



ASHCROFT HOMES ■ 93 RICHMOND ROAD

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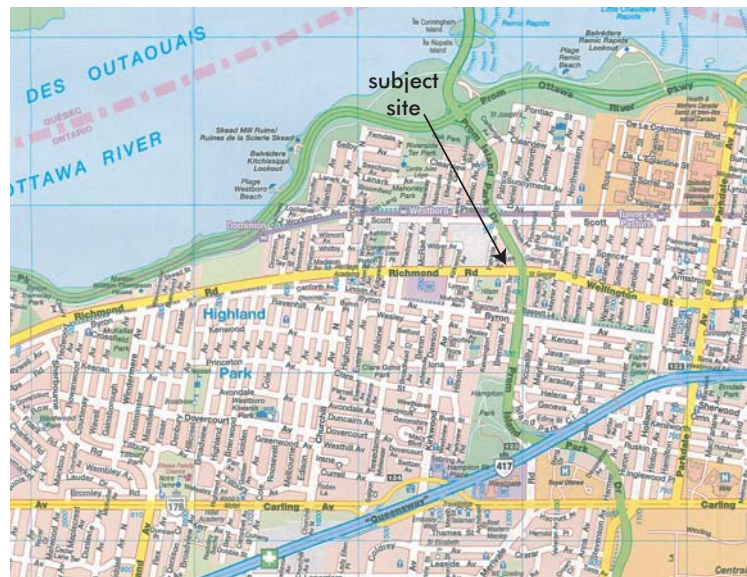
1.0 INTRODUCTION

The purpose of this report is to review and assess the appropriateness of the development proposed by Ashcroft Homes in the context of both the surrounding community and the City's public policy for change and growth in the municipality.

1.1 Site Location

Ashcroft Homes has recently entered into an agreement to purchase the .15 ha (.37 acre) property at 93 Richmond Road. This property is located at the east end of the area known as Westboro Village, a thriving residential and commercial area in central Ottawa's west end. Figure 1 illustrates the location of the site in the context of the larger community. More specifically, the property is located on the north side of Richmond Road, on the fourth lot west of Island Park Drive.

Figure 1: Site location



1.2 Existing Site Development

A used car dealership, known as Prestley's Auto Showcase, is currently located on the subject property. The car dealership operates out of a small single-storey office building on the property, with a storage shed, garage, and a small number of used automobiles occupying the balance of the lands. The vast majority of the property is paved with a vegetative buffer along the rear lot line.

1.3 Overview of Proposed Development

Ashcroft Homes is proposing a seven (7)-storey, residential condominium building for the subject property that includes a first floor commercial component. The building will have an 849 square metre footprint and with a total of 57 dwelling units and three (3) commercial units proposed at grade.

As shown on the proposed Site Plan (Figure 2, page 2), the front building façade will be located along the front property line so as to create a strong pedestrian presence. Street front animation will be enhanced by the location of the commercial entrances off Richmond Road. All required parking will be accommodated within two (2) levels of underground parking. The underground parking structure will be accessed from the southeast corner of the building, directly off Richmond Road.

The South Elevation (Figure 3, page 3) shows how the building façade has been designed with an emphasis on articulation and specific attention to the pedestrian realm. This is accomplished through the variation of materials, the use of a high percentage of glass and reflective materials, and vertical and horizontal modulation of the building façade. The seventh and final storey of the building re-emphasizes the façade modulation, as it is setback slightly from the first six (6) levels on all sides. Lastly, the ground floor commercial component proposes canopies above the entrances and

display windows, and paver stones between the front building façade and the municipal sidewalk.

The balance of the proposed re-development area will consist of a patio terrace area with a landscaped planter bed along the rear property line. This terrace and planter bed is proposed above the underground parking structure, which will also extend to the rear property line. Due to the grade differential between the subject property and lands to the north, approximately 1.2 metres of the parking structure will extend above grade at the rear property line. Landscaping in front of the building will be ornamental in nature and complement and further articulate the building façade at the street-level.

The proposed development conforms with all relevant policies of the Official Plan (both new and former) but this scale of residential development is not permitted under the existing CN(498) zoning. As such the development will require either the implementation of an alternate zoning or amendments to the CN zoning to add a high-rise apartment and modify certain provisions of the zoning – particularly with respect to height and density.



Figure 2: Site Plan

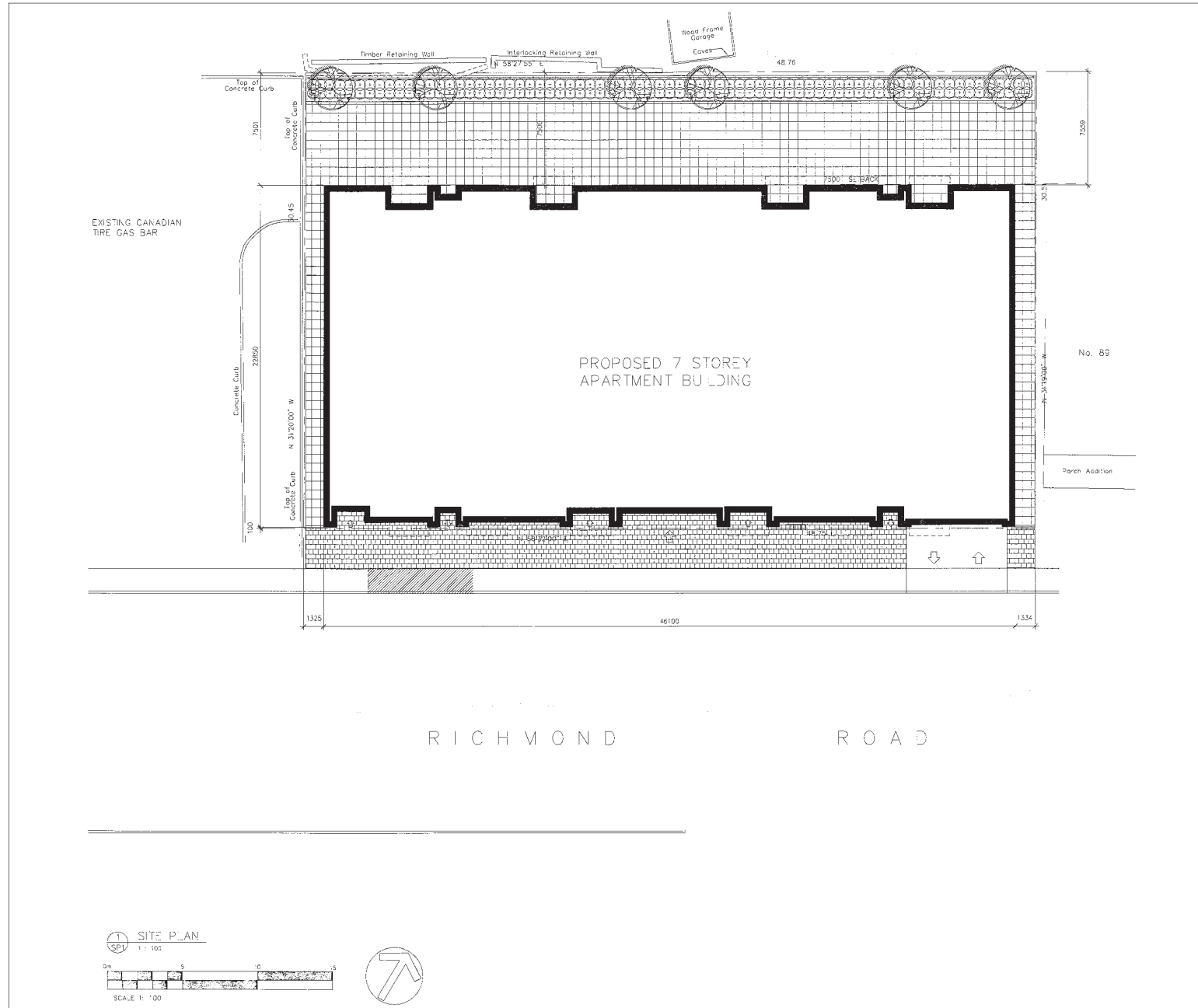
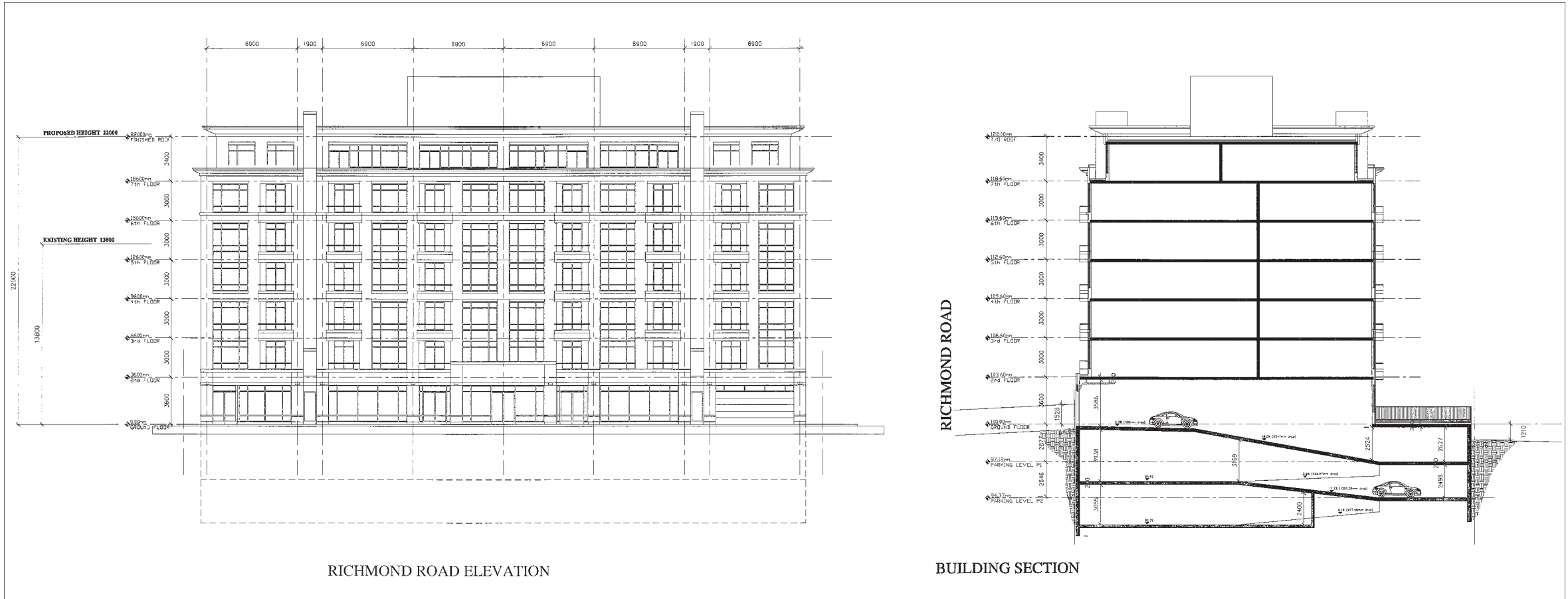


Figure 3: Elevations





2.0 CONTEXT

2.1 Immediate Site Context

The subject property is located on the north side of Richmond Road, four (4) lots west of the intersection of Richmond Road and Island Park Drive. The adjacent land uses to the site are as follows:

North: A small residential area bound to the northeast and northwest by the Island Park Drive and the Patricia Avenue intersection. The area is serviced by one (1) local street running parallel to Richmond Road known as Mailes Street. There are approximately twelve (12) homes fronting onto Mailes Street, four (4) of which are two (2) storey residences backing directly onto the subject property.

East: Three (3) separate lots extending toward Island Park Drive that include a two (2) storey building home to the Ottawa Chinese Medical Centre, and two (2) other single storey buildings that accommodate Napoli's Pizza and Pasta and Mirage Motors, respectively.

South: Richmond Road, Hilson Avenue Public School, and a convent; and

West: Canadian Tire Gas Bar and a Canadian Tire Store (west of Patricia Avenue).



Residences north of site



South-east corner of site and Chinese clinic



Canadian Tire Gas Bar west of site

View of site from south-west

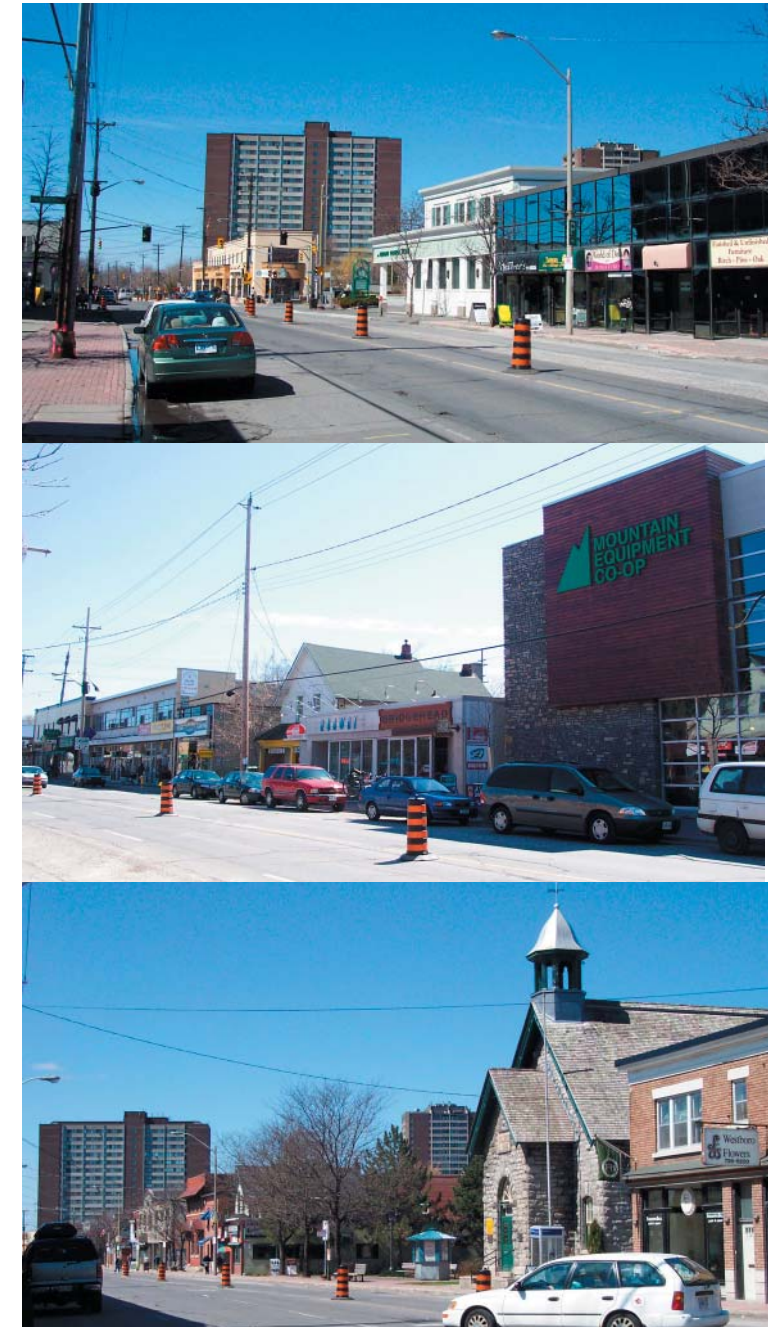


2.2 Community Context

Richmond Road is a main arterial route through the west end of the City and is identified in the City's Official Plan as a "Main Street". The Richmond/Wellington/ Somerset "mainstreet" extends from Britannia Bay all the way to the City core. As expected, the character of this main street changes from area to area throughout its length.

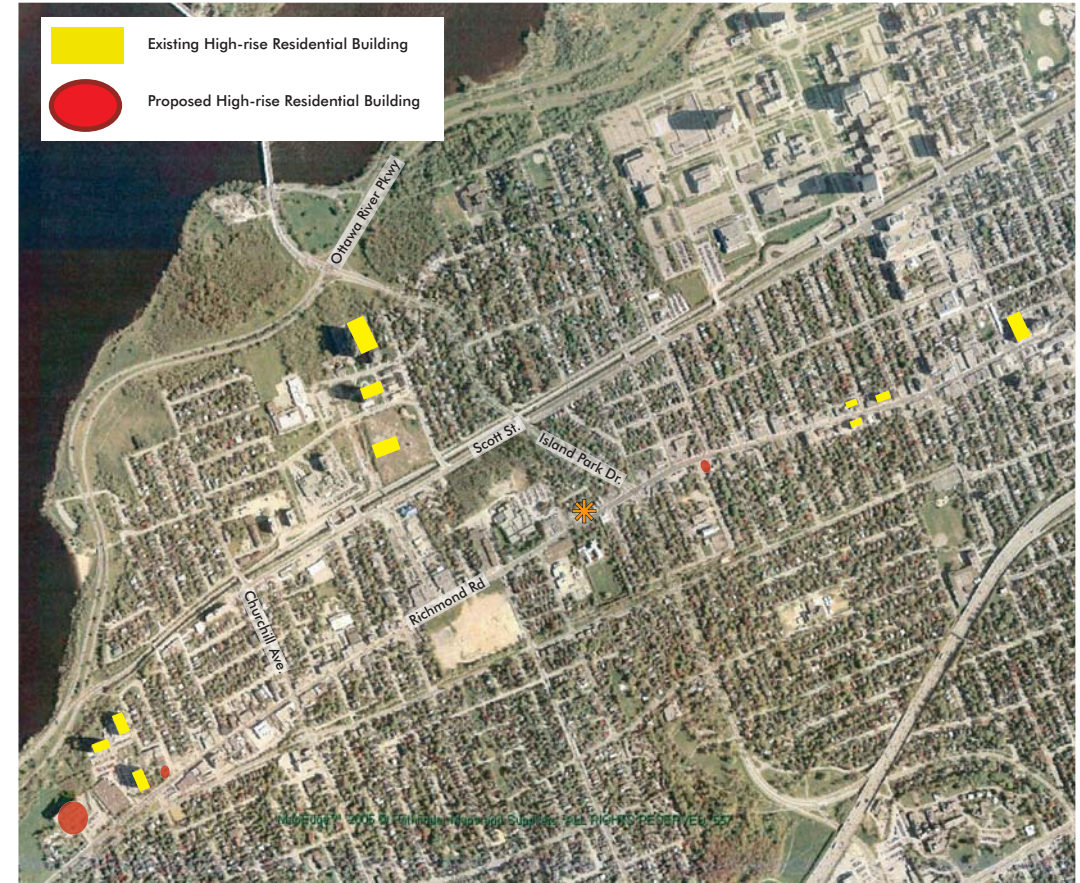
The subject property is located at the eastern edge of area centered on Richmond Road known as Westboro Village. Westboro Village extends along Richmond Road from the Maplelawn Keg Restaurant and the former City of Ottawa Denis Coolican Building in the west, to Island Park Drive in the east. The village is very typical of a "mainstreet". The streetscape is pedestrian oriented, with on-street parking and two (2)-storey retail buildings lining both sides of the road that are consistently close with relatively narrow frontages.

The Village has experienced a resurgence in commercial activity over the past five (5) years, started in large part by the construction of a state-of-the-art Mountain Equipment Co-op (MEC) retail store on Richmond Road in 1999. The regional draw of this store has triggered the establishment of several spin-off outdoor sports stores, as well as the development of restaurants and other commercial businesses. In the fall of 2003, Loblaws opened a large, retail facility at the east end of Westboro Village at Kirkwood Avenue. This facility serves as an anchor to the commercial strip along Richmond Road. Several smaller, neighbourhood-serving businesses have been revitalized, or newly constructed, resulting in a vibrant main street for this community.



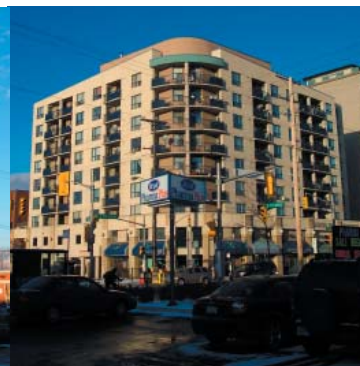
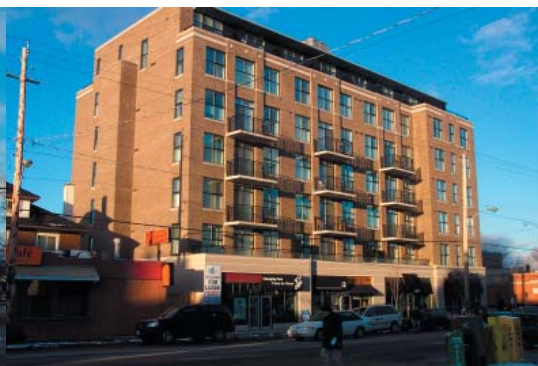
The residential neighbourhood immediately north and south of the Village core consists generally of single-family dwellings. However, small, mid-rise apartments can be found along the collector roads in the area and high-rise residential uses presently exist to the north, east, and west, at Scott Street and McRae Avenue, Wellington Street and Smirle Avenue, and Richmond Road and Golden Avenue.

Figure 4: Surrounding high density



Wellington, north-east of Parkdale

View of The Metropole from Scott Street



Wellington, north-west of Huron

Wellington, south-east of Julian

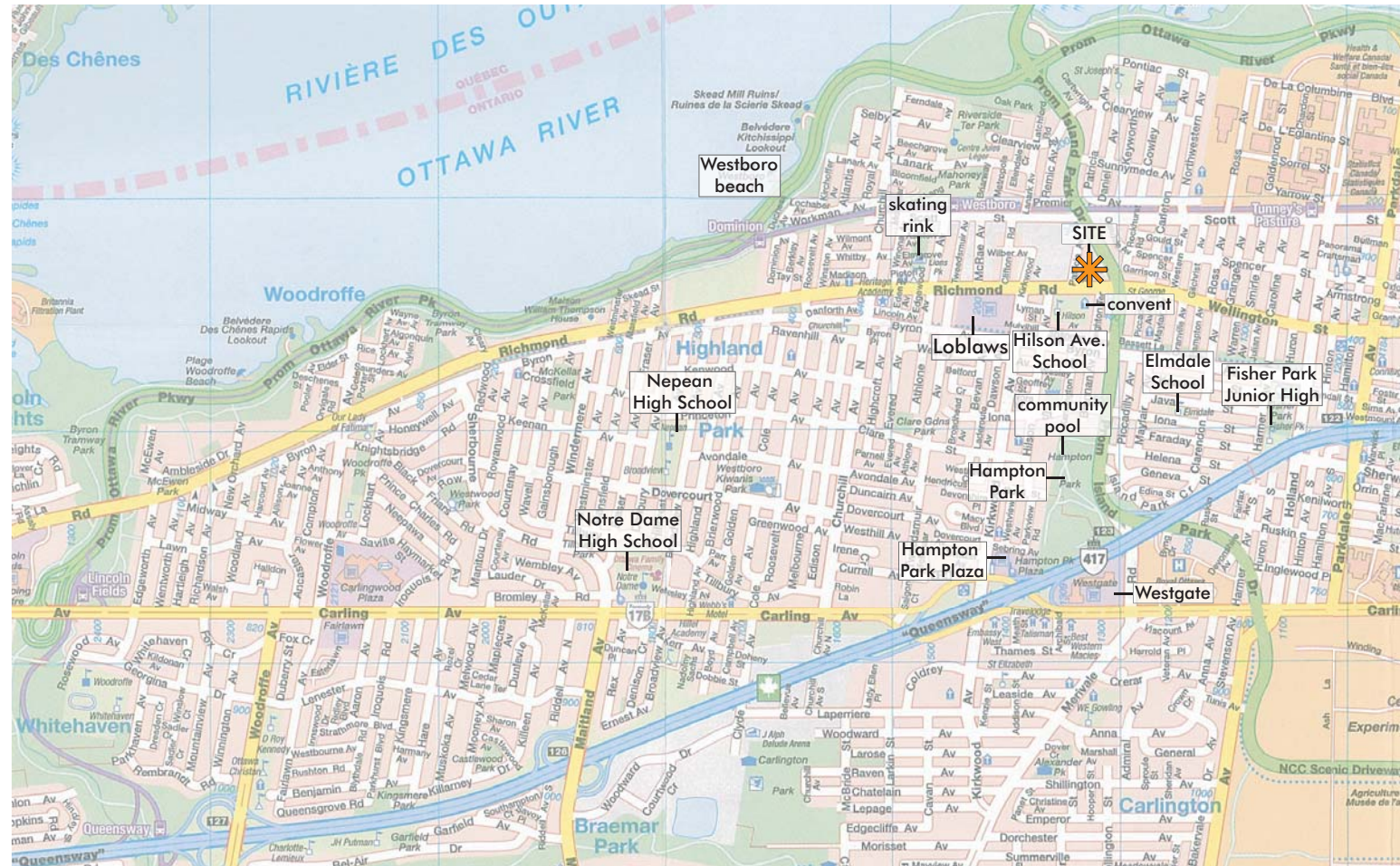
Wellington, north-west of Caroline

Wellington, north-east of Parkdale

Parkdale, south-west of Wellington



Figure 5: Neighbourhood features



The broader neighbourhood surrounding the subject property is a mature community with a full range of community facilities. There is a community pool located less than 500 metres south off Kensington Avenue, with Hampton Park a block further south along Island Park Drive. A skating rink is located at Lions Park about 500 metres west of the site. A seniors' community centre is located in Westboro Village along with an abundance of food, retail and personal service options. Additional retail opportunities are available at the Hampton Park Plaza and the Westgate Shopping Centre approximately one kilometre south at Island Park and the Queensway.

The subject property also benefits from its close proximity to the Ottawa River and the associated greenspace area that extends for kilometres past Britannia Bay to the west and the downtown core to the east. Of specific attraction within this area, approximately a kilometre northwest of the site, is Westboro Beach.

The community is also well-served by religious institutions and the following schools that are available within two (2) kilometres of the subject property:

School	Grades	Enrollment
Hilson Public School	JK-6	190
Elmdale Public School	JK-6	469
Fisher Park Public School	7-8	556
Nepean High School	9-12	1100
St. George Catholic School	JK-6	376
Notre Dame Catholic High School	7-12	1066

2.3 Area Transportation

The site is well served both in terms of the road network and the transit system.

The site is located on Richmond Road, an east-west, two (2) to four (4) lane, undivided arterial roadway connecting downtown Ottawa to the City's westerly suburban areas. The section of Richmond Road in front of the subject site has recently been widened to four (4) lanes with on-street parking permitted on the south side only. In keeping with the City's Transportation Master Plan, the portion of Richmond Road between Carling and Golden Avenue is planned for widening to four (4) lanes prior to 2008. Public discussions are currently underway regarding this planned widening.

The subject property is located four (4) lots west of Island Park Drive, a major north-south arterial roadway that provides direct access to both the Ottawa River Parkway to the north and the Highway 417 (Queensway) to the south, both of which provide easy access to downtown Ottawa.

City bus route #2 travels toward the city centre along Richmond Road in front of the subject site and route #151 is available nearby at Kirkwood traveling east along the transitway. The Westboro station, on this dedicated transitway, is located less than 500 metres northwest of the site, providing excellent rapid bus service to both the downtown core and areas as far south as the Baseline bus terminal and South Keys.

Figure 5: Transitway route and stations



The preceding text outlined the existing physical and functional context of the site. The following provides the existing policy context.

3.1 Provincial Policy Statement

The new Provincial Policy Statement (PPS) came into effect on March 1, 2005. The PPS provides direction on matters of provincial interest related to land use planning. While local land use planning authorities are permitted and encouraged to compliment these provincial policies within their local Official Plans, local planning decisions “shall be consistent with” the policies of the PPS.

The underlying principles of the Provincial Policy Statement relate to the Province’s long-term economic prosperity, environmental health and social well-being, which depend on efficient land use and development patterns, which support strong, livable and healthy communities, while protecting the environment and public health and safety and facilitating economic growth:

Of interest, Section 1.1 – Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns contains several policies, which provide guidance in achieving efficient development and land use patterns:

- Accommodate an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term needs;
- Avoid development and land use patterns which may cause environmental or public health and safety concerns;
- Promote cost-effective development standards to minimize land consumption and servicing costs;
- Improve accessibility for persons with disabilities and

- the elderly by removing and/or preventing land use barriers which restrict their full participation in society; and
- Ensure that the necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

In addition, Policy 1.1.2 reads, “Sufficient land shall be made available through intensification and redevelopment...to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for a time horizon of up to 20 years.”

The PPS defines “intensification” as the “development of a property, site or area at a higher density than currently exists through...redevelopment...infill development.” “Redevelopment” is defined as the “creation of new units, uses or lots on previously developed land in existing communities.”

These policies are reflected in the new City of Ottawa Official Plan as described in Section 3.2.3 of this report.

3.2 Official Plans

The City of Ottawa is currently in the process of finalizing the adoption of policies of a new Official Plan for the recently amalgamated municipality. In May 2003, the City adopted the new Official Plan, which was later approved with modifications by the Minister of Municipal Affairs and Housing. A considerable number of appeals were filed with the Ontario Municipal Board against the new Official Plan.

In an effort to resolve many of these appeals, Official Plan Amendment #28 (OPA #28) commonly referred to as the “Retail Official Plan Amendment” was approved by City

Council on June 22, 2005 and enacted through the passing of by-law 1005-351 on July 13, 2005. This amendment resulted in the re-wording of the policies related to several land use designations, including General Urban Areas and Mainstreets.

As a result, the Official Plans and supporting documents for the former Region of Ottawa-Carleton and the former City of Ottawa remain in effect until the OMB rules on the appeals of the new Official Plan. Although the Official Plan is under appeal, Council has directed City staff to consider and evaluate the new Official Plan policies, including OPA #28, when reviewing development applications.

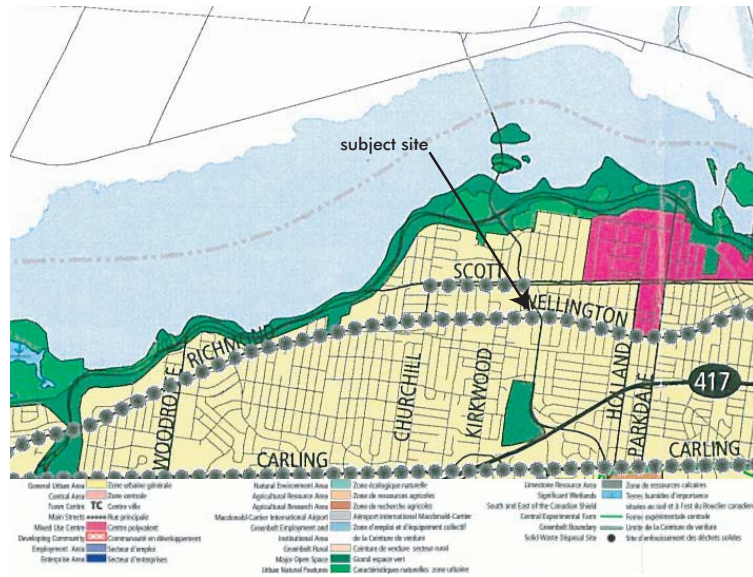
3.2.1 Region of Ottawa-Carleton Official Plan

The Official Plan of the Former Regional Municipality of Ottawa-Carleton sets out policies regarding the Regional Development Strategy for the Region of Ottawa-Carleton. The Plan details objectives of the Regional Development Strategy with respect to residential growth, including:

- Encourage a large share of new residential development to locate in and beside existing communities [2.0];
- Encourage additional residential development, particularly in the existing urban area inside the greenbelt, so as to promote communities in which car ownership is not required and that offer a range of housing choices [2.0];
- Encourage denser, more compact and balanced development on lands designated for urban purposes [2.3];
- Encourage a gradual increase in the proportion of new dwelling units built inside the greenbelt while avoiding the loss of open spaces [2.3].

Policies in this Plan with respect to development inside the Greenbelt specify that Council shall “support zoning by-laws for higher density residential uses where appropriate throughout the urban area” [Policy 2.5(4)]. However, the Plan is clear that such development must “respect the characteristics of established communities” and “ensure that significant impacts of the proposed development on adjacent residential development are minimized” [Policy 2.5(6)].

Further supporting Residential intensification, Policy 3.2.7 requires local municipalities to permit, where appropriate, infill and redevelopment in residential areas along and adjacent to roads with frequent, all-day transit service as well as other residential areas. As mentioned earlier in this report Richmond Road is well serviced by public transit and the site is within one (1) kilometre of the transitway.



The site is designated ‘General Urban Area’ on Schedule B – Urban Policy Plan in the Regional Official Plan. Lands within this designation are intended primarily for residential purposes, and also for a range of complimentary land uses including shopping, services and community facilities to meet day-to-day needs. The General Urban Area designation permits a broad range of residential uses, characterized by a mix of dwelling types, and complemented by commercial and neighbourhood uses.

3.2.2 The Former City of Ottawa Official Plan

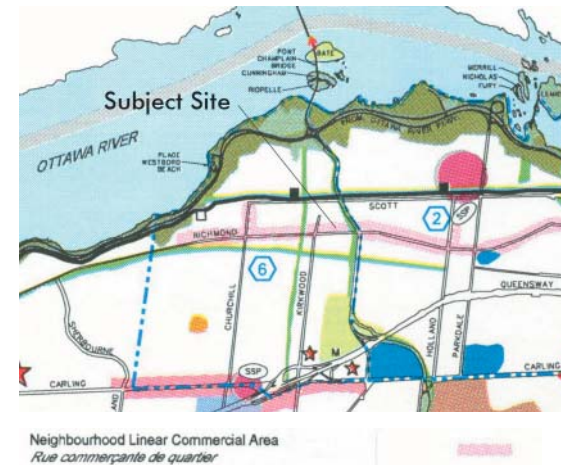
In terms of overall policy direction for this Official Plan, the Municipal Development Strategy in the former Ottawa Official Plan establishes Guiding Principles which, when interpreted in context with the policies and schedules of this Official Plan, establish a qualitative framework for interpreting policy. These guiding principles address all aspects of community life in a city, including the:

- management of the natural environment;
- nature of change and growth and how to manage it;
- educational, social, economic and cultural value of protecting heritage resources; and
- importance of a strong and diverse economy.

Generally, the Plan strives towards more concentrated communities and efficient land use patterns, which sensitively increase the intensity of development [2.3.3]. It recognizes that neighbourhoods will be the building blocks for change in the city [2.3.6].

Neighbourhood Linear Commercial Areas

The former City of Ottawa Official Plan designates the subject site as Neighbourhood Linear Commercial Area. Such designated areas are intended to provide for the main street and store-front-type of commercial development found in older areas of the City while recognizing the unique, mixed use and pedestrian-oriented character of these commercial areas. While smaller scale retail and personal service uses are the primary focus of these areas, Section 4.7.2 c) indicates that “City Council may permit residential uses in Linear Commercial Areas, provided the housing units are located above grade”.



Former City of Ottawa Official Plan Schedule A

Section 4.7.2 e) outlines the development guidelines for Linear Commercial Areas. The following is a summary of those most applicable to the proposed mixed-use development:

- Where sites are adjacent to existing residential areas, measures are taken to discourage uses likely to have significant negative impacts by virtue of noise, fumes, or traffic generation.
- Where City Council deems it desirable that medium and/or high profile development be permitted, new development is of a human scale by one or both of the following measures:



- architectural treatment of lower floors of buildings to provide visual interest; and
- setting back the upper floors of buildings from the street to avoid overpowering effects on the at-grade environment.
- Street-oriented retail activity is encouraged, at grade, which generates pedestrian interest and activity.
- Parking is encouraged to locate in the rear or side yards of commercial properties;
- Bicycle parking should be designed and located to be convenient for cyclists and pedestrians.
- Outdoor storage areas are to be fenced or screened.
- Parking, loading, and service areas are to be screened/buffered from residential uses with a combination of fencing, landscaping, and/or berms.
- Loading facilities and service areas are to be located to avoid conflict with pedestrians and minimize the effects of noise and fumes on adjacent residential properties.
- Lighting and glare must be contained to the site.
- Needs of persons with disabilities and other special needs groups are to be addressed in site design.
- Pedestrian connectivity from the sidewalk to building main entrance should be barrier-free, safe, convenient, and aesthetically pleasing.
- Associated policies under urban design chapter should be achieved.

Housing Development and Residential Policies

Although the Neighbourhood Linear Commercial designation permits residential development, it is appropriate to consider the Housing Development and Residential policies that commonly apply to such residential / mixed-use proposals. The Strategic Approach for Housing [3.1] seeks to achieve a balance between the intensification that is required to meet housing needs in an efficient way, with the desire to

accommodate that intensification in ways – and in locations – that are appropriate for existing communities. For instance, some of the strategic aims are:

- to ensure that new housing is a human scale and is sensitive to and improves the existing physical character of the area, using the development guidelines established in the Official Plan to guide new development [3.1.3]; and
- to reduce the pressure experienced within established residential areas to accommodate the increasing demand for housing by directing major residential growth through:
 - the efficient use of the remaining large tracts of vacant land, designated for residential use, in a manner that provides for a mix and variety of housing types and intensities, with an emphasis on non-ground oriented housing in suitable locations,
 - intensifying the use around selected transitway stations and at designated employment centers, for housing and mixed use development, and
 - encouraging more intensive housing development to establish along suitable arterial roadways in keeping with the development guidelines on compatibility as established in the Plan. [3.1.4]

The next layer of policy in the former Ottawa Official Plan provides further guidance on compatibility for future development. Policy 3.6 sets out the objectives for residential compatibility and, again, reiterates the desire to “facilitate the efficient use of Ottawa’s existing housing stock, underutilized residential parcels and residentially designated vacant land to accommodate the future demand for housing and to reduce the financial burden of underutilized services through intensification measures such as conversion, rooming houses, accessory apartments, infill and redevelopment. [3.6.1 (a)]

However, the objectives are also clear that:

- a mix of housing types should be encouraged;
- smaller unit, high profile housing should be directed away from the interior of low profile residential areas; and
- built form, massing and profile of new housing should be well integrated and compatible in design with existing housing and that a compatible transition between existing and new residential buildings should be accomplished. [3.6.1]

The Plan then provides detailed factors for assessing the acceptability of specific residential proposals. Developments are classified into major, moderate and minor residential development proposals. The subject proposal would be considered a major development since this term is defined as:

“the addition of a large number of new housing units on vacant or underutilized sites and is generally directed to selected:

- *transitway stations and in selected areas along arterial roadways,*
- *sites on arterial roads, (i.e., which are adjacent to, or between existing medium and/or high profile developments);*
- *Primary and Secondary Employment Centres, and*
- *Tracts of large vacant parcels of residentially designated lands.*

Section 1.7 of the Plan goes on to state, “a substantial blend of medium and high profile buildings, with units suitable for smaller households, are encouraged at the above-noted locations. May also include low profile buildings, particularly when needed to blend with new and/or existing low profile buildings.”

These criteria for appropriate locations for major residential developments are reiterated in Policy 3.6.2(f) of the Plan. The subject site complies with these locational requirements in that it is well serviced by public transit, it is located along an arterial roadway and is relatively isolated from existing low profile housing.

Policy 3.6.2(g) sets out the following factors for assessing major residential developments. Proposals should:

- provide adequate transportation capacity, parking and appropriate access to reduce potential traffic on local streets;
- facilitate, through design, the use of public transit;
- incorporate a pedestrian circulation system to provide a direct link to public transportation and a connection to existing or future public pedestrian systems;
- provide a gradual transition from low profile residential buildings to high profile residential buildings;
- provide outdoor amenity area that respects the privacy of adjacent units and minimizes the undesirable impacts through siting, landscaping, etc.;
- ensure that adequate hard services are available;
- ensure that community services and amenities are available to serve the new development; and
- achieve the policies of the Environmental and Urban Design chapters.

While certain development criteria within the Official Plan, such as those related to the transition of height between adjacent properties, may be subject to debate with respect to the proposal. On the whole, it appears that the development satisfies the general intent of the Official Plan and the vast majority of the applicable policies and development criteria. The site is well served by the arterial road network and public transit, hard services and community amenities. The supporting traffic impact analysis, discussed in Section 3.4 of this report, has confirmed that transportation capacity is not of concern. The street-front building location and commercial

component along with the restricted seven (7) storey height and underground parking off Richmond Road animate and contribute to the pedestrian realm while minimizing impacts to adjacent properties. A sun-shadow analysis has been provided in section 4.2 of this report to further confirm how the proposal has been designed to avoid significant impacts to adjacent lands.

3.2.3 The New City of Ottawa Official Plan, 2003

This report explains both the current policies and principles of the new Official Plan as adopted and the changes in the Retail Official Plan Amendment that might apply to the subject property.

In order to effectively make this assessment the guiding principles of the new Official Plan must first be explored.

Guiding Principles of the Official Plan

The new Official Plan, as with its predecessors reviewed in this document, confirms and continues to reinforce the need for efficient, compact development that can be served by transit. The City's Growth Management Strategy is based on six (6) guiding principles.

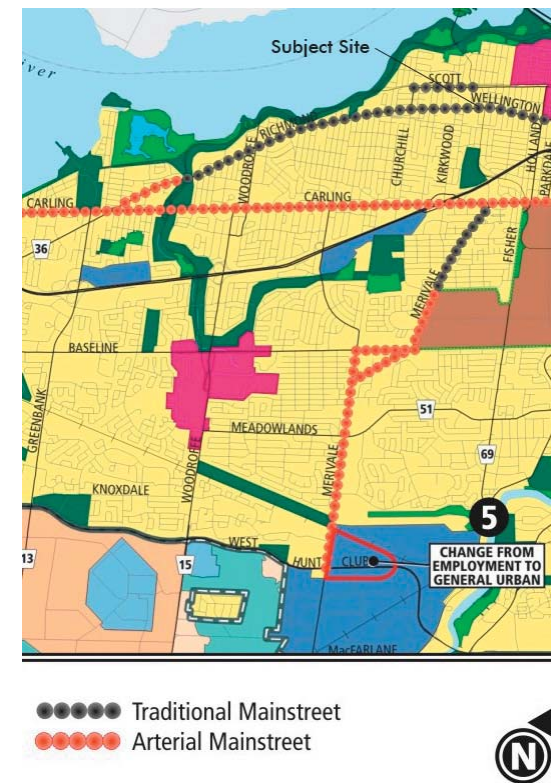
Under these principles there are various policies set out that identify how the City expects to achieve their Growth Management Strategy. The following policies from Section 1.6 are considered to be most applicable to the proposed form of development:

- A mix of landuses, housing types, compact and inclusive development, clustering of facilities, and excellent pedestrian connectivity make for complete, sustainable, walkable communities.
- Liveability is addressed by accommodating new growth and development in a more sustainable man-

ner utilizing compact, mixed-use built form principles, including a moderate increase in density.

- More compact and infill development reduces the need to extend infrastructure.
- The link between development and public transit should be strengthened.
- "Context" and "Fit" are important considerations in the evaluation of compact, mixed-use development.

The subject site is designated in the Ministerial approved City of Ottawa Official Plan as Mainstreet with an underlying General Urban Area designation on Schedule B. However, the Retail Official Plan Amendment designates the section of Richmond Road fronting on the subject property as Traditional Mainstreet.



The Mainstreet designation applies to various streets in the City of Ottawa that are intended to develop over time as vibrant networks with active, mixed-use pedestrian oriented development. The General Urban Area designation permits a broad mix of uses and a full range of housing types to facilitate the creation of complete and sustainable communities. The most applicable policies within each designation are outlined below.

General Urban [3.6.1]

- When considering residential intensification through infill or redevelopment, the City will:
- recognize the importance of existing community character so new development enhances and builds upon desirable established form;
- consider a balance of housing types and tenures to provide a full range of housing.
- Uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community will, where possible directed to:
- locations along the rapid-transit system, or an arterial or major collector road with sufficient capacity to accommodate the anticipated traffic, and where frequent, all day transit service can be provided; and
- locations on the perimeter of, or isolated from established residential neighbourhoods. In this regard, building orientation, massing, design, topography and site features such as mature forest may be considered.

Mainstreet [3.6.3]

- Traditional Mainstreets are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile.

- Development should be oriented to the mainstreet.
- Adequate landscaping should be provided, particularly trees along the perimeter of the site and street frontages.
- Surface Parking will not be permitted between the building and the street.
- Redevelopment and infill are encouraged on Traditional Mainstreets in order to optimize the use of land through increased building height and density. This plan supports building heights in the range of four (4) to six (6) storeys on Traditional Mainstreets. Greater building heights will be considered in any of the following circumstances:
- the proposed building height conforms with prevailing building heights or provides a transition between existing buildings;
- the development fosters the creation of a community focus where the proposal is on a corner lot, or at a gateway location or at a location where there are opportunities to support transit at a transit stop; and
- where the application of the provisions of Section 2.5.2 and Section 4.11 determine that additional height is appropriate.
- In order to demonstrate its commitment to development on Mainstreets, the City will consider them to priority locations for considering the use of techniques such as increased height and density provisions.

In light of the above policies, it is important to include the relevant elements of sections 2.5.2, and 4.11 from the New and Retail (OPA #28) Official Plans. Section 2.5.2 deals with matters of Affordable Housing in the New Official Plan. As such, it is our expectation that Section 2.5.1, Compatibility and Community Design of the Retail Official Plan is the intended reference.

Section 2.5.1 – Compatibility and Community Design

This section is intended to establish guidelines for introducing new development in existing areas in an effort to mitigate differences and achieve compatibility of form and function. It is explained that compatibility is not necessarily new buildings similar to existing buildings, but new development that enhances or coexists without adverse impact on surrounding properties. Within this section various Design Objectives are outlined but, as stated, are not meant to be prescriptive. The following principles are most applicable to the proposed development:

- encourage a continuity of street frontages;
- address the relationship between buildings and between buildings and the street;
- meet the needs of pedestrians as a priority;
- integrate new development to complement and enliven the surroundings;
- allow the build form to evolve through architectural style and innovation;
- compliment the massing patterns, rhythm, character, and context.

Section 4.11 – Compatibility

This section of the Retail Official Plan builds upon the general principles of compatibility outlined in section 2.5.1 by providing the following criteria to evaluate compatibility such as: height, bulk or mass, scale relationship, building/lot relationships (i.e. setback distance from the street), and the distance between buildings:

- Traffic: Roads should adequately serve the development. Development with potential for significant traffic generation should be located on arterial or major collector roadways.
- Vehicular Access: Ingress and egress should address matters of noise, headlight glare, and loss of privacy to adjacent or opposing development.

- **Parking Requirements:** Adequate on-site parking should be provided.
- **Building Height and Massing:** New buildings should have regard for the area context – the massing and height of adjacent buildings and planned area function. Design that contributes to a sense of human scale will improve user comfort and the perception of new development. A transition in building heights can be offset where natural buffers and setbacks exist and/or through the use of design measures to create a more pedestrian-friendly at-grade environment.
- **Pattern of Surrounding Community:** Where the height, mass, proportion, street setback, and distance between buildings varies from the pattern in the area, the proposed design can compensate with its treatment of common community characteristics.
- **Outdoor Amenity Areas:** Development should respect the privacy of outdoor residential amenity areas and minimize undesirable impacts through the siting and design of buildings and the use of screening, lighting, landscaping or other mitigative design measures.
- **Sunlight:** The development should minimize shadowing on adjacent properties, particularly on outdoor amenity areas, through the siting of buildings or other design measures.

Overall, the proposed development, for a seven (7)-storey residential mixed-use building fronting on Richmond Road satisfies the vast majority of the Official Plan policies outlined above. In addition to intensifying the site, the development will enhance the pedestrian environment in this transitional area, introduce a more compatible street façade, offer additional retail services, and contribute to the critical population mass required to support a more vibrant commercial area.

Although some of the development impact concerns will be further reviewed in Section 4.0 of this report, the proposed building has been designed and sited with specific

consideration toward minimizing and mitigating impacts to adjacent properties and the immediate area.

3.3 Other Relevant Policies/Documents/Studies

3.3.1 Where Will We Live Report

The City has recently prepared a draft report entitled, “Where will we live? Housing potential in Ottawa 2002-2021”, June 2004. This housing report identifies general areas, as well as specific sites, within the existing urban boundary, where intensification could occur over time as a means to achieving the City’s population projections and objectives for focusing growth inside the existing urban boundary.

The report demonstrates that Mainstreets will provide the greatest opportunity for achieving intensification and identifies specific sites along Richmond Road – including the subject site – where redevelopment and intensification could occur.

3.3.2 Richmond Road Vision Workshop and Community Design Plan

On June 20, 2005, a workshop, involving residents and business owners of the Westboro Community and interested professionals, was held in an effort to develop a preliminary vision for future development along Richmond Road. Following the workshop, the consultants who facilitated the workshop prepared a four (4) paged summary report outlining the general consensus or vision of future development criteria. The stated criteria within the report most applicable to the proposed development, are summarized as follows:

- Where the lot size permits, buildings may be “stepped back” such that portions to the rear may be higher

than 2 storeys. The height of such buildings must be restricted to prevent them from casting a shadow on Richmond road or on residential areas to the rear...if the rear (of the lot) borders on a residential area, the building must be setback or stepped back.

- Mixed-use buildings would generally have retail, commercial or personal service uses at the street level and offices or residential uses above or to the rear.
- Car-oriented uses are...no longer part of the vision and the redevelopment of used car lots in particular would be welcomed.
- A “design” approach to building height is favoured, taking into consideration the size, shape and location of the lot, as well as the character of the surrounding lands and shadow effects. It is not possible to pre-establish a height limit, but in most locations the conditions would restrict heights to the 4-5 storey range when stepped back from the street.
- The great majority are not comfortable discussing anything above 6-8 storeys under any conditions. Expressed negatively, in some cases this was out of a fear it would be misinterpreted as a permissive gesture. Expressed positively, this was because a design approach is more appropriate.

Since the completion of the above noted workshop and report, the City has commissioned a Community Design Plan (CDP) to be prepared for Richmond Road and the Westboro area. FoTenn staff recently attended the first public open house associated with the CDP on the evening of November 29, 2005 at Nepean High School. The intention of this meeting was to advise the public on the intention of the CDP and obtain feedback on issues and priorities for future development in the study area. The report from the visioning workshop was presented in the Open House and is expected to be considered as key representation of public interests for the study area. Being the first public meeting in this process, further meetings / open houses are planned over the next six (6) months before



final recommendations are planned for consideration by the City's Planning and Environment Committee in June of 2006. A council decision on the CDP is expected sometime in the fall of 2006.

3.4 City of Ottawa Comprehensive Zoning By-law

The site is presently zoned Neighbourhood Commercial, CN(498) with a floor space index (FSI) limit of 1.0, and a height restriction of 13.8 metres.

The purpose of the CN zone is to:

- encourage a mix of commercial uses in a visually continuous, small scale, street-level building form in areas designated as Neighbourhood Linear Commercial and Lebreton Flats Character Area of the central area in the Official Plan;
- foster and promote a pedestrian-oriented retail environment; and
- impose site regulations and development standards that will ensure that the commercial uses do not impinge on adjacent uses, or upon local residential uses.

The zoning permits the following broad range of non-residential and a small range of residential uses:

artist studio*	parking garage
community health & social services centre	restaurant, fast food
bank	library
day care	retail store
recreational and athletic facility	restaurant take out
catering establishment	laundromat
personal service business	retail food store
park	restaurant, full service
community centre	printing shop
convenience store	place of worship
small batch brewery	parking lot
post office	utility installation
training centre	veterinary clinic
municipal office	dwelling unit*
laboratory*	office*
automated teller	retirement home*
repair shop	retirement home, converted*
veterinary clinic	rooming house*
instructional facility	rooming house, converted*
medical facility*	special needs house*

* must be located above ground floor

4.0 REVIEW OF POTENTIAL DEVELOPMENT IMPACTS

4.1 Transportation Impact Overview

Delcan Corporation was retained to analyze the traffic considerations associated with the proposed development. Their analysis, submitted to City staff in support of this proposal, concluded that the site-generated traffic would have no impact on the operation and level of service of adjacent streets and intersections. Delcan observed that the site's driveway connection is well located between the closest signalized intersections at Patricia Avenue (west) and Island Park Drive (east), such that gaps in the Richmond Road traffic will facilitate the low volume of left turns in and out of the site. Cut-through traffic on neighbourhood residential streets is projected to be non-existent.

Delcan did highlight that the proposed 1.5 metre offset of the site driveway from the east property line does not meet the Private Approach By-law of 3 metres. However, because of the good sight lines and projected safe operating conditions, the proposed offset is considered acceptable. Also highlighted was the fact that the number of below grade spaces needs to be reduced from 52 to 50 given the proposed ramp width. The architect has confirmed that this can easily be accommodated within the by-law requirement for parking.



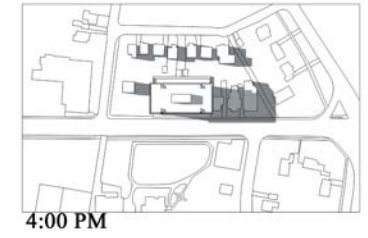
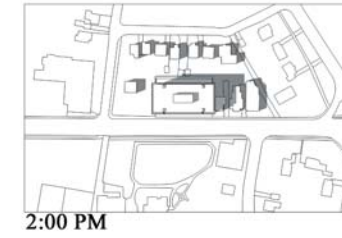
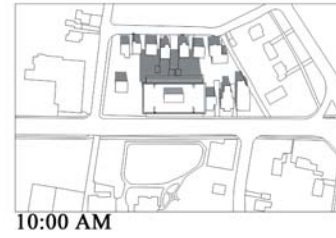
4.2 Sun Shadow Analysis

In designing the building for the subject property, the architect has given consideration to the sun shadow impacts that might be expected upon the adjacent properties. In an effort to minimize these impacts, and meet other policy directives, the building has been pushed as far south as possible, up to the front lot line.

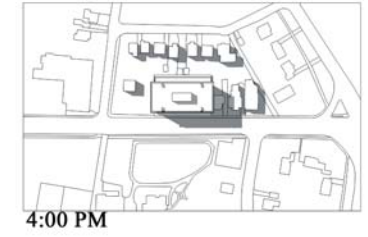
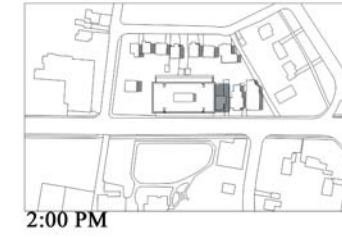
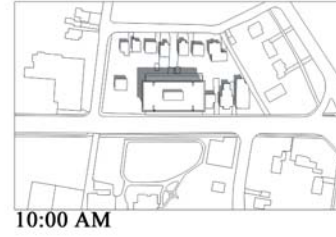
Unfortunately, the limited lot depth of approximately 30-metres makes it difficult to avoid sun shadow impacts entirely. The adjacent images forecast sun shadows expected from the building at four (4) daily intervals at four (4) separate seasonal points throughout the year. The forecasts demonstrate that the greatest impacts to surrounding properties can be expected during the winter months when the sun's trajectory is on the greatest angle to the proposed building. During this winter period, a shadow would be cast upon the four (4) residential buildings to the north for approximately half of the day, leaving them in full sunlight for the balance of the day. In fact, these impacts would be the same with a three(3)-storey building on the subject property given the sun's trajectory at this time of year.

During the remaining periods of the year, sun shadow impacts upon the residential properties will be limited to some shade in the rear yards during spring and fall mornings, with complete sunlight for the balance of the day. There are no sun-shadow impacts expected during the summer months.

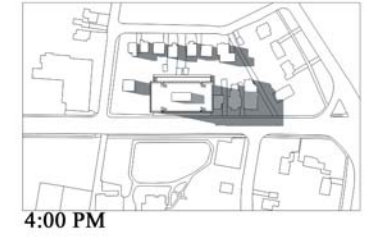
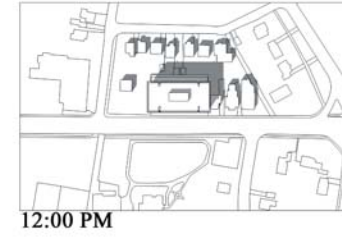
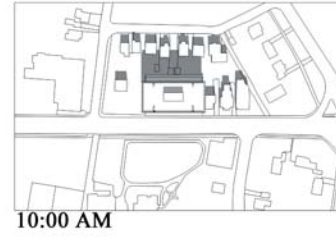
MARCH 21



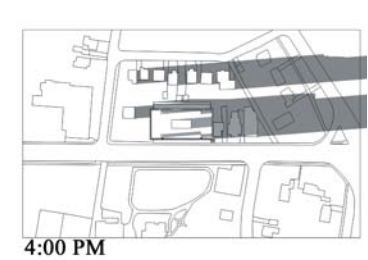
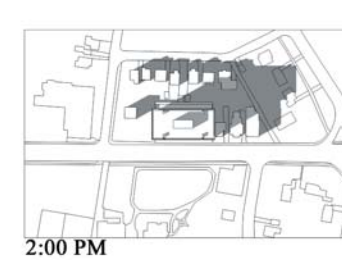
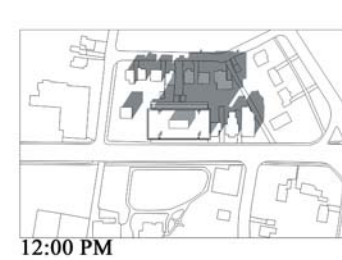
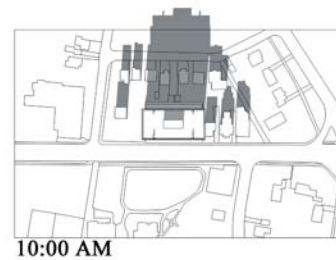
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SEPTEMBER 21



DECEMBER 21



5.0 CONCLUSIONS

We have concluded that the subject site is appropriate for medium profile mixed-use redevelopment for the following reasons:

- The proposal achieves the previously discussed • Official Plan objectives with respect to housing intensification.

Denser, more compact, infill development is encouraged throughout the City on vacant or underutilized sites, particularly within the greenbelt and especially on sites such as this that are:

- adjacent to major roads,
- at the periphery of neighbourhoods, and
- proximate to good transit service and pedestrian walkways.

The policies of the Mainstreet designation in the new Official Plan further reinforce the desire to orient significant residential growth to these locations. The subject property is located on Richmond Road, an arterial road with sufficient transportation capacity to accommodate the proposed use. Both the former and new Official Plans for the City of Ottawa direct that major residential development locate along arterial roadways, specifically at the edge of low-profile residential communities to reduce the impact on established residential areas. This site satisfies all of these locational criteria for intensification.

- The character of the area is not homogenous and the introduction of a medium profile, mixed-use building will contribute positively to the community.

In this instance, an eclectic mix of uses surrounds the subject site. As examples, a two(2)-storey, converted medical office to

the east, a two(2)-storey school and convent to the south across Richmond Road, a small two(2)-storey single family residential area to the north, a gas bar to the west along Richmond Road, and clusters of higher profile residential buildings within 500 metres north and east, and a kilometre west within the Village of Westboro.

Although two(2)-storey retail and mixed-use buildings dominate the main Westboro retail area, west of this site, the subject area at the eastern edge of Westboro has no clearly dominant character in terms of building scale and massing. In fact this area appears to be one in transition. The two (2) car dealerships and a significantly undersized Canadian Tire store are indicative of the previous functions of Richmond Road and Wellington Street as an arterial roadway offering regional-type services to residents in both the City and the Village of Westboro. With the recent revitalization within the Village of Westboro, areas at the village edges, such as the subject property, are likely to experience complimentary growth pressures to that of the Village.

Given that the subject site is clearly underutilized and there is a lack of development consistency in the immediate area, one must look to the planned function for these sites in order to assess what is desirable in the longer term and to determine the extent to which they can contribute to the intensification objectives of the City. We believe that when looking to the future, the Official Plan calls for a medium-profile mixed-use development with a strong streetscape. The proposed development is consistent with this vision, would be compatible with the area, would have limited impact on the surrounding community, and would help to achieve the City's objectives for intensification and a mix of uses in these locations.

- The proposal is generally consistent with the infill development criteria outlined in the Official Plans and Visioning Workshop Report

The proposed building has been designed and located in an effort to contribute positively to the Westboro community and further the Mainstreet objectives of the Official Plan. The proposed building is located at the front property line along Richmond and extends virtually the entire property width thereby maximizing building massing and articulation of the streetscape. The building proposes to have street-front retail at grade with enhanced architectural detail through the use of colour, glazing, and materials. The street-front retail with awnings adjacent to the sidewalk shows particular attention to the pedestrian environment.

All parking for the building is proposed within two (2) levels of an underground parking structure. This not only screens views of parking from the street and surrounding properties but also eliminates impacts of headlight glare, noise, and fumes for the residences to the north.

The building height has been limited to seven (7) stories with the top-level setback at all sides. This design is consistent with the Westboro Visioning Report as it improves the 'human scale' feeling of the building at the pedestrian level while reducing the of the sun-shadow effects of the building. The buildings location on the north side of Richmond Road also eliminates any shadowing impacts onto Richmond Road.

- The development will have minimal impacts to the surrounding area.

A sun shadow study prepared by the architect reveals no impact on the school or convent to the south given the proposed building location on the north side of the Richmond Road. The study does identify some impact on the four (4) residences to the north, and on the clinic and business establishments to the east for limited periods in the late-fall and winter months. There are no known outdoor amenity areas impacted at any of the adjacent businesses. Impacts to the four (4) residences



are limited primarily to mornings during the late-fall and winter months, with no impact anticipated during the spring and summer months. As noted earlier in this report, the most significant sun-shadow impacts during the winter months could not be avoided with a building of half the height, given the angle of the sun during that time of year.

The other impact analysis undertaken in support of this proposal was a traffic impact analysis prepared by Delcan. Delcan observed that the site's driveway connection has good sight lines for safe operating conditions, and is well located between the two (2) signalized intersections, facilitating the low volume of left turns in and out of the site. The analysis ultimately concluded that the site-generated traffic will have no impact on the operation and level of service of adjacent streets and intersections, and projected that cut-through traffic on neighbourhood residential streets will be non-existent.

- The site is appropriate and desirable for residential development.

The final consideration with respect to the development of this site is its attractiveness to the marketplace as a future residential development. Ashcroft Homes have advised that the location of the site near the intersection of two (2) arterial roads, so close to the shopping and community amenities of the Village of Westboro while so proximate to the downtown core makes the site very desirable within the condominium and retail market place. The fact that building has been designed and detailed to contribute to the pedestrian environment and the City's mainstreet vision is an added attraction for buyers that will likely be drawn to the site location for those same community elements.

As mentioned earlier in this report, this section of Richmond Road is in transition as the City continues to intensify along its mainstreets in accordance with Official Plan objectives. One only need look east along Wellington to the next major

arterial intersection at Parkdale to observe a similar pattern of intensification where medium-rise mixed use buildings strategically located near the intersection at the edge of the surrounding residential community.

This development will present a change to the community and admittedly there will be limited impacts with respect to sun shadow at certain times of the year. Nevertheless, these limited impacts must be weighed against the City's objectives for intensification and improved streetscapes on designated Mainstreets. Upon consideration of all of these factors, it is our opinion that on balance the proposed development is appropriate in this location.



