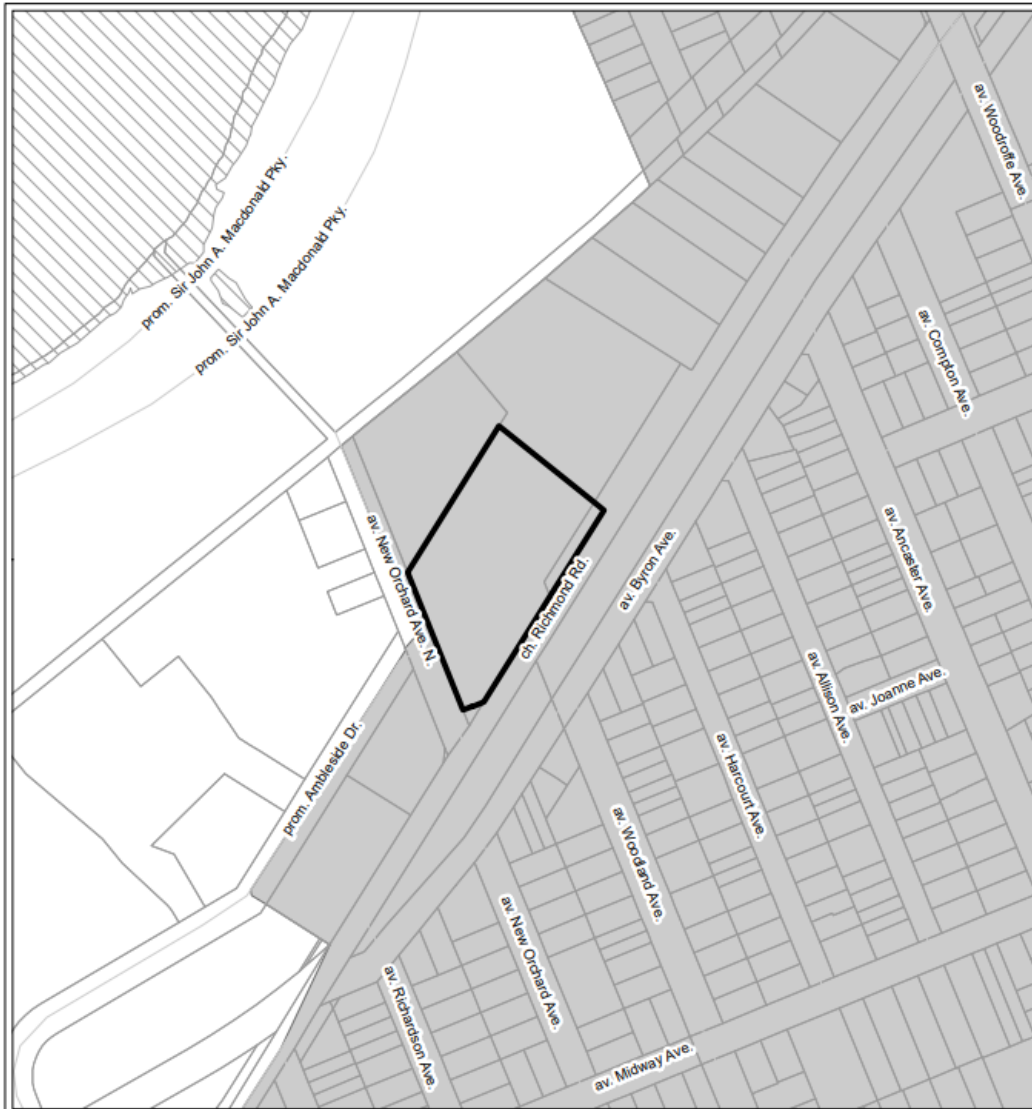
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.






Legal Services, Innovative Client Services Department to undertake preparation for an Ontario Land Tribunal hearing.

Planning Operations Branch, Planning Services to undertake the notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D02-02-22-0012	22-0113-X		
D01-01-22-0001			
I:\CO\2022\Zoning\Richmond_1047		 1047 chemin Richmond Road	
<small>©Parcel data is owned by Teramet Enterprises Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY.</small>		 Mature Neighbourhoods Overlay (section 139) Zone sous-jacente de quartiers établis (article 139)	
<small>©Les données de parcelles appartiennent à Teramet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE.</small>		 Existing Flood Plain (Section 58) / Plaine inondable (Article 58)	
REVISION / RÉVISION - 2022 / 02 / 10			

Document 2 – Concept Plan



Document 3 – Consultation Details

Notification and Consultation Process

Councillor Kavanagh held an open house on March 22, 2022 to discuss the development to the community. During this meeting, displays boards were available for viewing, and the consultant team provided a presentation of the proposal followed by an open question and answer period. Approximately 80 individuals attended. Staff and representatives from the applicant also attended the meeting to field questions on process and next steps.

Approximately 80 comments were submitted during the application review process. A few comments were submitted in support, with the majority in opposition based on height and density, parking and traffic, and environmental concerns.

The following summarizes, in no particular order, a list of comment topics/items raised by various members of the public in response to the application.

Traffic Concerns

Comment Summary:

- I am concerned that the road allowance for Richmond is too small to accommodate expansion of it to be a corridor to support this level of intensification
 - Also concerns that there will not be enough space to provide adequate cycling and pedestrian infrastructure
- I am concerned that other proposals in this area have not been considered while evaluating the traffic impacts of this project (805 Carling, 1025 Richmond, 1071 Ambleside, 100 New Orchard)
- I do not believe the TIS was done using accurate numbers as it claims there will be a 30% reduction in trips despite 1,300 new residents being added
- I am concerned that the current proposed height will make traffic worse along Richmond and the surrounding area
- I am concerned that the traffic survey data is from 2011
- I found the transportation impact study difficult to read because of the acronyms and technical language used in the document

- I am concerned that the LRT stop near this location does not have parking which will lead people to park on the roads around it
- I am concerned that the applicant is not providing enough parking for this development
- I am concerned that Richmond will not be a wide enough road to accommodate the increased traffic from this and other proposed developments
- Will pedestrian access to the LRT station be impacted by the construction of this development?
- Is the city looking at this development as an opportunity to improve the safety on Richmond with the increase of pedestrian traffic due to the LRT?
- I feel that many of the multi-purpose trails are overcrowded going into downtown due to cyclists commuting during peak hours and am concerned that this and other developments like this will make the problem worse
- Would it be possible for the access to the site to come off of the intersection at New Orchard & Richmond?

Zoning Concerns

Comment Summary:

- Most comments indicate that residents would prefer a 20- to 25-storey building as opposed to the currently proposed 36- to 40-storey building
- Most comments indicate a concern that this development will set a precedent going forward allowing for many 40-storey buildings in this area
- I am concerned that the current proposed height is too great for the site
- I am concerned that the proposed height will cast large shadows that will affect the enjoyment of my property
- I am concerned that the city is not looking at the impact of all of the proposals and how that will change that character of the neighbourhood
- I am concerned that the proposal will make my neighbourhood too dense

- Since there is no above ground parking proposed for this building, where will service/delivery vehicles park for the building?
- I am concerned that the building setbacks as proposed will not provide enough room for appropriate sidewalk width to accommodate disabled people with the increased pedestrian foot traffic
 - I don't think that the bike/e-scooter parking should be on the front of the building due to the above-mentioned reason
 - We would like to see a five-meter setback on the tower from the podium as the height of the building will feel quite imposing from the street level
- I do not feel that the proposal is in line with the intent of the secondary plan as the Clearly New Orchard station is a "transfer station" and "therefore, the type and scale of development ... will not be a profile comparable with ... (other) transfer stations".
- Why is a secondary plan for Lincoln Fields being developed when the existing secondary plan for Clearly New Orchard is not followed?
- It's very positive to see 3 bedroom units being proposed that can better accommodate small families

Urban Design

Comment Summary:

- Has the potential impact of reflections from this building impacting neighbours or drivers on the street been examined?
- I think that the size of the greenspace proposed will mean that it is not functional for the residents of the building or surrounding residents
 - I think that the greenspace should be moved from the corner of an intersection and moved to a quieter part of the lot
- I think that a six-storey podium is too tall and will not have the intended effect of creating a "main street feel"
- Mud Lake is an area used by migrating birds, I am concerned that the primarily glass design of the building will be dangerous to the birds.

- Proposal could benefit from having discussions with Toronto's FLAP
- The area around the proposed building already feels like a wind tunnel, has a wind study been done for the site?
- I think that the buildings should be designed to better match the character of the existing mature neighbourhood
- I am concerned about my privacy as I live across the street from this proposed development in a unit that will face the building
- I feel that the design of the building is appealing and hope that the retail uses help to animate the streetscape along Richmond which will make it more pleasant to walk

Environmental Concerns

Comments:

- I am concerned about the removal of tree cover in the neighbourhood and a lack of replanted trees in the proposed developments
- I am opposed to pets (dogs primarily) being allowed in these buildings as there is no space for a dog park in the surrounding area resulting in people walking their dogs in the more sensitive green spaces in the area impacting wildlife
- I am concerned that not enough greenspace is being provided in this area

Miscellaneous Concerns

Comment Summary:

- There is a seniors home, New Orchard Lodge, that I am concerned will be negatively impacted by the looks of the building and the shadows cast on it
- I am concerned that the proposed phasing of construction will make it so that I am impacted for construction noise and additional traffic for a longer period of time than necessary
- I am concerned that the increased traffic along Richmond will bring more noise that will impede my ability to enjoy my house

- I am concerned that there will be blasting for this project will take a long time (cites a 19-storey development on Woodroffe that had blasting for six months)
 - I am concerned about the retiree's, New Orchard Lodge residents, and night shift works being affected by this
 - Residents in this neighbourhood have already dealt with construction from the LRT for multiple years and will now have to deal with the construction from these proposed projects for even longer
- I am concerned about what roads the construction accesses to the site will be and my safety driving on those roads in close proximity to heavy construction equipment
 - Constructions will most likely impact the cycling and pedestrian routes forcing them into unsafe conditions
- I am concerned that the proposed height of 40 storeys will interfere with the flight path to the Ottawa airport
- Are local emergency services equipped to serve a building of this size?
- Will the building have adequate water and sewage servicing?
- I am concerned that there will not be enough access to groceries for the residents of this building due to it being a transit-oriented development
 - Is there a possibility that a grocery store would be one of the commercial tenants in the proposed building?
- There is already limited capacity at community facilities (Dovercourt Recreation Center), so I am concerned that this new development will not have adequate community program servicing and exacerbate the problem for existing residents
- I am concerned that the rental units will be priced in such a way that they will be unaffordable for the average Ottawa resident
 - Additional concerns were voiced that the price will result in many of the units not being occupied and thus not relieving the housing crisis
- I am concerned that there will not be adequate access to medical and dental services

- This building will completely block the view out of my unit
- I am concerned that the construction of this development will lead to increased dust entering my unit, such as was the case with the LRT construction which is further away than this proposal is from my unit
- I think that the amount of proposed retail space is great for the neighbourhood as it will help to foster a more walkable community and create opportunities for jobs

Document 4 – Urban Design Review Panel recommendations

1047 Richmond Road | Formal Review | Official Plan and Zoning By-law Amendment | FENGATE Asset Management; IBI Group; Fotenn Planning + Design

Summary

- The Panel thanked the proponent for the presentation; the building's design is refined and elegant. The flush balconies and the fine grain use of materials are appreciated, but the Panel would like to see scaled elements relating to the immediate surroundings and the neighbourhood.
- The Panel is concerned by the amount of development proposed on this site and considered that a two-tower development may be more appropriate.
- The Panel is also concerned that the proposal requires more studies to ensure the buildings will knit well with the picturesque landscape and the existing pattern of development of single-family dwellings.
- The Panel is supportive of the architectural development at this stage and looks forward to a more refined design at the Site Plan Control Stage.

Context

- The overall massing and the relationship with the residential neighbourhood are a concern; the consensus is that a two-tower approach would be more appropriate as three towers, seen from afar, will create a walled effect. The Panel believes that more detailed studies are required to understand the context and inform the relationship of the towers with the broader landscape, ensuring the towers do not create a barrier between the residential neighbourhood and the views of the river.
- The Panel notes the building's aspirations are urban and suggests the proponent take a step back and study the potential developability of adjoining parcels with the same density level, to inform the replicability of the development.
- The Panel recognizes that Richmond Road is an area in transition; however, the development needs to be sensitive to its surroundings as it is located within a well-established single-family residential area. The Panel believes that additional studies are needed to justify the density proposed on this site, given that the proposed architecture is informed by planning assumptions for a high-density proposal.

- A 45-degree angular plane study and a tertiary plan would be beneficial to understand and better integrate the development with the neighbourhood, the public realm, and the future context.
- The proponent should consider implementing a greater setback on Richmond Road to separate the high-rise buildings and the low-rise residential neighbourhood to the south.

Massing

- The Panel believes that shadow impacts, void spaces, and a more generous streetscape, should be studied before defining the location and orientation of the podium. Additionally, varying heights for the podium should be considered to provide sunlight into the courtyard.
- The current tower layout creates a wall along Richmond Road. The proponent should consider a more slender building footprint to determine the separation distance between towers and the tower distribution. Some panel members commented that the site could accommodate two towers but questions the third tower.
- The Panel recommends the proponent study and explore an east-west mid-block connection to improve the porosity of the site.
- Consider placing Tower C in a north-south orientation to provide all units with views of the river and remove Tower B to open the site to the river and allow for sky views between the towers.

Public Realm

- The Panel appreciates the proposed park at the corner, but the Panel believes the area is too small for a park and too big as an urban forecourt. The Panel recommends stepping back the towers to provide a more generous setback on Richmond Road and New Orchard Avenue and to increase the park's area.
- The proponent should consider framing the park with commercial uses, restaurants, and cafes to make it a focal point and consider masonry elements to tie the park to the building.
- The proponent should explore introducing some of the landscape vocabularies of the surrounding landscape into the proposal.

- The proponent should explore physically connecting the site with the river landscape by extending the courtyard with a more generous public realm along the street edge, to the open space to the north.
- There is an opportunity to create a signalized intersection for a more pedestrian-friendly access to the LRT station.

Sustainability

- The Panel considers the sustainability statement a good first step, but the proponent should consider elements of sustainability such as stormwater management and energy efficiency that can be brought to the site.
- The proponent should study the wind and shadow impacts of the development on the surrounding neighbourhood.