

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
14 November 2019 / 14 novembre 2019**

**and Council
et au Conseil
27 November 2019 / 27 novembre 2019**

**Submitted on 25 October 2019
Soumis le 25 octobre 2019**

**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**

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Ward: KITCHISSIPPI (15)

File Number: ACS2019-PIE-PS-0112

SUBJECT: Official Plan and Zoning By-law Amendments – 89 Richmond Road

**OBJET: Modifications au Plan officiel et au *Règlement de zonage* – 89,
chemin Richmond**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve:**
 - a. An amendment to the Official Plan for the Richmond Road/Westboro Secondary Plan, Sector 4 – East Village, to permit a six-storey mixed-**

use building at 89 Richmond Road, as detailed in Document 2 – Proposed Official Plan Amendment; and

- b. An amendment to Zoning By-law 2008-250 for 89 Richmond Road to permit a six-storey mixed-use building, as detailed in Document 3 – Details of Recommended Zoning and Document 4 – Location Map and Zoning Key Plan.
2. That Planning Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of November 27, 2019,” 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 au Plan officiel visant le Plan secondaire de Westboro / chemin Richmond, secteur 4 – Village Est, afin de permettre la construction d’un immeuble polyvalent de six étages au 89, chemin Richmond, comme l’expose en détail le document 2 – Modification proposée au Plan officiel; et
 - b. Une modification au Règlement de zonage 2008-250 visant le 89, chemin Richmond, afin de permettre la construction d’un immeuble polyvalent de six étages, comme l’expose en détail le document 3 – Détails du zonage proposé, et le document 4 – Carte de localisation et Schéma de zonage.
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 27 novembre 2019 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

Assumption and Analysis

An Official Plan Amendment and Zoning By-law Amendment is proposed for 89 Richmond Road. The purpose of the applications is to permit the construction of a six-storey, 14-unit mixed-use building on the subject property.

The site is located on the north side of Richmond Road between Island Park Drive and Patricia Avenue in the Westboro neighbourhood. The site is an interior lot with an area of 372 square metres, 12.2 metres of frontage along Richmond Road, and a lot depth of 30 metres. The property is currently occupied by a vacant two-storey building that was damaged by fire in 2017.

An Official Plan Amendment is required to amend Section 1.3.4 of the Richmond Road/Westboro Secondary Plan to permit a six-storey mixed-use building on the subject property. In accordance with Section 1.3.4, Sector 4 – East Village, on lots with a lot depth of less than 45 metres, the maximum building height is four storeys. The applicant is also seeking a Zoning By-law amendment to permit an increased height of 20 metres for the subject property, as well as adding a site-specific exception to the existing Traditional Mainstreet zoning to permit a reduced rear yard setback from 7.5 metres to 6 metres, and a reduced parking rate from one space to zero spaces for the proposed residential units.

The Department supports the proposed amendment to the Richmond Road/Westboro Secondary Plan. The proposed building is consistent in scale and massing to the existing context along this portion of Richmond Road, as well as the general planned function of the area. The proposed mixed-use development will contribute to an efficient pattern of development and will support the City's goal of creating transit supportive development and pedestrian oriented mainstreets. The Department also supports the proposed Zoning By-law Amendment and staff are of the opinion that the proposal is consistent with the relevant Official Plan policies and the general intent of the Richmond Road/Westboro Secondary Plan.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications. A Public Information Session was held on May 8, 2019, and through the circulation and notification process, Planning Services received twenty-five public comments on the proposal. The comments are detailed in Document 6 – Consultation Details.

RÉSUMÉ

Hypothèse et analyse

Des modifications au Plan officiel et au Règlement de zonage visant le 89, chemin Richmond sont proposées. Elles auraient pour objet de permettre la construction à cet endroit d'un immeuble polyvalent de six étages et contenant 14 unités.

Le terrain est situé du côté nord du chemin Richmond, entre la promenade Island Park et l'avenue Patricia, dans le quartier Westboro. Il s'agit d'un lot intérieur d'une superficie de 372 mètres carrés, d'une façade de 12,2 mètres donnant sur le chemin Richmond et d'une profondeur de 30 mètres. La propriété est actuellement occupée par un immeuble vacant de deux étages qui a été endommagé par un incendie en 2017.

Une modification doit être apportée au paragraphe 1.3.4 du Plan secondaire de Westboro / chemin Richmond (Plan officiel), afin de permettre la construction d'un immeuble polyvalent de six étages sur cette propriété. Conformément au paragraphe 1.3.4, Secteur 4 – Village Est, la hauteur des bâtiments occupant un lot dont la profondeur est inférieure à 45 mètres est limitée à quatre étages. Le requérant sollicite également une modification au Règlement de zonage afin de permettre une hauteur accrue à 20 mètres sur la propriété visée et l'ajout d'une exception propre à l'emplacement appliquée à la désignation actuelle de rue principale traditionnelle, afin de permettre la réduction du retrait de cour arrière, qui passerait de 7,5 à 6 mètres, et une réduction du taux de stationnement, qui passerait d'une à zéro place pour les unités d'habitation proposées.

La Direction générale appuie la modification proposée au Plan secondaire de Westboro / chemin Richmond. L'échelle et la volumétrie de l'immeuble proposé correspondent au contexte environnant sur ce tronçon du chemin Richmond, ainsi qu'à la fonction prévue d'une manière générale pour le secteur. L'aménagement polyvalent proposé contribuera à créer un modèle urbanistique efficace et soutiendra l'objectif de la Ville consistant à créer des aménagements adaptés au transport en commun et des rues principales axées sur la marche. La Direction générale est également favorable à la

modification au Règlement de zonage, et le personnel est d'avis que le projet est conforme aux politiques pertinentes du Plan officiel et à l'intention générale du Plan secondaire de Westboro / chemin Richmond.

Consultation publique et commentaires

Les membres du public ont été avisés et consultés conformément à la politique en la matière adoptée par le Conseil municipal pour les demandes d'aménagement. Une séance publique d'information a été organisée le 8 mai 2019. Au cours du processus de diffusion et de notification, les Services de planification ont reçu des membres du public vingt-cinq commentaires sur cette proposition. Ces commentaires sont reproduits dans le document 6 – Détails de la consultation.

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

89 Richmond Road

Owner

SAAISH Inc.

Applicant

Fotenn Consultants Inc.

Architect

RLA Architecture

Description of site and surroundings

The subject property is located on the north side of Richmond Road, between Island Park Drive and Patricia Avenue in the Westboro neighbourhood. The site is an interior lot with an area of 372 square metres, 12.2 metres of frontage along Richmond Road, and a lot depth of 30 metres. The property is currently occupied by a vacant two-storey building that was damaged by fire in 2017.

The surrounding area is characterized by a mix of residential, institutional, and commercial uses. To the north of the subject property is a low-rise residential neighbourhood. To the east are low-rise residential and commercial uses, as well as the future 12-storey 'Residences at Island Park' building on the northeast corner of Wellington Street West and Island Park Drive. To the south of the subject property is a nine-storey mixed use building and low-rise residential uses. To the west are two mid-rise mixed-use buildings of six and seven storeys.

Summary of requested Official Plan amendment proposal

The requested Official Plan Amendment seeks to add a site-specific policy within Section 1.3.4, Sector 4 – East Village of the Richmond Road/Westboro Secondary Plan to permit a maximum building height of six storeys for the property at 89 Richmond Road.

Summary of requested Zoning By-law amendment proposal

The subject property is currently zoned TM [83] H(15). The owner would like to rezone the property to permit a maximum building height of 20 metres and to add site-specific performance standards for the proposed six-storey mixed-use building, including a reduced rear yard setback and to permit no parking for the residential units.

DISCUSSION

Public consultation

Public notification for this application was undertaken in accordance with the requirements of the *Planning Act* and the City of Ottawa's Public Notification and Public Consultation Policy approved by City Council. A Public Information Session was held on May 8, 2019 and approximately 20 people were in attendance. The comments received through the circulation of the applications and at the Public Information Session are detailed in Document 6 – Consultation Details.

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

Official Plan designation(s)

In accordance with Schedule B of the Official Plan, the property is designated within the Traditional Mainstreet area.

Other applicable policies and guidelines

The site is located within the Richmond Road/Westboro Secondary Plan and Community Design Plan area. In accordance with Schedule A in the Secondary Plan, the property is designated as being within Sector 4 – East Village. Pursuant to Schedule C in the Plan, the property is identified as having a maximum height of four storeys.

The site is also subject to the Urban Design Guidelines for Development along Traditional Mainstreets.

Urban Design Review Panel

The property is within a Design Priority Area and the Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications were subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting held on July 12, 2019, which was open to the public.

The panel's recommendations from the formal review are provided in Document 7 – UDRP Recommendations.

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

- The design has been revised to make a stronger delineation between the commercial floors and the residential floors through the use of different glazing systems and the contrasting of surface depth. The commercial zone is further emphasized through the inclusion of wood cedar panels between sections of blue tinted curtain wall glass, while the residential openings are more domestically scaled and have a more ordered placement on the front façade of the building.
- The building design makes a reference to the two storey datum line established by the adjacent buildings through the contrast of the glazing systems and the use of differing surface treatment.
- The Juliette balcony guards have been brought into the units so that they do not protrude outward from the wall and detract from the overall expression.
- The materiality of the top two floors now matches that of the lower storeys, which provides better coordination between the base of the building and the top of the building and eliminates the feeling of heaviness at the top of the building.

Some recommendations were not addressed, including reducing the height of the building, reducing the unit count, and reconfiguring the internal layout. Staff are satisfied that the design changes undertaken by the applicant, in combination with the step back above the fourth floor at the front of the building and the 45-degree angular plane in the rear adequately address the building's relationship with its surroundings and is an appropriate form of development on the subject property.

Planning Rationale

Official Plan

3.6.3 - Mainstreets

In accordance with Schedule B of the Official Plan, the subject property is designated Traditional Mainstreet. As outlined in Section 3.6.3, Traditional Mainstreets are planned as compact, mixed-use, pedestrian-oriented streets, and redevelopment and infill are encouraged on these Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk. The Official Plan generally supports mid-rise building heights on Traditional Mainstreets. The proposed development supports these policies by creating an efficient pattern of development that is supportive of alternative modes of transportation and contributes to the walkability and vibrancy of Richmond Road.

2.5.1 and 4.11 – Urban Design and Compatibility

Sections 2.5.1 and 4.11 in the Official Plan provide policy direction for urban design and compatibility for new development within the city.

In accordance with Section 2.5.1, compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation, and coexists with existing development without causing undue adverse impact on surrounding properties. Compatible design fits within its physical context and helps to support the existing and planned function of the area.

Section 4.11 establishes criteria for reviewing the design and compatibility of a proposed development and requires that new development be designed to fit in with the existing character of the area through the use of setbacks, transition, façade articulation, materials, architectural elements, and massing to ensure compatibility. The proposed development is similar in scale and massing to the surrounding buildings,

which range in height from six to nine storeys. Furthermore, it is staff's opinion that appropriate articulation has been achieved through a step back on the front façade above the fourth floor, and through the 45-degree angular plane above the fourth floor at the rear of the building. The materiality and architectural expression of the proposed building, including the two-storey datum line, complements and fits in with the neighbouring buildings. Overall, staff are of the opinion that the design objectives outlined in Section 4.11 have been met and the proposed development is compatible with the surrounding neighbourhood.

2.5.1 - Design Priority Areas

The subject property is identified as being within a Design Priority Area, and in accordance with the Official Plan, the goal is to direct growth and intensification to these areas by encouraging a mix of uses and a greater focus on active transportation, while contributing to an enhanced pedestrian environment. It is staff's opinion that the proposed development meets these objectives. In accordance with Section 101 of the Zoning By-law, the required parking for the proposed development is one parking space for the residential units. The proposed commercial space is exempt from parking requirements under that section of the By-law. The applicant is seeking to eliminate the requirement to provide one parking space, and instead has provided more than double the required bicycle parking, which supports the Plan's goal of creating new development that emphasizes active transportation.

4.6.4 - Scenic Entry Routes

The proposed development will be visible from Island Park Drive, which is identified as a Scenic Entry Route on Schedule I of the Official Plan. It is staff's opinion that the visibility of the proposed development from Island Park Drive does not conflict with the policies for Scenic Entry Routes, which seek to establish attractive views and create a favourable first impression of Ottawa.

Richmond Road/Westboro Secondary Plan

Pursuant to Section 1.2 of the Richmond Road/Westboro Secondary Plan, the objectives of the Plan are to ensure the area develops in such a way as to ensure that it is pedestrian and cyclist friendly and that preserves the scale and character of existing neighbourhoods through the compatibility of new development. The Plan generally supports building heights of four to six storeys along Richmond Road, and in accordance with Section 1.3.3, greater building heights will be considered in a number of circumstances, including in situations where the proposed building height conforms

with prevailing building heights or provides a transition between existing buildings. In this case, the subject property is situated in close proximity to buildings with heights ranging from six to nine storeys, including the buildings immediately adjacent to the subject property and across the street.

While Section 1.3.4, Sector 4 – East Village indicates that on lots with a lot depth less than 45 metres, maximum building heights of four storeys will be maintained, staff are of the opinion that an appropriate step back has been provided at the front of the building and an appropriate transition to the low-rise area to the north has been achieved through the use of a 45-degree angular plane above the fourth storey, despite the reduced rear yard setback of 6 metres.

Overall, staff are of the opinion that the proposed development is in line with the general intent and objectives of the Secondary Plan.

Zoning By-law 2008-250

The property is zoned Traditional Mainstreet in Zoning By-law 2008-250. The intent of the Traditional Mainstreet Zone is to foster and promote compact, mixed-use, pedestrian-oriented development, while ensuring that street continuity and scale and character is maintained. The TM zone generally permits a maximum building height of 20 metres or six storeys. Where a rear lot line abuts a low-rise residential zone, a 45-degree angular plane measured at a height of 15 metres from a point 7.5 metres from the rear lot line must be provided. In this case, while the applicant is seeking to reduce the rear yard setback from 7.5 metres to 6 metres, the 45-degree angular plane is still being achieved, which ensures that appropriate transition is provided between the proposed six-storey building and the low-rise residential neighbourhood to the north. The requested parking reduction will help to foster a transit-supportive and pedestrian-oriented development, while promoting alternative modes of transportation for future tenants and visitors to the building. Overall, staff are of the opinion that the proposed development and requested amendments meet the general intent of the Zoning By-law.

Provincial Policy Statement

The *Planning Act* requires that all City planning decisions be consistent with the Provincial Policy Statement (PPS). The PPS contains policies that require an appropriate mix of residential and non-residential uses in urban areas that provide for efficient land use and development patterns to support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth. Staff have reviewed this

proposal and have determined that it is consistent with the Provincial Policy Statement, 2014, as it promotes an efficient pattern of development and enhances the vitality of one of the city's important mainstreets, and supports the long-term prosperity of a vibrant, liveable community.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Leiper is aware of the application.

LEGAL IMPLICATIONS

In the event that the recommendations in this report are adopted and the matter appealed to the Local Planning Appeal Tribunal, it is estimated that a two-day hearing would be required. It is anticipated that such hearing could be conducted within staff resources. If the application for a rezoning is refused, reasons must be provided. In the event of an appeal of the refusal, it would be necessary to retain an outside planner and, depending on the reasons for refusal, possibly a second person to speak to the matter of parking.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated with the recommendations in this report.

ASSET MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

Potential financial implications are within the above Legal Implications. In the event that an external planner is retained, the expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

ACCESSIBILITY IMPACTS

The proposed Official Plan amendment and Zoning By-law amendment do not have an impact on the accessibility of the building. The accessibility of the building will be

addressed through the Site Plan Control process, and the owner will be required to meet any accessibility criteria contained within the Ontario Building Code.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- HC3 – Create new and affordable housing options
- GP1 – Strengthen public engagement
- EP2 – Support growth of local economy

APPLICATION PROCESS TIMELINE STATUS

The application was not processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendments due to the additional time needed to resolve issues and for the applicant to make revisions to the plans.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Official Plan Amendment

Document 3 Details of Recommended Zoning

Document 4 Zoning Key Plan

Document 5 Development Concept Plans

Document 6 Consultation Details

Document 7 UDRP Recommendations

CONCLUSION

The Planning, Infrastructure and Economic Development Department supports the proposed Official Plan and Zoning By-law amendments to permit a six-storey mixed-use building on the subject property. The proposal is consistent with the Provincial Policy Statement, relevant Official Plan policies, including the Richmond Road/Westboro Secondary Plan, and represents good planning. The department recommends the requested amendments be approved.

DISPOSITION

Legislative Services, Office of the City Clerk to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (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.

The site is located on the north side of Richmond Road in Westboro, between Island Park Drive and Patricia Avenue.



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE SITE PLAN / PLAN DE EMPLACEMENT OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D02-02-19-0042 D07-12-19-0067 D01-01-19-0042		 89 ch. Richmond Road	
I:\CO\2019\Zoning\Richmond_89 <small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY. ©Les données de parcelles appartiennent à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'APPRENTISSAGE.</small>		Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) / Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)	
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**Document 2 – Details of Official Plan Amendment
Official Plan Amendment XX to the
Official Plan for the
City of Ottawa**

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PART A – THE PREAMBLE

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3. Implementation and Interpretation

THE 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 Amendment No. XX is to permit a six-storey building on the subject property.

2. Location

The site is located on the north side of Richmond Road in Westboro, between Island Park Drive and Patricia Avenue. The site is an interior lot with an area of 372 square metres, 12.2 metres of frontage along Richmond Road, and a lot depth of 30 metres.

3. Basis

Pursuant to Schedule C in the Plan, the property is identified as having a maximum height of four storeys. Additionally, the site is currently designated within Sector 4 – East Village within the Richmond Road/Westboro Secondary Plan. In accordance with Section 1.3.4., Sector 4 – East Village, on a lot with a lot depth less than 45 metres and that backs onto low-rise residential areas, the maximum building height is four storeys. The proposed development requires an Official Plan Amendment to this section of the Secondary Plan to permit the construction of a six-storey mixed-use building.

PART B – THE AMENDMENT

1. Introduction

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

2. Details

The following changes are hereby made to the Official Plan for the City of Ottawa:

2.1 The Richmond Road/Westboro Secondary Plan is hereby amended by adding the following site-specific policy within Section 1.3.4, Sector 4 – East Village:

2.1.1 “Despite Schedule C and the provisions of Section 1.3.4, the maximum permitted height for the property municipally known as 89 Richmond Road is 20 metres or six storeys.”

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. The scope of this Amendment is limited to the lands known municipally as 89 Richmond Road.




Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 89 Richmond Road:

1. Rezone the lands shown in Document 4 from TM [83] H(15) to TM [XXXX] H(20).
2. Add a new exception TM [XXXX] H(20) to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column II, add the text “TM [XXXX] H(20)”
 - b. In Column V, add the following provisions:
 - i. The minimum rear yard setback is 6 metres.
 - ii. Despite Section 101(4)(b), where a residential use is located within a building of five or more storeys, no off-street motor vehicle parking is required to be provided for the first fourteen residential units.

Document 4 – Zoning Key Plan



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-19-0042	19-1100-B		89 ch. Richmond Rd. Area A to be rezoned from TM [83] H(15) to TM [XXXX] H(20) Le zonage du secteur A sera modifié de TM [83] H(15) à TM [XXXX] H(20)
I:\CO\2019\Zoning\Richmond_89_RZ			
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		 NOT TO SCALE	

Document 5 – Development Concept Plans



Conceptual rendering – View from Richmond Road looking north



Conceptual rendering – Aerial view looking south-west

Document 6 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. A Public Information Session was held on May 8, 2019 and approximately 20 people were in attendance.

Public Comments and Responses

A total of 25 residents provided written comments on the proposed development. These comments are summarized below:

Comment:

Many residents are concerned about the lack of parking proposed for this development. There are concerns with on-street parking becoming more constrained within the neighbourhood and there are also concerns that there will be increased congestion around Island Park and Richmond Road because of the proposed development.

Response:

Staff are of the opinion that the provision of one parking space will not help to alleviate parking constraints within the neighbourhood and/or congestion within the area. If the applicant were to provide the required parking space, the aisle leading to the parking space would detract from the streetscape and negatively impact the pedestrian-oriented nature of Richmond Road. The proposed development will help to foster and support the use of alternative modes of transportation and help to create a more sustainable city.

Comment:

One resident indicated that they think six storeys is too high and would prefer to see a low-rise residential building.

Response:

Staff are of the opinion that six storeys is an appropriate building height for the subject property, given the existing context in the surrounding area and the design elements that have been incorporated to help mitigate impacts of the increased height on the property, particularly the impacts on the low-rise neighbourhood to the north.

Comment:

One resident indicated the property is being overdeveloped and the commercial units along that stretch of Richmond Road are continuously vacant and is concerned that this development will contribute to the lack of character along this portion of Richmond Road.

Response:

The vacancy of commercial units in proximity to the subject site is outside the scope of the review of these applications; however, the proposed development includes a purpose-built spa on the ground floor, which will help to animate that stretch of Richmond Road.

Comment:

One resident expressed concerns about the HVAC system for 101 Richmond Road being impacted by venting on the property at 89 Richmond Road.

Response:

This is outside the scope of the review of these applications; however, the applicant will be required to meet all applicable requirements established by provincial and national building codes.

Comment:

A few residents expressed concerns about the design of the proposed building, particularly the design of the balconies, which they feel do not resemble any of the architecture in the area. One resident suggested that perhaps in lieu of overhanging balconies, the applicant can inset the balconies to match the style of balconies on the neighbouring building.

Response:

The design of the building has been revised and the original balconies that were proposed have been eliminated and Juliette balconies are being provided.

Comment:

A few residents expressed that they are happy to see a new building proposed for this property and are interested in the proposed spa and health facilities.

Document 7 – UDRP Recommendations

Summary

- The Panel is supportive of the narrative behind the design parti, however finds there are opportunities to better translate the concept into the architectural expression. The Panel acknowledges the challenge of elegantly integrating the commercial floors with the residential floors above but believes improvements can be made to the front façade.
- The Panel has concerns with the tightness of the site relative to the proposed volume and programmatic goals of the building. It is the opinion of the Panel that four stories are the appropriate height for this property, unless the top two floors are designed with effective sculpting that does not exacerbate the urban canyon condition that currently exists on this block.
- Consider scoping the program to reduce the size of the building, as the proposed model for redevelopment results in a massing that is oppressive on the street and affects the quality of life for residents within this building, as well as those in the residential building to the west.
- The Panel also notes some impacts toward the existing low-rise dwellings to the rear and has some minor concerns with respect to site functionality.

Massing and Replicability

- The Panel finds that the proposed development is too dense and results in the overbuilding of the lot. The six-storey massing is precedent setting, and the Panel has concerns that the narrow frontage, and lack of depth of the lot creates issues for this site with respect to garbage pickup, loading, etc. that are not reasonably accommodated on this property, as they are on other much larger sites nearby.
 - The Panel does not find the proposal replicable on similar sized sites within this context and recommends taking steps to reduce the proposed massing.
 - The current design leads to quality of life issues for residents of this building and the adjacent building where windows on the west side of the building directly face the existing residential building. The same quality of life issues is exported externally to the sites to the east and

west of the building.

- Although it is the Panel's opinion that a four-storey building is more appropriate on this site, and easier to construct, the Panel does believe a six-storey building may be possible with sculpting of the top two floors, and a reduction of the unit count within the residential portion.
 - One suggestion is to reduce the residential component to two units per floor, creating some breathing room, while ensuring windows have access to views.
 - Carve into the building at the sides so that the bedrooms on both sides of the building have windows that face the front or rear.
- The Panel has concerns about the impacts of the rear canopies on the low-rise properties to the north.

Architectural Expression

- The Panel suggests that the volumes need to be broken down in order to avoid contributing to the 'canyon effect' on this section of Richmond Road.
- The Panel suggests that the front façade requires some work to better demarcate between the commercial uses on the first two floors and the residential uses above. There is a lack of coordination as the base of the building feels lighter while the top is heavier.
 - Pick up on the two storey datum line established by the condo building to the west, and the cornice of the building to the east.
 - Simple, deep punched frames will help to differentiate the residential use from the spa below.
- The Panel appreciates the inspiration for the façade expression and the idea of differentiating the residential and commercial uses through their respective treatments. However, the Panel suggests bringing the Juliette balcony guards into the units so that they do not protrude outward from the wall and detract from overall expression.
- The Panel recommends setting back the upper floors on east and west, sculpting the upper floors to provide massing relief, and thereby reducing the area of blank wall along the east façade.

- The Panel suggests that the curtain-wall should overlap the slab edges and feels strongly that this should not be value engineered out of this project.
- Given the narrow width of the façade, the Panel suggests reconsidering the residential entrance. The current approach is to hide the residential entrance from the spa entrance and keep this entry secondary - perhaps there can be a shared entrance instead.

Zen Garden and Functionality

- The Panel expresses some concern with the fact that the zen garden will be walled off and in shadow most of the time. The Panel also sees the zen garden as acting more as a light-well than a garden as people can only walk along the paved section, as the skylights limit the area of use.
- One idea from a Panel member is to set the building back and bring the zen garden to the front, potentially with an indoor / outdoor component. This will make the garden visible from the street and might attract customers to the spa.
- The Panel expressed some issues with the functionality of garbage on this tight site.
- The Panel highlighted a potential conflict with the location of bike storage and the lower level entrance to the spa, as bikes can be quite muddy many times of the year.