

Subject: Zoning By-law Amendment – 3055 Richmond Road

File Number: ACS2025-PDB-PS-0025

Report to Planning and Housing Committee on 5 November 2025

and Council 12 November 2025

**Submitted on October 27, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

Contact Person: Amanda Davidson, Planner I, Development Review West

613-580-2424 ext. 32524, Amanda.Davidson@ottawa.ca

Ward: Bay (7)

Objet : Modification du Règlement de zonage – 3055, chemin Richmond

Dossier : ACS2025-PDB-PS-0025

Rapport au Comité de la planification et du logement

le 5 novembre 2025

et au Conseil le 12 novembre 2025

**Soumis le 27 octobre 2025 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

**Personne ressource : Amanda Davidson, Urbaniste I, Examen des demandes
d'aménagement ouest**

613-580-2424 poste 32524, amanda.davidson@ottawa.ca

Quartier : Baie (7)

REPORT RECOMMENDATIONS

That Planning and Housing Committee:

- 1. Recommend Council approve an amendment to Zoning By-law 2008-250 for 3055 Richmond Road as shown in Document 1, to permit a five-storey apartment building, as detailed in Document 2.**

2. 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 12, 2025" subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

Que le Comité de la planification et du logement :

1. Recommande au Conseil municipal d'approuver la modification à apporter au *Règlement de zonage* (n° 2008-250) pour le 3055, chemin Richmond, comme l'indique la pièce 1, afin d'autoriser la construction d'un immeuble d'appartements de cinq étages selon les précisions reproduites dans la pièce 2;
2. 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 greffe 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 12 novembre 2025 », 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

Staff Recommendation

Planning staff recommend approval of the zoning by-law amendment for 3055 Richmond Road to permit a mid-rise five-storey apartment building.

The applicant has requested to reduce the minimum interior side yard setback to 3.0 metres, reduce the minimum required resident parking to 0.4 spaces per unit, to reduce the minimum visitor parking spaces to 0 spaces, and to permit a maximum driveway width of 6.0 metres for a double traffic lane.

The proposal aligns with the applicable Official Plan policies for this area. The subject site, located along Richmond Road, is located within the Outer Urban Transect and is designated Mainstreet Corridor.

Applicable Policy

The following policies support this application:

- Mid-rise buildings are permitted in this area. Section 5.3.1, Policy 2) c) states that development shall be: “Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted”

The proposal provides suitable transition to adjacent low-rise areas. The proposal has a four-storey appearance fronting Richmond Road and at the rear of the site.

- Further, Policy 4 a) of Section 5.3.1 states “In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in: a) multi-unit dwellings in Hubs and on Corridors”.

The proposal provides a range of dwelling unit sizes, including a mix of one- and two-bedroom units.

- Policy 3 of Section 5.3.3. “Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, setbacks and angular planes: a) On sites that front on segments of streets whose right of way (after widening requirements have been exercised) is 30.0 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than two storeys and up to High-rise; and b) On sites that front on segments of streets whose right of way is narrower than 30.0 metres as identified in Schedule C16 for the planned street context, generally, up to nine storeys except where a secondary plan or area-specific policy specifies different heights”
- Section 6.2 of the Official Plan provides further direction for Corridors:
 - Pursuant to Section 6.2.1, Policy 2 “Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate.”

- Subsection a) of 6.2.1 Policy 2 identifies that Development: “shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations”.

The intention of the Mainstreet Corridor designation is to generally permit uses that integrate with a dense, mixed-use urban environment. The proposal meets the intent of the Official Plan designation, while providing adequate transition to the low-rise context of the surrounding area.

Public Consultation/Input

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law Amendments. A Public Information session was held on July 13, 2022, by the Ward Councillor Kavanagh. Twelve comments have been received through the consultation process. Concerns included stormwater management, parking and traffic concerns, limited green space, and loss of privacy and impacts for neighbouring landowners.

SYNTHÈSE ADMINISTRATIVE

Recommandation du personnel

Le personnel des Services de planification recommande d’approuver la modification du *Règlement de zonage* pour le 3055, chemin Richmond afin d’autoriser la construction d’un immeuble d’appartements de cinq étages.

Le demandeur souhaite réduire à 3.0 mètres la marge de retrait minimum de la cour latérale intérieure, ramener à 0.4 place par logement le nombre minimum obligatoire de places de stationnement pour les résidents, abaisser à zéro place le nombre minimum de places de stationnement pour les visiteurs et que la Ville autorise une entrée de cour d’une largeur d’au plus 6.0 mètres pour une voie de circulation double.

La proposition cadre avec les politiques applicables du Plan officiel pour ce secteur. Le site visé, qui donne sur le chemin Richmond, est situé dans le transect du secteur urbain extérieur et porte la désignation de « couloir de rues principales ».

Politiques applicables

Les politiques suivantes justifient cette demande :

- Les bâtiments de moyenne hauteur sont autorisés dans ce secteur. La politique 2) c) de la sous-section 5.3.1 précise que les projets d'aménagement doivent être constitués « généralement de bâtiments de moyenne hauteur ou de grande hauteur le long des rues principales, sauf dans les cas où le lot est trop modeste pour assurer une transition harmonieuse avec les secteurs contigus de bâtiments de faible hauteur, auquel cas on ne doit autoriser que les aménagements de faible hauteur... »;

La proposition prévoit une transition adéquate avec les secteurs de faible hauteur voisins. On propose de donner au bâtiment l'aspect d'un immeuble de quatre étages depuis le chemin Richmond et depuis l'arrière du site.

- En outre, la politique 4) a) de la sous-section 5.3.1 précise que « dans le transect du secteur urbain extérieur, le *Règlement de zonage* doit prévoir un ensemble de superficies d'habitations : a) dans les immeubles à logements multiples des carrefours et des couloirs... ».

La proposition prévoit un ensemble de logements, dont différents logements d'une chambre et de deux chambres à coucher.

- La politique 3) de la sous-section 5.3.3 précise que « le long des rues principales, les hauteurs permises des bâtiments s'établissent comme suit, sous réserve des transitions de hauteur, des marges de reculement et des plans angulaires voulus : a) sur les sites donnant sur les segments de rue dont l'emprise (après avoir appliqué les exigences relatives à l'élargissement) est de 30 mètres ou plus selon les modalités de l'annexe C16 pour le contexte des rues planifiées, et dans les cas où la parcelle est suffisamment vaste pour permettre d'assurer la transition de la volumétrie de la forme bâtie : au moins deux étages et au plus la hauteur des grands immeubles; b) sur les sites donnant sur les segments de rue dont la largeur de l'emprise est inférieure à 30.0 mètres selon les modalités indiquées dans l'annexe C16 pour le contexte des rues planifiées : généralement, au plus neuf étages, sauf dans les cas où un plan secondaire ou une politique propre au secteur précise des hauteurs différentes... »;

- La sous-section 6.2 du Plan officiel comprend d'autres directives pour les couloirs :
 - Conformément à la politique 2) de la sous-section 6.2.1, « l'aménagement du couloir désigné doit établir des bâtiments qui assurent les hauteurs maximums autorisées et les plus grandes densités non loin du couloir,

sous réserve des marges de reculement des bâtiments le cas échéant... »;

- La politique 2) a) de la sous-section 6.2.1 précise que les projets d'aménagements « doivent assurer les transitions voulues dans la hauteur, l'aménagement du terrain, la conception du site et le caractère de l'aménagement sur l'ensemble du site, jusqu'au point où le couloir désigné rejoint les zones désignées voisines... ».

L'objectif de la désignation de « couloir de rues principales » consiste à autoriser généralement les aménagements qui s'intègrent dans un environnement urbain polyvalent dense. La proposition respecte l'intention de la désignation du Plan officiel, tout en prévoyant une transition adéquate avec le contexte des immeubles de faible hauteur du secteur environnant.

Consultation et avis du public

La diffusion de l'avis et la consultation publique se sont déroulées conformément à la Politique sur les avis publics et sur la consultation publique approuvée par le Conseil municipal pour les modifications à apporter au *Règlement de zonage*. Une séance d'information publique a été organisée le 13 juillet 2022 par Theresa Kavanagh, conseillère municipale. Pendant cette consultation, on a réuni sept commentaires. Les inquiétudes ont porté sur la gestion des eaux pluviales, sur le stationnement et sur l'achalandage automobile, sur les espaces de verdure limités et sur la perte d'intimité, de même que sur les impacts pour les propriétaires fonciers voisins.

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

3055 Richmond Road

Owner

3055 Richmond Holding Inc.

Applicant

WSP (Attention: Nadia De Santi and Grace Maxner)

Architect

Unpoised Architecture Inc./Azul Designs

Description of site and surroundings

The subject site is located on the north side of Richmond Road, west of Dumaurier Avenue and east of Bayshore Drive. Surrounding land uses consist of low-rise residential uses. The site abuts townhouse dwellings to the east, and detached dwellings for the remainder. Further west of the site there are mid-rise apartments, the Bayshore Shopping Centre and the future Bayshore O-train Station.

Summary of proposed development

The proposed development consists of a mid-rise apartment building (five storeys total) containing 21 dwelling units. The proposal includes 14 one-bedroom units, nine of which are one-bedroom with den, three studio units, and four two-bedroom units, one of which is a two-bedroom plus den.

The development is subject to a concurrent Site Plan Control Application (file no. D07-12-22-0147). The concurrent applications were originally submitted in 2022 for a low-rise four-storey apartment building with 16 dwelling units. Upon review, due to the zoning by-law definitions of building height, basement, and grade, the building was determined to be five storeys, as the basement level constitutes a storey as per the zoning definition. Due to servicing constraints, the proposal was revised to relocate the parking underground, with the building footprint slightly expanding and the unit count increasing to 21 units. A stepback was also added to the north (rear) side of the building.

Summary of requested Zoning By-law amendment

The subject site is currently zoned Residential First Density, Subzone GG (R1GG), which permits detached dwellings and a limited number of other residential uses.

The Zoning Amendment, as detailed in Document 2, seeks to rezone the lands to R5B[XXXX]H(16) (Residential Fifth Density, Subzone B, Urban Exception XXXX, Maximum Building Height of 16.0 metres) to accommodate the proposed land use, permit site-specific zoning provisions, and set a maximum building height of 16.0

metres. The Urban Exception would address site specific performance standards for the site, including:

- Minimum interior side yard setback: 3.0 metres
- Minimum resident parking spaces: 0.4 spaces per dwelling unit.
- Minimum visitor parking spaces: 0 spaces
- Maximum driveway width for a double traffic lane: 6.0 metres

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications. An Online Public consultation was also hosted by the Ward Councillor Kavanagh on July 13, 2022. Twelve comments were received through the consultation period. Concerns related to stormwater management, parking and traffic concerns, limited green space, and loss of privacy and impacts for neighbouring landowners.

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

Official Plan designation(s)

Pursuant to Schedules A and B3 of the Official Plan, the subject site is located within the Outer Urban Transect and is designated Mainstreet Corridor. The site is located in close proximity to Bayshore Station, which is identified as an O-Train Station as per Schedule B3 and C2 and is identified as a Protected Major Transit Station Area pursuant to Schedule C1.

As per Section 5.3, the Outer Urban Transect recognizes the existing suburban pattern of build form and site design, while supporting evolution towards the 15-minute model. The direction for the Outer Urban Transect is intended to allow functional corridors to emerge and develop, while encouraging more diverse housing forms. More substantial changes are anticipated for Corridors serviced by rapid transit. The Official Plan directs that the City shall support the rapid transit system by introducing more urban environments, including by targeting selected portions of Mainstreets for mid-density and urban pattern development, pursuant to Policy 3, Section 5.3.1. As per Policy 2 of Section 5.3.1, development shall generally be mid-or high-rise on Mainstreet Corridors, with a minimum of two storeys and a maximum of 40 storeys, depending on road width

and transition. Policy 4 of Section 5.3.1 identifies that a range of dwelling unit sizes shall be provided for in multi-unit dwellings on Corridors.

Section 6.2 provides further policy direction for Mainstreet Corridors. As per Subsection 6.2.1, Corridors shall generally permit residential uses that integrate with a dense, mixed-use urban environment. Policy 2 of 6.2.1 states that development within the Corridor designation shall “locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate”. This policy further specifies that where the Corridor abuts other designations, development “shall ensure appropriate transitions in height, use of land, site design and development character through the site”.

Section 4.6 provides direction on Urban Design for the development of new mid-rise buildings. Policy 2 of Section 4.6.5 identifies that development along corridors shall respond to context, transect area and overlay policies. Section 4.6.6 provides specific direction on the sensitive integration of mid-rise buildings, including that such buildings shall achieve transition by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from abutting low-rise properties. As per Policy 7, mid-rise buildings shall respond to context and transect area policies through their design, including by being generally proportionate in height to the width of the right of way, and by providing sufficient setbacks and step backs for landscaping and tree planting

Planning rationale

Staff are of the opinion that the proposal conforms with the Official Plan policy direction for Mainstreet Corridors in the Outer Urban Transect. The application proposes a mid-rise five-storey apartment building containing 21 dwelling units. A mid-rise apartment building is consistent with the direction for the Mainstreet Corridor designation, and the proposed site design provides for adequate transition through step backs and landscaping. The Growth Management Framework, Section 3.2 of the Official Plan, identifies that intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors. The proposal supports intensification along a designated Mainstreet Corridor. Further, the proposal supports intensification within the built-up area in accordance with the Growth Management Framework and provides additional housing options in proximity to rapid transit. The proposed development is supportive of the evolution towards a more urban built form that is intended for Mainstreet Corridors in the Outer Urban Transect, providing for gradual change through built form that responds to the surrounding context.

The proposal is considered a mid-rise apartment building due to the definition of 'storeys' within the Zoning By-law. The underground parking garage is deemed a storey, resulting in five storeys total as per the definition; however, the proposal maintains a largely low-rise appearance in built form. The proposed building appears as four storeys from Richmond Road, and a setback is provided at the rear of the proposed building to maintain the four-storey form with the decrease in grade, to support transition to adjacent residential properties to the north. The overall impact is consistent with a low-rise built form that provides for transition through the use of setbacks and integrates with the existing low-rise context. Transition is also achieved through the provision of adequate landscaping area through the site. The building footprint allows for mature trees to be retained at the rear of the site, which provides screening to the adjacent properties.

The development proposes to include nine resident parking spaces, zero visitor parking spaces, and 26 bicycle parking spaces. The development further proposes a maximum driveway width of 6.0 metres for a double traffic lane, to permit a section of the driveway to be widened to accommodate a lay-by. The proposed reduction in vehicle parking conforms with the Official Plan direction for the Outer Urban Transect, which seeks to reduce parking and support a shift to active and sustainable modes of transportation. The site is located within approximately one kilometre of the Bayshore transit station, which is an existing transfer station and designated as a future O-Train station with the O Train Line 1 Westward Extension. Further, the site is serviced by existing bus routes 11, 57, and 81, which provide service along Richmond Road and connect through to Bayshore Station. The availability of transit in the surrounding area, both in the existing bus service and future O-Train connectivity, supports the proposed reduction in parking by providing alternative mobility options. The reduction in resident parking is considered to align with the Official Plan direction, supports the shift to more sustainable modes of transportation, and supports the rapid transit system. Permitting the widened driveway accommodates a lay-by to support resident's needs. The reduced area for parking, and the inclusion of underground parking, minimizes the overall visual impact of parking, while also providing adequate soft landscaping for the planting and retention of trees.

The proposal conforms with the Official Plan. The proposed mid-rise apartment provides an opportunity for intensification and additional housing choice that is appropriate for the surrounding context, and in proximity to rapid transit. The proposed built form maintains a low-rise appearance that responds to the surrounding context, while supporting a diversity of housing typologies in the Outer Urban Transect. The proposed underground parking supports the provision of soft landscaping and tree planting, with the retention of

existing mature trees that supports screening and transition. Specific site and building details will also be addressed through the concurrent site plan control application, to further refine the development.

Provincial Planning Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

RURAL IMPLICATIONS

There are no rural implications relating to this report.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Theresa Kavanagh provided the following comments:

I did have a public meeting on this proposed development a few years ago, online. Neighbours did attend and were concerned about drainage issues and parking. The drainage issues appear to be addressed in the application, but parking will be an ongoing issue if tenants of this building own a car but have no parking space on the property and use adjacent streets. I realize this is a common complaint with reduced parking now a reality across the city.

I would request that the applicant consider offering a parking space to vehicle share program to alleviate the need for car ownership among tenants. I also noted that there is no visitor parking which will make it difficult for deliveries to the tenants. This needs to be reconsidered.

LEGAL IMPLICATIONS

With the passage of Bill 185, as amended, a zoning by-law amendment is only subject to appeal by “specified persons”, essentially utility providers and government entities, and the registered owner of a parcel of land subject to the amendment. If Council determines to refuse the amendment, reasons must be provided. It is anticipated that a hearing of three days would be required. Depending on the reasons for refusal, it would be necessary for an external planner to be retained and possibly also a transportation engineer.

ASSET MANAGEMENT IMPLICATIONS

There are no infrastructure servicing asset management implications associated with this report.

FINANCIAL IMPLICATIONS

In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within the existing Planning Services operating budget.

ENVIRONMENTAL IMPLICATIONS

The proposed development will result in the removal of approximately 12 trees on site, with 10 retained. The building footprint allows for the retention of mature trees at the rear of the property.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A City that has affordable housing and is more liveable for all.
- A City that is more connected with reliable, safe and accessible mobility options.

APPLICATION PROCESS TIMELINE STATUS

The Council approved timeline has not been met. This application (Development Application Number: D02-02-22-0090) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of the issues associated with the site servicing.

SUPPORTING DOCUMENTATION

Document 1 Location Map / Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Proposed Site Plan and Renderings

CONCLUSION

Planning, Development and Building Services recommends approval of the Zoning By-law Amendment to permit a mid-rise apartment building with 21 dwelling units. The proposal provides an opportunity for intensification and additional housing choice that is appropriate for the surrounding context and conforms with the Official Plan.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.




Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map / Zoning Key Map

For an interactive Zoning map of Ottawa visit geoOttawa



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-22-0090	25-0958-X	3055 chemin Richmond Road	
I:\CO\2025\ZKP\Richmond_3055		 Area A to be rezoned from R1GG to R5B[XXXX] H(16) Le zonage du secteur A sera modifié de R1GG à R5B[XXXX] H(16)	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small>			
<small>©Les données de parcelles appartient à Teranet Entreprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CEI N'EST PAS UN PLAN D'ARPENTAGE</small>			
REVISION / RÉVISION - 2025 / 07 / 29			

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 3055 Richmond Road:

1. Rezone the lands as shown in Document 1.
2. Add a new exception XXXX to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column I, exception number, add the text “XXXX”
 - b. In Column II, Applicable Zones, add the text “R5B[XXXX]H(16)”
 - c. In Column V, provisions, add the text:
 - i. Minimum interior side yard setback: 3.0 metres
 - ii. Minimum resident parking spaces: 0.4 spaces per dwelling unit
 - iii. No visitor parking spaces are required.
 - iv. Maximum driveway width for double traffic lane: 6.0 metres

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. One public meeting was also held in the community, on July 13, 2022. Twelve comments were received through the circulation process.

Public Comments and Responses

Built Form and Character

- The height of the development will threaten the privacy of neighbouring buildings.
- The building is too tall and out of character with surrounding development.
- Concerns with noise and light pollution resulting from the development and parking area.
- Concern about lack of commercial space provided.
- Concern about shadow of proposed buildings and impact on neighbouring properties.
- Concern about loss of privacy for surrounding residents.
- Concerns with the loss of green space and lack of outdoor space provided.
- Concerns with the impact on property values for neighbouring properties.
- Concerns with the removal of existing trees.
- Concerns with the change in proposal from low-rise to mid-rise.

Response

- The proposal has been reviewed in accordance with the Official Plan policy direction. The proposed use and built form are deemed to be in conformity with the Official Plan.
- Transition to surrounding low-rise residential uses has been provided through the inclusion of stepbacks and landscape screening.
- The existing mature trees at the rear of the property are to be retained, which will provide screening to the abutting properties to the north. Further, healthy existing trees are proposed to be retained at the front of the property.

- The revised site plan has replaced the rear yard parking area with soft landscaping, providing additional green space and outdoor amenity space for residents. The proposal includes new tree and other plantings as part of the new landscaping.
- The Shadow Study has been reviewed in accordance with the City's Terms of Reference. The proposal is not anticipated to introduce adverse impacts in accordance with the Terms of Reference. Any new net shadow compared to the as of right shadow impact moves through the area quickly.
- The proposal is considered a mid-rise due to the definition of building height and grade within the zoning by-law. The proposal was originally referred to as a low-rise apartment building as the parking level had not been counted in the number of storeys. This has been updated in accordance with the zoning by-law definition to reflect that the "basement" is considered a storey, though the overall height and built form had not been substantially changed.
- Noise concerns may be reported to the City via 311 for any non-compliance with the Noise By-law.
- Property values are not a criterion for consideration under the *Planning Act*.

Parking and Traffic

- Not enough parking has been provided on site.
- Concerns about potential for on-street parking.
- Concerns with the proposed reduction in traffic lanes and width of Richmond Road.
- Concerns with increased traffic resulting from the development, and existing traffic issues along Richmond Road.
- Concerns with the driveway slope.
- Inquiry regarding the proposed development and the proposed widening of Richmond Road

Response:

- The site is located approximately one kilometre from the future Bayshore O-Train station, on the pedestrian network and is well-serviced by existing transit routes. The Official Plan provides that parking may be reduced on Mainstreet Corridors. Additionally, 26 bicycle parking spaces have been provided. With the availability

of public transit, staff are supportive of the proposed reduction as a variety of mobility options are available. Further, residents may utilize public transportation or the active transportation network to meet their needs.

- The proposed scale of the development is not anticipated to create adverse traffic impacts. Further, the availability of public transportation provides alternative mobility options for future residents.
- No reduction to the Richmond Road right of way is proposed. The driveway width generally complies with the maximum width for a double traffic lane driveway for mid-rise apartments; however, relief is sought from the 3.6 metre maximum to permit a portion of the driveway to be widened, to accommodate a lay-by. The Zoning by-law amendment had previously requested a reduction to the minimum driveway width; however, the Zoning By-law establishes a maximum width for the proposed use.
- Road widening dedication requirements will be reviewed and included as approval conditions, if applicable, through the Site Plan Control process. The proposal includes the current Schedule C16 Right of Way Protection dimension for Richmond Road.
- On-street parking infringements are a By-Law Enforcement matter, and concerns regarding on-street parking may be reported to the City via 3-1-1.

Infrastructure and Servicing

- Concerns regarding the potential flooding of neighbouring property.
- Concerns with the slope of the proposed entry to the parking area due to freezing rain.
- Concerns with the slope and grading of the driveway.
- Concerns with runoff of sand and salt from the driveway and parking area.
- Concerns with potential stress on existing infrastructure.
- Concerns with location of garbage storage and potential for garbage to be run over if placed at the curb.
- Concerns with the mail delivery to tenants with the loss of door-to-door delivery, and comment that it is not feasible to put a community mailbox on Richmond Road.

Response

- The maximum slope of a driveway is regulated by the Private Approach By-law and the proposal will be required to conform with the regulations. Further, the site grading, including the driveway grading, is being reviewed through the Site Plan Control Process.
- The rear yard parking has been replaced with soft landscaping, providing an adequate landscape buffer between the driveway and abutting properties.
- No capacity concerns have been identified with regard to water and sanitary servicing. Existing drainage patterns will be maintained with drainage towards the rear property controlled to the pre-development flow. The controlled roof discharge and front yard drainage will be directed towards the ditch on Richmond Road.
- The garbage pick-up location is internal to the site. Garbage storage and pick-up location is reviewed through the site plan control process, to the satisfaction of the Solid Waste Operations Branch.
- Canada Post is circulated through the site plan process for comment on the application, and the applicant will be required to meet the applicable specifications for mail service.

Construction

- Concerns with potential damage if explosives are used for excavation.
- Concerns about noise, traffic, and nuisance due to construction.

Response:

- Future construction-related activity would be required to follow all applicable City and provincial regulations, including City of Ottawa by-laws. Concerns during construction may be directed to 311 for any non-compliance with City by-laws.
- If blasting is required, the applicant will be required to adhere to all Provincial and City regulations related to blasting, including notification and safety and inspection protocols.

Policy

- The proposal should not proceed ahead of the secondary planning process for Bayshore area.

- The proposal does not include any affordable housing, contrary to the City's priority.
- Concerns with the proposed removal of an existing detached home.
- Concerns with overturning the existing zoning and shift toward high-density urban development.

Response:

- The subject site is not located within Area Specific Policy 10, for Bayshore and Accora Village Community, pursuant to Annex 5.
- The proposed apartment building provides for additional housing options, in accordance with the Official Plan.
- The proposal contributes to the City's housing goals in providing 21 new dwelling units in close proximity to transit.
- The property is designated as a Mainstreet Corridor within the City's Official Plan. The Official Plan direction for Mainstreet Corridors is supportive of a shift to a more urban built form and higher-density development.

Document 4 – Proposed Site Plan and Renderings

