

**Subject: Zoning By-Law Amendment – 249 and 255 Richmond Road and 372
Tweedsmuir Avenue**

File Number: ACS2023-PRE-PS-0078

**Report to Planning and Housing Committee on 16 August 2023
and Council 23 August 2023**

**Submitted on August 4, 2023 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

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Ward: Kitchissippi (15)

**Objet : Modification du Règlement de zonage – 249 et 255, chemin
Richmond et 372, avenue Tweedsmuir**

Dossier : ACS2023-PRE-PS-0078

**Rapport au Comité de la planification et du logement le 16 août 2023
et au Conseil le 23 août 2023**

**Soumis le 4 août 2023 par Derrick Moodie, directeur, Services de planification,
Direction générale de la planification, de l'immobilier et du développement
économique**

**Personne-ressource : Eric Forhan, urbaniste II, Examen des demandes
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Quartier : Rideau-Vanier (12)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 249 and 255 Richmond Road and 372 Tweedsmuir Avenue, as shown in Document 1, to permit a nine-storey mixed-use, mid-rise building with site-specific zoning exceptions, as detailed in Document 2.
2. That Planning and Housing 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 August 23, 2023 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 la planification et du logement recommande au Conseil d'approuver une modification du *Règlement de zonage* n° 2008-250 pour le 249 et le 255, chemin Richmond et le 372, avenue Tweedsmuir comme indiqué dans le document 1, afin de permettre la construction d'un immeuble de hauteur moyenne à usage polyvalent de neuf étages, avec des exceptions propres aux emplacements, comme indiqué dans le document 2.
2. Que le Comité de la planification et du logement donne son approbation afin que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux "exigences d'explication" aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 23 août 2023 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the proposed Zoning By-Law Amendment for 249 and 255 Richmond Road and 372 Tweedsmuir Avenue (the “subject lands”). This application for Zoning By-Law Amendment covers 249 and 255 Richmond Road and 372 Tweedsmuir Avenue as contiguous lands under common ownership.

The Zoning By-Law Amendment application proposes to rezone the subject lands from Residential Fourth Density Zone, Subzone ‘UB’ (R4UB) and Traditional Mainstreet Zone, Maximum Building Height 15 metres [TM H(15)] to Traditional Mainstreet Zone, Urban Exception XXXX, Zoning Schedule YYY [TM(XXXX) SYYY], as shown in Document 1, to permit a nine-storey mixed-use, mid-rise building with site-specific zoning exceptions, as detailed in Document 2.

The following site-specific zoning exceptions are being requested through the proposed Zoning By-Law Amendment:

- Maximum permitted building heights, minimum setbacks and minimum setbacks are as per Schedule ‘YYY’, including:
 - o A maximum building height of 32 metres (9 storeys), whereas a maximum building height of 15 metres is permitted.
 - o Additional minimum front yard and corner side yard setbacks ranging between 1 and 2 metres for any part of the building above 15 metres, whereas additional minimum front yard and corner side yard setbacks of 2 metres are required for any part of the building above 15 metres.
 - o A corner side yard setback of 2 metres, whereas a corner side yard setback of 3 metres is required.
 - o A minimum rear yard setback of 1.2 metres, whereas a minimum rear yard setback of 7.5 metres is required.
- Minimum drive aisle widths of 5.2 metres for drive aisles within a portion of the underground parking garage and 5.8 metres in all other cases, whereas a minimum drive aisle width of 6.0 metres is required.

- No minimum landscaped area along the most western side property line abutting a residential zone as per Schedule 'YYY', whereas a 3 metres landscaped area is required when abutting a residential zone.
- An awning or canopy at the height of the ground floor may project up to the front lot line, whereas awning or canopy projections are not permitted to be closer than 0.6 from a lot line.
- An increase to a 182 bicycle parking spaces, whereas a 52 bicycle parking spaces are required.

Planning Staff support the requested site-specific zoning exceptions, as detailed in this report.

Applicable Policies and Guidelines:

The following policies and design guidelines support this application:

- Official Plan:
 - The proposed development is consistent with the strategic policies (Section 2) of the Official Plan that prioritize the intensification of existing land within the built-up urban area and in proximity to rapid transit to meet housing, transportation, and healthy community objectives. The addition of 104 units will help to increase the housing supply, while the proposal for approximately 190 bicycle parking spaces prioritizes sustainable transportation and encourages healthy living in an area that well-served by cycling, pedestrian and transit infrastructure, planned and existing.
 - The proposed development is consistent with the growth management framework policies as it focusses residential growth along a Mainstreet Corridor, within an established 15-minute neighbourhood. The proposed development is also consistent with the City's urban design direction for Mainstreet Corridors, including the design policies that call for mid-rise built forms along Corridors to respond to context and the transect areas policies. The proposed development provides an appropriate built form transition and effective site design that is consistent with the policy direction of Sections 3 and 4 of the Official Plan.
 - The proposed development is consistent with the policy direction for Mainstreet Corridors (Section 6) within the Inner Urban Transect Policy Area

- (Section 5). The proposed development provides a high-density built form that is mixed-use. The subject property is of sufficient size to accommodate built form transition and the proposed height of 9-storeys is appropriate based on the width of the abutting right-of-way.
- Richmond Road and Westboro Secondary Plan:
 - The proposed development is appropriate for greater heights which are consistent with the height allowance for Mainstreet Corridors within the Inner Urban Transect Policy Area. The proposed development is comparable in scale and compatible with existing buildings in the Westboro Village (Sector 3) and is consistent with the policy direction for mid-rise development along Mainstreet Corridors. The proposed development further reinforces the Mainstreet Corridor character of the Westboro Village and maintains a pedestrian scale with a strong podium base that complements the existing built-form along Richmond Road and provides at-grade commercial/retail that will activate the street. An expanded public realm with street trees is provided along Tweedsmuir Avenue to reinforce the character of the Westboro Village.
 - The Richmond Road and Westboro Community Design Plan:
 - Planning Staff have reviewed these guidelines for consistency. The proposed development is consistent with the guidelines that encourage land uses and built forms that enhance the Traditional Mainstreet Character of Richmond Road and a public realm that will accommodate the long-term growth of street trees.
 - The Provincial Policy Statement (PPS) 2020:
 - Planning Staff have reviewed this proposal with the Provincial Policy Statement (PPS) 2020. The proposal is consistent with PPS 2020.

Therefore, Planning Staff find the proposed Zoning By-Law Amendment to be consistent with the applicable policies and guidelines.

Other Matters:

Urban Design Review Panel

The property is within a Design Priority Area and the Zoning By-law Amendment application and concurrent Site Plan Control application were presented to the Urban Design Review Panel (UDRP) on December 5th, 2021. The recommendations from the

formal UDRP meeting are provided in Document 5 and were successful in aiding in the implementation of design changes as noted in this report.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments were received from approximately 10 residents within the community, as well as the Westboro Community Association. Public comments received helped with design changes such as public realm changes, an increased corner side yard setback and the reduction in vehicle parking.

RÉSUMÉ

Recommandation du personnel

Le personnel des Services de planification recommande l'approbation de la modification proposée au *Règlement de zonage* pour le 249 et le 255, chemin Richmond et le 372, avenue Tweedsmuir (les « terrains visés »). Cette demande de modification du *Règlement de zonage* concerne le 249 et le 255, chemin Richmond et le 372, avenue Tweedsmuir, qui sont des terrains contigus appartenant à un même propriétaire.

La demande de modification du *Règlement de zonage* propose de modifier le zonage des terrains visés de Zone résidentielle de densité 4, sous-zone UB (R4UB) et de Zone de rue principale traditionnelle, hauteur des bâtiments limitée à 15 mètres [TM H(15)] à Zone de rue principale traditionnelle, exception urbaine XXXX, annexe YYY dans le *Règlement de zonage* [TM(XXXX) SYYY], comme indiqué dans le document 1, afin de permettre la construction d'un immeuble de hauteur moyenne à usage polyvalent de neuf étages, avec des exceptions propres aux emplacements, comme indiqué dans le document 2.

Les exceptions propres aux emplacements qui suivent sont demandées dans le cadre de la proposition de modification du *Règlement de zonage* :

- une hauteur maximale autorisée des bâtiments, des retraits minimaux et des reculs minimaux tels qu'indiqués dans l'annexe « YYY », notamment :
 - o une hauteur maximale des bâtiments de 32 mètres (9 étages), alors qu'une hauteur maximale de 15 mètres est actuellement autorisée;
 - o pour la cour avant et la cour latérale d'angle, des retraits supplémentaires compris entre 1 et deux 2 mètres pour toute partie d'un bâtiment de plus de

- 15 mètres, alors que des retraits minimaux supplémentaires de 2 mètres sont actuellement exigés;
- un retrait de cour latérale d'angle de 2 mètres, alors qu'un retrait de 3 mètres est actuellement exigé;
 - un retrait minimal de cour arrière de 1,2 mètre, alors qu'un retrait minimum de 7,5 mètres est actuellement exigé;
 - une largeur minimale des allées de circulation de 5,2 mètres, pour celles qui sont situées dans une partie du stationnement souterrain, et de 5,8 mètres dans tous les autres cas, alors qu'une largeur minimale de 6,0 mètres est actuellement exigée;
 - pas d'aire d'aménagement paysager minimale le long de la limite de propriété la plus à l'ouest jouxtant une zone résidentielle, conformément à l'annexe « YYY », alors qu'une aire d'aménagement paysager de 3 mètres est actuellement exigée si elle jouxte une zone résidentielle;
 - un auvent ou une marquise à la hauteur du rez-de-chaussée pouvant faire saillie jusqu'à la ligne de lot avant, alors que les saillies d'auvent ou de marquise ne sont actuellement pas autorisées à moins de 0,6 mètre d'une ligne de lot;
 - une augmentation du nombre de places de stationnement pour bicyclettes à 182, alors que 52 places de stationnement pour bicyclettes sont actuellement exigées.

Le personnel des Services de planification appuie l'autorisation des exceptions propres aux emplacements demandées, telles que précisées dans le présent rapport.

Politiques et lignes de conduite applicables :

Les politiques et lignes de conduite de l'esthétique urbaine suivantes justifient cette demande :

- Plan officiel :
 - L'aménagement proposé est conforme aux politiques stratégiques (section 2) du Plan officiel, qui donnent la priorité à la densification sur les terrains existants de la zone bâtie du secteur urbain qui sont situés à proximité des transports en commun rapides, de manière à atteindre les objectifs en matière de logement, de transport et de communauté saine. L'ajout de 104 nouvelles unités contribuera à augmenter l'offre de logements, tandis que

- la proposition d'offrir près de 190 places de stationnement pour bicyclettes privilégie le transport durable et encourage un mode de vie sain dans une zone bien desservie par les infrastructures cyclables, piétonnes et de transport en commun, qu'elles soient prévues ou déjà existantes.
- L'aménagement proposé est conforme aux politiques du cadre de gestion de la croissance, car il favorise la croissance résidentielle le long d'un couloir de rues principales, dans un quartier du quart d'heure déjà bien établi. L'aménagement proposé est également conforme à l'orientation prise par la Ville en matière de design urbain pour les couloirs de rues principales. Notamment, il satisfait aux politiques d'esthétique urbaine, qui préconisent des formes bâties de hauteur moyenne le long des couloirs de rues principales afin d'être mieux adaptées au contexte et aux politiques relatives aux zones du transect. L'aménagement suggère une transition appropriée de la forme bâtie et une conception efficace du site qui est conforme à la politique-cadre des sections 3 et 4 du Plan officiel.
 - L'aménagement proposé est conforme à la politique-cadre relative aux couloirs de rues principales (section 6) dans le secteur-cadre du transect du secteur urbain intérieur (section 5). L'aménagement proposé offre une forme bâtie à haute densité et à usage polyvalent. La propriété visée est suffisamment grande pour permettre une transition adéquate de la forme bâtie et la hauteur proposée de 9 étages est appropriée, compte tenu de la largeur de l'emprise adjacente.
 - Plan secondaire du chemin Richmond à Westboro :
 - L'aménagement proposé est compatible avec les hauteurs plus importantes conformes à la hauteur autorisée dans les couloirs de rues principales du secteur-cadre du transect du secteur urbain intérieur. L'aménagement proposé est comparable et compatible en termes de dimensions avec les bâtiments existants situés dans le village de Westboro (secteur 3) et satisfait à la politique-cadre en faveur d'aménagements de moyenne hauteur le long des couloirs de rues principales. L'aménagement proposé s'harmonise au profil des couloirs de rues principales du village de Westboro; reposant sur un socle massif bien aménagé et favorisant la marche, il s'intègre à la forme bâtie existante le long du chemin Richmond et offre un accès à des commerces au rez-de-chaussée, ce qui contribuera à animer la rue. L'aménagement d'un vaste espace public doté d'arbres urbains est prévu le

long de l'avenue Tweedsmuir, dans le but d'apporter un certain cachet au village de Westboro.

- Le plan de conception communautaire du chemin Richmond à Westboro :
 - Le personnel des Services de planification a examiné ces lignes de conduite pour en vérifier la cohérence. L'aménagement proposé est conforme aux lignes de conduite qui encouragent les utilisations du sol et les formes bâties renforçant le caractère de rue principale traditionnelle du chemin Richmond et la création d'un espace public qui permettra la croissance à long terme d'arbres urbains.
- La Déclaration de principes provinciale (DPP) de 2020 :
 - Le personnel des Services de planification a examiné cette proposition au regard de la Déclaration de principes provinciale (DPP) de 2020. La proposition est conforme aux dispositions de la DPP de 2020.

Par conséquent, personnel des Services de planification estime que la modification proposée du *Règlement de zonage* est conforme aux politiques et lignes de conduite applicables.

Autres questions :

Comité d'examen du design urbain

La propriété se trouve dans un secteur prioritaire de conception; la demande de modification du *Règlement de zonage* ainsi que la demande de réglementation du plan d'implantation connexe ont été présentées au Comité d'examen du design urbain (CEDU) le 5 décembre 2021. Les recommandations découlant de la réunion officielle du CEDU figurent dans le document 5 et ont contribué à la mise en œuvre des modifications de conception mentionnées dans le présent rapport.

Consultation et avis du public

Un avis public a été diffusé et la consultation publique s'est déroulée conformément à la Politique sur les avis publics et la consultation, approuvée par le Conseil municipal pour les modifications du *Règlement de zonage*. Des commentaires ont été reçus d'une dizaine de résidents de la communauté, ainsi que de la Westboro Community Association (l'Association communautaire de Westboro). Les commentaires du public ont permis d'apporter des modifications à la conception, notamment au niveau du

domaine public, de l'augmentation du retrait de la cour latérale d'angle et de la réduction du nombre de places de stationnement pour les véhicules.

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

249 and 255 Richmond Road and 372 Tweedsmuir Avenue

Owner

12828727 Ontario Inc. (c/o Patrick Trahan)

Applicant

Fotenn Planning + Design (c/o Lisa Dalla Rosa)

Architect

Vincent P. Colizza Architect Inc.

Description of subject lands and the surrounding areas

The subject lands consist of 249 and 255 Richmond Road and 372 Tweedsmuir Avenue, forming an L-shaped lot at the northwest corner of the Richmond Road and Tweedsmuir Avenue intersection, in the Westboro Village neighbourhood.

The subject lands have a total lot area of approximately 2,180 square metres with 50 metres of frontage along Richmond Road and 46 metres of frontage along Tweedsmuir Avenue. 249 Richmond Road is currently occupied by a two-storey restaurant and surface parking. 255 Richmond Road is currently occupied by a one-storey commercial building and surface parking. 372 Tweedsmuir is currently occupied by a two-storey detached dwelling and surface parking.

The area to the north of the subject lands is generally characterized by a mix of low-density and low-rise residential uses. The Westboro O-Train station and Lion's Park are located further north. The subject lands are within a 350 metres walking distance of the Westboro O-Train station. The area to the east of the subject lands is generally characterized by retail, service commercial and institutional uses, as well as a nine-

storey mixed use building which is kitty corner to the subject property, across the intersection of Richmond Road and Tweedsmuir Avenue. The area to the south of the subject lands is a gas station, and further south is generally characterized by low-density and low-rise residential uses as well as the Byron Linear Park, which includes a multi-use pathway that provides a critical east-west cycling and pedestrian connection. The area immediately surrounding the subject lands is known as Westboro Village and the area to the west of the subject lands consists of mainstreet corridor uses, including a mix of uses and low- to mid-rise built forms. Westboro Village is home to several existing nine-storey mixed-use buildings that front onto Richmond Road, between Golden Avenue in the west to McRae Avenue in the east.

Details of the proposed development

The proposed development is a nine-storey mixed use building, consisting of 104 dwelling units, approximately 580 square metres of commercial space (3 units), approximately 190 bicycle parking spaces, 86 residential parking spaces, 9 visitor parking spaces and approximately 1,120 square metres of amenity space.

The proposed development retains existing street trees along Richmond Road and provides an expanded public realm along Tweedsmuir Avenue, including planting beds and new trees. Hard landscaping along both frontages consists of precast concrete pavers which are consistent with the materiality of the existing sidewalk along Richmond Road. Outdoor amenity areas proposed at the rear of the site are similarly landscaped and screening is provided along most property lines abutting the residential zone.

Facing Richmond Road, the proposed development provides a tall commercial podium, approximately two-storeys in height, and a commercial patio. Along Tweedsmuir Avenue and toward the rear of the site, the proposed building massing steps down toward the low-rise residential neighbourhood to the north through varying building heights and step backs. The proposed development concentrates height and density along Richmond Road and provides a low-rise built form at the rear of the site, directly adjacent to a low-rise residential use.

Within the building, the proposed development provides a variety of bedroom types and amenity spaces, including multi-purpose rooms and a fitness centre. Access to the underground parking garage is proposed from Tweedsmuir Avenue and all parking, loading and waste collection is internalized within the underground parking garage.

Summary of requested Zoning By-law Amendment proposal

This application for Zoning By-Law Amendment covers 249 and 255 Richmond Road and 372 Tweedsmuir Avenue as contiguous lands under common ownership.

The Zoning By-Law Amendment application proposes to rezone the subject lands from Residential Fourth Density Zone, Subzone 'UB' (R4UB) and Traditional Mainstreet Zone, Maximum Building Height 15 metres [TM H(15)] to Traditional Mainstreet Zone, Urban Exception XXXX, Zoning Schedule YYY [TM(XXXX) SYYY], as shown in Document 1, to permit a nine-storey mixed-use, mid-rise building with site-specific zoning exceptions, as detailed in Document 2.

The following site-specific zoning exceptions are being requested through the proposed Zoning By-Law Amendment:

- Maximum permitted building heights, minimum setbacks and minimum step backs are as per Schedule 'YYY', including:
 - o A maximum building height of 32 metres (nine-storeys), whereas a maximum building height of 15 metres is permitted.
 - o Additional minimum front yard and corner side yard setbacks ranging between 1 and 2 metres for any part of the building above 15 metres, whereas additional minimum front yard and corner side yard setbacks of 2 metres are required for any part of the building above 15 metres.
 - o A corner side yard setback of 2 metres, whereas a corner side yard setback of 3 metres is required.
 - o A minimum rear yard setback of 1.2 metres, whereas a minimum rear yard setback of 7.5 meters is required.
- Minimum drive aisle widths of 5.2 metres for drive aisles within a portion of the underground parking garage and 5.8 metres in all other cases, whereas a minimum drive aisle width of 6.0m is required.
- No minimum landscaped area along the most western side property line abutting a residential zone as per Schedule 'YYY', whereas a 3 metre landscaped area is required when abutting a residential zone.
- An awning or canopy at the height of the ground floor may project up to the front lot line, whereas awning or canopy projections are not permitted to be closer than 0.6 from a lot line.

- An increase to 182 bicycle parking spaces, whereas 52 bicycle parking spaces are required.

Planning Staff support the requested site-specific zoning exceptions, as detailed in this report.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments were received from approximately 10 residents within the community, as well as the Westboro Community Association.

Comments expressing opposition identified height, setbacks, vehicle parking, and various development and planning matters as the main concerns. Comments expressing support welcomed the redevelopment of the site, the number of bicycle parking spaces proposed and the mixed-use component.

For this proposal's consultation details, see Document 4 of this report.

Official Plan

The Official Plan provides a range of broad policies which are relevant to the redevelopment of the subject lands. Development proposals are to be consistent with the Official Plan's policies.

Section 2 of the Official Plan provides the strategic direction for the City through a range of broad policies that prioritize intensification (urban redevelopment) over greenfield development to increase and diversify the supply of housing; sustainable modes of transportation over automobile reliance; the creation of healthy and inclusive urban communities; greater environmental resilience and sustainability; and an increased focus on economic development.

Section 3 of the Official Plan provides the growth management framework for the City and Section 4 of the Official Plan provides urban design policies. Section 3 supports intensification with policies that direct residential growth to focus within 15-minute neighbourhoods, such as Hubs and Corridors, where mixed-use development is the preference and sustainable modes of transportation are to be prioritized. Section 4 provides direction for development within Design Priority Areas, which includes Mainstreet Corridors such as Richmond Road. Mid-rise development along Mainstreet

Corridors shall respond to context and transect area policies and should be consistent with the design standards of Section 4.6.6 of the Official Plan, which generally call for an appropriate built form transition and effective site design.

Section 5 of the Official Plan provides policies for the City's six concentric policy areas called transects. Schedule 'A' of the Official Plan shows the subject lands within the Inner Urban Transect Policy Area. This transect policy area consists of pre-World War II neighbourhoods that immediately surround the Downtown Core and the earliest post-World War II areas directly adjacent to them. This policy area reflects urban and suburban built form and site design characteristics. The intended development pattern is urban. The Inner Urban Transect Policy Area is generally planned for mid- to high-density development, especially within areas close to rapid transit, planned and existing, mixed-use environments and on sites where built form and height transition can be logically achieved to ensure compatibility between different built forms and densities.

Section 6 of the Official Plan provides the urban designations with specific policy direction for permitted land uses. Schedule 'B2' of the Official Plan designates the subject lands as "Mainstreet Corridor". Mid-rise and high-rise building heights are permitted along Mainstreet Corridors within the Inner Urban Transect Policy Area, depending on right-of-way/road width and whether a sufficient lot size to achieve built form transition is provided. Within the Inner Urban Transect Policy Area, the maximum building height is up to nine storeys for sites that front on segments of streets whose right-of-way is narrower than 30m and where a secondary plan or area-specific policy does not specify different building heights.

Other applicable policies and guidelines

The subject property is found within the Richmond Road and Westboro Secondary Plan. Schedule 'A' of the Secondary Plan shows the subject lands within the Westboro Village (Sector 3). Section 5.3 of the Secondary Plan provides policies that aim to reinforce the mainstreet corridor character of the Westboro Village and encourage developments that are pedestrian-scaled and mixed-use.

Schedule 'C' of the Secondary Plan, which prescribes the maximum building heights for the area, does not prescribe a maximum building height for the subject property. The policies of Section 5.3 (Westboro Village) and Section 4.2 (Richmond Road and Scott Street Mainstreet Corridors) support building heights generally in the range of 4-6 storeys and allows for greater heights, subject to specific policy criteria in Section 4.2. Developments with building heights greater than 4-6 storeys must be compatible in

scale with existing buildings and must be consistent with the Official Plan policies that guide development along Mainstreet Corridors within the Inner Urban transect Policy area. In other words, the surrounding height context and consistency with the policies of the Official Plan and Secondary Plan are used to determine the maximum allowable height for the site. It is staff's opinion that a maximum building height of 9-storeys could be established without an amendment to the Secondary Plan based on there being no maximum building height for the site as per Schedule 'C' of the Secondary Plan as well as the policies of Section 4.2, which support building heights *generally* in the range of 4-6 storeys and allows for greater heights without an amendment provided that consistency with the policy criteria is met.

The Richmond Road and Westboro Community Design Plan provides design direction for land use, appropriate building scale and streetscaping improvements. These are the most relevant design guidelines and they have been reviewed for consistency. Generally, the CDP guidelines encourage land uses and built forms that enhance the mainstreet character of Richmond Road and a public realm that will accommodate the long-term growth of street trees.

Urban Design Review Panel

The property is within a Design Priority Area and the Zoning By-law Amendment application and concurrent Site Plan Control application were presented to the Urban Design Review Panel (UDRP) on December 5th, 2021. The recommendations from the formal UDRP meeting are provided in Document 5 and were successful in aiding in the implementation of the following:

- Improvements to the vertical stepping of the building.
- Improvements to the corner expression of the building (stepbacks above the fourth storey along Tweedsmuir Avenue and a 2 metre corner side yard setback).
- Public realm improvements (e.g. along Tweedsmuir Avenue).
- Better scalability of the podium along Richmond Road.

Staff are satisfied with overall building and site design.

Planning rationale

Official Plan

The proposed development is consistent with the strategic policies in Section 2 of the Official Plan that prioritize the intensification of existing land within the built-up urban area and in areas close to rapid transit in order to meet housing, transportation, and healthy community policy objectives. The addition of 104 units will help to increase the housing supply, while the proposal for approximately 190 bicycle parking spaces prioritizes sustainable transportation and healthy community living in an area that is already well-serviced by cycling infrastructure. The redevelopment of the subject lands for a mid-rise building with a substantial ground floor commercial component will help to reinforce the vitality of Richmond Road and the Westboro Village as an economic driver, thereby aligning with the economic policies of the Official Plan.

The proposed development is consistent with the growth management framework of Section 3 as it focusses residential growth along a Mainstreet Corridor and within an established 15-minute neighbourhood that has great access to (future) rapid transit, community amenities (parks) and a mix of uses. The subject lands front onto Richmond Road, which scores high as it pertains to pedestrian safety and enjoyability. The subject lands also reside within an area of the City that is an established 15-minute neighbourhood, further consisting of properties that score a 9 (the top score) as it pertains to service and amenity access. The proposed mixed-use redevelopment of the site reinforces the 15-minute neighbourhood identity.

The proposed development is also consistent with the urban design policies of Section 4, including the site planning and design direction for Design Priority Areas (Mainstreet Corridors). The proposed development aligns with the public realm objectives of Section 4.6.3 by providing an enhanced public realm along its street frontages, consisting of trees, planting beds and hardscaping materials that complement the existing landscaping palette of the Westboro Village neighbourhood. As it relates to the effective site planning objectives of Section 4.6.5, the proposed development represents a mid-rise built form that responds to context (as presented above) and transect area policies (as discussed below). The proposed development improves the attractiveness of the public realm through landscaping and minimizes conflicts between pedestrians and vehicles by locating the driveway entrance to the underground parking garage away from existing low-rise residential uses and by internalizing parking, loading and waste collection. The proposed development generally frames the street in a manner that is consistent with both the established low-rise built form found along this immediate segment of Richmond Road and the existing nine-storey building to the southeast. The building's massing is comparable in scale with other mid-rise built forms found in the Westboro Village context and provides an appropriate transition in building height, with

the lowest heights proposed adjacent to the low-rise residential neighbourhood to the north through the use of an angular plane at the rear of the building. The proposed development provides an appropriate built form transition through sufficient setbacks and step backs and is consistent with the design policies for mid-rise buildings of Section 4.6.6 by framing the street and providing active frontages, adequate space for greening and comfortable outdoor amenity areas. The proposed development is therefore consistent with the policies of Section 4 of the Official Plan.

The proposed development is consistent with the policies for Mainstreet Corridors (Section 6) within the Inner Urban Transect Policy Area (Section 5). The subject property is of sufficient size to accommodate built form transition and the proposed height of nine storeys is appropriate based on the width of the abutting right-of-way. In terms of massing and scale, the proposed development is consistent with the policies for Mainstreet Corridors as it provides a high-density built form that locates the maximum permitted building height of nine storeys closest to the Corridor to ensure that an appropriate built form transition to the low-rise neighbourhood to the north is provided on-site. Along Tweedsmuir Avenue, the proposed development provides a 1.2 metres rear yard setback, which is consistent with a low-rise side yard setback, and step backs at the 5th, 6th, 7th 8th and 9th floors. The proposed stepping back represents a 45-degree angular plane starting above the fourth storey, in a manner consistent with the City's mainstreet guidelines and urban design policies. The proposed development provides a low-rise built form adjacent to the existing low-rise residential use north of the site along Tweedsmuir Avenue, as well as 7.5 metres setbacks abutting all other low-rise residential uses. Based on the proposed building heights, setbacks and step backs, the proposed development provides an appropriate transition to the abutting low-rise residential neighbourhood.

In terms of land use and site design, the proposed development incorporates ground floor commercial uses with active frontages and a commercial patio. The proposed development will therefore further enhance the mainstreet corridor character and support the cultural development of the Westboro Village. The proposed development also prioritizes sustainable transportation modes by providing more than triple the number of bicycle parking spaces required. The proposed development is consistent with the policies of Sections 5 and 6 of the Official Plan.

Overall, the proposed development is consistent with the policies of the Official Plan.

Richmond Road and Westboro Secondary Plan

The subject lands are within the Westboro Village (Sector 3) and are therefore subject to the policies of Section 5.3 of the Secondary Plan. The proposed development reinforces the character of the Westboro Village through at-grade commercial/retail uses, active entrances, and street tree planting. The proposed development further maintains a pedestrian scale with a strong podium base that is consistent with the existing built form height along Richmond Road, as well as the podium of an existing nine-storey building which is kitty corner to the subject lands and fronts onto Richmond Road. The commercial/retail uses proposed at-grade are continuous along Richmond Road and will animate the abutting mainstreet corridor.

Development proposals along Richmond Road seeking building heights greater than the generally permitted range of four to six-storeys, must also be evaluated in accordance with policy criteria of Section 4.2 of the Secondary Plan. Building heights greater than four to six-storeys are considered allowable without an amendment to the Secondary Plan provided that a development proposal is consistent with this policy criteria.

The proposed development is consistent with the policy criteria of Section 4.2 as follows:

- **Building Height Conformity:** The proposed development provides a building height consistent with the height allowance for Mainstreet Corridors within the Inner Urban Transect Policy Area, as per the Official Plan. There is no maximum building height which applies to this site as per Schedule 'C' of the Secondary Plan and the maximum allowable height is nine-storeys based on the Mainstreet Corridor policies as discussed.
- **Compatibility:** The proposed development is comparable in scale and compatible with existing buildings in the Westboro Village (Sector 3), including an existing nine-storey mixed-use building which is kitty corner to the proposed development and several mid-rise buildings within the same planned context as per the Secondary Plan. Though the proposed development does not provide transition *between* existing buildings, it provides an appropriate built form transition to the adjacent low-rise residential neighbourhood to the north, with the rear of the building lowering to a four-storey height at a typical low-rise setback.
- **Corner Lot /Cultural Asset:** The proposed development is a corner lot situated at the northwest corner of Richmond Road and Tweedsmuir Avenue. This lot is located at the east end of the Westboro Village (Sector 3) and could be considered a gateway to this sector. The proposed development will contribute to the cultural development of the Westboro Village with a mix of uses that

strengthen the mainstreet corridor character of Richmond Road. As such, the proposed mixed-use development could be considered a cultural asset.

- **Support Mainstreet Corridor Goals:** The proposed development is consistent with the policy direction for mid-rise development along Mainstreet Corridors as discussed above. An expanded public realm with street trees is provided along Tweedsmuir Avenue to reinforce the character of the Westboro Village and the abutting mainstreet. As such, the proposed development incorporates amenities that support the goals for Mainstreet Corridors, including an expanded public realm along Tweedsmuir Avenue, which is consistent with the policy direction of Section 4.6.3 of the Official Plan.
- **Consistency with Section 4.6 of the Official Plan:** As discussed above, the proposed development is consistent with the policies of Section 4.6 of the Official Plan. Staff have reviewed the proposed development in the context of the policies of Section 4.6 and the nine-storey building height is considered appropriate based on the strong built form transition and public realm components of the proposed development.

The subject lands are appropriate for greater building heights and the proposed development achieves a desirable mid-rise built form within the context of the Secondary Plan area.

The proposed development is therefore consistent with the policies of the Secondary Plan and can be supported without an amendment to the Secondary Plan.

Richmond Road and Westboro Community Design Plan

Planning Staff have reviewed the Richmond Road and Westboro Community Design Plan for consistency. The proposed development is consistent with the guidelines that encourage land uses and built forms that enhance the mainstreet character of Richmond Road and a public realm that will accommodate the long-term growth of street trees.

Details of the proposed Zoning By-Law Amendment

The proposed Zoning By-Law Amendment details supported by Staff are explained below:

Maximum Building Height

The amendment proposes a maximum building height of 32 metres (nine storeys), whereas a maximum building height of 15 metres is permitted. A maximum building height of nine storeys is consistent with the Mainstreet Corridor policies of the Official Plan and a building height greater than 4-6 storeys is supported based on context, built-form transition, land use and a strong public realm. The proposed development concentrates the tallest building heights closest to the Mainstreet Corridor and scales down toward the low-rise residential neighbourhood to the north through various building heights, setbacks and step backs. The proposed built-form is consistent with the intent and purpose of the City's 45-degree angular plane guideline. The request is appropriate.

Front and Corner Side Yard setbacks above 15 metres

The amendment proposes additional minimum front yard and corner side yard setbacks ranging between 1 and 2 metres for any part of the building above 15 metres, whereas additional minimum front yard and corner side yard setbacks of 2 metres are required for any part of the building above 15 metres. The proposed development provides additional setbacks, ranging between 1m and 2m, above the first two-storeys along Richmond Avenue and additional setbacks, ranging between 1.1 metres to 1.3 metres, above the fourth storey along Tweedsmuir Avenue. The proposal also provides a setback of 1 metre above the seventh storey along Tweedsmuir Avenue, closest to the intersection to create a strong corner expression. These distances are shown as minimum step backs on the recommended Zoning Schedule 'YYY' (Document 3). The proposed podium heights are consistent with the low-rise character of this mainstreet and the intersecting side street. The proposed commercial podium along Richmond Road is staggered to better orient to the street and to complement the podium of the existing nine-storey building that is kitty corner to the subject lands. Although this architectural approach deviates from the requirement of a 2-metre step back, it provides the most appropriate built form to address the site's constraints and proximity to this intersection. The relief requested allows for a building with a stronger corner expression as well as built form that transitions appropriately to the adjacent low-rise residential neighbourhood. The request is appropriate.

Corner Side Yard Setback

The amendment proposes a minimum corner side yard setback of 2 metres, whereas a minimum corner side yard setback of 3 metres is required. The applicant has increased the proposed corner side yard setback from 0 to 2 metres since the original submission. The increased corner side yard setback responds to Staff and public concerns and

allows for an expanded public realm, including continuous sidewalks, street trees and planting beds along Tweedsmuir Avenue. To ensure a viable public realm from a tree planting perspective and increase the soil depth, the applicant also lowered the underground parking garage. Staff are satisfied with the improvements made and support the request accordingly.

Rear Yard Setback

The amendment proposes a minimum rear yard setback of 1.2 metres, whereas a minimum rear yard setback of 7.5 metres is required. The 1.2 metres setback from the rear lot line is consistent with a typical interior side yard condition that is permitted by a Residential Fourth Density (R4) zoning. The proposed development provides a building height of four four-storeys directly adjacent to the abutting low-rise residential use to the north (along Tweedsmuir Avenue), at 1.2 meters from the rear lot line. The entrance to the underground parking garage and the step back above the fourth storey breaks up the building façade to resemble a compatible low-rise built-form closest to the abutting residential use. Additionally, aside from the 1.2 metre setback, the proposed development provides setbacks of 7.5 metres from the remaining low-rise residential uses along the rear of the building. Opaque fencing will be provided along the rear lot line to provide screening and improve privacy between properties. There is sufficient separation and screening provided along the rear lot line and all side lot lines abutting the residential zone. Therefore, the request is appropriate.

Minimum Width of a Landscaped Area

The amendment proposes no minimum landscaped area along the most western side lot line that abuts the property at 369 Athlone Avenue (as per Schedule 'YYY'), whereas a 3-metre landscaped area is required when abutting a residential zone. Due to the grade difference between Richmond Road and the rear of the site, a small portion of the underground parking structure does project slightly above grade and this area is shown as height area on the proposed zoning schedule (Schedule 'YYY'). The potential impacts resulting from both the reduced landscaped area abutting a residential zone and the height of the parking structure are mitigated by the fact that the outdoor terrace proposed above the underground parking garage provides ample landscaping and screening using planters that contain trees and shrubs. A mix of screening mechanisms, such as fencing, and landscaped areas are proposed immediately adjacent to all property lines abutting the residential zone. These design interventions will help to mitigate overlook and ensure privacy for adjacent landowners. In Staff's opinion, the request is appropriate.

Permitted Projections

The amendment proposes that an awning or canopy at the height of the first floor may project up to the front property line, whereas awning or canopy projections are not permitted to be closer than 0.6 from a lot line. The proposed awnings and canopy projections will animate the public realm and provide weather protections for pedestrians and retail patrons. Canopies allow for outdoor spaces (patios) to be used despite the weather and may support local businesses at this location. The proposed awnings and canopy projections are consistent with the look and feel of a mainstreet corridor and complement existing developments along Richmond Road. A letter of tolerance and encroachment agreement will be required through the corresponding Site Plan Control application to allow an awning/canopy to project past the front lot line. The request is therefore appropriate.

Drive-aisle width

The amendment proposes minimum drive aisle widths of 5.2m for drive aisles within a portion of the underground parking garage and 5.8 metres in all other cases, whereas a minimum drive aisle width of 6.0 metres is required. Although most of the drive aisles will achieve a minimum width of 6.0 metres, there are several pinch points for drive aisles in the underground parking garage. Staff have no concerns with this request. The request is therefore appropriate.

Bicycle Parking Rate

The amendment proposes an increase to 182 bicycle parking spaces, whereas 52 bicycle parking spaces are required. This represents a rate of 1.75 bicycle parking spaces per dwelling unit, whereas 0.5 bicycle parking spaces per dwelling unit is required. The applicant has agreed to prioritize sustainable transportation modes by increasing the required bicycling parking rate. The request is therefore appropriate.

Based on Staff's review, the proposed Zoning By-Law Amendment is considered appropriate and supported.

Provincial Policy Statement

Staff have reviewed this proposal with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Jeff Leiper had the following comments:

“At the time that this proposal was initially presented to my office and the community (in December 2021), I hoped that this proposal would be limited to six storeys, in keeping with the original Richmond Road and Westboro Secondary Plan, and that the transition to the residential neighbourhood to the north – and its interface with Richmond Road and Tweedsmuir Avenue - would be improved.

Since that time, a number of things have changed, including the increased need for more housing – and the adoption of our new Official Plan, which designates Richmond Road as a Mainstreet Corridor, where up to 9 storeys may be permitted, subject to certain criteria. While the original secondary plan for this site supported building heights generally in the range of 4 to 6 storeys, greater building heights may be considered subject to certain criteria, including, but not limited to, compatibility and appropriate transitions between existing buildings, and application of the provisions of Section 4.6 (Urban Design) of the Official Plan.

Other things that have changed since the initial submission, include those that pertain to the building design itself. The building’s interface as it relates to the public realm has been improved, including an increased setback along Tweedsmuir Avenue, and a redesign of the underground parking lot to support soil conditions to better support proposed trees along the public right-of-way.

Other design attributes that I am pleased to see include the building stepbacks in two respects along Richmond Road, initially above the ground level retail, and then again, above the 7th storey. The stepping back of the storeys along the north elevation are guided by the application of an angular plane, helping provide a gradual change in height and transition to the adjacent residential area.

I applaud both Staff and the applicant in working together on this proposal, which supports many of the goals and policies for Mainstreet Corridors, and those set out in Section 4.6 (Urban Design) of the Official Plan. The proposed development also helps the City as it works towards its goal of providing more housing.

I do note however, that I am surprised by the relatively high parking ratio that we are seeing proposed for this development. It is higher than what we typically see in areas along our Mainstreet Corridors, in proximity to transit. I am pleased, however, to see that a high number of bicycle parking spaces are also being provided (190 bicycle parking spaces for 104 dwelling units).

Since Community Benefit Charges apply to this site, these funds will be directed to a ward specific project in coordination with Staff.”

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

N/A

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0138) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the need for multiple revisions and resourcing issues, such as Staff change-over.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Schedule 'YYY'

Document 4 Public Consultation Details

Document 5 Urban Design Review Panel recommendations

Document 6 Site Plan

Document 7 Building Elevations

Document 8 Massing Perspectives

CONCLUSION

The Planning, Real Estate and Economic Development Department supports the application and proposed Zoning By-law Amendment. The proposal represents a mid-rise built form that is compatible in scale with surrounding buildings and achieves an appropriate built form transition between the Mainstreet Corridor and the adjacent low-rise residential neighbourhood. The proposal further provides an appropriate level of density in an area that is well serviced by rapid transit and community amenities. The proposal is consistent with PPS 2020; is consistent with the applicable Official Plan and Secondary Plan policies; and respects the applicable design guidelines of the Richmond Road and Westboro Community Design Plan.

The amendment represents good planning and, for the reasons stated above, Staff recommend approval of the Zoning By-law amendment.

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.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map



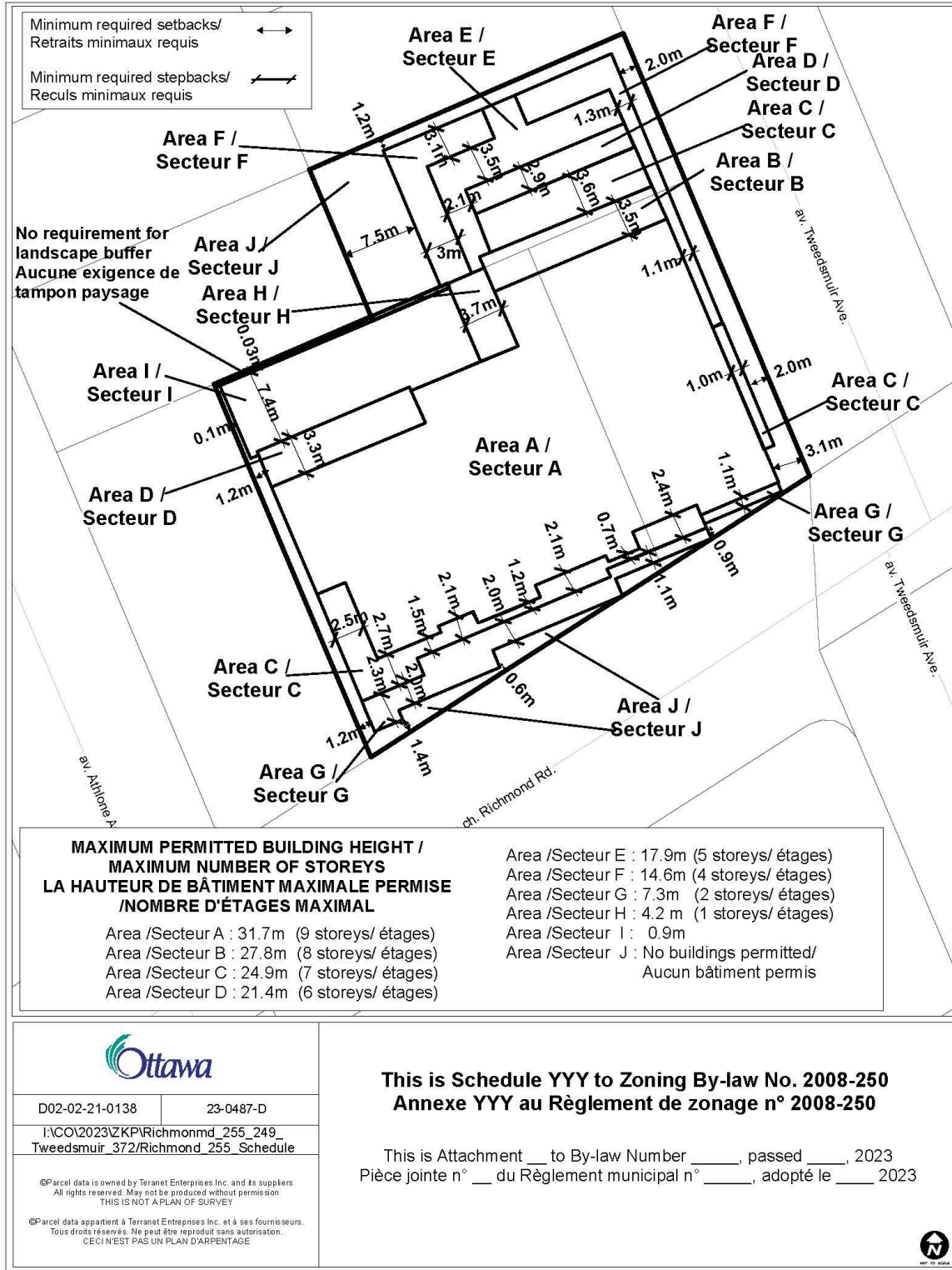
For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.ca).

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 249 and 255 Richmond Road and 372 Tweedsmuir Avenue:

2. Rezone lands as shown in Document 1.
3. Amend Section 239 – Urban Exception, by adding a new exception [xxxx], with provisions similar in effect to the following:
 - a. In Column II, add the text, “TM[xxxx] S[YYY]”;
 - b. In Column V, add provisions similar in effect to the following
 - Maximum permitted building heights, minimum setbacks and minimum step backs are as per Schedule ‘YYY’.
 - Drive Aisle Width:
 1. For any part of the underground parking garage within 16 metres of the rear lot line, the minimum width of a drive aisle is 5.2 metres
 2. In all other cases, the minimum drive aisle width is 5.8 metres.
 - No minimum landscaped area along the most western side lot line abutting a residential zone as per Schedule ‘YYY’.
 - An awning or canopy at the height of the ground floor may project up to the front lot line.
 - Minimum bicycle parking rate: 1.75 spaces per dwelling unit.

Document 3 – Schedule YYY



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**This is Schedule YYY to Zoning By-law No. 2008-250
 Annexe YYY au Règlement de zonage n° 2008-250**

This is Attachment ___ to By-law Number ____, passed ____, 2023
 Pièce jointe n° __ du Règlement municipal n° ____, adopté le ____, 2023



Document 4 – Public Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Public Comments and Responses were received from approximately 10 residents and the Westboro Community Association. The public comments and responses are organized by theme below.

Comments Theme 1: Building Height and Setbacks

Comments:

- Concerns with the proposed building height.
- Concerns with the proposed building setbacks and step backs.
- Serious interference with the amount of sunlight our property would receive throughout the year.

Responses:

- Staff's position is that subject lands is of sufficient size to accommodate an appropriate height transition for a mid-rise building. Within the Inner Urban Transect Policy Area, the maximum building height is nine storeys for sites that front on segments of streets whose right-of-way is narrower than 30 metres and where a secondary plan or area-specific policy does not specify different building heights. The abutting right-of-way is approximately 20 metres and the Secondary Plan does not prescribe a maximum building height. The proposal is consistent with the policy criteria for greater building height allowance in the Secondary Plan. The proposed building height is permitted, and the built form is consistent with the Inner Urban Transect policies for sites designated Mainstreet Corridor.
- The corner side yard setback along Tweedsmuir Avenue has increased from 0m to 2m since the proposed development's first iteration, to address public realm and built form transition concerns raised by Staff, the UDRP and the public. Various step backs are proposed to ensure built form transition and an appropriate scale adjacent to low-rise residential uses and the public realm.
- It is Staff's position that the proposed development incorporates building setbacks and stepbacks that ensure an appropriate built-form transition, including

a four four-storey built-form directly adjacent to a low-rise residential neighbourhood. The proposal is consistent with a 45-degree angular plane and aligns with its general intent and purpose. The proposed development built-form steps back in line with the trajectory of the 45-degree angular plane, starting at 1.2 metres from north property line and above the fourth storey. Staff believe that an interior side yard condition is appropriate adjacent to the north property line even though this is the technical rear lot line based on zoning by-law definitions. A 1.2 metre setback is consistent with an interior side yard setback for low-rise built forms between three to four-storeys and would typically be allowed in an R4 Zoning context, such as the predominantly residential neighbourhood to the north. The proposal is appropriate.

- A low-rise built-form of four-storeys is provided abutting the residential lot along Tweedsmuir Avenue and the building incorporates stepbacks at various levels to provide an appropriate transition in built-form that mitigates shadowing impacts. Further, there were only a few concerns raised by the UDRP with respect to the proposed built-form. The potential impacts of the proposed building on shadowing/ sun light have been reviewed in this light and Staff are satisfied with the proposed built-form transition.

Comments Theme 2: Vehicle & Bicycle Parking

Comments:

- My main criticism concerns car parking. Current plans propose 98 car-parking spaces, which is even more than the number of units. This is unconscionable. The site is in a highly walkable neighbourhood, with a supermarket a minute or two away. The site is also very close to the cross-town bikeway on Scott St. and will be close to two LRT stations. Car parking is very expensive and drives up the cost of development. These costs are better put toward improving the development, and particularly toward making units more affordable. I encourage the developer to reduce car-parking to no more than 0.5 spaces/unit, but preferably less.
- I would also urge that this parking be divided into 1) indoor, secure bicycle parking at a rate of at least 1.3/unit, but perhaps more (understanding that multiple people may live in these units), and 2) outdoor, sheltered bicycle parking near the building entrance for the remainder.

Responses:

- Since the first submission/ initial circulation, the number of residential units has increased while the proposed parking total has decreased. The initial proposal was 98 total vehicle parking spaces for 87 dwelling units, whereas the current proposal is 95 total vehicle parking spaces for 104 dwelling units. The proposed development exceeds the minimum zoning requirements for parking but provides a much-improved ratio of vehicle parking spaces to dwelling units. The proposed development provides a parking to dwelling unit ratio that is less than 1:1. To prioritize alternative modes of transportation the proposed development offers 190 bicycle parking spaces.
- There is limited room at-grade to provide exterior/ outdoor bicycle parking spaces; though, two exterior bicycle parking spaces are proposed along the Richmond Road frontage. The private-public realm has been prioritized for landscaping, tree planting and pedestrian circulation and the abutting right-of-way is proposed to be kept clear of all at-grade projections and permanent installations, such as bicycle parking spaces. Most of the bicycle parking spaces have been internalized within the underground parking garage and will be secured and sheltered.

Comments Theme 3: Other Development and Planning Matters

Comments:

- The proposed development's potentially serious detrimental effect on the value of our property.
- Increased noise that we would experience as a result of increased traffic as well as the introduction of what appear to be multiple outdoor spaces that would border on our property.
- Concerns with the entry to the proposed underground parking garage.
- Large outdoor terraces at the rear of the proposed building.
- Allowing canopies, awnings and other building projections to project beyond the property line.
- Conversion of the residential property adjacent to our back yard to a designation allowing for commercial uses.
- For example, is there an intention to allow the proposed condominiums to be rented out on a short-term basis, effectively converting a mixed residential and

commercial development into a hotel without the kind of central management that is so essential to safe, well-run short-term stay facilities?

- While we see that noise and amenity studies have been conducted in relation to occupants of the proposed building (including a "Spa Business Centre"), there seems to be very little in the way of similar studies to address the concerns of surrounding neighbours in this mixed residential community.
- Concerns with increased densification in the Westboro Community: Taken in its broader context, the proposed development is inconsistent with a vision of urban development in which large mixed commercial and residential development can co-exist harmoniously with and with due regard for continued enjoyment of historic single family dwellings such as ours which also contribute meaningfully to a vibrant urban environment.

Responses:

- The impacts of the proposed development on the property value of abutting or nearby properties is not within the purview of a planning application.
- The driveway to the underground parking garage has been purposefully set back from the north property line, closer to the intersection of Richmond Road and Tweedsmuir Avenue. The proposed mid-block driveway should help to reduce incompatibility concerns between the proposed use and the existing low-rise neighbourhood to the north. The location should mitigate the potential for increased vehicular traffic in the abutting residential neighbourhood, as well as any potential noise impacts to the low-rise residential community which may result from an increase in traffic to and from the subject property from Tweedsmuir Avenue. Staff are satisfied with the findings of the Transportation Impact Assessment (TIA) as they pertain to this rezoning request.
- The entry to the underground parking garage meets the minimum zoning requirement of 6.0m for a driveway leading to a parking garage of 20 or more parking spaces. In the context of Zoning By-Law 2008-250, the driveway/ parking garage entry is not considered oversized. Adherence to the provisions of City of Ottawa's private approach by-law will be confirmed through the corresponding Site Plan Control application.
- Large grade level outdoor terraces and patios previously proposed along Tweedsmuir Avenue have been removed to the benefit of an expanded public realm area that prioritizes landscaping beds and tree plantings. The corner side yard setback (along Tweedsmuir Avenue) has been increased from the

previously proposed 0m setback to a 2 metre setback. The remaining large outdoor terraces will be appropriately planted to provide adequate screening between the subject property and abutting properties.

- The proposal has improved, and various previously proposed projections have been removed from the abutting public right-of-way. The proposed building projections will comply with the requirements of Section 64 and 65 of the Zoning By-Law, which guide permitted projections above the height limit and into required yards. All projections will be confirmed prior to Site Plan Approval.
- Staff cannot anticipate whether the proposed condominium units will be rented out by individual condominium owners. At the request of the applicant, a Plan of Condominium will be required. Details on condominium agreements and property management are currently unknown and there would be a separate approval process for this application.
- The required noise studies have been reviewed to Staff's satisfaction. The proposed commercial uses, including any commercial patios, will mostly orient towards Richmond Road, away from the residential neighbourhood. Notwithstanding the previous residential use at 372 Tweedsmuir Avenue, the subject lands are designated Mainstreet Corridor. The Mainstreet Corridor designation may be extended to include one or more lots on a side street (Tweedsmuir Avenue) to a maximum depth of 220 metres from the centreline of the main street (Richmond Road). Furthermore, the commercial uses proposed are permitted by the Traditional Mainstreet Zone. Therefore, the proposed development conforms to the zoning and is consistent with the policies of the Official Plan designation.
- The subject lands reside within the Inner Urban Transect policy area, which is generally planned for mid- to high-density development, mixed-use environments and 15-minute neighbourhoods. The subject lands front onto a Mainstreet Corridor and falls within 220 metres from its centerline. The proposed development provides a low-rise built-form adjacent to existing low-rise uses, as well as building setbacks and stepbacks that allow for an appropriate transition in built-form and public realm, especially along Tweedsmuir Avenue. The subject lands are of sufficient size to accommodate an appropriate height transition.

Comments Theme 4: Positive Comments

Comments:

- I'm pleased to see this development being proposed: this is a great site for development and the development is a much better use of this land than the predominantly surface car-parking that it's currently used for. I'm also pleased it's mixed use, and particularly that there will be retail at grade; this will benefit not only residents of the development but also the neighbourhood.
- I'm pleased to see the quantity of bicycle parking proposed, and this number should be maintained.

Westboro Community Association

Comments:

- Our main opposition pertains to the many requests for “relief” regarding the structure’s substantial height, corner side yard and rear yard setbacks and meeting the 45-degree angular plane abutting the R4 zone, to name a few.
- The residents on Tweedsmuir and Athlone will be the ones most impacted by these requests (7 in total).
- We also do not understand the high number of vehicular parking spaces as contained in the planning rationale. The cycling, transit and neighbourhood amenities at this location are ideal for having fewer parking spaces. As it stands today, there will be 98 spaces for 87 units.

Responses:

- The proposed building height is permitted, and it is Staff’s position that an appropriate transition in built form is provided and the intent and purpose of the 45-degree angular plane is upheld. Please review responses provided to Theme 1 above for a complete response on building height, setbacks and the 45-degree angular plane.
- The overall parking total has been reduced and the ratio of dwelling units to parking spaces has been improved since the proposal’s first iteration. Please review responses provided to Theme 2 above for a complete response on vehicle parking.

Document 5 – Urban Design Review Panel (UDRP) Recommendations

This proposal was presented to a formal Urban Design Review Panel meeting on December 5th, 2021 and the following recommendations were received:

Summary

- The Panel appreciates the proposed scale and look and feel of the project as the building frames the site and the neighbourhood.
- The Panel comments relate to the building's transition to the west, design of awnings, colour palette, relationship to the public realm and rear terraces

Massing and Architectural Expression

- The Panel appreciates the vertical stepping of the building, but the Panel believes the north and west sides could have a better transition.
- The Panel recommends setting back the upper two floors from the lot line to improve transition to the adjacent properties.
- The thickness and height of the awnings on Richmond Road makes the ground floor appear out of scale with the public realm. The proponent should consider lowering the awnings to just above the entry doors to provide shelter and a better scale with the public realm. Using materials such as metal cladding and adding vertical seams to the façade treatment of podium would create a more nuanced appearance.
- The Panel notes the cornice element should be simplified or removed to minimize its impact as it appears heavy and thick.

Materiality

- The Panel believes the curtain wall expression on the corner would be strengthened by emphasizing the corner and extending it to connect with the upper element. Alternatively, the proponent could consider replacing the coloured panel treatment with masonry.
- The Panel recommends exploring a different colour palette as the building across the street has a similar architectural expression and coloration.
- The stone base on the façade on Tweedsmuir Street could be simplified to have a consistent relationship with the brick above.

- It was suggested the proponent relocate the mechanical penthouse to the corner and treat it as a design element.

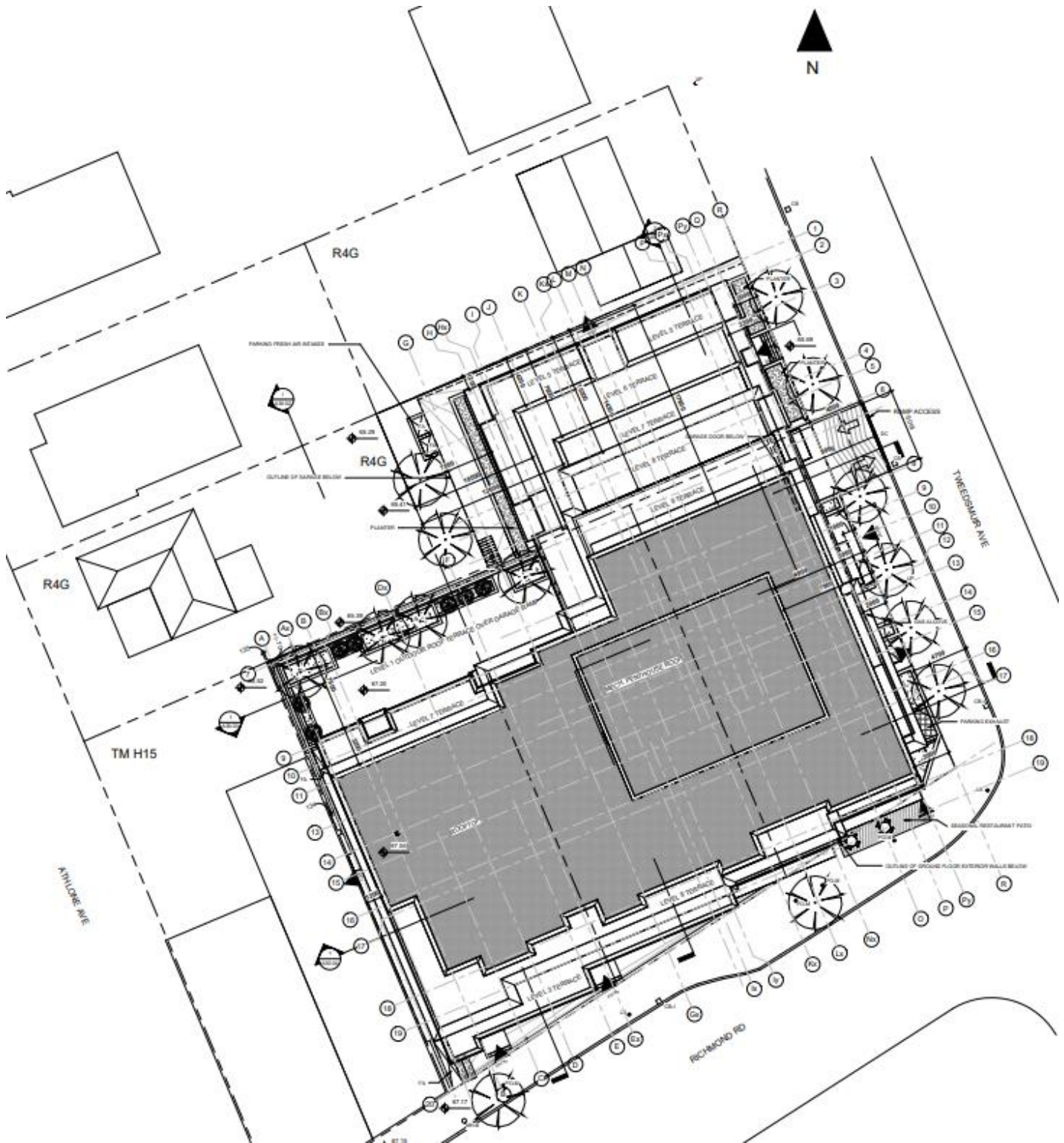
Public Realm and Amenity Area

- A south-facing amenity area is welcomed, but the Panel believes there is an opportunity to increase the patio area within the building's envelop without encumbering the public realm, to preserve the sidewalk width as Richmond Road is highly travelled.
- The Panel appreciates the raised amenity terrace as it improves the existing condition, but there are concerns with overlook impacts. The Panel recommends the terraces be at the ground floor level to minimize overlooking issues.
- The proponent should consider introducing trellises on the ground floor terrace as transitional spaces.

Sustainability

- The Panel recommends introducing sustainability measures, such as using the roof for stormwater management and introducing measures that support transit.

Document 6 – Site Plan



Document 7 – Elevations



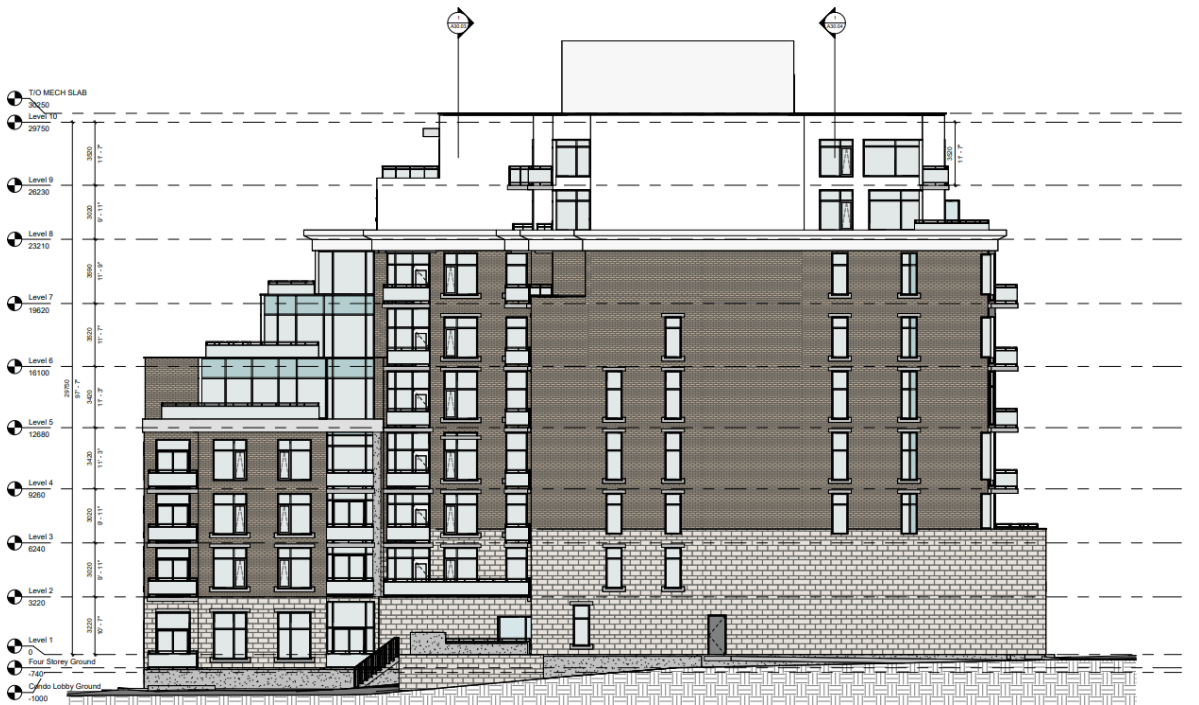
1 NORTH BUILDING ELEVATIONS
1:100



1 EAST BUILDING ELEVATION
1:100

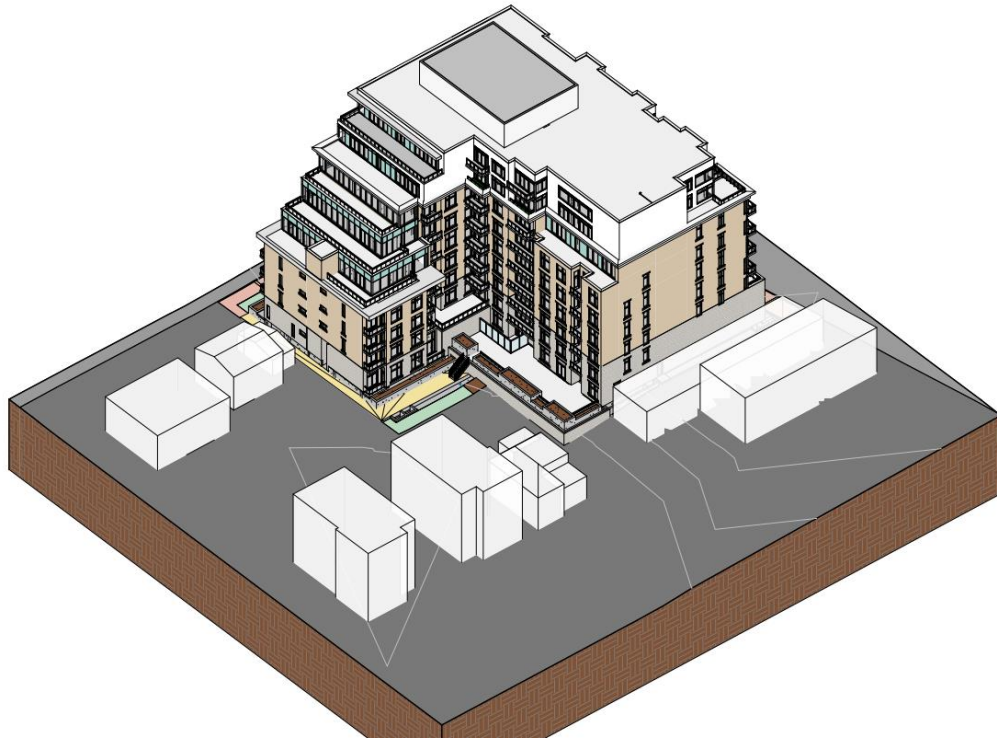


1 SOUTH BUILDING ELEVATION
1:100

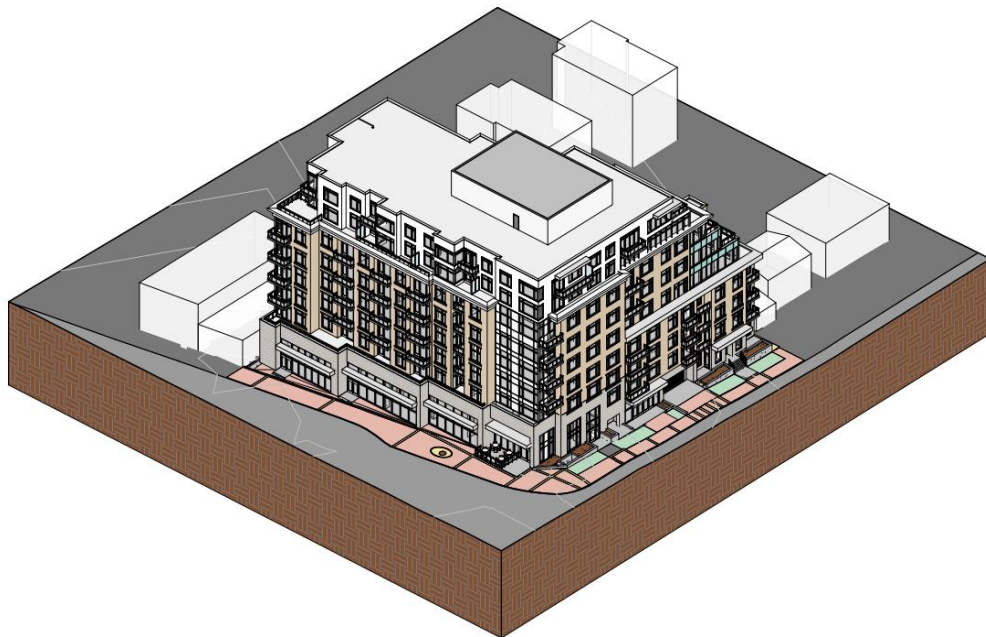


1 WEST BUILDING ELEVATION
1:100

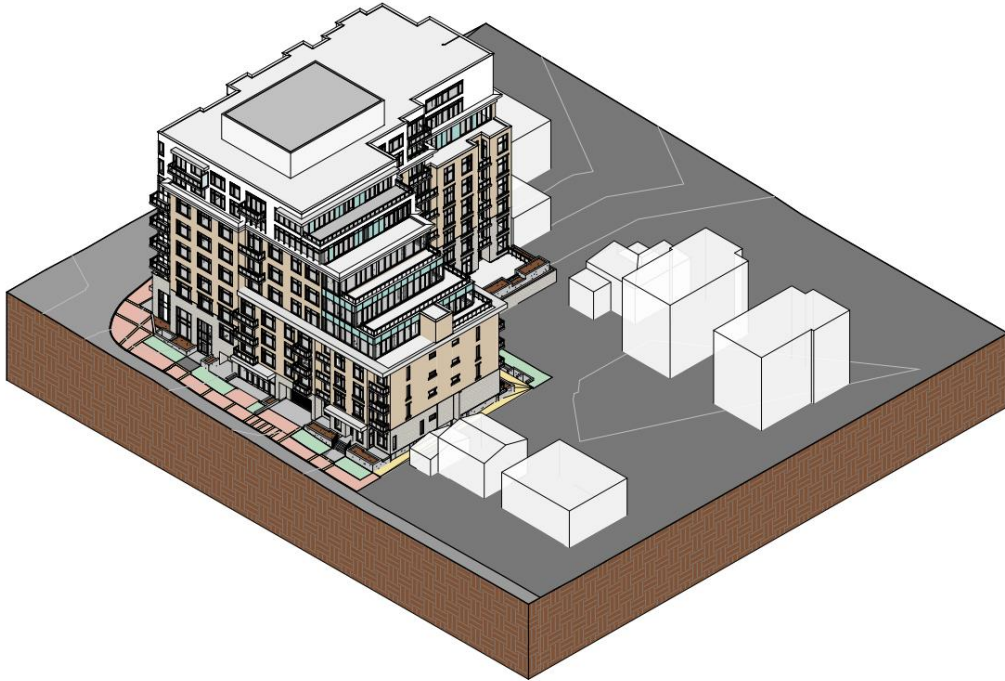
Document 8 – Massing Perspectives



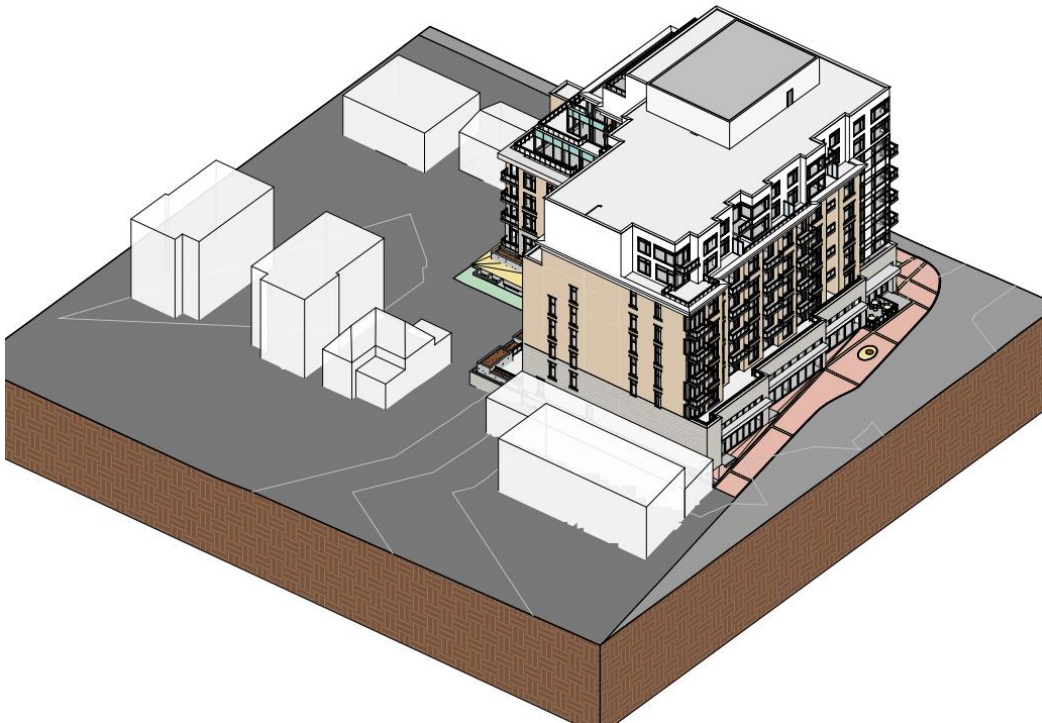
Massing 1 – facing southeast



Massing 2: facing northwest



Massing 3: facing southwest



Massing 4 – facing northeast