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13 – Richmond Road / Westboro Secondary Plan

Section 1: 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 as the neighbourhood experiences intensification. 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 policy direction for private development and 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 derived from the Richmond Road / Westboro Community Design Plan (CDP). 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.

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 by approximately Courtenay Avenue on the west as shown on Schedule A - Planning Area Sectors. 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 and McKellar Park.

Section 2: Unifying Vision, Overlying Objectives and Principles

The following unifying vision, overlying objectives and principles for the planning area, set out the desired future and broad policy direction for managing growth and achieving the vision over the 20-year timeframe of the secondary plan.

This unifying vision derives from the following guiding principles:

- Retain all useable public greenspace; increase greenspace where possible
- Increase recreational amenities
- Ensure the area develops in such a way as to ensure that prioritizes pedestrians and cyclists



- Preserve the scale and character of existing neighbourhoods and ensure the compatibility of new development

2.1 Unifying Vision

The planning area, including Westboro Village, will continue to be an attractive and liveable transit-supportive, walkable, 15-minute neighbourhood, 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 the future Westboro and Kichì Sibì O-Train stations.

Enhanced existing greenspaces and facilities serve both local and City-wide recreational needs. Excellent multi-use pathway routes link Westboro Village, future O-Train stations, other adjacent neighbourhoods, and the Ottawa River and its associated greenspaces, referred to as Capital Greenspaces in this secondary plan, 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.

2.2 Overlying Objectives and Principles

Objective One: Intensification

Support intensification at a scale that is compatible with the existing community on appropriate key potential redevelopment sites.

Policies

- 1) Preserve the scale and character of established neighbourhoods and minimize any adverse impacts of intensification.
- 2) Preserve and enhance the scale of the Westboro Village Mainstreet Corridor and Richmond Road in accordance with street proportion and building transition principles in Section 4.6 of the Official Plan.
- 3) Emphasize the role of Churchill Avenue (between Richmond Road and Scott Street) and McRae Avenue as streets that connect Westboro Village to Scott Street. These streets shall be pedestrian-oriented, with a mix of uses. Churchill Avenue is designated as a Minor Corridor, and Scott Street as a Mainstreet, in the Official Plan.
- 4) Consider the traffic impact on north-south residential streets south of the planning area.
- 5) Achieve compatible intensification on key redevelopment sites by:



- a) Providing appropriate setbacks and transition in building heights, including lower heights along the edges of neighbourhoods; and
- b) Contributing to the restoration of the urban fabric and introducing transit-supportive development. The future Westboro O-Train Station area has the greatest potential for intensification in the form of high-rise buildings with appropriate transition to their surroundings, while the future Kìchì Sìbì O-Train Station has more limited potential; and
- c) Conforming to the maximum recommended general maximum building height ranges for each sector. High-mid rise and High-rise buildings will be limited to sites that are compatible with adjacent uses, such as the Capital Greenspace, sites that have deeper lots, or sites that have other natural or constructed separations enabling impacts associated with such development to be mitigated and where a step down in height can be provided abutting existing low-rise buildings; and
- d) Conforming to the CDP design guidelines respecting built form, shared use of facilities, setbacks, relationship of the building to the adjacent neighbourhood's character, other policies of the Official Plan aimed at achieving compatible development while minimizing impacts on adjacent residential neighbourhoods, and the High Performance Design Standards that ensure sustainable and climate resilient design; and
- e) Respecting a transition in building height 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; and
- f) Avoiding the creation of a street canyon effect by providing breaks in massing where appropriate or variations in building height, building setback and alignment to add interest to the streetscape and to provide space for activities and trees along the sidewalk.

Objective Two: Greenspace Network

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

Policies

- 6) Provide multi-use pathway gateways to the Capital Greenspace along the Ottawa River at Rochester Field / Maplelawn the pathway adjacent to the Jules Léger Centre and other potential locations identified by this secondary plan.
- 7) Create a safe and attractive pedestrian and cycle-friendly infrastructure that provides links though the area, to the Ottawa River and to other neighbourhoods.

- 8) Transform key streets with street tree planting and landscaping to create informal green pedestrian links to the Ottawa River.
- 9) Preserve and enhance Byron Linear Park, including the westerly extension of the existing pathway network.
- 10) Maintain a green buffer between the Ottawa River Parkway and adjoining development without using parkland dedication obligations.

Objective Three: Distinctive Neighbourhoods

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

Policy

- 11) Define Richmond Road as a sequence of distinct sectors each with its own individual character, including a mainstreet corridor, green streets, residential areas, as well as residential and mixed-use developments at appropriate locations.

Section 3: Transportation Policies

3.1 Transportation Management Implementation Plan

- 1) A Transportation Management Implementation Plan was completed in 2011 which examine how a 40% Transit Modal Share target could be achieved, as compared to the 53% of trips that were made by private automobiles indicated by the study. This secondary plan provides guidance on how the City and developers can implement the various transportation management measures proposed in the CDP, including potential funding mechanisms.

Section 4: Land Designation Policies

4.1 Greenspace Network Strategy

- 1) Council shall implement the greenspace network strategy for the planning area, as shown on Schedule B - Greenspace Network, by:
 - a) Establishing Richmond Road and Byron Linear Park as the gateway to the Capital Greenspace, as shown on Schedule B – Greenspace Network; and
 - b) Ensuring the Richmond / Byron corridor reinforces the link between the planning area and the National Capital Commission (NCC) pathway network through green streets and pathway connections, by:
 - i) 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 amenities in the planning area; and

- ii) Restoring the Richmond Road streetscape through the enhancement of Byron Linear Park and the provision of a new widened (where possible) and tree-lined sidewalk on the north side; and
- iii) Enhancing Byron Linear Park with new trees and shrubs; and
- iv) Retaining the Atlantis-Selby lands and the majority of the Rochester Field / Maplelawn parcel as major components of the greenspace network strategy and gateway to the Capital Greenspace; and
- v) Transforming of key local streets, including 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.

4.2 Richmond Road and Scott Street Mainstreet Corridors

- 2) Redevelopment is supported on Richmond Road and Scott Street, which are designated as Mainstreet Corridors in the Official Plan, in order to optimize the use of land through increased building height and density. Development proposals will be evaluated based on the objectives of this secondary plan and applicable Council-approved design guidelines. This secondary 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:
- a) Specific building heights are permitted by the Zoning By-law based on the Richmond Road / Westboro Community Design Plan or other Council-approved studies;
 - b) The proposed building height is compatible in scale with, or provides a transition between existing buildings;
 - c) The development provides a cultural asset, and is located on a corner lot, at a transit stop or station, or is located at a prominent location, such as a major destination, an important public space, the termination of a vista or view, or a unique natural setting;
 - d) The development incorporates facilities, amenities, or services that support the goals for Mainstreet Corridors as per the Official Plan including the provision of wider sidewalks or other public realm improvements consistent with Section 4.6.3; and
 - e) Where the application of the provisions of Section 4.6 of the Official Plan determine that additional height is appropriate.

Section 5: 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 - Planning Area Sectors. The strategy sets out policy directives for each sector's land use character and appropriate general building height range. Schedule C - Maximum Building Height graphically depicts the general maximum building height ranges set out by the policies for key potential redevelopment sites in the planning area.

5.1: Skead Street Area (Sector 1)

- 1) Protect the low-rise neighbourhood character of this sector until such time as redevelopment opportunities in other sectors have been more fully realized.

5.2: Maplelawn / 495 Richmond Area (Sector 2)

- 2) 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 the nearby low-rise neighbourhood and where development is permitted on the Rochester Field parcel. This will provide a transition in building height from Richmond Road to the Capital Greenspace;
- 3) Confirm the majority of Rochester Field parcel as Capital Greenspace to provide both a green presence on the street and a link to the pathway network along the Ottawa River Parkway and the Ottawa River.

5.3 Westboro Village (Sector 3)

- 4) Reinforce the mainstreet corridor character of Westboro Village through application of the urban design policies of the Official Plan, Urban Design guidelines adopted by Council and promoting improvements to storefront facades and street tree planting;
- 5) Maintain a pedestrian scale in Westboro Village by providing for mixed-use buildings of an appropriate height that ensures street proportionality and is consistent with transition and other built form policies of the Official Plan, generally within the range of four to six storeys, with a minimum height 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 and an opportunity for a Privately-Owned Public Space (POPS) exists;
- 6) Where block sizes and the street network help to minimize impacts on nearby low-rise neighbourhoods, permit mid-rise buildings generally in the seven- to nine-storey range as shown on Schedule C - Maximum Building Height;
- 7) Encourage a mix of uses, including a continuity of ground floor retail / restaurant uses with residential and office uses on the upper floors. Automobile-oriented uses should be redeveloped in accordance with Mainstreet Corridor and Inner Urban transect policies of the Official Plan

5.4 East Village (Sector 4)

- 8) Encourage the evolution of the East Village to a Mainstreet Corridor 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:
- a) Maintain maximum building heights at four storeys where lots are less than 45 metres in depth and abut low-rise neighbourhoods, and generally up to six storeys, depending on lot depth and the application of built form policies in Section 4.6 of the Official Plan; and
 - b) In considering any redevelopment of the Canadian Banknote Company site, a property listed on the City's Heritage Register, encourage the adaptive reuse of all or part of the building and the retention of the expansive front yard setback, which could become a park; and
 - c) Consider rezoning the Canadian Banknote Company site and adjacent 175 Richmond Road to permit mixed-use development should redevelopment be proposed. Given the lot configurations, appropriate building heights will be determined based on compatibility with the existing context and the provision of an appropriate transition to the adjacent low-rise neighbourhood; and
 - d) Encourage the retention and adaptive re-use of the designated heritage buildings at 70 Richmond (Champlain Oil Service Station) for active commercial uses and conserve the Aylen-Heney Cottage at 150 Richmond, which has been adaptively re-used for offices, and the Soeurs de la Visitation convent at 114 Richmond Road; and
 - e) Promote a gateway feature, such as a landmark building, at the Richmond Road / Island Park Drive intersection that is distinctive in form and detail compared with surrounding buildings, and represents exceptional quality in architecture and public realm design and execution, including materiality; and
 - f) Despite Schedule C - Maximum Building Height the maximum permitted height for the property municipally known as 89 Richmond Road is 20 metres or six storeys.
 - g) Despite Schedule C and the provisions of Section 5.4(8)(4), the maximum permitted height for the property municipally known as 70 Richmond Road and 376 Island Park Drive is nine storeys. (By-law 2023-237)

5.5 Scott Street / Westboro O-Train Station area (Sector 5)

Scott Street

- 9) 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 future Westboro and Kichì Sibi O-Train Stations;

- 10) Ensure that new development is generally in the form of high low-rise and low mid-rise buildings, and is compatible with and provides an appropriate transition to the adjacent low-rise neighbourhood;
- 11) 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 neighbourhood to the south.

5.6 Future Westboro O-Train Station Area (Sector 5)

- 12) Recognize the 250 Lanark Avenue site as a regeneration opportunity, with the south half, closest to the future O-Train station, as an appropriate location for high-rise buildings. The north half should be developed in the form of high low-rise and low mid-rise buildings, generally in the range of four to six storeys, and must, provide an appropriate transition to the adjacent low-rise neighbourhood, which includes consideration for sun and shadow impacts, demonstrated through a sun / shadow study. A mix of uses, including residential and office uses are encouraged, with offices concentrated to the south;
- 13) Require the proposed redevelopment to be the subject of a study to address potential traffic impact issues on Lanark Avenue and adjacent streets;
- 14) Enhance the pedestrian walkway to the future O-Train station from 250 Lanark Avenue to help promote public transit use;
- 15) Support the development of a public plaza over the O-Train tracks adjacent to the future O-Train 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 public transit passengers.
- 15.1) Recognize the 335 and 339 Roosevelt Avenue, 344 Winston Avenue, and 379 and 389 Wilmont Avenue site, which fronts light rail transit and is within 200 metres from the future Kichì Sibì O-Train Station, as a regeneration opportunity for two high-rise buildings not exceeding 13 and 14 storeys, including setbacks to provide appropriate transition to the adjacent low-rise neighbourhood. (By-law 2024-498 OPA 37) (By-law 2023-244)

5.7 Westboro Beach (Sector 6)

- 16) Confirm the Atlantis-Selby lands as Capital Greenspace to provide both a local community and City-wide attraction;
- 17) Maintain the area as a low-rise neighbourhood and, specifically for the Bloomfield Yards and the Jules Leger Centre, support low-rise residential zoning up to four-

storeys, compatible with the adjacent low-rise neighbourhood, if redevelopment is proposed.

5.8 McRae and Churchill Avenues (Sector 7)

- 18) Support the redevelopment of Churchill and McRae Avenues for high low-rise and low mid-rise mixed-use buildings;
- 19) Encourage residential and employment uses as well as commercial uses on these streets without compromising the viability of Richmond Road and Scott Street mainstreet and minor corridors;

Section 6: Heritage

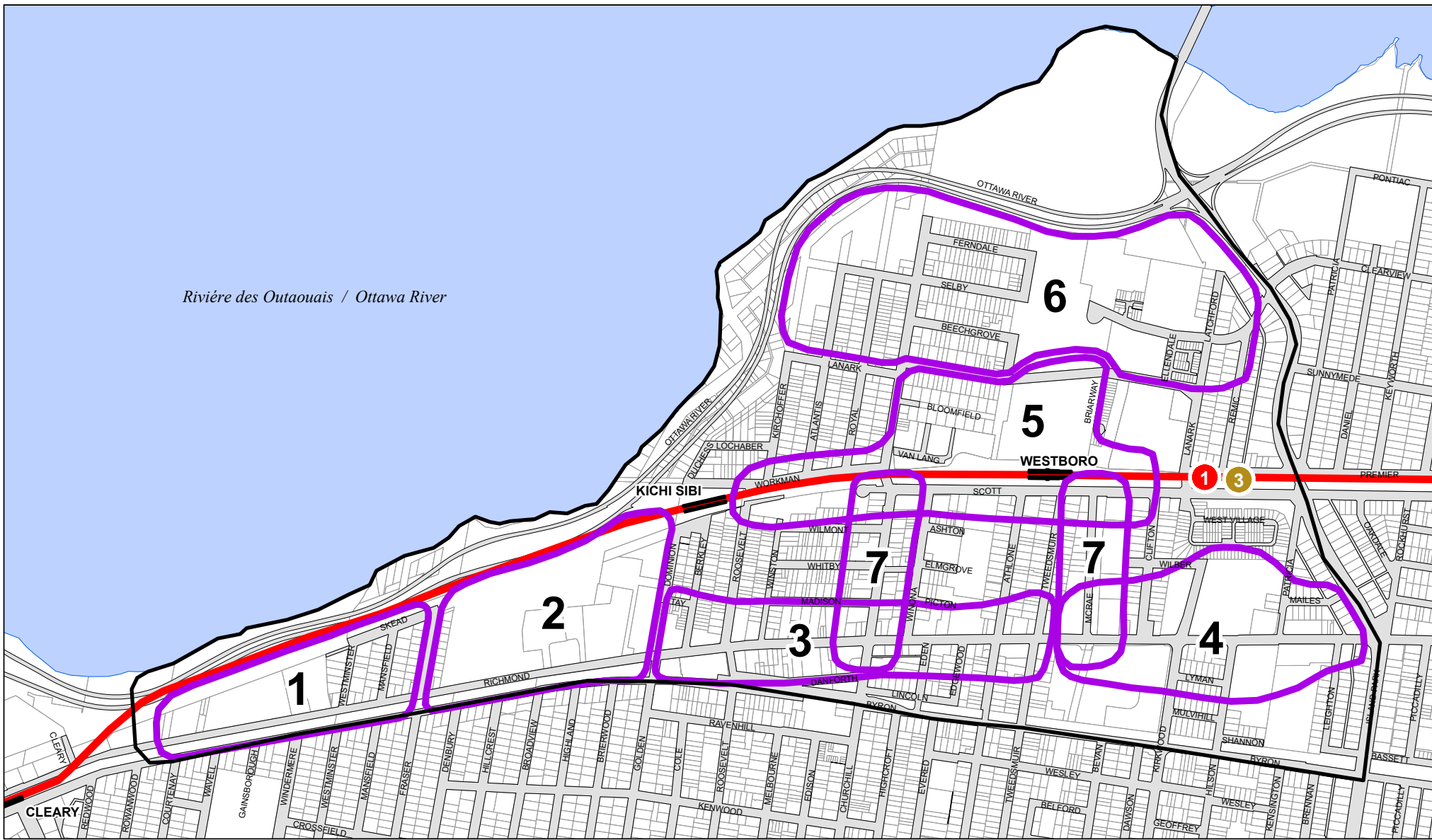
- 1) Support the preservation and adaptive reuse of heritage buildings within the planning area in keeping with the heritage policies contained in Section 4.5 of the Official Plan.

Schedules

Schedule A – Planning Area Sectors

Schedule B – Greenspace Network

Schedule C – Maximum Building Height





Richmond Road / Westboro
Chemin Richmond / Westboro

SECONDARY PLAN - Volume 2
Schedule A - Planning Area Sectors
 PLAN SECONDAIRE - Volume 2
Annex A - Secteurs de planification

PLANNING AREA SECTORS / SECTEURS DE PLANIFICATION

- 1** Skead Street / Rue Skead
- 2** Maplelawn / 495 Richmond
- 3** Westboro Village / Village Westboro
- 4** East Village / Village Est
- 5** Scott Street / Westboro O-Train Station / Rue Scott / Station O-Train Westboro
- 6** Westboro Beach / Plage de Westboro
- 7** McRae Avenue and Churchill Avenue / Avenue McRae et avenue Churchill

 Richmond Road / Westboro Secondary Plan Boundary / Plan secondaire - Chemin Richmond / Westboro

 O-Train and/or Stations

 O-Train Lines / Lignes de l'O-Train

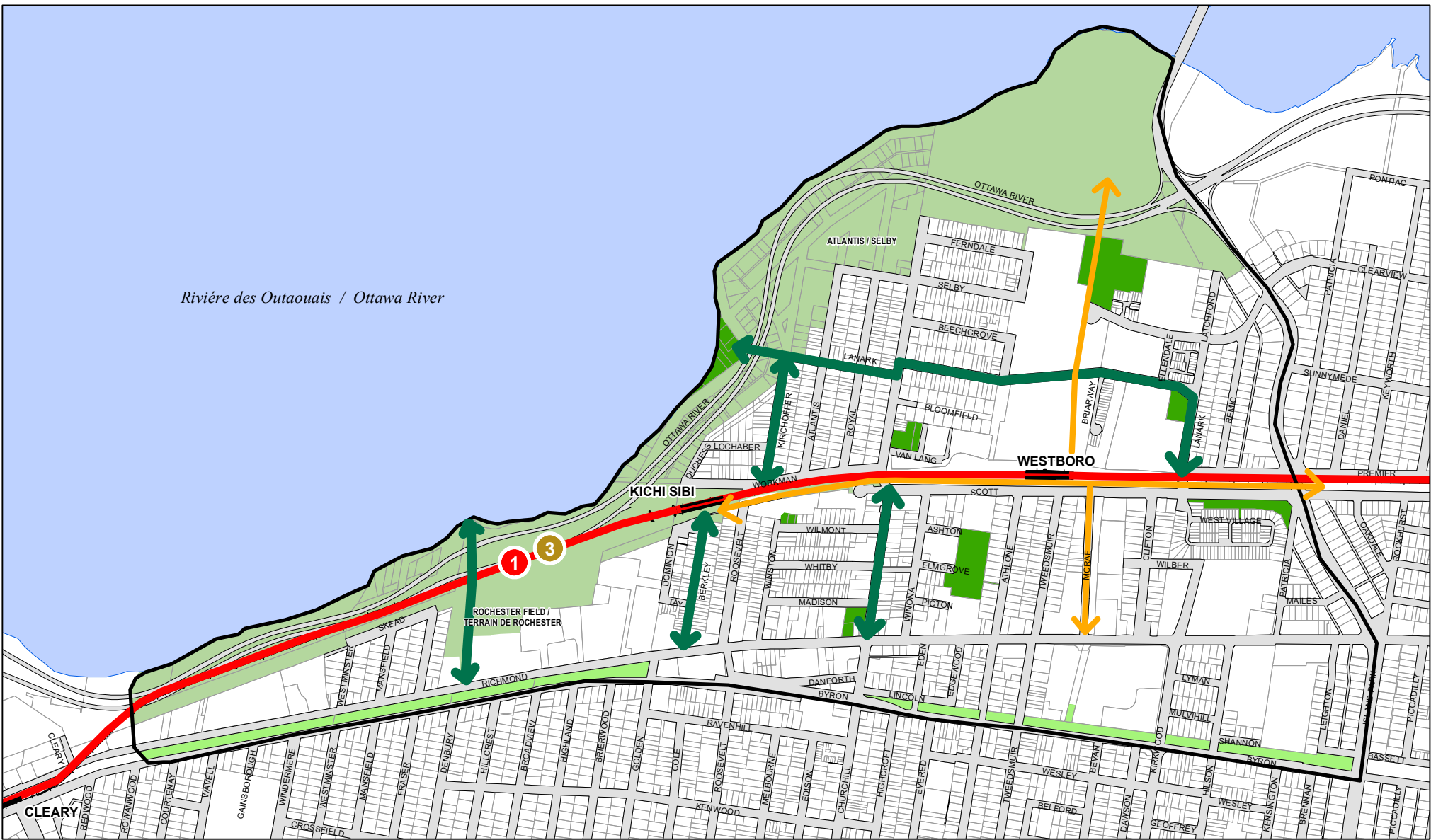


Consolidation and Amendments / Consolidation et amendements



0 62.5 125 250 375 500 Meters









Planning, Infrastructure and Economic Development Department,
 Geospatial Analytics, Technology and Solutions
 Services de la planification, de l'infrastructure et du développement économique,
 Analyse géospatiale, technologie et solutions



Rivière des Outaouais / Ottawa River

Richmond Road / Westboro
Chemin Richmond / Westboro

SECONDARY PLAN - Volume 2
Schedule B - Greenspace Network
 PLAN SECONDAIRE - Volume 2
Annex B - Réseau d'espaces verts

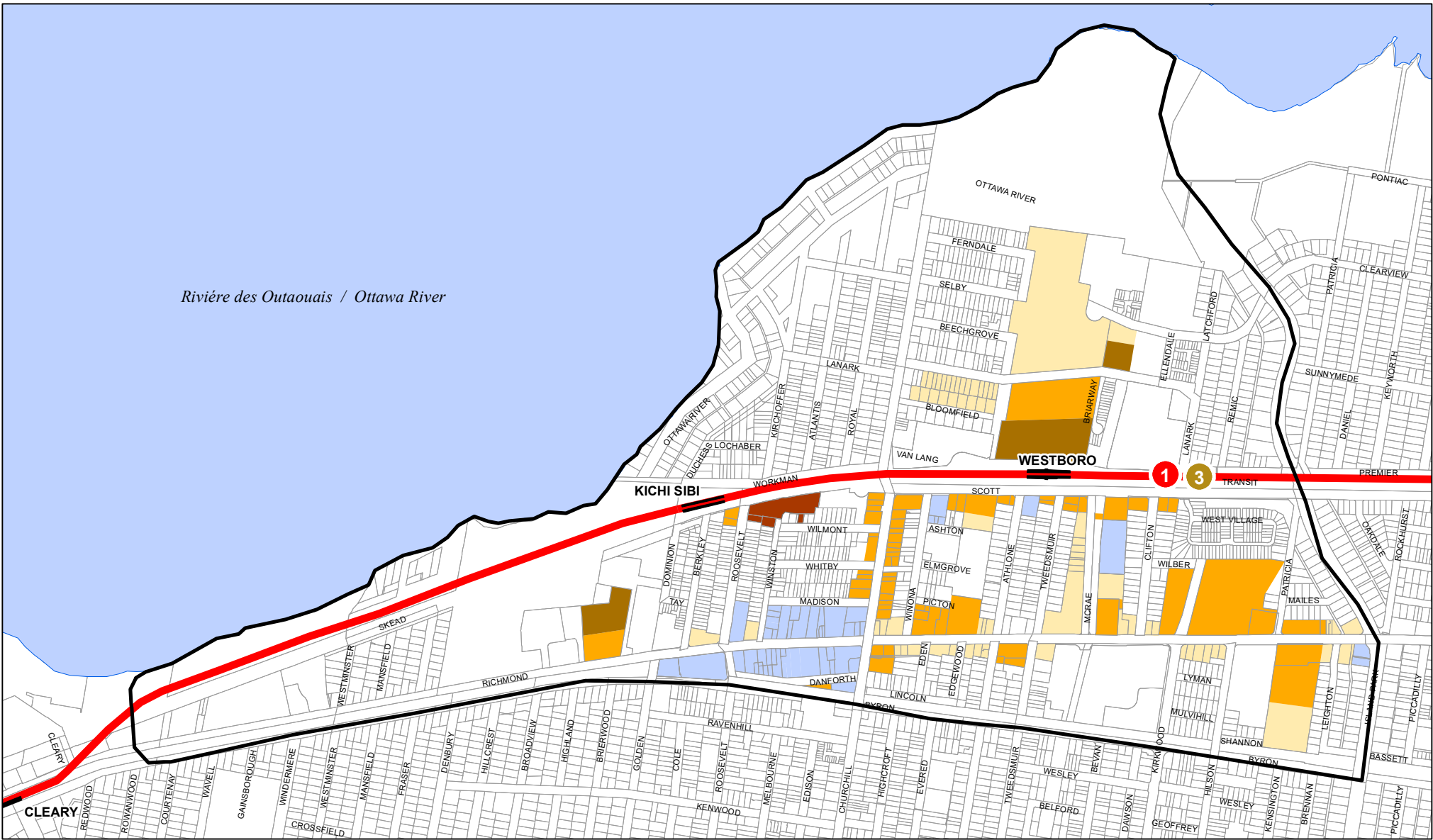
-  Richmond Road / Westboro Secondary Plan Boundary / Plan secondaire - Chemin Richmond / Westboro
-  Capital Greenspace / Espace vert de la capitale
-  Byron Tramway Park / Parc Linéaire Byron
-  Park / Parc
-  Multi-Use Pathway / Sentier polyvalent
-  Green Streets / Rues verte
-  O-Train
-  O-Train Lines / Lignes de l'O-Train



Consolidation and Amendments / Consolidation et amendements
 #37 (11/2024)



0 62.5 125 250 375 500 Meters



Rivière des Outaouais / Ottawa River

Richmond Road / Westboro
Chemin Richmond / Westboro

SECONDARY PLAN - Volume 2
 Schedule C - Maximum Building Height

PLAN SECONDAIRE - Volume 2
 Annex C - Hauteurs maximales des immeubles

MAXIMUM BUILDING HEIGHT /
HAUTEURS MAXIMALES DES IMMEUBLES

- Maximum 4 Storeys / étages
- 4 to 6 Storeys / étages
- 7 to 9 Storeys / étages
- 10 or more Storeys / étages
- Up to 14 Storeys / étages

- Richmond Road / Westboro Secondary Plan Boundary /
Plan secondaire - Chemin Richmond / Westboro
- O-Train
- O-Train Lines / Lignes de l'O-Train



Ottawa

Consolidation and Amendments / Consolidation et amendements	
# 9 (05/2023)	#37 (11/2024)
#11 (05/2023)	#38 (11/2024)
#16 (07/2024)	

