

3. Official Plan Amendment and Zoning By-law Amendment – 403 Richmond Road and 389 Roosevelt Avenue

Modification du Plan officiel et du Règlement de zonage – 403, chemin Richmond et 389, avenue Roosevelt

Committee recommendations

That Council approve:

1. an amendment to the Official Plan, Volume 2a, Richmond Road / Westboro Secondary Plan, for 403 Richmond Road and 389 Roosevelt Avenue, for increased buildings heights, as detailed in Document 2;
2. an amendment to Zoning By-law 2008-250 for 403 Richmond Road and 389 Roosevelt Avenue to permit a nine-storey mixed-use building, as detailed in Document 3.

Recommandations du Comité

Que le Conseil approuve :

1. une modification du Plan officiel, Volume 2a, Plan secondaire du secteur du chemin Richmond à Westboro, visant le 403, chemin Richmond et le 389, avenue Roosevelt, afin de permettre une augmentation des hauteurs de bâtiment, comme l'expose en détail le document 2; et
2. une modification du Règlement de zonage 2008-250 visant le 403, chemin Richmond et le 389, avenue Roosevelt, afin de permettre la construction d'un immeuble polyvalent de neuf étages, comme l'expose en détail le document 3.

Documentation/Documentation

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated June 24, 2021 (ACS2021-PIE-PS-0086)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 24 juin 2021 (ACS2021-PIE-PS-0086)

2. Extract of draft Minutes, Planning Committee, July 8, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 8 juillet
2021

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
8 July 2021 / 8 juillet 2021**

**and Council
et au Conseil
21 July 2021 / 21 juillet 2021**

**Submitted on 24 June 2021
Soumis le 24 juin 2021**

**Submitted by
Soumis par:**

**Lee Ann Snedden,
Director / Directrice**

**Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

Contact Person / Personne ressource:

**Andrew McCreight, Planner III / Urbaniste III, Development Review Central /
Examen des demandes d'aménagement centrale
613-580-2424, 22568, Andrew.McCreight@ottawa.ca**

Ward: KITCHISSIPPI (15)

File Number: ACS2021-PIE-PS-0086

**SUBJECT: Official Plan Amendment and Zoning By-law Amendment – 403
Richmond Road and 389 Roosevelt Avenue**

**OBJET: Modification du Plan officiel et du Règlement de zonage – 403,
chemin Richmond et 389, avenue Roosevelt**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve:**
 - a. An amendment to the Official Plan, Volume 2a, Richmond Road /**

- Westboro Secondary Plan, for 403 Richmond Road and 389 Roosevelt Avenue, for increased buildings heights, as detailed in Document 2;
- b. An amendment to Zoning By-law 2008-250 for 403 Richmond Road and 389 Roosevelt Avenue to permit a nine-storey mixed-use building, as detailed in Document 3.
2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of July 21, 2021 subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver ce qui suit :
- a. une modification du Plan officiel, Volume 2a, Plan secondaire du secteur du chemin Richmond à Westboro, visant le 403, chemin Richmond et le 389, avenue Roosevelt, afin de permettre une augmentation des hauteurs de bâtiment, comme l'expose en détail le document 2; et
- b. une modification du Règlement de zonage 2008-250 visant le 403, chemin Richmond et le 389, avenue Roosevelt, afin de permettre la construction d'un immeuble polyvalent de neuf étages, comme l'expose en détail le document 3.
2. Que le Comité de l'urbanisme donne son approbation à ce 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 21 juillet 2021 », à la condition que

les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the amendments to the Richmond Road / Westboro Secondary Plan and Zoning By-law 2008-250 for 403 Richmond Road and 389 Roosevelt. The amendments will facilitate the permission of a new mixed-use development with 160 residential dwelling units providing a mix of unit types ranging from studio to 3-bedroom units, a 490 square metre ground floor commercial unit, 109 parking spaces (93 resident and 16 visitor), and 91 bicycle parking spaces.

The Official Plan amendment seeks to amend the Richmond Road / Westboro Secondary Plan, by changing the designation of 403 Richmond Road and 389 Roosevelt Avenue on Schedule C2 from a maximum height of “four to six storeys” to “seven to nine storeys”. However, the consideration for a taller a building is consistent with Policy 1.3.3 of the Secondary Plan, and staff are of the opinion that an Official Plan Amendment is not required for this development. The applicant is aware of staff’s position and requested to proceed with the amendment, nonetheless.

The zoning application proposes to rezone the entirety of the site into a Traditional Mainstreet zone (TM), including site-specific amendments for various performance standards, including increasing the maximum height to 31 metres (nine-storeys), to permit the new mixed-use building, and allows amenity areas within the mechanical penthouse level as a project above the height limit.

Applicable Policy

The following policies support this application:

- Mid-rise buildings are permitted in this area as a Traditional Mainstreet as set out in Section 3.6.3 of the Official Plan, which provides specific direction on areas for intensification, and a designation which envisions some of the most significant development opportunities. The proposal’s mixed-use features relate well to neighbouring properties.
- The Richmond Road/Westboro Secondary Plan represents an implementation of the Richmond Road/Westboro Community Design Plan (CDP) which encourages a pedestrian-friendly environment with measures such as wider sidewalks and

mixed-use development with active frontages. The proposed building design and treatment of the corner is consistent with the Secondary Plan. The development satisfies the Policy 1.3.3 for consideration of taller buildings, without the need for an Official Plan Amendment (despite the application submitted)

- The Urban Design Guidelines for Traditional Mainstreets and for Transit Oriented Development apply to this site, both aim to provide a mix of uses and densities that complement both transit users and the local community. The proposal's features relate well to the relevant Urban Design Guidelines.

The goal for a Traditional Mainstreet is development that supports, and is supported by, increased walking, cycling and transit use is encouraged, along with a built form that emphasizes street level animation and a pedestrian-friendly environment with active frontages.

Despite the request for an Official Plan Amendment to consider the proposed development, staff are of the opinion that the proposal conforms to the Secondary Plan, without the need for an OPA.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Councillor Leiper and the applicant organized a public open house on September 9, 2020, which was held prior to application submission.

During application review approximately 20 individuals/groups provided comments. Concerns raised were focused building height and massing, traffic, public realm, uses and bird-safe design.

RÉSUMÉ

Recommandation du personnel

Le personnel chargé de la planification recommande l'approbation des demandes de modification du Plan secondaire du secteur du chemin Richmond à Westboro et du Règlement de zonage 2008-250 visant le 403, chemin Richmond et le 389, avenue Roosevelt. Ces modifications permettront d'autoriser la réalisation d'un aménagement polyvalent constitué de 160 logements de types variés, allant du studio à l'appartement de trois chambres à coucher, d'un espace commercial de 490 mètres carrés au rez-de-

chaussée, de 109 places de stationnement (93 pour les résidents et 16 pour les visiteurs) et de 91 places de stationnement pour vélos.

La modification du Plan officiel concerne le Plan secondaire du secteur du chemin Richmond à Westboro. Il s'agirait de modifier la désignation du 403, chemin Richmond et du 389, avenue Roosevelt à l'annexe C2, en faisant passer la mention de hauteur maximale de « quatre à six étages » à « sept à neuf étages ». Toutefois, le projet de construction d'un immeuble plus élevé est conforme à la politique 1.3.3 du Plan secondaire, et le personnel estime qu'aucune modification du Plan officiel n'est requise pour cet aménagement. Le requérant connaît le point de vue du personnel et a malgré tout maintenu sa demande de modification.

La demande de modification de zonage consisterait à attribuer à l'intégralité de l'emplacement une désignation de Zone de rue principale traditionnelle (TM), assortie de modifications propres à l'emplacement qui concerneraient diverses normes de rendement, notamment une augmentation de la hauteur maximale à 31 mètres (neuf étages), afin de permettre la construction de l'immeuble polyvalent et la présence d'aires d'agrément au niveau de la cabine de machinerie, un aménagement qui serait au-dessus de la hauteur maximale.

Politique applicable

Les politiques suivantes sont favorables à cette demande :

- Les immeubles de hauteur moyenne sont autorisés dans ce secteur de rue principale traditionnelle, comme le précise la section 3.6.3 du Plan officiel dans son orientation propre aux secteurs cibles de densification, une désignation qui vise à permettre les possibilités d'aménagement parmi les plus importantes. Les éléments polyvalents du projet s'ajoutent bien aux propriétés voisines.
- Le Plan secondaire du secteur du chemin Richmond à Westboro représente une mise en œuvre du Plan de conception communautaire (PCC) du chemin Richmond à Westboro, un document qui encourage la création d'un environnement favorable à la marche grâce à des mesures comme l'élargissement des trottoirs et des aménagements polyvalents offrant des façades actives. La conception de l'immeuble proposé et le traitement effectué à l'angle sont conformes aux exigences du Plan secondaire. Cet aménagement respecte la politique 1.3.3 en matière d'immeubles plus élevés, sans qu'aucune modification du Plan officiel ne soit nécessaire (malgré la demande présentée).

- Les Lignes directrices d'esthétique urbaine pour l'aménagement des grandes rues traditionnelles et les Lignes directrices d'esthétique urbaine pour les aménagements axés sur le transport en commun prévoient une variété d'utilisations et de densités favorables aux usagers du transport en commun et à la collectivité locale. Les éléments du projet correspondent aux lignes directrices d'esthétique urbaine pertinentes.

La désignation de rue principale traditionnelle vise à permettre les aménagements qui favorisent et que favorisent une plus grande utilisation de moyens de déplacement comme la marche, le vélo et le transport en commun sont encouragés, tout comme les formes bâties qui mettent en valeur l'animation au niveau de la rue et l'environnement piétonnier grâce à leurs façades actives.

Malgré le fait qu'une MPO doive tenir compte de l'aménagement proposé, le personnel est d'avis que le projet est conforme au Plan secondaire et ne nécessite pas de MPO.

Consultation et commentaires du public

La publication des avis et la consultation publique se sont déroulées conformément à la Politique de publication des avis et de consultation publique approuvée par le Conseil municipal pour les demandes d'aménagement.

Le conseiller Leiper et le requérant ont organisé une réunion publique le 9 septembre 2020, avant la présentation de la demande.

Au cours de l'examen de cette demande, une vingtaine de personnes ou de groupes ont fait part de leurs commentaires, qui portaient essentiellement sur la hauteur et la volumétrie de l'immeuble, la circulation, le traitement du domaine public, les utilisations prévues et la conception sans danger pour les oiseaux.

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

403 Richmond Road and 389 Roosevelt Avenue

Owner

Westboro Inc. (403 Richmond Rd.) & Nadine Greenberg (389 Roosevelt Avenue) c/o Shauna Pettit

Applicant

John H. Smit Consulting (John Smit)

Architect

Roderick Lahey Architecture Inc. (Rod Lahey)

Description of site and surroundings

The subject property is in the Westboro neighbourhood and is a consolidation of two lots municipally known as 403 Richmond Road and 389 Roosevelt Avenue. The site is located at the north-east corner of the intersection of Roosevelt Avenue and Richmond Road.

The site has a total area of approximately 2,525 square metres, with approximately 28 metres of frontage on Richmond Road and 86 metres of frontage on Roosevelt Avenue. Tubman Funeral Home currently occupies 403 Richmond Road and a 2.5 storey detached dwelling currently occupies 389 Roosevelt Avenue.

The surrounding area includes a range of building heights and land uses, including commercial, residential, and office. To the north, there is a mix of low-rise residential development. To the east, abutting the existing Tubman Funeral Home building, is a one-storey commercial building with multiple tenants including a restaurant, personal service business, retail, and fast-food restaurant. To the south, the site abuts the Richmond Road Right-Of-Way, beyond which is a mix of retail, office and residential uses ranging from one- to eight-storeys in height. To the west, the site abuts the Roosevelt Avenue Right-Of-Way, beyond which is a mix of retail, office, and residential uses ranging in height from two- to nine-storeys along Richmond Road and a mix of low-rise residential along Roosevelt Avenue.

Summary of proposed development

The applicant is proposing to construct a nine-storey mixed-use building on the subject lands. Above the ninth floor, there is an enclosed projection that is setback from the building façade and contains a gym, party room, and amenity space within the mechanical penthouse level. The development includes 160 residential dwelling units

and 490 square metres of commercial space facing Richmond Road. There are 109 vehicular parking spaces (93 resident and 16 visitor) and 91 bicycle spaces proposed within a two-storey underground parking garage to be accessed from Roosevelt Avenue. Five at-grade residential units front onto Roosevelt Avenue and are designed as two-storey units with three bedrooms.

Summary of requested Official Plan and Zoning By-law amendments

The Official Plan Amendment (OPA) seeks to amend Schedule C2 of the Richmond Road/Westboro Secondary Plan to permit a maximum building height of nine-storeys with an amenity space and mechanical penthouse projection. Schedule C2 currently shows the subject site within a height designation of “four to six storeys”. However, Policy 1.3.3 of the Secondary Plan allows for the consideration of taller buildings where there are opportunities to support transit at a station and where Section 2.5.1 and 4.11 of the Official Plan determine that additional height is appropriate. Staff are of the opinion that these policies have been satisfied, and despite the application submission, an OPA is not required for this development.

The consolidation of properties results in a variety of current zoning applicable to the subject site. 403 Richmond Road is located within a Traditional Mainstreet zone with height limit of 20 metres. 389 Roosevelt is currently zoned R3S, which permits a variety of low-rise residential uses and maximum building height of 10.7 metres.

The zoning application proposes to rezone the entirety of the site into a Traditional Mainstreet zone (TM), including site-specific amendments for various performance standards, including increasing the maximum height to 31 metres (nine-storeys), to permit the new mixed-use building.

Details of the recommended rezoning includes the following:

- Rezone the subject site to TM [xxxx] SYYY
- Urban Exception “xxxx” will require minimum yard setbacks, minimum building stepbacks and maximum building heights as defined in Schedule “YYY” (Document 4).
- Schedule “YYY” identifies the minimum yard setback, minimum building stepbacks, and maximum building height as per the proposed development.
- Additional provisions include allowing stacked bicycle parking systems, exemption from the maximum front yard setback, reduced landscape buffer along

the eastern property line, allowing amenity areas as a permitted projection above the height limit, allow an outdoor commercial patio closer than 30 metres to nearest residentially zoned lot, and to allow the ground floor residential units to include a mezzanine level (despite the definition of storey).

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Councillor Leiper and the applicant organized a public open house on September 9, 2020, which was held prior to application submission.

During application review approximately 20 individuals/groups provided comments. Concerns raised were focused building height and massing, traffic, public realm, uses and bird-safe design.

For this proposal's consultation details, see Document 6 of this report.

Official Plan designations

According to Schedule B of the Official Plan, the property is designated as Traditional Mainstreet.

Other applicable policies and guidelines

The subject property is located within the [Richmond Road/Westboro Secondary Plan](#) area and, specifically, within the 'Westboro Village' planning sector pursuant to Schedule A of the Secondary Plan. Policies for the Westboro Village planning sector (Sector 3) are intended to maintain a sense of human scale by providing mixed-use buildings generally in the four- to six-storey range with a minimum of two storeys. Buildings are to be located close to the street and mixed-use development is encouraged in order to provide a continuity of retail and restaurant uses on the ground floor.

Furthermore, new infill development will provide appropriate transition to the adjacent low-rise residential community. This plan, however, also recognizes Richmond Road as a Traditional Mainstreet where redevelopment and infill are encouraged to optimize the use of land through height and density. The Plan supports building heights generally in the range of four to six storeys, but permits consideration for greater building heights in

Policy 1.3.3, without the need for an Official Plan Amendment (OPA), where the proposed building height provides a transition between existing buildings, the building is located where there are opportunities to support transit, the development incorporates Section 37 benefits, or the application of Provisions 2.5.1 and 4.11 of the Official Plan determine that additional height is appropriate.

The Secondary Plan represents an implementation of the Richmond Road/Westboro Community Design Plan (CDP). Section 7.4 encourages a pedestrian-friendly environment with measures such as wider sidewalk and room for tree planning. Section 8.2, Westboro Village includes guidelines such as locating taller buildings at major intersections and creating a variation in the building alignment by increasing the setback in order to provide a wider sidewalk or a semi-public amenity area, especially at intersections. The proposed development is consistent with the CDP, and more importantly satisfies the implementing Secondary Plan policies, as described in the planning rationale below.

[The Urban Design Guidelines for Traditional Mainstreets](#) guide development to provide compatibility in context, to achieve high-quality built forms, provide continuity along Mainstreets, to foster compact pedestrian-oriented development and a broad range of uses. Mainstreets promote buildings that respect the rhythm and pattern of the existing or planned buildings on the street, set back upper storeys, and respect the privacy of buildings to the rear.

[The Urban Design Guidelines for Transit-Oriented Development](#) apply as the site is within 600 metres of Dominion Station. The guidelines aim to provide a mix of uses and densities that complement both transit users and the local community; ensure that the built form is designed and orientated to facilitate and encourage transit use; manage the safe circulation of pedestrians, cyclists, vehicles and parking; and create quality public spaces that provide direct, convenient, safe and attractive access to transit.

Urban Design Review Panel

The property is within a Design Priority Area and the Official Plan and Zoning By-law amendment applications were subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting, on February 5, 2021, which was open to the public.

The panel's recommendations from the formal review of the Official Plan and Zoning By-law amendment applications are provided in Document 7.

The panel was successful in aiding in the implementation of the following:

- Improvement of the landscaping treatment and programming along the northern property line;
- Stepping back the mechanical penthouse / amenity level;
- Providing additional setbacks and transition along the Richmond façade;
- Avoiding blank walls; and
- Supporting the materiality and providing direction for details to be approved through Site Plan.

Staff are satisfied with the design changes resulting from the UDRP process, and details, such as materiality, will be confirmed through Site Plan approval.

Planning rationale

The applicant made the choice of submitting an OPA to amend the Richmond Road / Westboro Secondary Plan as it relates to Schedule C2, which identifies maximum building heights. However, in accordance with Policy 1.3.3 of the secondary plan, that allows for the consideration of taller buildings, without the need for an OPA, staff are of the opinion that this development conforms to the policy and satisfies the criteria for allowing taller buildings. Therefore, while an OPA is not required, staff support the request and recommend amending Schedule C2 to change the maximum building height designation from “four to six storeys” to the “seven to nine storeys” category.

The proposed development and rezoning bring the entire site into a Traditional Mainstreet zone in conformity with the Official Plan and provides for appropriate intensification given the site context. The nine-storey mixed-use building will contain an at-grade commercial uses and approximately 160 residential dwelling units, offering a variety of studio, one, and two-bedroom units, including townhouse style units along Roosevelt.

While the development proposes 109 residential vehicular parking (93 resident spaces, 16 visitor), it has been designed to, and is strategically located to, encourage an active transit supportive development. The residential parking ratio is 0.58 spaces per unit (in compliance with the minimum required by zoning); however, the building design focuses on making transportation choices for alternative modes. Richmond Road has strong pedestrian realms with sidewalk connectivity and animated street frontages.

Additionally, the property is well served by public transit including local bus service, current rapid bus and is within 450 metres walking distance to Dominion O-Train Stations.

Official Plan (OP)

The Official Plan (OP) designates the site as Traditional Mainstreet (Section 3.6.3), a target area for intensification, and a designation which envisions some of the most significant development opportunities. Development that supports, and is supported by, increased walking, cycling and transit use is encouraged, along with a built form that emphasizes street level animation and a pedestrian-friendly environment with active frontages. The OP supports mid-rise building heights on Traditional Mainstreets, and provides direction on design and compatibility, and transition between buildings and adjacent low-rise context.

Additionally, the City is committed to the development of Mainstreets and considers them as priority locations for the assembly of land for redevelopment and community improvements purposes. The Department supports the land assembly of 403 Richmond Road and 389 Roosevelt, which has resulted in a land parcel of sufficient size for development on a Traditional Mainstreet that allows for intensification through a mid-rise built form that fits and implements appropriate transition, built form relationship, setbacks and yard treatments. This proposal demonstrates appropriate transition through a 45-degree angular plane to the rear abutting residential lots, stepbacks through the building, and public realm improvements.

Sections 2.5.1 and 4.11 of the Official Plan provides policy direction for urban design and compatibility. Document 4 provides supporting images to highlight some of the positive urban design and compatibility features described below.

Section 2.5.1 is broad in nature with design objectives such as defining quality spaces, ensuring safety and accessibility, respecting the character of the community, considerations on the adaptability of space in a building, and sustainability. New design and innovation co-existing with existing development without causing undue adverse impacts on surrounding properties is also considered. Attention has been made to provide an appropriate buffer and transition into the adjacent low-rise residential neighbourhood along Roosevelt Avenue. The applicant has included a large landscaped yard at the rear of the development resulting a landscape buffer transitioning into the residential context of Roosevelt. The design of the building satisfies the angular plane transitioning into a low-rise built form as the building approaches Roosevelt, and the

design incorporates ground-oriented townhouse style units along the Roosevelt frontage. The building design opens the corner of the site at Richmond and Roosevelt to enhance the public realm with room for a potential POPS (privately owned public space) and possible a small outdoor commercial patio. The design also includes stepbacks after the fourth and seventh levels to respect the human-scale feel of Richmond Road and built form transition reflective of the right-of-way width.

Section 4.11 further references the compatibility of new buildings with their surroundings through setbacks, heights, transitions, colours and materials, orientation of entrances, location of loading facilities and service areas, and podium design. The proposed development results in quality architecture and an enhanced public realm with active entrances, sidewalks, and preservation of the mature trees existing along Roosevelt. The inclusion of the residential units along Roosevelt also provides transition in the legibility of moving from the mixed-use nature of Richmond into the residential context of Roosevelt. Built form transition on the building also responds to the desirable massing along Richmond Road, avoiding a canyon effect through multiple stepbacks, and the rear of the development reduces in height to a low-rise built form and respects the 45-degree angular plane.

Furthermore, the Richmond Road/Westboro Secondary Plan, Policy 1.3.3, supports greater building heights where there are opportunities to support transit at a station, where Section 2.5.1 and 4.11 of the Official Plan determine that additional height is appropriate. The proposed nine-storey building is consistent with the direction of 2.5.1 and 4.11, as detailed above, and is within 450 metres walking distance of Dominion Station.

Secondary Plan

As per the Richmond Road / Westboro Secondary Plan, the policies allowing for greater heights, without requiring an OPA, were explained above, and the proposed development satisfies these criteria, despite the applicant's submission of OPA application. Staff are of the opinion that the proposed development does not require the application for OPA, but recommends the amendments as requested. The applicant is aware of this position and requested to proceed with the amendment, nonetheless.

In addition to the subject site proximity to Dominion Station, the analysis of Section 2.5.1 and 4.11 of the Official Plan determined that additional height is appropriate. The proposed building also responds positively to the Secondary Plan by providing development and intensification on the Traditional Mainstreet that incorporates human-

scale design elements, enhanced pedestrian realm, and compatibility on an appropriate redevelopment site. The building opens the corner of the site leaving room for additional public realm improvements, such as a POPS, and the design incorporates meaningful stepbacks and built form transition. The rear of the site provides a 7.5 metres landscape buffer abutting the residential properties and the development successfully provides for a 45-degree angular plane in built form transition.

The OPA has the effect of amending Schedule C2 to show the height designation as seven to nine storeys, even though Policy 3.1.1 allows for consider of taller buildings without the need for an OPA.

Official Plan Amendment

Staff support the proposed amendment to the Richmond Road / Westboro Secondary Plan. As noted above, the proposed development conforms with Policy 1.3.3, which allows for consideration of taller buildings (despite Schedule C2). Therefore, staff view the amendment as being technical in nature and have no concerns recommending approval of the requested amended to Schedule C2 as it relates to building heights.

Recommended Zoning Details

As detailed in Document 3, the proposed Zoning By-law amendment has the effect rezoning the site into a Traditional Mainstreet zone with site specific provisions. The following summarizes the site-specific zoning provisions and planning rationale:

- The site is being rezoned to Traditional Mainstreet for conformity with the Official Plan and Richmond Road / Westboro Secondary Plan, which allows for a broad range of uses encouraging the evolution of Richmond Road. Incorporation of 389 Roosevelt into the development site and rezoning from "R3" to TM is supported by the policy whereby lot consolidation is encouraged to further support opportunities for intensification and mixed-use development.
- The maximum building height is consistent with Official Plan and Secondary Plan provisions for targeted intensification on Traditional Mainstreets and areas in close proximity to transit services whereby taller buildings are supported. Schedule 'YYY' ensures the positive design elements of the building and setbacks, such as additional front yard setback, stepbacks at levels four and seven, the 45-degree angular plane towards Roosevelt Avenue, and limiting the size and location of the mechanical penthouse and amenity room level as a projection above the nine-storeys.

- The ground floor has a higher floor to ceiling height to reflect the commercial unit facing Richmond Road. The residential units along Roosevelt were able to utilize this height, which is typical of ground floor in mixed-use buildings, to add a mezzanine level creating family-oriented three-bedroom units. The definition of “storey” includes a mezzanine. Since this specific design does not truly increase the building height or number of storeys, the exception has been added to acknowledge that these units will be considered as one storey for zoning purposes related to Schedule ‘YYY’.
- Traditional Mainstreet zoning normally requires a maximum setback of 2.0 metres. This requirement is being removed for this application to allow for a greater setback along Richmond Road, as encouraged by the Secondary Plan allowing for a broader public realm with wider sidewalks. Staff have no concern with a greater setback, including opening the corner.
- The mechanical penthouse level above the ninth storey incorporates indoor amenity rooms. The design, size and location of this level is significantly setback from the property edges and limits its visibility. Staff support the inclusion of an amenity room at this level to increase the amount of amenity area for residents, and the zoning details limit the size and height. Overall, the design is sensitive and maintains the mid-rise feel and form appropriate to the location.
- The site layout, as shown in images in Document 4, highlight a large landscaped buffer at the rear of the site. However, there is small portion along the eastern side lot line abutting properties on Winston where the requirement 3.0 metres buffer (1.4 metres with a fence) is not provided due to the driveway access to the garage. The design of the section is well done, includes a fence, and with the building setback at least 6.0 metres on the edge, staff have no concerns with the reduction.
- The site development includes an open space at the corner of Richmond and Roosevelt, that through Site Plan will be designed with further public realm improvements and potential POPS (privately owned public space) improvements, but there is also room for a smaller outdoor commercial patio. The by-law requires a minimum of 30 metres from a lot in residential zone (patio screening applies). The closest lot is 406 Roosevelt, which would be approximately 20 metres away. Looking at the site design and potential location of a patio, vast majority of the patio would have the proposed building situated between the patio and residential lots on Roosevelt, which meets the intent of the zoning. Schedule

YYY will limit the patio location to the front of the site and given the patio would be oriented towards Richmond, staff support this animation and do not anticipate any adverse impacts on nearby residential lots.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

The Ward Councillor is aware of the application.

LEGAL IMPLICATIONS

Should the recommendations be adopted and the resulting official plan and zoning by-law be appealed to the Local Planning Appeal Tribunal, it is anticipated that a three day hearing would be required. It is anticipated that this hearing could be conducted within staff resources. As staff are of the view that the Official Plan Amendment is not required, it would be expected that the applicant would provide the evidence in support of the Official Plan Amendment. In the event that the applications are refused, reasons must be provided. Should there be an appeal of the refusal, it would be necessary to retain an external planner.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations of this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the report recommendations. In the event the zoning amendment is refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services' operating budget.

ACCESSIBILITY IMPACTS

The new building will be required to meet the accessibility criteria contained within the *Ontario Building Code*. Based on current review, the development demonstrates that the proposed building is accessible, including common entrances, corridors and amenity areas. Staff have no concerns about accessibility.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities
- Integrated Transportation

APPLICATION PROCESS TIMELINE STATUS

The applications (Development Application Number: D01-01-20-0015 (OPA) & D02-02-20-0080 (Zoning) were not processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendments, due some revisions required through discussion on stepbacks along Richmond Road.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Official Plan Amendment XX

Document 3 Details of Recommended Zoning

Document 4 Schedule YYYY

Document 5 Development Concept Images

Document 6 Consultation Details

Document 7 Urban Design Review Panel: Recommendations

CONCLUSION

The proposed development introduces intensification through a mid-rise building in a manner which conforms to the Official Plan and Richmond Road Secondary Plan and is

consistent with the relevant design guidelines. The proposed development incorporates appropriate built form transition and enhances the public realm, while providing a mixed-use development. The building has been designed to encourage active transportation use and is located within walking distance to Dominion Station. The development fits within the existing and planned context and is a compatible use. The Official Plan and Zoning By-law amendments are recommended for approval.

The Official Plan amendment is recommended for approval as the proposed development satisfies Policy 1.3.3 of the secondary plan. Staff are of the opinion that an OPA is not required, and therefore has no concerns recommending approval the amendments as requested by the application.

DISPOSITION

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

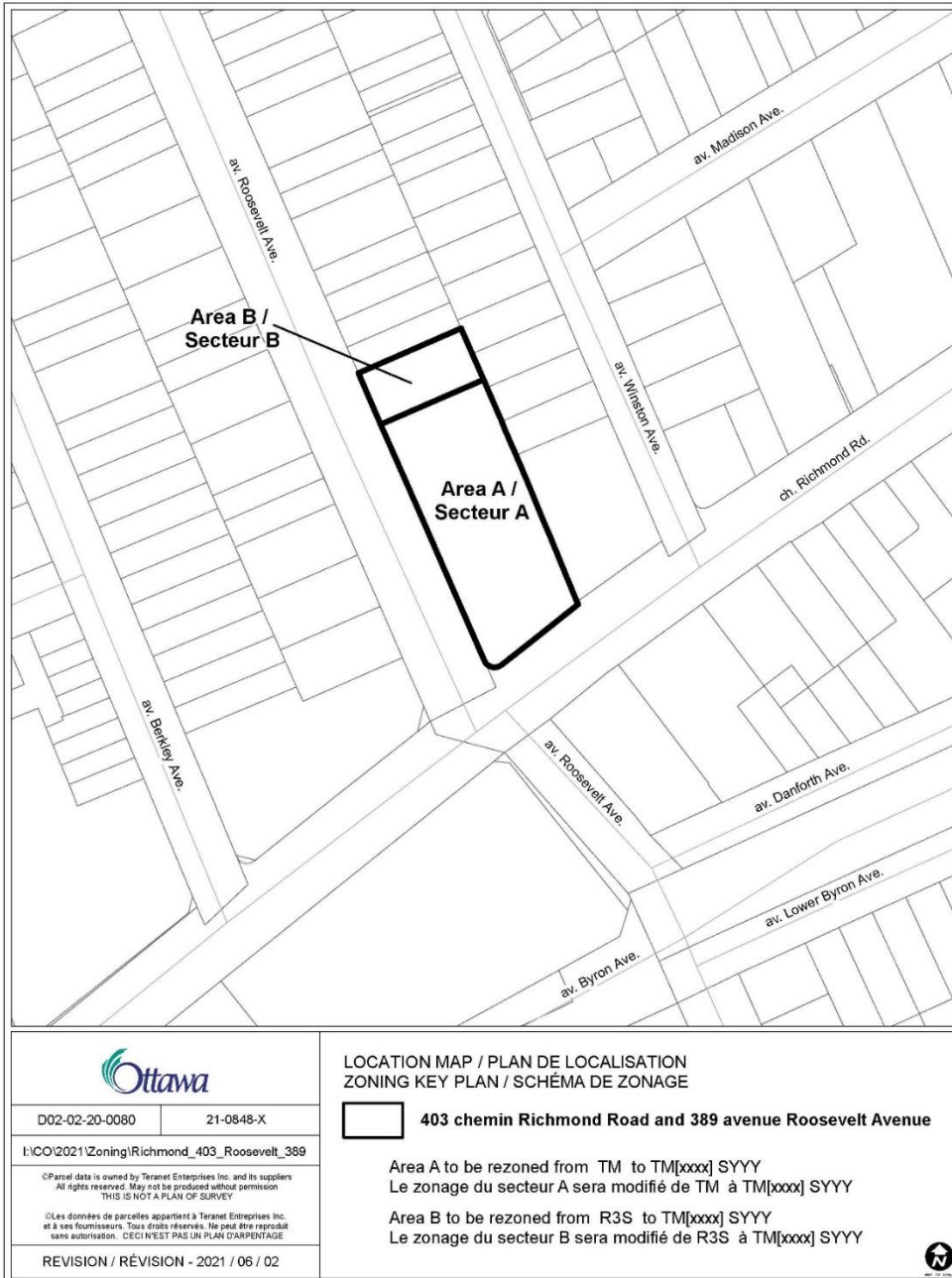
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

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

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.



Document 2 – Details of Recommended Official Plan Amendment

Official Plan Amendment XX to the
Official Plan for the
City of Ottawa

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE

Purpose

Location

Basis

Rationale

PART B – THE AMENDMENT

Introduction

Details of the Amendment

Implementation and Interpretation

PART C – THE APPENDIX

Schedule A of Amendment XX – Official Plan for the City of Ottawa

Statement of Components

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

1. Purpose

The purpose of this amendment is to amend the Richmond Road / Westboro Secondary Plan, specific to 403 Richmond Road and 389 Roosevelt Avenue, by re-designating the lands on Schedule C2 with a maximum height limit of “seven to nine storeys”.

The summary of proposed amendments and changes to the Richmond Road / Westboro Secondary Plan made through this amendment area as follows:

- a. Increase the maximum permitted building heights from “four to six storeys” to “seven to nine storeys”.

2. Location

The proposed Official Plan amendment includes changes only applicable to 403 Richmond Road and 389 Roosevelt Avenue. The subject lands are located on the northeast corner of Richmond Road and Roosevelt Avenue.

3. Basis

The amendment to the Official Plan was requested by the applicant to permit a nine-storey mixed-use development. Despite Policy 1.3.3 of the secondary plan, which allows for the consideration of taller buildings, the applicant requested that Schedule C2 – Maximum Building Heights, be amended to reflect the site as having the corresponding designation of “seven to nine storeys”.

4. Rationale

Staff are of the opinion that the Official Plan amendment is not required for the proposed development. Therefore, the amendments, as requested, are supported

by staff. Policy 1.3.3 of the secondary plan allows for the consideration of taller buildings where there are opportunities to support transit at a station and where Section 2.5.1 and 4.11 of the Official Plan determine that additional height is appropriate. The development is within 450 metres walking distance of Dominion Station, and the proposed design is consistent with 2.5.1 and 4.11 of the OP through details such as the built form transition, including the 45-degree angular plane to the rear and stepbacks incorporated after the fourth and seventh storey's along Richmond Road. As this policy has been met, the Official Plan amendment is not required; staff support the amendment as requested.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

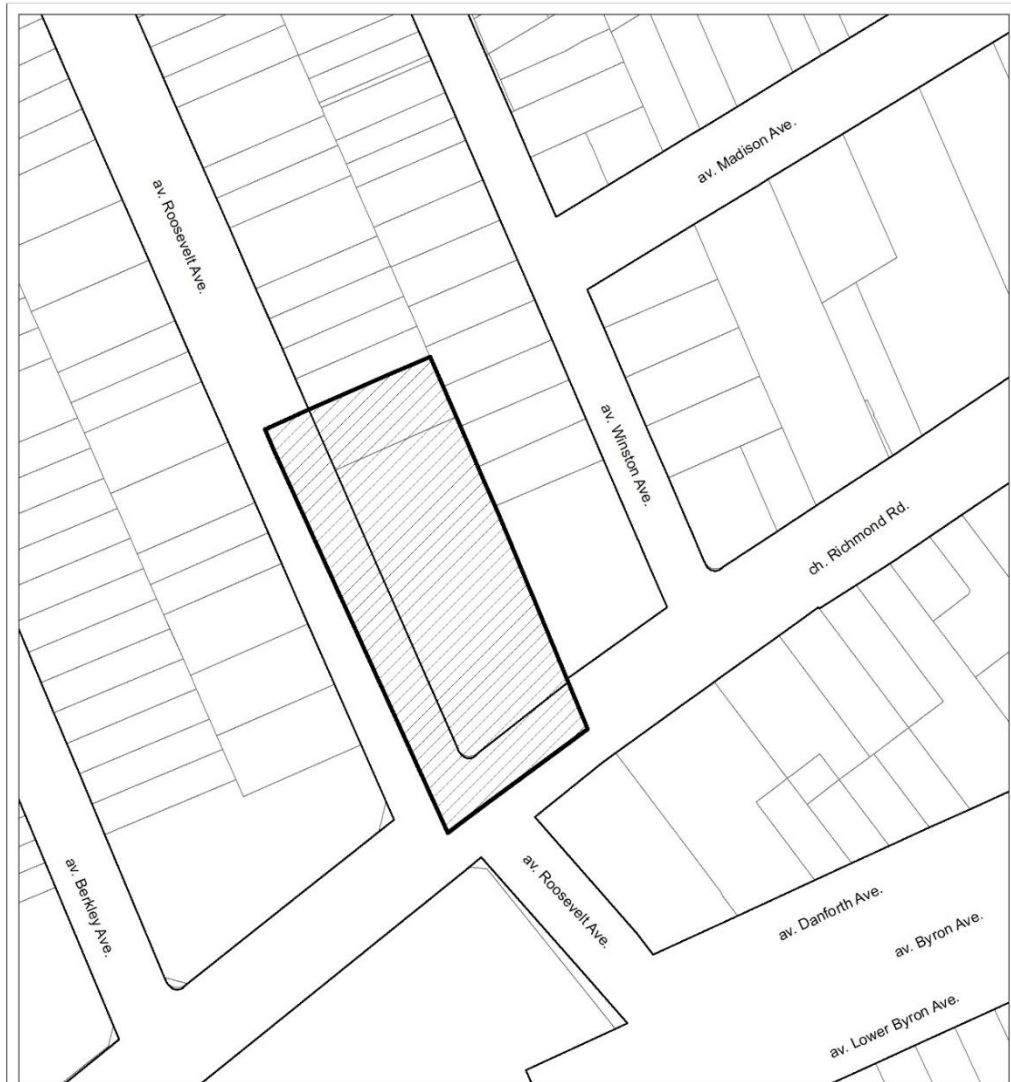
The City of Ottawa Official Plan, Volume 2A, Richmond Road / Westboro Secondary Plan, is hereby amended as follows:

- 2.1 by amending Schedule C2 – General Maximum Building Height Ranges, by re-designating 403 Richmond Road and 389 Roosevelt from “4 to 6 storeys” to “seven to nine storeys” as shown on Schedule A of this document.

3 Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

PART C – THE APPENDIX



Ottawa
 Planning, Infrastructure and Economic Development Department
 Services de la planification, de l'analyse spatiale, de la technologie et des solutions
 Infrastructure et du développement économique
 Analyse spatiale, technologie et solutions

D01-01-20-0015 21-0855-A

I:\AA\Staff\Sheila\OPAs\2007-2013\OPARichmondWestboro

2021 / 06 / 02

©) Plan et données créés par Terrestrial Enterprises Inc. and its suppliers.
 All rights reserved. May not be reproduced without permission.
 Plan et données appartenant à Terrestrial Enterprises Inc. et à ses fournisseurs.
 Tous droits réservés. Ne peut être reproduit sans autorisation.

Scale - N.T.S. / Echelle N.A.E.

**SCHEDULE A to
 AMENDMENT NO.**
 to the OFFICIAL PLAN
 for the CITY OF OTTAWA

**Amending Schedule C
 Volume 2a - Secondary Plan - Ottawa**
 Richmond Road / Westboro
 General Maximum Building Height Ranges

**ANNEXE A de
 L' AMENDEMENT No.**
 au PLAN OFFICIEL
 de la VILLE D'OTTAWA

**Modifiant l'Annexe C
 Volume 2a - Plan Secondaire - Ottawa**
 Chemin Richmond / Westboro
 Échelles de hauteur maximale générale de bâtiment

 **LANDS REDESIGNATED FROM "MAXIMUM 4-6 STORIES" TO "MAXIMUM 7-9 STORIES"**
TERRAINS DONT LA DÉSIGNATION PASSERA DE « 4-6 ÉTAGES » À « 4-6 ÉTAGES »

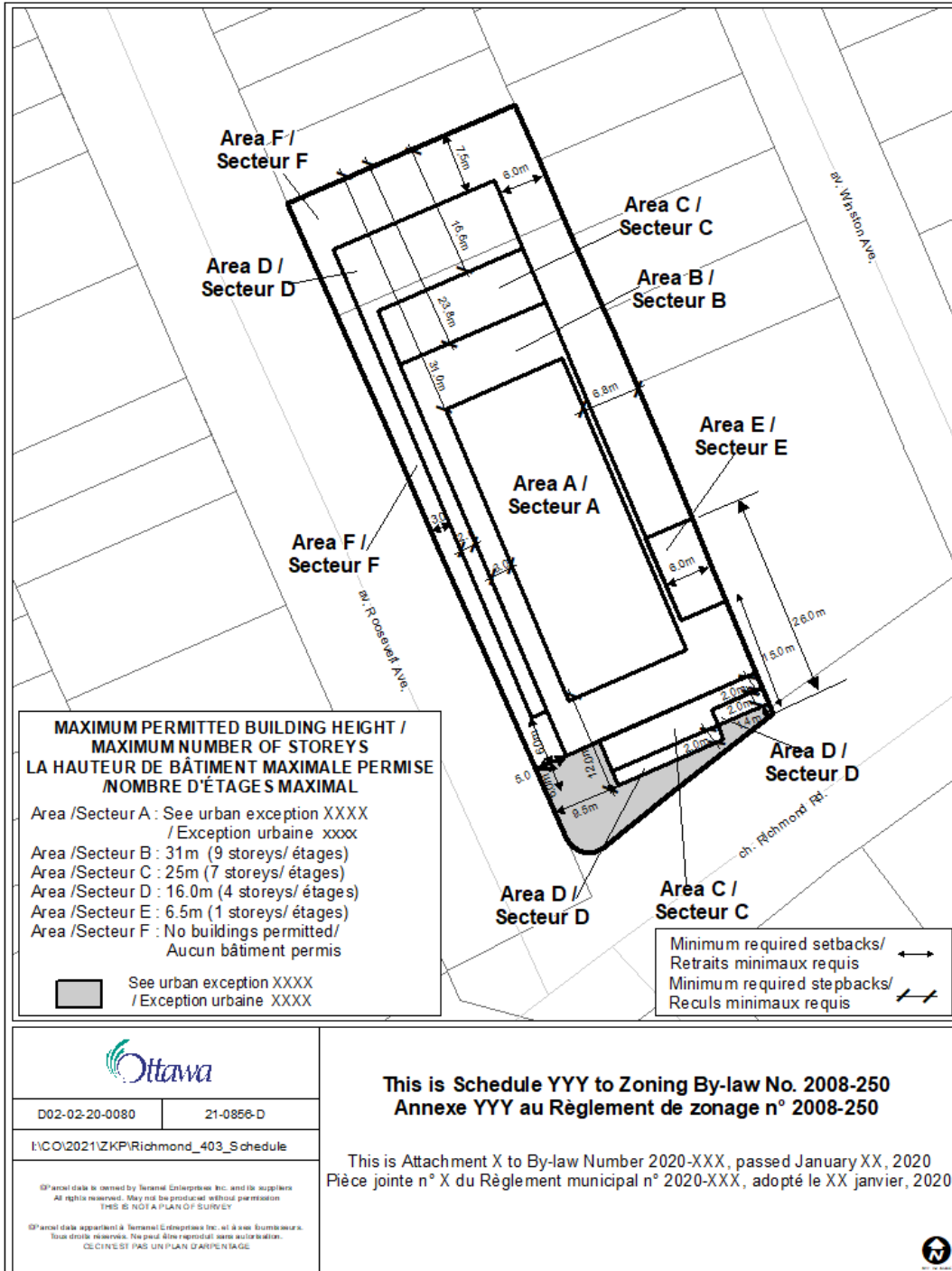
Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 403 Richmond Road and 389 Roosevelt Avenue are as follows:

1. Rezone the lands as shown in Document 1, as follows:
 - a. Rezone 403 Richmond Road from TM to TM [xxxx] SYYY
 - b. Rezone 389 Roosevelt Avenue from R3S to TM [xxxx] SYYY
2. Amend Part 17, Schedules, by a new Schedule 'YYY', as shown in Document 4.
3. Amend Section 239, Urban Exceptions, by adding a new exception [xxxx] with provisions similar in effect as follows:
 - a. In Column II, add the text TM [xxxx] SYYY.
 - b. In Column V, include provisions similar in effect to the following:
 - i. Maximum permitted building heights, minimum setbacks and minimum stepbacks are as per Schedule YYY.
 - ii. Despite the definition of "storey", ground floor residential units may include a mezzanine and for the purpose of maximum building heights on Schedule YYY, such dwelling units are to be considered as one storey.
 - iii. Area A on Schedule YYY is a permitted projection above the height limit and may include indoor amenity rooms with a maximum cumulative floor area of 405 square metres and amenity area rooms have a height limit of 5.0 metres.
 - iv. Despite Section 85(3)(a), outdoor commercial patio(s) are permitted where located within the shaded area (grey) as shown on Schedule YYY.
 - v. Permitted projections listed in Section 65 are not subject to the height limits identified on Schedule YYY.
 - vi. Stacked bicycle parking systems are permitted, and such systems are exempt from the minimum bicycle parking space dimensions.

- vii. Table 197(c), maximum front yard setback, does not apply.
- viii. Despite Table 197 (i)(i), the width of a landscape area abutting a residential zone may be reduced to zero metres along the side lot line.
- ix. Despite Section 85 (3)(a), an Outdoor Commercial Patio is permitted where is it located a minimum of 20 metres from a lot in a residential zone and has a maximum size of 30 square metres.

Document 4 – Schedule 'YYY'



Ottawa

D02-02-20-0080 21-0856-D


I:\CO\2021\ZKP\Richmond_403_Schedule

©Ancel data is owned by Teramet Enterprise Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY.

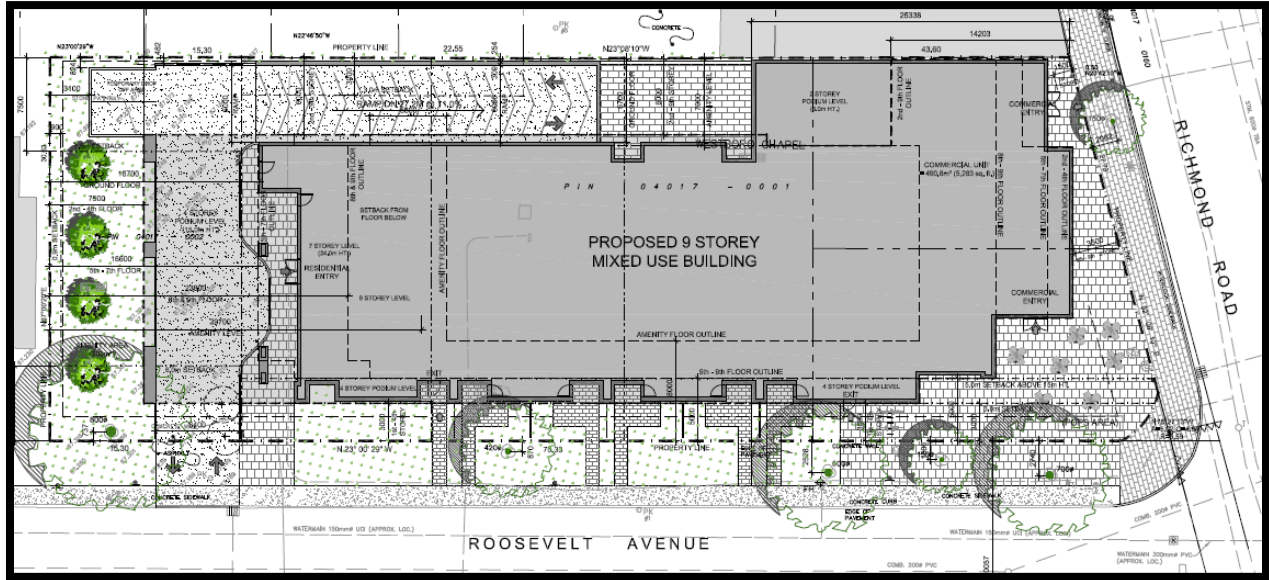
©Ancel data appartient à Teramet Enterprise Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CE N'EST PAS UN PLAN D'ARPENTAGE.

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

This is Attachment X to By-law Number 2020-XXX, passed January XX, 2020
 Pièce jointe n° X du Règlement municipal n° 2020-XXX, adopté le XX janvier, 2020



Document 5 – Development Images





Document 6 – Consultation Details

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Councillor Leiper and the applicant organized a public open house on September 9, 2020, which was held prior to application submission.

During application review approximately 20 individuals/groups provided comments. Concerns raised were focused building height and massing, traffic, public realm, uses and bird-safe design.

PUBLIC COMMENTS AND RESPONSES

The following summarizes, in no particular order, a list of general comment topics and items raised by members of the public in response to the applications:

Height, Massing and Density

- Concerned with creating a canyon-effect, along with its associated problems with struggling at-grade commercial, shadows/lack of light, wind currents, etc. Concern that this building will evolve this part of Westboro into the section of Richmond Road just west of Island Park where there is a sterile canyon environment.
- Encourage a townhome-style building to make up a portion of the site along the residential street.
- There is a desire for the height to be as specified in Schedule C2, at four to six storeys
- The roads, corners, sidewalks were not designed with these densities in mind.
- Concern there is not enough rationale as to why the existing building heights should be changed.
- Objections to the general size of the proposed development. There should be larger distance between neighbouring mid-rise buildings and residential single housing units.
- Concern the proposed building is overscaled and not in compliance with the *Ontario Planning Act*, which encourages redevelopment that is in harmony with

the existing community.

- The proposed nine-storey with another storey of recreational space topped off by roof mechanical, the proposal will effectively be an 11-storey building, in otherwise a high-rise building.
- The International Making Cities Liveable does not advocate for buildings to exceed four-six storeys as taller buildings 'destroy communities'. These recommendations should be adopted by the Planning Department and this development should not exceed these heights.
- Concern that neighbouring homes will be dwarfed by the new building. It would be preferable to respect the official plan along Richmond Road and permit a maximum of three storeys along Roosevelt.
- Concern the building size and height will block neighbours' view of the sky and will only afford them a few hours of sunlight in their yard and garden and only at certain times of year.

Response:

The proposed design in response comments revised the scale and massing to avoid the undesirable canyon effect by incorporating additional setbacks above the fourth and seventh floors. The mechanical penthouse level, which includes amenity rooms, was also setback an additional 3.0 metres from the Roosevelt side to minimize the visibility of this level and keep the built true to a mid-rise height. The ground floor was redesigned to incorporate two-storey townhouse style units along Roosevelt, and the rear of the property abutting the residential lots along Roosevelt provides a 7.0 metres wide landscape buffer in addition to the built form transition that respects the required 45 degree angular plane. The intensification and density is support by the Official Plan and Richmond Road / Westboro Secondary Plan.

Setbacks, Privacy and Character

- Concerned that the nine-storey building with additional top projection does not conform to the Traditional Mainstreet feel and would alter the village feeling that has brought existing businesses and residents to the area.
- If the building is to be built up to nine storeys, there is a desire for the north and south end of the proposed site, for the new building to be sloped at about a

45-degree angle to reduce shadowing and preserve at-grade feeling of village environment.

- Concern with eroding the personality of neighbourhood and losing the 'village' feel, including the attractive views. Wish to avoid a 'cold, concrete thoroughfare'.
- Concern that the setbacks between the proposal and adjacent residential dwellings is not sufficient.
- Concern the development creates a wall along the neighbour's property line which will look unsightly and further obstruct any views they may have.
- Concern having the entrances to the parking garage as well as to the building located near the neighbouring property will subject the neighbours to noise as well as fumes from cars entering and exiting the garage, as well as those idling while picking up or dropping off passengers.
- Concern that garbage bins will be directly adjacent to residential homes, which expose smells and noise from garbage trucks
- Concern that it will reduce privacy and that trees will be removed. Specific concerns with a loss of privacy given the units facing east and north will be able to look into neighbouring yards. Should the new building include balconies, this will further decrease privacy and increase noise.
- More all-season public-friendly outdoor spaces for meeting, dining and socializing should be incorporated. Desire to see the ground floor recessed about 3-4m, with floors above as they currently are to provide a sheltered fresh air space for café seating.

Response:

The height and scale of the building was reviewed in accordance with Official Plan, Richmond Road / Westboro Secondary Plan, and key design guidelines as discussed in the report. Richmond Road is a Traditional Mainstreet which represents a significant opportunity for intensification, and the specific policies in the Secondary Plan that allow for the consideration of a taller building have been satisfied. The rear portion of the development has the podium transition to height of four-storeys using a 45-degree angular plane. The abutting landscape yard at the rear is permitted at 3.0 metres but 7.0 metres has been provided. Further design of garage entrance and port cochere, such as potential screening or more programming in the landscaped area can be

considered during Site Plan, when this application is submitted. The garbage room and waste is managed within the building in the garage. The mature trees along Roosevelt are intended to be preserved. Residents of the building will have a wide variety of indoor and outdoor amenity, and the public realm, such as the corner of Roosevelt and Richard has been designed for flexible use of the space such as a POPS (privately owned public space) with leftover space set aside for outdoor patios.

Traffic

- Concerned with increased traffic problems and parking problems for guests
- Concern that the corner is already very busy as people cut in behind Starbucks from Berkley Ave to get onto Roosevelt Ave to turn left on Richmond.
- On the north end of the street there is another development proposed. Since the only exit from Roosevelt is onto Richmond Road, this may create significant traffic issues.
- Inadequate parking and traffic congestions problems in Westboro will be compounded with the addition of 170 residences. Should nearby Domicile and Uniform redevelopment proposals ultimately go ahead, approximately 400 residences will be added to the northern block of Roosevelt Avenue from Richmond Road to the Transit way. This level of development is excessive for a dead-end street that is a major pedestrian and cycling route to access recreational parkways, public transit and Westboro Beach.
- Concern with the proposal hindering the community accessing the bicycle route to Westboro Beach and the cycling and walking paths on the NCC property.

Response:

The Official Plan encourages intensification and development where there are opportunities to support alternative modes of travel from the car. The site is located approximately 450 metres from Dominion station and will include improved pedestrian and cycling connections. By using stacked bicycle parking systems, the development can provide at least 140 bicycle parking spaces, and additional spaces outside for visitor and patrons of the commercial unit.

Review of the submitted Transportation Impact Assessment has determined that the development has provided measures required by the Transit Demand Strategies to support design.

Development of the private site, which will result in enhanced sidewalks along the frontage will not have any adverse impacts on the community use and access to Westboro beach and the surrounding pathways and cycling routes.

General Comments

- Can the current infrastructure (sewers etc) handle the extra draw on it in the coming years?
- Concern with breaking-and-entering crime in the area
- Concern with people who are begging for money on Richmond Road.
- Vehicle use and intensification should not be prioritized over pedestrian safety and the unique atmosphere that makes the Westboro Village special.
- There is no reason that a residential dwelling is included in this plan. The footprint of the existing land associated with Tubman Funeral Home is large enough to support a mixed-use building. To maintain a village spirit, residential dwellings not on Richmond Road, should not be consumed by commercial development.
- There is insufficient street level commercial included. The shortage of commercial space and the height violation is not consistent with "Traditional Mainstreet".

Response:

Review of the proposed development, which will be further assessed when a Site Plan application is submitted, included the submission of a servicing and storm water report that has demonstrated there is sufficient capacity within existing infrastructure.

The concerns regarding crime and panhandling do not relate to the proposed development and are beyond the purview of this application. Staff agree that pedestrian safety is a priority and the design results in a wider sidewalk along Richmond and safe access design for vehicles entering/existing the garage. The proposed development incorporate a large commercial units at grade oriented to Richmond Road in manner consistent with the OP and Secondary, and in compliance with the TM zone.

COMMUNITY ORGANIZATION COMMENTS AND RESPONSES

Westboro Community Association

Overall, we appreciate the changes made to respond to the design comments. We find it difficult to accept that initial height approvals were as a result of sites being gateways to Richmond Road and now everything seems to be a gateway. Also, we are concerned sun shadowing could still be an issue.

Traffic entering and exiting Roosevelt with what has been approved and what will be approved could cause major problems as this section of Roosevelt dead ends to the north and has been an issue before all the development.

Response:

This site is not being viewed as a gateway, but it is important to note the Official Plan supports mid-rise buildings on a Traditional Mainstreet, and furthermore Policy 1.3.3 of the Secondary Plan supports the consideration for taller buildings (than those heights identified on Schedule C2), where criteria such supporting rapid transition and applying urban design and compatibility criteria consistent with policy Section 2.5.1 and 4.11 of the OP. As detailed in the report, staff opine that these policies have been satisfied, some of which are a result of the positive design changes, such as the additional stepbacks along Richmond, further recessing the amenity room level above the ninth floor, the residential design along of the townhouse style units along Roosevelt and large landscape buffer at the rear. From a transportation perspective, the development is supported by the submitted Transportation Impact Assessment. The development provides a relatively low parking rate (0.58 spaces per unit) and is designed, and site location, to support an active transit development where choices to walk, cycle and use public transit is desirable.

Safe Wings Ottawa

We are concerned about the building designs for 389 Roosevelt and 403 Richmond Road because the proposed glass and landscape features will put many birds who live or migrate through the area in danger of colliding with the glass. Federal law protects migratory birds and there is legal precedent in Ontario that property owners are responsible for collisions at their buildings.

More specifically, we are concerned that:

- There are large areas of glass on the lower floors, that are adjacent to treed

areas. Birds see reflections of vegetation in glass, and fly towards them only to collide, because they don't understand that the reflections aren't real. Each glass panel appears to be multiple stories high, which means that the canopies of the adjacent trees will be reflected and will cause collisions.

- The corner unit windows, on each side of the tower above the podium, have a "see-through" effect, where birds can see from one side of the building to the other. Not understanding that glass is present, birds will attempt to fly through this area and will collide with the glass. Similarly, there appears to be clear glass balcony railing panels, which are similarly dangerous for birds as they will attempt to fly through them.

These design features are extremely dangerous for birds. They could, however, easily be made bird-friendly, at minimal cost, by using patterned or frosted glass to reduce the number of collisions, and eliminating unnecessary glass. Making a building bird-friendly can be cost-neutral and is most cost-efficient at the design and building stages.

Optimally, the building would incorporate CSA bird-friendly design standards, the Toronto Green Standard or Ottawa's developing standard. Following bird-friendly standards is mandatory in many cities, including Toronto and New York. There is no reason why developers cannot do so in Ottawa.

Other developments with similar design features in this area are already reporting high numbers of collisions and retrofitting these buildings to comply with federal conservation law will be costly compared to what it would have cost to use bird-friendly glass during construction. Safe Wings often hears from condo owners who are devastated that their building is killing birds, when simple changes in the design would have prevented the majority of these collisions.

Bird-friendly building design is an integral part of sustainable development; any development that doesn't work to reduce bird deaths cannot be called truly sustainable. Incorporating bird-friendly design standards into the 389 Roosevelt and 403 Richmond Road development could be a selling point and would help contribute to this building promoting responsible development and the protection of Ottawa's wildlife, while also aligning with other goals like reduced energy usage.

Response:

Thank you for this submission. The applicant has been made of these concerns and recommendations for improvement. As such details cannot be secured through zoning,

these will be more appropriately considered and addressed when an application for Site Plan is submitted.

Document 7 – Urban Design Review Panel

Formal Review – February 5, 2021

403 RICHMOND ROAD & 389 ROOSEVELT AVENUE | Formal Review | Official Plan and Zoning By-law Amendment | Starwood Mastercraft; RLA Architecture; Fotenn Planning & Design

Summary

- The Panel appreciated the building's overall look and feel, the emerging tonality and palette of materials, and the inclusion of family-sized units.
- The Panel recommends improving the landscape treatment on the north part of the property, reducing the visual prominence of the mechanical penthouse by stepping it back, and consider the relationship between the proposal and the adjacent site.

Massing

- Cut back the amenity area from the edge of the building facing Roosevelt and setback about 3 metres, so the view from Richmond on the west is not as imposing.
- The Panel notes the mezzanine's height reads too tall. However, at its current height, the mezzanine permits the creation of two-storey units facing the street. It provides an opportunity to promote family units, which the Panel considers an asset given that they work quite well along the mainstreet.
- Changes to the mechanical penthouse, including a further setback on Richmond, would reduce its mass and visual prominence.
- The current corner transition and massing are not clear; the taller volume could be squared off and stepped back, giving the podium a solid volume that might reduce the height and improve transition on Richmond Road.
- Removing a floor off above the porte cochère at Roosevelt Avenue would soften the transition to the north.

Building Design

- The canopies are a good architectural element; however, the proposal would

benefit from larger canopies to distinguish the ground floor and increase level of transparency at grade.

- Massing models are needed to demonstrate what can be developed on the adjacent site. Reconsider windows on this façade and re-think strategies to avoid a “blank wall”.
- Screening the open area around parking would reduce traffic perception to the neighbours.

Landscape Design

- The retention of trees is supported by the Panel. Consider extending the streetscape to the curb to create a POPS that reads like a public space and not a private patio.
- The greenspace north of the porte cochère could be designed as a pedestrian-friendly parkette by incorporating street furniture and natural features such as rocks.
- There is an opportunity to incorporate some green elements and design a green edge on the 4th floor north side.

Materiality

- The panel finds the materials refreshing; the brick and stone materials and the monochromatic palette are good combinations creating an elegant design well suited for Westboro.
- The glass corners on the upper level are appreciated and need to be secured during Site Plan Control process.
- The proposed building has a 1960's aesthetic, which was supported, however the Panel noted that the streamlined cornices may contradict this.
- It will be important to handle the details of the proposal carefully to achieve the level of elegance proposed.

Sustainability

- Summarize sustainable features at the Site Plan stage. Consider proximity to transit, green roofs, and energy efficiency.