
Richmond Road/Westboro Secondary Plan

[Amendment 70, June 24, 2009]

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1.0 Introduction/Planning Strategy

The Richmond Road/Westboro Secondary Plan is a guide to its long-term design and development, taking into consideration land use, urban design, zoning, transportation, existing streetscape conditions, compatibility of new development, and other issues of concern to the local communities. The Secondary Plan provides a framework for change that will see Richmond Road/Westboro as we know it today become Richmond Road/Westboro as we will know it tomorrow. A unifying vision and overlying objectives and principles set out the policy context for the specific sectoral strategies that focus on land use and building scale, as well as a greenspace network strategy. This Secondary Plan is meant to be read and interpreted as City Council's policy direction for municipal actions, particularly the undertaking of public works and the review of development proposals, city-wide and site-specific zoning changes and Committee of Adjustment applications.

The Secondary Plan is based on City Council's July 9, 2007 approval of the Richmond Road/Westboro Community Design Plan (CDP), a joint staff-community effort to develop a vision for Richmond Road/Westboro as an attractive and viable place for all who shop, work or live in the area. The CDP provides detailed background information on existing conditions and community issues as well as land use policy and zoning recommendations. Development proposals and public works also need to consider the CDP's urban design guidelines, proposed streetscaping improvements and other implementation measures.

In addition to the CDP, reference must be made to both the City of Ottawa Official Plan and this Secondary Plan for complete policy direction for the future development of the Richmond Road/Westboro area.

1.1 The Planning Area

Richmond Road/Westboro is bounded on the north by the Ottawa River, on the east by Island Park Drive, on the south by Byron Avenue and on the west by the southerly extension of the Ottawa River Parkway as shown on Schedule "A". The planning area is part of, or is bounded by, several neighbourhoods that are influenced by their proximity to Richmond Road, including Westboro, Westboro Beach, Champlain Park, Hampton-Iona, Highland Park, McKellar Park, Woodroffe North, Woodpark and Carlingwood.

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1.2 Unifying Vision, Overlying Objectives and Principles

The following unifying vision, overlying objectives and principles for Richmond Road/Westboro, set out the desired future and broad policy direction for managing growth and achieving the vision over the 20-year timeframe of the Plan.

This unifying vision derives from four "Guiding Principles":

- Retain all useable public greenspace; increase greenspace where possible;
- Increase recreational facilities;
- Ensure the area develops in such a way as to ensure that it is pedestrian and cyclist "friendly"; and,
- Preserve the scale and character of existing neighbourhoods and ensure the compatibility of new development.

Unifying Vision

Richmond Road/Westboro, including Westboro Village, will continue to be an attractive and liveable urban community, based on “green” principles outlined in the Official Plan, with a wide mix of uses including employment, neighbourhood services and facilities, a range of housing types and choices, excellent transit service and well-designed, compact and inclusive development that will enhance the area’s diversity and vibrancy. Compatible intensification will occur primarily on appropriate sites on Richmond Road and Scott Street and adjacent to existing Transitway stations.

Enhanced existing green spaces and facilities serve both local and city-wide recreational needs. Excellent pedestrian/cycle routes link Westboro Village, existing Transitway stations, other adjacent neighbourhoods, and the Ottawa River open space network, which acts as a green linear spine unifying the area.

Richmond Road provides an important and continuous roadway link to the larger urban community, both to the east, along Wellington Street, and to the west to Carling Avenue. Other arterial and collector streets provide key links to Richmond Road for the neighbourhoods to the south.

Overlying Objectives and Principles

Objective One: Intensification

- Encourage infill/intensification at a human scale that is compatible with the existing community on appropriate key potential redevelopment sites.

Principles:

1. Preserve the scale and character of established residential neighbourhoods and minimize any adverse impacts of intensification;
2. Preserve and enhance the human scale (generally four to six storeys) of the Westboro Village traditional mainstreet, Richmond Road;
3. Consider Churchill Avenue (between Richmond Road and Scott Street) and McRae Avenue to be pedestrian-oriented, mixed-use streets linking the Westboro Village and Scott Street mainstreets;
4. Consider the traffic impact on north-south residential streets south of the planning area;
5. Achieve compatible infill/intensification on key redevelopment sites by:
 - Providing appropriate setbacks and transition in building heights, including lower heights along the edges of existing low-rise residential areas,
 - Contributing to the restoration of the urban fabric and helping promote transit usage. The Westboro Transitway Station area has the greatest potential for intensification/high-rise buildings with appropriate transition to their surroundings, while Dominion Station has more limited potential;
 - Conforming to the maximum recommended general maximum building height ranges for each sector. Buildings higher than six storeys will be limited to sites that are compatible with adjacent uses, such as the Ottawa River Parkway open space, have deeper lots, or have other natural or manmade separations enabling impacts associated with such development to be mitigated and where lesser heights abutting existing lower rise buildings can be provided;
 - Conforming to the Richmond Road/Westboro CDP design guidelines respecting built form, shared use of facilities, more energy efficient buildings, setbacks, relationship of the building to

the adjacent neighbourhood's character, and other criteria aimed at achieving compatible intensification/ infill development while minimizing impacts on adjacent residential neighbourhoods;

- Respecting a transition in building scale and density and compatibility of land use from Richmond Road to the Ottawa River Parkway in a north-south direction and along Richmond Road between different sectors in an east-west direction;
- Avoiding creating a wall of buildings by using periodic breaks in the street wall where appropriate or variations in building height, building setback and alignment to add interest to the streetscape and to provide space for activities along the sidewalk.

Objective Two: Green Space Network

- Preserve, enhance and add to the green space network that provides access to the Ottawa River and serves local community needs.

Principles

1. Provide pedestrian/cycle gateways to the Ottawa River Parkway open space network at Rochester Field/Maplelawn, Cleary Avenue, the pathway adjacent to the Jules Leger Centre and other potential locations identified in the Community Design Plan;
2. Create a safe and attractive pedestrian and cycle-friendly infrastructure that provides links though the area, to the Ottawa River and to other neighbourhoods;
3. Provide for wider sidewalks where needed, through a setback of buildings fronting Richmond Road;
4. Transform key streets with street tree planting/landscaping to create informal green pedestrian links to the Ottawa River;
5. Preserve and enhance Byron Tramway Park, including the westerly extension of the existing recreational pathway network;
6. Encourage parkland dedication contributions received from Richmond Road/Westboro infill developments to be used to enhance/enlarge local parks and recreational facilities, or to establish new parks and community amenities, as appropriate;
7. Maintain a green buffer between the Ottawa River Parkway and adjoining development;
8. Promote opportunities for additional recreational facilities in the planning area.

Objective Three: Distinctive Neighbourhoods

- Define the distinct urban character of each sector of Richmond Road.

Principle

Define Richmond Road as a sequence of distinct sectors each with its own individual character, including a traditional mainstreet, green gateways, residential areas, as well as residential and mixed-use intensification/infill developments at appropriate locations.

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1. 3 Policies

1. 3.1 Transportation Management Implementation Plan

City Council shall undertake a Transportation Management Implementation Plan to examine how a 40% Transit Modal Share target can be achieved in the planning area and how the City and developers can implement the various transportation management measures proposed in the Richmond Road/Westboro CDP, including potential funding mechanisms.

1.3.2 Greenspace Network Strategy

City Council shall implement the greenspace network strategy for the planning area, as shown on Schedule “B”, by:

- Establishing Richmond Road and Byron Tramway Park as the gateway to the Ottawa River Parkway open space corridor;
- Ensuring the Richmond/Byron corridor reinforces the link between the planning area and the National Capital Commission (NCC) recreational pathway system through green streets and pathway connections;
 - Applying the existing City policies concerning park preservation and improvement and the development of additional parkland in communities undergoing intensification, including investing cash-in-lieu of parkland funds generated by development towards the improvement of park and recreational facilities in the planning area;
 - Restoring the Richmond Road streetscape through the enhancement of Byron Tramway Park and the provision of a new widened (where possible) and tree-lined sidewalk on the north side;
 - Enhancing Byron Tramway Park with new trees and shrubs;
 - Confirming all of the Rochester Field Maplelawn parcel and the Atlantis-Selby lands as major components of the greenspace network strategy and gateway to the Ottawa River Parkway open space corridor. The means of confirming these sites as green space is to be determined via discussions among the City, the NCC (the landowner with federal authority for land use planning of these sites) and the affected community groups;
 - Transforming of key local streets, including Ambleside Drive, New Orchard, Woodroffe, Lockhart, Cleary, Berkley, Kirchoffer and Lanark Avenues into green streets through tree planting, landscaping, provision of two-metre sidewalks and dedicated on-road cycle lanes or signed cycle route designations, as appropriate.

1.3.3 Richmond Road And Scott Street Traditional Mainstreets

Redevelopment and infill are encouraged on Richmond Road and Scott Street Traditional Mainstreets in order to optimize the use of land through increased building height and density. Any proposal for infill or redevelopment will be evaluated in light of the objectives of this Secondary Plan. This Plan supports building heights generally in the range of four to six storeys. Greater building heights will be considered in any of the following circumstances:

- Specific building heights are established in the zoning by-law based on the Richmond Road/Westboro Community Design Plan or other Council-approved study;
- 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 or station;
- The development incorporates facilities, services or matters as set out in Section 5.2.1 of the Official Plan with respect to the authorization of increases in height and density that, in the opinion of the City, significantly advance the vision for Mainstreets;
- Where the application of the provisions of Section 2.5.1 and Section 4.11 of the Official Plan determine that additional height is appropriate.

1.3.4 Land Use Strategy and Maximum Building Height Ranges

The Richmond Road/Westboro Secondary Plan land use strategy is based on the division of the planning area into distinct sectors as shown on Schedule “A”. The strategy sets out policy directives for each sector’s land use character and appropriate general building height range. Schedule “C” graphically depicts the general maximum building height ranges set out by the policies for key potential redevelopment sites in the planning area.

Sector 1 – Ambleside Area

- a. City Council shall encourage the redevelopment of the automobile-oriented land uses along Richmond Road, and will support residential development, generally in the seven- to nine-storey range, with some ground floor neighbourhood-oriented commercial uses along Richmond Road to serve the 3000+ residents in this sector. Given the existing high-rise nature of this sector, high-rise residential development of ten or more storeys may be permitted internal to this sector provided that it can be integrated with the existing built form scale and that no adverse impacts for any adjacent low-rise areas will result.

Sector 2 – Woodroffe North

- b. City Council shall:
 - Encourage the redevelopment of the automobile-oriented and strip mall land uses along Richmond Road to residential buildings of no more than four storeys or in the general range of four to six storeys, with ground floor neighbourhood-oriented commercial uses to serve the residents in this sector. The designation of properties with a four storey maximum or in the general range of four to six storeys relates to the nature and scale of the land uses to the north. In Sector 2, a height limit maximum of four storeys is generally appropriate for Richmond Road potential redevelopment sites that are adjacent to, or in the influence area of, the low-rise residential neighbourhood north of Richmond Road. Where this is not the case, residential development in the general range of four to six storeys, with ground floor commercial, will be permitted when such development will not cause undue adverse impacts for adjacent lands;
 - Recognize that for property at 747 Richmond Road, the Ontario Municipal Board has approved heights of eight to twelve storeys on the basis of measurements specifically outlined in the Ontario Municipal Board's decision and reflected in the approved zoning by-law

Sector 3 – Skead Street Area

- c. City Council shall protect the existing stable low-rise residential character of this sector until such time as redevelopment opportunities in other sectors have been more fully realized.

Sector 4 – Maplelawn/495 Richmond Area

- d. City Council shall:
 - Encourage new mixed-use buildings along Richmond Road, generally in the four- to six-storey range, with higher residential buildings permitted to the rear of the lots where there is minimal impact on nearby low-rise residential neighbourhoods. This will provide a transition in building height from Richmond Road to the Ottawa River Parkway corridor;
 - Confirm the entire Rochester Field parcel as open space to provide both a green presence on the street and a link to the recreational pathway network along the Ottawa River Parkway and the Ottawa River.

Sector 5 – Westboro Village

- e. City Council shall:
 - Reinforce the existing traditional mainstreet character of Westboro Village through updated design guidelines, promoting improved storefront facades and street tree planting;
 - Maintain a sense of human scale in Westboro Village by providing for mixed-use buildings, generally in the four- to six-storey range, with a minimum of two storeys. Buildings should be located close to the street, except at the key Churchill Avenue/Richmond Road intersection where wider sidewalks are needed;
 - Where block sizes and the street network help to minimize impacts on nearby low-rise residential neighbourhoods, permit buildings generally in the seven- to nine-storey range as shown on Schedule "C";

- Encourage mixed use, including a continuity of ground floor retail/restaurant uses with residential and office uses on the upper floors. Car sales lots and other automobile-oriented uses should be redeveloped with active traditional mainstreet, pedestrian-friendly uses.

Sector 6 – East Village [UNDER APPEAL]**f. City Council shall:**

- **Encourage the evolution of the East Village to a more traditional mainstreet character as an extension to Westboro Village and a link to the West Wellington traditional mainstreet east of Island Park Drive, recognizing the varying character of the existing buildings and lot and block sizes;**
- **Maintain maximum building heights at a maximum four storeys where lots are less than 45 metres in depth and back onto low-rise residential areas, and generally up to six storeys on lots of greater depth;**
- **In considering any redevelopment of the Canadian Banknote Company site, encourage the reuse of all or part of the landmark building and retention of the front yard open space where possible, including a public square as a community gathering place;**
- **Consider rezoning the Canadian Banknote Company site and adjacent 175 Richmond Road to TM-Traditional Mainstreet for mixed-use development should redevelopment be proposed. Given the lot sizes, higher building heights may be possible, provided that redevelopment is compatible with, and provides an appropriate transition to, the adjacent low-rise residential neighbourhood, and that as much of the existing green space along Richmond Road as possible is incorporated into the redevelopment;**
- **Consider rezoning the Soeurs de la Visitation convent to TM-Traditional Mainstreet for mixed-use development should redevelopment be proposed. Given the lot size, higher building heights may be possible, provided that: redevelopment is compatible with, and provides an appropriate transition to, the adjacent low-rise residential neighbourhood; the convent wall is removed; and, adaptive reuse of the convent building, with mixed-use residential/ground floor commercial along Richmond Road, incorporating as much of the existing green space as possible, is proposed. As part of a redevelopment application, the southern part of the property should be rezoned to a maximum four storey residential zone in order to be compatible with the adjacent low-rise residential area;**
- **Encourage the retention and use of the heritage buildings on the south side of Richmond Road between Kirkwood Avenue and Island Park Drive for active commercial uses;**
- **Promote a gateway feature, such as a prominent, well-designed building, at the Richmond Road/Island Park Drive intersection to announce the entrance into the East Village.**

Sector 7 – Scott Street and the Westboro Transitway Station Area [UNDER APPEAL]**Scott Street****g. City Council shall:**

- **Encourage the evolution of Scott Street to a mixed use live/work environment, including ground floor employment/commercial uses, to take advantage of the proximity of the Westboro Transitway Station;**
- **Ensure that new infill development is generally in the four- to six-storey range, and is compatible with and provides an appropriate transition to the adjacent low-rise residential community;**
- **Recognize the Granite Curling Club site as a future redevelopment opportunity for a mixed-use project, providing a transition in building scale to the low-rise residential area to the south and potentially incorporating the existing building.**

Westboro Transitway Station Area [UNDER APPEAL]**h. City Council shall:**

- **Recognize the 250 Lanark Avenue site as a redevelopment/intensification opportunity, with the southerly half, closest to the Transitway station, as an appropriate location for higher buildings in the ten-storey or more range. The northerly half should be generally in the four- to six-storey range in order to provide a transition to the adjacent low-rise residential neighbourhood. Mixed use could occur either in separate buildings, with office uses on the southerly half and residential on the northerly half;**
- **Require the proposed redevelopment to be the subject of a sun/shadow study to address potential shadow impacts on the Lanark Avenue residential area;**
- **Require the proposed redevelopment to be the subject of a study to address potential traffic impact issues on Lanark Avenue and adjacent streets;**
- **Enhance the pedestrian walkway to the Transitway from 250 Lanark Avenue to help promote transit use;**
- **Support the development of a public plaza over the Transitway adjacent to the Transitway station in order to create a pedestrian-friendly environment, including streetscaping and a one- or two-storey building, and to provide convenience retail and other services to transit passengers.**

Sector 8 – Westboro Beach/Atlantis-Selby**i. City Council shall:**

- **Confirm the Atlantis-Selby lands as open space to provide both a local community and city-wide attraction;**
- **Maintain the area as a low-rise residential area and, specifically for the Bloomfield Yards and the Jules Leger Centre, support maximum four-storey residential zoning compatible with the adjacent low-rise neighbourhood, should these two sites be redeveloped in the future.**

Sector 9 – McRae and Churchill Avenues**j. City Council shall:**

- **Support the redevelopment of Churchill and McRae Avenues for mixed-use buildings, generally in the four- to six-storey range;**
- **Encourage residential and employment uses as well as commercial uses on the two streets that do not affect the viability of Richmond Road and Scott Street traditional mainstreets;**
- **Ensure that intensification/infill development provides an appropriate transition to the adjacent low-rise residential neighbourhood.**

Heritage Buildings

- k. City Council shall encourage the preservation and adaptive reuse of heritage buildings within the planning area in keeping with the City of Ottawa's heritage policies.**

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1.4 Interpretation

[UNDER APPEAL]

Implementation and interpretation of this Chapter shall be made having regard to information in all of the Chapters of the Official Plan.

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