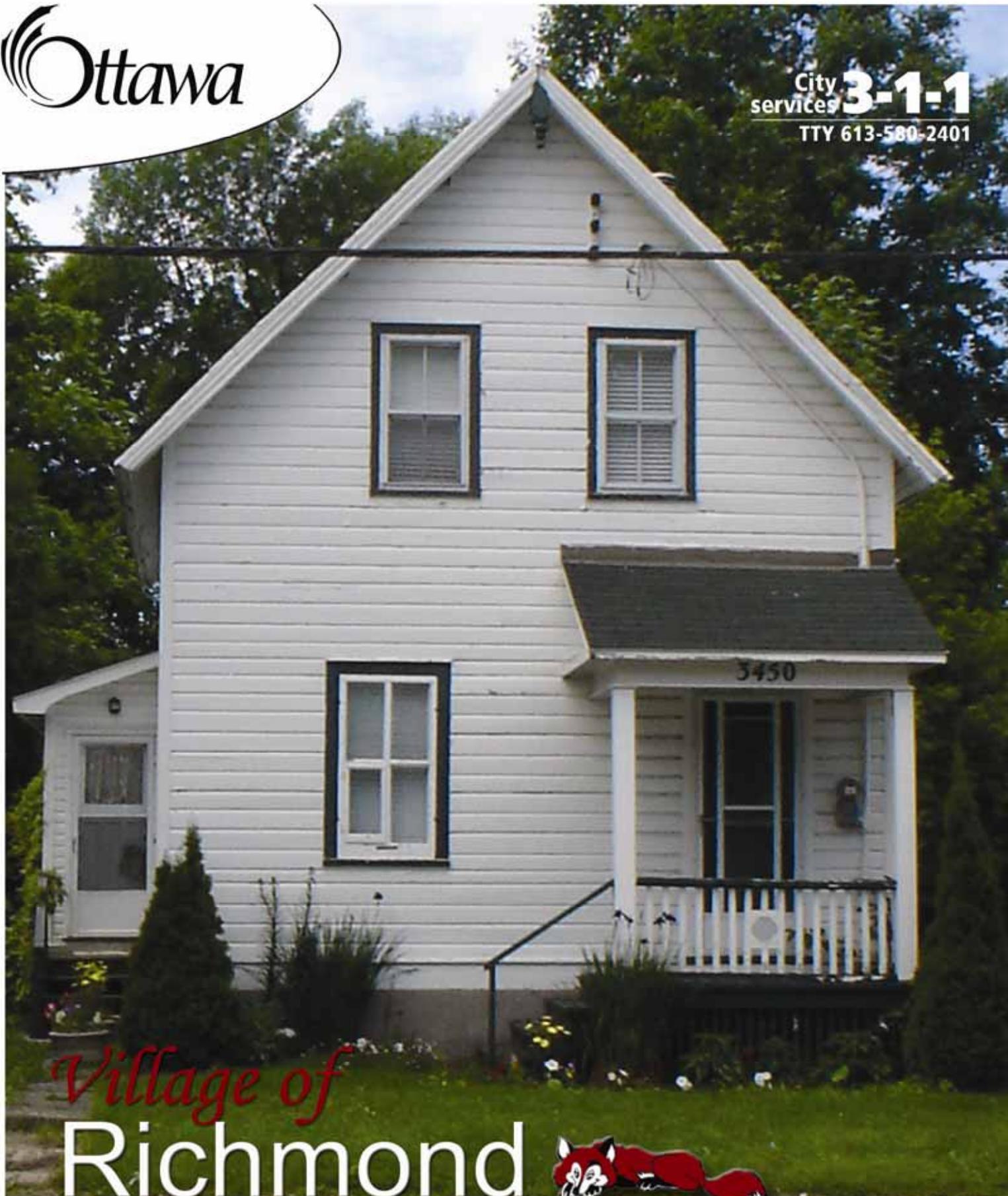


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Village of
Richmond



Community Design Plan

July 2010

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1.0 INTRODUCTION

The village of Richmond Community Design Plan (otherwise referred to as this Plan) guides the long-term growth and day-to-day land use planning decisions for the village of Richmond. The Plan was initiated in 2008, partially in response to the growing interest among residents and landowners about how the village should develop. Further, the policies contained in the Ashton, Munster and Richmond Secondary Plan 2003, stated that a servicing study was required when the village population reaches 4,500 people which it is close to achieving now. The Plan was also initiated to plan for growth in the

Future Development Lands referred to in this Plan as the Western and Northeast Development Lands.

THE PLANNING AREA

The village of Richmond is located in the southwestern end of rural Ottawa, south of Kanata in Rideau-Goulbourn Ward. Richmond straddles the Jock River and was founded in 1818 as a military settlement. It is the second largest village in the City of Ottawa having 4,335 residents (2008 estimate) and is surrounded by quality farmland.



1.1 COMMUNITY CONSULTATION

The planning process for the Plan was collaborative and open, involving community representatives, landowners/developers, City representatives and the public at large. The City of Ottawa website, mail-outs (flyers and surveys), and advertisements in community newspapers were used for communications purposes. The Richmond Community Association website was also used to post information and flyers and to notify residents and property owners of public meetings and events.

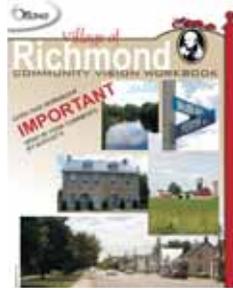
STEERING COMMITTEE

Through the Ward Councillor, a Steering Committee of around 15 to 20 people was established to facilitate a community-based approach and to provide a forum whereby local residents could contribute directly to the Plan. The Steering Committee was made up of residents, farmers, the Richmond Community Association, business people

and three individuals/companies with an interest in developing their lands. The Steering Committee met on a monthly basis over a two-year period and also met as subcommittees, to discuss specific topics and issues.

TECHNICAL ADVISORY COMMITTEE

A Technical Advisory Committee (TAC) was established to provide input at various stages of this Plan and to the village-wide supporting documents such as the Master Servicing Study prepared by Stantec, and the Transportation Master Plan prepared by Genivar. The TAC included representatives from the City, agencies and Steering Committee members. The Steering Committee members were included in the TAC to ensure transparency between the City and the community. The TAC met several times.



1.2 THE PLANNING PROCESS

The planning process was divided into three stages: 1) visioning, 2) detailed analysis, and 3) bringing everything together. The steps in the planning process are outlined in Appendix 1. Some of the key steps are featured below.

EDUCATIONAL SESSION

An Educational Session was held on April 12, 2008 at the Richmond Public School. It was the first of two public events led by the City that were held on a Saturday morning. Information boards, geared to the public, displayed a collective knowledge about a particular topic. A staff person presented the information and engaged residents in a dialogue. This method resulted in the staff person being able to refine their understanding of a topic and the community being able to see how the information might be used in the planning process. It was a successful event that attracted around 150 people.

VISIONING SESSION

The second Saturday morning Visioning Session was held April 19, 2008 at the Richmond Public School. Participants rotated through a series of small group discussions on specific planning topics. Around 75 people attended. Notes were taken and posted on the Richmond Village Community Association web site.

VISIONING WORKBOOK

As a result of the two sessions, visionary principles were prepared, and formed the basis of an illustrated questionnaire workbook. This workbook was sent to each household in the village. Around 175 workbooks were completed and returned. The information was assembled and various reports were prepared. These reports were posted on the City's website and the raw data was posted on the village website. Based on these results, the six visionary principles were refined to become the principles contained in Section 1.4 of this Plan.

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1.3 THE FOUR-DAY DESIGN WORKSHOP

Everyone involved in the Educational and Visioning Sessions agreed that the Plan should enhance the historic village core and establish a village-wide open space network. To this end, and in cooperation with the City and the Steering Committee, the American architectural and community design firm, Looney Ricks Kiss (LRK), organized a four-day design workshop. The Steering Committee believed that it was a good opportunity for the residents to get to know their community better. The design workshop was held in a vacant storefront building at 3480 McBean Street from September 22 to September 25, 2008. Everyone worked together to ensure that it was a highly successful event. The

workshop featured animated debate, creative design and an acceptance that everyone involved was there for the betterment of the community. Bus tours of surrounding villages and walking tours of the core were organized. Councillor Brooks sponsored a community barbeque that attracted over 100 residents. Mayor Larry O'Brien, Councillor Brooks and Councillor Wilkinson attended. The final presentation in the South Carleton High School gymnasium was a memorable event that attracted over 100 residents. Most people in attendance appreciated the vision for Richmond as presented by Jim Constantine and Gonzalo Echeverria of LRK.



1.4 ESTABLISHING A COMMUNITY VISION

The following visionary principles are the cornerstone of this Plan. These principles were prepared based on extensive public input and reflect the views of the community.

PRINCIPLE 1: CREATE A LIVEABLE AND SUSTAINABLE COMMUNITY

The village of Richmond values its strong community, historic character, and unique natural environment. The village seeks to achieve a sustainable, healthy balance between protecting the environment, maintaining a viable economic base, and promoting the ideals of the community. The revitalization of existing areas within the village core is important to the community.

Residents wish to maintain the village way of life, ample open space, community gardens, and agricultural activities that are unique to Richmond and ensure that growth occurs in a planned, managed way. The community strives for a balance that embraces the rural way of life with the convenience of the nearby urban amenities.

Richmond should be a place where all age groups and income levels can live and can have access to uses and services that meet their needs. Richmond should support a mix of uses, housing types, and facilities that should cater to all income levels and age groups. Richmond residents want the possibility to age in place with the ability to live, work, and play at all stages of life. Businesses in the Village Core should attract and should be supported by the community and visitors. These businesses should reflect the village character, both in the size and in the services that are provided to the residents and visitors.

Development should occur in a manner consistent with the village lifestyle and pace of life. All development should be supported with adequate servicing, transportation, and economic development strategies to ensure that growth is sustainable and contributes to the life of the community. New development should cater to the range of housing and services required by youth, families, and seniors. Commercial development should respect Richmond's desire to revitalize its main street areas. This development should be in keeping with the village-scale and historic character present both in Richmond and in the surrounding communities of Eastern Ontario.



PRINCIPLE 2: PROTECT AND ENHANCE RICHMOND'S HISTORIC VILLAGE CHARACTER

Richmond should maintain the pace of life, sense of community, friendly atmosphere, and scale of development that reflects the village's historic past and rural, small-town character and heritage architecture. The village's rural and historical roots should be reflected in future development. New development should incorporate the historic (and walkable) grid pattern with modern design and operating modifications to control traffic.

Richmond should have focal points in the heart of the village and along the Jock River reflecting the existing historical themes evident in the community. McBean Street, from Ottawa Street to Perth Street, and the village entrances on Perth Street should be developed as a showcase of the pride in the community's history and culture. A renewal plan for Perth Street should be developed that will balance the commercial, residential, and pedestrian needs of the area while recognizing the historic fabric and use of the street.

The Jock River is a treasure and together with the surrounding greenspace has great potential to serve as a central focal point in the village. As part of the Village Core the River could be enhanced through increased accessibility, amenities like canoe launches and fishing points, flora and fauna, and park areas.

Visitors should be welcomed to Richmond's vibrant core, its attractive businesses, abundant natural open spaces, historic built environment, and well-maintained streets. The village should create a friendly and safe pedestrian environment such that the historic core and natural environment is accessible for all residents and visitors.



PRINCIPLE 3: PROTECT THE NATURAL ENVIRONMENT AND INCORPORATE CONSTRAINTS INTO THE PLAN

The agricultural lands, surrounding natural environment and the ability to easily enjoy open spaces, forests, creeks and rivers help define Richmond's rural character. The protection of Richmond's natural areas, floodplains, drainage systems, and source water is a key desire of the community both to safeguard the environment and maintain the character of the village. The residents of Richmond should participate as active stewards of the environment by seeking to minimize their environmental impact, educating the public, and creating partnerships with the City of Ottawa and the Rideau Valley Conservation Authority.

In existing natural areas there should be a balance between access and the protection and maintenance of the natural environment. These areas could include improvements such as the creation of natural paths, increased natural areas, and the creation of a system of connected green corridors as a means to enhance the enjoyment of the areas while protecting the natural environment. Existing park and natural areas, such as the Rideau Trail and the bird sanctuary at the lagoons, should be maintained and protected as a destination for residents and visitors. The Jock River and surrounding floodplains are very important natural features in the village and should be protected from development.

Protecting the natural environment, aquifers, source water and floodplains affecting the village should be a priority over development. Floodplains within Richmond should be protected from development and maintained as important green spaces. The extensive agricultural lands surrounding Richmond, which are protected by provincial policy, will help limit development outside village boundaries. Environmentally friendly and forward looking development and technology should be encouraged, where possible.



PRINCIPLE 4: EXPAND AND MAINTAIN TRANSPORTATION INFRASTRUCTURE

Richmond residents want to improve linkages, including transit and cycling, between the village and the surrounding transportation network. Richmond's reliance on the automobile to connect outside of the community places seniors and youth at a disadvantage. Improved and regular bus service during the day, evenings and on weekends will allow young people and older people to travel to urban Ottawa for education, employment, and services while still living in Richmond. In addition the future possibility may exist for the use of the existing rail line to Ottawa to provide a rail transit service.

Within the Village Core, making alternative methods of travel, such as walking and cycling, more attractive can minimize car use. There should be a system of multi-use pathways, including footbridges, for pedestrians and cyclists across the Jock River that are connected with a network of village sidewalks. Outside the village, the creation of dedicated bicycle lanes that link Richmond to other communities would widen travel options available beyond that of only automobile usage.

A village transportation strategy, as developed through this planning process, including sidewalks, pathways, bridges, roads and transit, should be created to ensure that new development does not overload the existing infrastructure and conforms and integrates with the existing grid infrastructure in place in Richmond. The strategy will also address transportation issues for the existing built areas of the village.



PRINCIPLE 5: CREATE AND PROTECT OPEN SPACE, RECREATION AND COMMUNITY SERVICES

Richmond's plan will capitalize on the beauty of the Jock River area and create parklands with respite areas, multi-use pathways, and appropriate community venues along the central corridor. This park area will serve to create a green core within the village and should provide a safe, accessible area all residents can enjoy. A multi-season pathway for walking, cycling, and skiing along the full length of the Jock River and in other natural areas around the village will make the river more accessible. The Village Core and neighbourhoods should be connected to recreational areas and key community facilities with sidewalks, roads, and pathways. Within the village, cycling and walking will be supported with the creation of a pedestrian and cycling friendly network of pathways and crosswalks. Such an approach will assist residents in pursuing a healthy, active lifestyle.

The creation and expansion of community facilities such as the arena, pools, skateboard park, basketball court, baseball diamonds, and soccer fields will help ensure that there are recreational facilities and multi-use parks for all seasons. Further the community and the City should work cooperatively with the Richmond Agricultural Society to make the best use of the fairgrounds. Facilities should exist for all age groups, especially for underserved segments such as youth aged 12 – 16 and seniors. The Richmond Conservation Area and bird sanctuary should be protected and enhanced for bird watching and passive recreation.

Richmond should work to attract and support more community services, such as a medical clinic and day-care centre, so that resident needs can be accommodated in the village. The village should grow in such a way as to sustain local schools.

Richmond can be a destination for the region – the fall fair is a major seasonal draw, but this could be developed into something larger. Richmond has a vibrant community with local institutions (such as churches, clubs, fairgrounds, and historic sites) that should be protected and fostered with supportive land uses and growth policies. Richmond residents value the open spaces, agricultural lands, and vacant areas (even if it is privately owned) as important aspects of the community.



**PRINCIPLE 6: ENSURE SUSTAINABILITY OF SERVICING
(Groundwater, Wastewater and Stormwater Systems)**

Richmond wants to ensure that the quality and quantity of the village's groundwater is sustained over the long term. A detailed management plan for groundwater protection should be created with information and education available to residents. Private wells that serve the existing community must be protected and maintained. Richmond wants to promote and incorporate the principles of water conservation.

New development that may put the groundwater supply and wastewater treatment capacity at risk should utilize city services such as municipal water and sewer. New development should not grow beyond a safe threshold for the available resource base as defined by the appropriate environmental studies. Additionally, new development should incur all expenses required to upgrade the necessary systems to maintain existing quality & services. Existing residents should have the option to hook up to city services, such as water and sewer, if these services become available.

Residents of the village of Richmond would like to explore having a local, self-sufficient water supply and wastewater treatment facility.

1.5 BUILDING A LIVEABLE COMMUNITY

The Plan strives to “create a liveable and sustainable community” as envisioned by the residents of Richmond. The Official Plan (2008) establishes a vision for creating more compact, efficient, affordable and environmentally healthy communities. At the core of this vision is the desire to make Ottawa a green, environmentally sensitive, healthy and active City and a place where people can live and work. Smart growth, healthy communities and neo-traditional community design are ways to address liveable and sustainable development particularly at the neighbourhood level. Some of the initiatives designed to achieve this vision are described in the chart below.

LIVEABLE COMMUNITY INITIATIVES	
Land Use Policies	<ul style="list-style-type: none"> • Establish a village core (with a flexible range of uses) in the centre of the village and within walking distance of many neighbourhoods • Reduce the parking requirements in the core • Accommodate corner stores and other neighbourhood uses in the village so that residents do not have to travel far to meet their daily needs. • Accommodate a range of housing types and tenure, including attached homes to provide housing options for a variety of family types and ages.
Parks Plan	<ul style="list-style-type: none"> • Establish locations for new parks based on an equitable distribution throughout the village to provide every resident with equal opportunities for active living.
Multi-use Pathway Plan	<ul style="list-style-type: none"> • Establish a framework for the pathway system that provides residents with non-motorized methods to reach their destinations and thereby reduce their greenhouse gas emissions. • Identify the ways and means to initiate pathways. • Establish new connections through the Agricultural Society lands to access Lion’s Park.
Open Space Network	<ul style="list-style-type: none"> • Identify open space corridors along the Jock River, watercourses and floodplain lands as a way to provide recreational opportunities that are compatible with the constraints and contribute to healthy lifestyles.
Environmental Management Plan	<ul style="list-style-type: none"> • Provide a sustainable balance between environmental protection and development over time. Work with existing residents to protect and enhance environmental features and provide guidance for areas that may develop in the future to ensure the long-term health of the environment.
Cycle Routes	<ul style="list-style-type: none"> • Identify cycle routes that better integrate with the multi-use pathway plan, making it easier for people to travel locally in a non-motorized manner.
Servicing	<ul style="list-style-type: none"> • Provide a public communal water system connected to deep aquifers to reduce the construction costs and associated maintenance costs normally associated with a piped water system in an urban area.
Heritage	<ul style="list-style-type: none"> • Raise awareness of the value of the existing built environment and encourage new uses for old buildings.
Community Gardens	<ul style="list-style-type: none"> • Raise awareness of the importance of local food production, community food security and its impact on energy cost.
Economic Strategy	<ul style="list-style-type: none"> • Ensure that there is sufficient land available for future jobs and industry.

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2.0 THE PLANNING FRAMEWORK

The Plan is based on policy direction contained in the Provincial Policy Statement - PPS (2005) and the City of Ottawa Official Plan (2008), both of which are enabled through the Ontario Planning Act. The following sections summarize the planning framework.

2.1 PROVINCIAL POLICY STATEMENT

Ontario last issued a Provincial Policy Statement in 2005, which provides direction on matters of provincial interest. This interest focuses on the management of growth based on the efficient use of land and development. Specifically, “healthy, liveable and safe communities can be achieved by:

- Accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs
- Avoiding development and land use patterns which may cause environmental or public health and safety concerns
- Avoiding development and land use patterns that would prevent efficient expansion of settlement areas
- Promoting cost-effective development standards to minimize land consumption and servicing costs

- Providing a good mix and range of employment lands (including industrial, commercial and institutional uses) to meet long-term needs
- Ensuring that necessary infrastructure and public services are/will be available to meet current and projected needs

Further, the Provincial Policy Statement declares that “settlement areas” such as the village of Richmond be the focus of growth. It states that:

- Development patterns use land, resources, infrastructure and public services efficiently
- Impacts on air quality and climate change be minimized
- Opportunities for intensification and redevelopment be identified
- Phasing policies be established to ensure orderly growth

2.2 CITY OF OTTAWA OFFICIAL PLAN

The City of Ottawa Official Plan provides the planning context for the village of Richmond and other communities in the City of Ottawa and implements provincial policy. Richmond is designated as a “Village” which is intended to be the focus of rural growth, a central place that provides residents with access to services and a place that provides for the daily needs of residents living in the community and the surrounding area.

The local policies that were in place before the approval of this Plan (as contained in the Ashton, Munster and Richmond Secondary Plan 2003) were first adopted as part of the Goulbourn Township Official Plan. Two of the most important policies dealt with the development strategy and the Future Development Lands (referred to as the Western and Northeast Development Lands). These policies identified the studies and improvements needed before development could proceed.

The majority of land surrounding Richmond is designated as Agricultural Resource on Schedule A of the Official Plan, which permits agricultural uses and other, associated uses. The intent of the agricultural policies is to protect farmland and to ensure that incompatible uses, which may conflict with agricultural activity, are not established.

The following additional Official Plan policies set the direction and guide the preparation of this Plan.

- Community Design and Compatibility
- Infrastructure
- Greenspace Master Plan
- Affordable Housing
- Schools and Community Facilities
- Transportation and Cycling
- New park and leisure areas
- Cultural heritage resources
- River corridors
- Archaeological resources
- Major recreational pathways
- Scenic-entry routes
- Rail noise and vibration

2.3 NATURAL ENVIRONMENT

The major environmental features in the village are:

- a) The Richmond Conservation Area
- b) The Jock River and Marlborough Creek
- c) A small portion of the Marlborough Forest that extends into the southwest corner of the village.

All of these features provide habitat for birds, fish, shoreline wildlife and other forms of wildlife as well as places and pathways for passive recreation. The Richmond Conservation Area also provides an overflow sewage lagoon as part of the overall village infrastructure. The flat topography has an impact on drainage and is the reason why there is a large amount of regulatory floodplain within the village boundary. The lands in the floodplain contribute to the open space network in Richmond and flag the places where development should not occur. As the village develops, existing structures built in the floodplain will continue to require protection.

Federal land use policy provides protection for species at risk and prohibits the destruction, disruption or alteration of fish habitat. Provincial policy prohibits development and site alteration in provincially significant wetlands and in the significant habitat of endangered and threatened species. Development and site alteration is not permitted in other provincially significant features such as woodlands, areas of natural and scientific interest and on lands adjacent to provincially significant wetlands unless it can be demonstrated that no negative impact will occur to these features and their ecological functions. Municipal policy as contained in the City of Ottawa Official Plan:

- Preserves natural features by designating them for protection
- Establishes a framework for building setbacks
- Establishes Subwatershed Studies and Environmental Management Plans
- Requires Environmental Impact Statements and Tree Conservation Reports through the development review process
- Encourages the use of “design with nature” principles to promote sustainable development

2.4 INFRASTRUCTURE SERVICES

The majority of homes and businesses in the village of Richmond are serviced by publicly provided sanitary sewers and private wells. The village relies entirely on groundwater for its domestic water supply. A small part of the Village (153 dwelling units) is serviced by a City-operated communal well system at Kings Park, and there is a private communal well system that serves the Hyde Park apartments. The majority of existing water wells within the Village obtain groundwater from the Oxford Formation aquifer (up to a depth of 60 meters). The remaining deeper wells draw water from both the Oxford and the lower March/Nepean formations.

The existing wastewater system is a gravity collection system that conveys sewage to the Richmond Pumping Station located in the village south of the Jock River. From there, the sewage is pumped through a 13.5 km long, 500 mm diameter force main along Eagleson Road to the Glen Cairn Trunk Sewer in Kanata. The Richmond Pumping Station was built more than 25 years ago to pipe Richmond effluent to Glen Cairn. In 2005, a 12-kilometre, 200-millimetre diameter force main was extended from Munster Hamlet to the Richmond Pumping Station.

The City of Ottawa Official Plan 2008 includes the establishment of Source Protection Plans, Environmental Assessments and Master Servicing Studies that are required to establish or expand water and wastewater systems. Hydrogeological studies are required for development on private wells and local improvement procedures are established where existing residents want to hook up to public systems.

2.5 TRANSPORTATION

The transportation policy framework is contained in the Transportation Master Plan and the City of Ottawa Official Plan. The policies relevant to the village of Richmond include:

- The encouragement of walking and cycling through well-connected streets, riverfront pathways and the provision of parking facilities for bicycles at busy locations
- The provision of short-term parking in busy areas and at tourist destinations
- The classification of roadways as a hierarchy of local, collector and arterial roads each serving the functions as set out in the Transportation Master Plan and the Official Plan
- The protection of right-of-way widths based on the road hierarchy

The existing transportation network in the village consists of a grid pattern of predominantly two-lane roads. The majority of intersections are unsignalized and generally do not provide exclusive turning lanes. The road classifications are depicted on the map in Section 7.5. Truck routes are restricted to arterial roads. The village is currently served by OC Transpo Express Route 283, which provides peak hour service. Sidewalks are provided on both sides of Perth Street and along the majority of McBean Street and on the east side of Fortune Street between Perth and Ottawa streets. There are also limited sidewalks on some local streets (Queen Charlotte north of Perth, Queenston Road and Martin Street between Fowler and Colonel Murray streets). Otherwise, most local streets do not have sidewalks. While there are presently no multi-use pathways in the village, the City's Transportation Management Plan shows a future multi-use pathway along the Jock River in the village that links the village with Stittsville to the north and North Gower to the south.

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3.0 MANAGING GROWTH

This Plan is based on a twenty-year planning period, from 2010 to 2030. The Master Servicing Study indicates that, at the time this Plan was adopted, the village had reached its development capacity based on the limitations of existing sanitary services. With the upgrades to these services as proposed in the Master Servicing Study, the residential capacity of the village is planned to increase from approximately 1,550 dwelling units to between 4,400 to 5,500 units (including existing units). In the Western Development Lands the expected range is between 1,800 to 2,300 dwelling units at build-out based on stages described in Section 8 of the Community Design Plan. In most of the village, water services will continue to be provided, as they are now: a combination of private and communal wells. In the Western Development Lands water will be piped from communal wells that will be owned and managed by the City. The communal well system will be sized to provide water to the entire village as a contingency for the future. To ensure that new development does not occur before the required services are available, holding provisions in the zoning by-law may be applied to vacant land.

A Village Buffer

In preparing this Plan, the Steering Committee and members of the public, discussed the disposition of the village in relation to long-term expansion of the urban portion of the City of Ottawa. Their conclusion was that the village should remain a part of the Lanark-Carleton farming community and, as expected, if the urban portion of the City of Ottawa expands towards the village, it should expand around the village and the surrounding farming community, not through it. The Steering Committee would like consideration given to the establishment of either a greenbelt or an agricultural buffer around the north and east boundaries of the village to safeguard against long-term urban encroachment.



3.1 MASTER SERVICING STUDY

As background to the Plan, Stantec Consulting and Golder and Associates prepared a Master Servicing Study for the Village of Richmond. The purpose of this Study was to provide recommendations for the long term servicing of existing and future development within the village boundary. The Study followed the Municipal Engineers Association Class Environmental Assessment process. It recommended that water and wastewater systems be developed to accommodate future growth.

Water

The Master Servicing Study concludes that there appears to be more than enough good quality groundwater available from the lower March/Nepean Formations to serve the development lands. It recommends that the Western Development Lands be serviced by a communal well supply system(s) for domestic water and public fire protection. The Northeast Development Lands and the Industrial Lands could be serviced either by private or communal wells and the remainder of the Village would continue to be serviced as it was at the time the Plan was adopted. As a contingency, it is recommended that the new communal well system(s) be designed to accommodate all existing and future growth in the event that it is deemed necessary to provide a village-wide communal system. A village-wide Groundwater Characterization Study (2009) was also prepared as background to the Master Servicing Study.

Policies

1. Development in the Western Development Lands shall be based on public communal well services. Development in the Northeast Development Lands and the Industrial Lands shall be based on either communal or private wells. Development in the remainder of the village shall be based on private wells unless it is deemed necessary to convert the remainder of the village to a communal well system.
2. Water infrastructure services shall be upgraded to provide for the gradual conversion of existing development from private wells to a village-wide communal system if deemed necessary. For the purposes of Section 2.3.2 of the Official Plan, all the lands within the village boundary shall be a Public Service Area for water services.
3. Wellhead protection studies shall be conducted as part of the establishment of communal well systems subject to the appropriate regulations at the time of plan of subdivision.



3.1 MASTER SERVICING STUDY

Wastewater

The Master Servicing Study recommends that the existing wastewater collection gravity system and the Richmond Pumping Station be expanded and upgraded in order to service the Western and Northeast Development Lands, the Industrial Lands and the rest of the village. The effluent would be conveyed by the expanded pumping station to the City collection system and disposed through the City's central wastewater treatment facility. The upgraded wastewater service would involve: a) the construction of a new trunk sewer, b) the replacement of the undersized sections of sewer pipe, c) the expansion/upgrade of the Richmond Pumping Station and d) the construction of new force main to the Glen Cairn Trunk Sewer in Kanata.

It is also noted that during large wet weather flow events (snowmelt and/or rainfall), the inflow to the station occasionally exceeds its discharge capacity of the existing pumping station. During these periods, the inflows are pumped to and temporarily detained in Lagoon Cell C, part of the original three-cell wastewater lagoon facility used for wastewater retention, treatment and discharge into the Jock River. The other two cells are used for environmental purposes.

The excessive inflows to the village of Richmond wastewater collection system are mainly caused by home foundation drains and sump pumps that directly connect to the system. Disconnecting sump pumps and foundation drains from the sanitary sewer network would significantly cut inflows to the

station and thereby reduce the likelihood of discharging overflows to the Richmond Lagoon.

The existing wastewater collection system experiences excessive extraneous flows during the spring snowmelt. These flows are well above the City of Ottawa Sewer Design Guidelines. Excessive extraneous flows place additional loading on the wastewater collection system causing potential backups thereby reducing the development capacity.

Phasing and Implementation Policies

1. All development in Richmond shall be connected to the central wastewater collection system. No development shall be permitted until the wastewater system can provide the capacity in accordance with the Master Servicing Study. Notwithstanding the above, until piped services are extended south of the railroad tracks, private services may be permitted in the Industrial Lands to the satisfaction of the City.
2. Existing wastewater infrastructure services shall be upgraded over time to provide the required capacity for the full development of the Village of Richmond. Upon submission of a development proposal, the proponent shall be required to demonstrate that capacity exists to service the development.
3. In consultation with the community, the City shall make a long-term effort to eliminate the sources of extraneous flow that directly connect to the sanitary system from the Richmond wastewater collection system.



3.2 STORMWATER MANAGEMENT AND DRAINAGE PLAN

In support of the Western Development Lands, the development proponent has prepared a Stormwater Management and Drainage Plan (DSEL) and a Natural Environment and Impact Assessment Study (Kilgour). The objectives of the Drainage Plan are to provide a drainage and stormwater management servicing strategy that will ensure safe and efficient drainage of these lands upon development and will mitigate the impacts of development on the receiving Jock River and Van Gaal/Arbuckle Drain. Lands within the village are relatively flat. To limit the depth of fill required above existing grade, the development proponent has proposed the use of sump pumps. The City's sewer design guidelines for new development:

- Require that all basements drain by gravity to a storm sewer, and are located 0.3 meter above the 100 year hydraulic grade line and
- Provide for the consideration of exceptions such as the use of sump pumps subject to the proponent demonstrating justification in terms of implementation feasibility and economics as well as engineering, environmental, operational, reliability, risk and maintenance issues.

Accordingly, the final Stormwater Management and Drainage Plan will be required to provide this analysis to the satisfaction of the City prior to the endorsement of sump pumps as an acceptable drainage servicing strategy for the Western Development Lands.

Policy

1. Prior to development proceeding on the Western Development Lands, the supporting Stormwater Management and Drainage Plan and the Natural Environment and Impact Assessment Study shall be completed to the satisfaction of the City.

3.3 NATURAL ENVIRONMENT

The City has prepared an Environmental Management Plan (EMP) for the village of Richmond to support this Community Design Plan. The EMP identifies natural features such as the Jock River, Marlborough Creek and their tributaries, and terrestrial resources such as the Marlborough Forest and Richmond Conservation Area, local woodlots and hedgerows. Through the identification and evaluation of these features, new development can be directed away from areas that are significant or sensitive to impacts. The environmental features map is shown on Schedule D of the Community Design Plan.

The Jock River

The Jock River and the floodplain, parks and forested areas along the river's edge form a green corridor that meanders through the centre of the Village. The floodplain varies but on average is approximately 300m wide. Historical development in the village often recognized the risk associated with flooding from the Jock River long before there was floodplain mapping available. On each end of the corridor there are significant natural features; at the southwest corner of the Village is the Marlborough Forest and adjacent forested areas and along the eastern village boundary is the Richmond Conservation Area. The quality of the water in the Jock River is rated as "marginal". The corridor contains a healthy fish community and is the only part of the river in the sub-watershed that contains coldwater fish habitat. This is due to the presence of cool groundwater and the riparian forest habitat at the river's edge. The section of the Jock River located in Richmond has the most canopy and tree cover within the entire sub-watershed.

3.3 NATURAL ENVIRONMENT

Marlborough Creek

Marlborough Creek is one of the major tributaries of the Jock River. A limited canopy made up of smaller woodlots, scrub thicket and old-field meadow surrounds the portion of the Creek within the village. Smaller watercourses include, the Van Gaal/Arbuckle Drain, the Hamilton Drain, Flowing Creek and the Marlborough Drain. The majority of the tributaries have poor to fair water quality.

Floodplains

The floodplain shown on Schedule A, is the extent of land that may be subject to 1:100-year flood as regulated by the Rideau Valley Conservation Authority. The flat topography has an impact on drainage and is the reason why there is a large amount of regulatory floodplain within the village boundary. The lands in the floodplain contribute to the open space network in Richmond.

Streams

The Lower Rideau River Watershed Strategy (2005) and the City's Baseline Water Quality Monitoring Program's 2006 Report indicate that water quality tends to degrade as tributaries get smaller. This reflects the lesser ability of small streams to tolerate pollution. Since these ultimately impact all receiving water it is important to protect water quality in the smallest of streams if we want to continue to enjoy good water quality in our rivers. Streams can be at risk of being diverted into a culvert or pipe as land is developed for residential or commercial uses.

Watercourse Contaminants

Contaminants are another threat to water quality, usually entering watercourses through overland flow from rainfall. The existing stormwater infrastructure in the Village includes a combination of ditches and storm sewers. In older portions of the community, roadside ditches dominate; however, storm sewers have replaced ditches in about half of this area. In newer subdivisions, storm sewers are predominant. Impacts on the receiving watercourse such as erosion, flooding and degraded water quality are considered through current stormwater management practices and through City and RVCA staff review.

Natural Heritage System – Marlborough Forest

The Marlborough Forest extends into the southwestern corner of the Village (south of Ottawa Street and West of McBean Street) with most of the woodland being located outside the Village boundary. The Marlborough Forest is defined as significant in the Official Plan due to its broad diversity of vegetation communities, mature stands of trees 80 years or older and interior forest habitat located more than 100 metres inside of the edge of the patch. Plant species of national, provincial and regional significance are found in the Marlborough Forest.

Natural Heritage System

The Richmond Conservation Area

The Richmond Conservation Area provides patches of conifers and regenerating forest, mature treed hedgerows, shallow ponds bordered by willow thickets and deciduous swamps, and a mid-age riparian forest that extends along the banks of the Jock River. The Ministry of Natural Resources has identified the three lagoon cells and adjacent pond in the Richmond Conservation Area as a staging area for migratory waterfowl. This area is used by flocks of migrating geese, ducks and shorebirds as a stopover point for feeding and resting in the spring and fall.

Policies

1. When considering a development application, Council will be guided by the following Official Plan policies and considerations:
 - a) Development is not permitted within the Marlborough Forest. Any other proposed development within 120m of the significant woodland identified on Annex 14 of the Official Plan would require an Environmental Impact Statement (EIS). Section 4.7.8 of the Official Plan describes the EIS and its scope.
 - b) Watercourse setbacks will be based on section 4.7.3 of the Official Plan. The minimum setback shall be determined based on technical studies completed to support all development applications.



3.3 NATURAL ENVIRONMENT

- c) Schedule K of the Official Plan identifies the Jock River as a watercourse with unstable slopes. The watercourse setback shall be established by a site-specific analysis following City slope stability guidelines and any development adjacent to the Jock River will be subject to those requirements.
 - d) Development shall be guided by the floodplain policies as contained in section 4.8.1 of the Official Plan.
 - e) The integrated environmental review and the principles of design with nature shall be followed as described in section 4.7.1 of the Official Plan.
 - f) Woodlots, hedgerows and trees shall be protected where feasible, through Tree Conservation Reports and Landscape Plans as outlined in section 4.7.2 of the Official Plan.
 - g) New development shall be guided by stormwater management guidelines contained in the Environmental Management Plan.
 - h) Measures to protect existing aquatic habitat and potential locations for stream improvements, removal of fish barriers, riparian planting shall be identified through the development review process.
 - i) Efforts shall be made to maintain streams and avoid diversion into a culvert or pipe where possible.
 - j) Policies to protect natural features will be implemented through: i) the development review process, ii) stormwater management, iii) park improvements, iv) improvements to the public spaces along the Jock River Corridor and v) individual and collective stewardship practices.
2. To enhance the greenspace system in Richmond, the City will:
- a) Maintain public ownership of the parks and City properties and expand the public ownership of land along the Jock River through mechanisms such as purchase, donation and conveyance.
 - b) Protect the lands that form part of the Marlborough Forest and adjacent forested lands that contain elements of the natural heritage system by:
 - Designating those lands that are part of the natural heritage system within the Western Development Lands as Open Space
 - Permitting uses that do not adversely affect the natural characteristics of the area, such as open-air recreation; scientific, educational, or conservation uses associated with the environmental features.



3.3 NATURAL ENVIRONMENT

- c) The development review process, land acquisition and working with private property owners and the community will be used to provide a continuous pathway system along the Jock River. In the interim, proposed pathways identified on Schedule B do not imply public access or any infringement of private property owner's rights.
- 3. To improve water quality, and to achieve the naturalization of the Jock River corridor and its tributaries, the City will:
 - a) Undertake works on City-owned land to:
 - Provide stormwater retrofit opportunities such as improvements to ditch drainage systems and planters to collect stormwater
 - Investigate the use porous pavement in public projects
 - Adjust mowing along the watercourses to establish vegetated buffers
 - Tree planting along watercourses in Bob Slack Park, Jock River Park, Arbuckle Park, Martin Street Park and at the unopened road allowances at King and Cockburn Streets
 - b) Encourage, fund and review stewardship programs that:
 - Provide information to residents on how to be sensitive to the Jock River if living close to a watercourse or woodlot.
 - Promote vegetated buffers and stream stabilization on private property along watercourses through tree planting programs such as Green Acres, Shoreline Naturalization Program and the Rural Clean Water Program.
 - Improve stormwater management on private property through the use of rain barrels, disconnection of downspout from the storm sewer, rain gardens, and tree planting.
 - Community projects that involve garbage clean up, tree planting, wildlife habitat and invasive species removal.



3.4 TRANSPORTATION

A Transportation Master Plan for the village was undertaken in conjunction with the Plan to determine the transportation impacts of various growth scenarios for the village of Richmond. This process documented the existing transportation conditions for all travel modes (roads, transit, walking, cycling) and included an inventory of existing transportation infrastructure and associated trip volumes, distribution and network performance. Three potential future growth scenarios were then evaluated based on an analysis of the residential and employment growth. Potential future A.M. and P.M. peak hour trips were then calculated for each of the three potential future growth scenarios and assigned to the transportation network based on the assumptions determined through the existing conditions analysis.

A regional screenline capacity analysis indicates that no additional road capacity is required to accommodate the future highest growth scenario for travel into and out of the Village. An internal Village screenline capacity analysis indicates that future east-west travel demand through the Village will require additional capacity, which could be accommodated if Perth Street is widened to four lanes between Gamble Drive and the east end of the Village and between the Fire Station and the west end of the village before/when the new growth areas are 70 per cent built-out. The internal Village screenline analysis also concludes that a two-lane north-south connection would be required from Ottawa Street to Perth Street to accommodate adjacent development and to allow for more flexible traffic distribution. Similarly, a two-lane, east-west collector road is identified for the Industrial Lands. A pedestrian pathway network, including a multi-use pathway along both banks of the Jock River, was also identified.

An infrastructure phasing plan including transportation projects has been included in Section 8 of this Plan.



3.4 TRANSPORTATION

Policies

1. Upon submission of a development proposal, the City will evaluate the transportation design against the Community Design Plan and the Transportation Master Plan.
2. While no additional road capacity is required to serve growth over the planning period, specific road improvement projects and the addition of new collector roads and pathways are required in the village as identified on Schedule C to the Community Design Plan.
3. Future road and pathway connections, as shown on Schedule C, shall be protected through development and re-development.
4. Roads should be developed based on the guidelines contained in Section 7.5 of this Plan.
5. Where the City determines that new development may overload the existing transportation infrastructure, require new infrastructure or does not integrate well with the existing network, the City may require that a traffic study be completed.
6. Street patterns in plans of subdivision will be designed with logical connections in the form of a modified grid pattern connected to the existing road network rather than looping or dead-end roads.
7. Portions of the transportation network should be treated as view corridors, where applicable, such that roadway patterns terminate onto adjacent open space and/or agricultural land.

8. To promote the re-use of older buildings and a mix of uses in the older parts of the village, on-site parking may be reduced or eliminated.

Arterial Roads

9. In the western portion of the Village, Perth Street will be modified based on traffic impact studies associated with subdivision applications.
 - A traffic circle is proposed in the vicinity of the Western Development Lands so that pedestrian, cycling and vehicular traffic from the proposed collector road can easily merge with Perth Street movements.
 - As the Village Core develops, on-street parking may be located on Perth and McBean Streets.

Collector Roads

10. New collector roads will be a minimum 22.0 metres wide.

Local Streets

11. A 16.5 road right-of-way may be considered for new local streets provided all of the following can be demonstrated to the satisfaction of the City:
 - a) A sidewalk can be provided on one side of every street
 - b) Street trees can be planted on both sides of every street following City guidelines
 - c) Snow can be stored
 - d) Utilities can be provided

3.5 ECONOMIC STRATEGY

An employment strategy was developed by the Steering Committee as part of the 2010 planning project. It is based on the collective view that Richmond should be a sustainable and healthy community, not just a bedroom community. With the expected increase in residents living in the Village (residents who are also customers and employees), locations are needed to support future employment-generating businesses. In this way, people, if they choose, can live and work in the Village.

Economic Directions

The desire for Richmond to be a complete community generates a number of economic policies, which direct that:

- a) The best place to provide a significant number of jobs is in the Industrial Lands. Although it is recognized that these lands have remained undeveloped for a long time, it was felt that, with a servicing strategy, a concept plan and a better mix of permitted uses; these lands would be more likely to develop in the future. These lands should therefore be retained for future businesses and jobs until the end of the CDP planning period.
- b) The Village Core is seen as a place where business should co-exist with other uses, including residential uses. These businesses should serve residents, visitors and the surrounding farming community while conserving and adding to the historic character of the Core. Over time, the Core will evolve into a heritage-style destination for personal services, leisure and tourist activities.
- c) Big box stores in excess of 3,000 m² are considered to be more suburban in nature and not appropriate for the Village at this time.
- d) The Village Commercial designation should provide a wide range of commercial functions that are dependent on good road access and that provide small-scale commercial and employment opportunities that meet the needs of the surrounding community.



The best way to implement these economic directions is by using land use designations in the Plan and establishing an association of local businesses that could lead the economic strategy. Local businesses should investigate the merits of forming an association, such as a Business Improvement Association (BIA), in order to implement this strategy and to help market the Village as a place to shop and do business.

Future Business Directions

To ensure that future businesses work towards a common economic purpose for the Village, the economic strategy directs that:

- a) The agricultural sector should build upon and promote local food producers and linkages to farmer's markets, restaurants and retailers through the "Savour Ottawa" initiative <http://www.savourottawa.ca/>
- b) "Ottawa's Countryside", the collective network for the rural tourism industry, should be maintained and enhanced <http://www.ottawascountryside.ca/>
- c) Transportation linkages to facilitate business networking with Ottawa and the surrounding farming community should be improved
- d) Whether there are enough creative businesses or industries in Richmond to establish a creative business cluster in the Village should be assessed
- e) Public school boards, Kemptville College and Algonquin College should develop partnerships to ensure that programs are available to meet the needs of local businesses and to ensure that on-the-job training programs such as co-op programs are available to help train students



4.0 LAND USE

The land use policies in this Plan guide future development in the village of Richmond through the following land use designations.

Policies

1. The land use designations are shown on Schedule A – Land Use, which forms part of the plan.
2. Upon submission of a development proposal, the proponent will be required to demonstrate that:
 - a) It is in accordance with the Servicing Policies of this Plan and the Official Plan.
 - b) Through the appropriate design analysis, development addresses the provisions of the Design Guidelines and Demonstration Plans as contained in this Plan.
3. The City will evaluate a proposal to change the designation of land from one category to another against its ability to meet the provisions of the following sections of this Plan:
 - a) Section 1.4 Visionary Principles
 - b) Section 1.5 Liveable Community Initiatives
 - c) Section 4.0 Land Use
4. Development shall have regard for the Heritage Resources and the Parks, Open Space and Pathway provisions as contained in this Plan.
5. A more flexible mix of uses suited to the use of older buildings should be permitted on lands that contain a building of heritage interest as identified in Appendix 3.
6. In accordance with the Official Plan, telecommunication facilities, public utilities and infrastructure are permitted in all designations.
7. In keeping with Richmond's village character, the proponent of development shall provide a minimum of one tree in the road right-of-way of every new proposed ground-oriented dwelling and on both sides of all arterial and collector roads. If it has been determined that the soils cannot accommodate street trees in the arrangement proposed, then the road right-of-way or the building setbacks shall be increased so that trees can be provided.



4.1 THE VILLAGE CORE

The Village Core is the heart of Richmond. It reflects the village’s history, rural roots, small-town character and architectural heritage. In earlier times, McBean Street was once the main commercial street for the village and the Richmond Agricultural Fairgrounds on Perth Street was on the outskirts of the Village. These areas are to become a thriving central place for the Village. The Village Core is envisioned to be a vibrant, pedestrian-oriented commercial area, comprised of smaller-scale buildings, which are readily accessible to residents by a variety of means besides motor vehicles. The largest retail site, the “Richmond Plaza” at the western end of the Village Core, is an area that needs revitalization to complement the mixed-use vision for the Village Core.

Policies

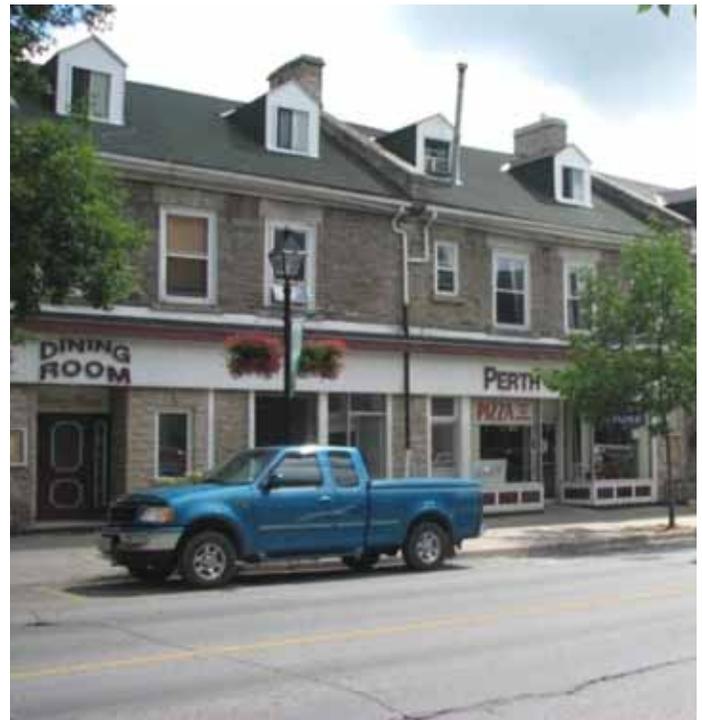
1. Permitted uses on lands designated Village Core include: retail, service commercial, office uses, parks and small institutional uses including a primary school.
2. Residential uses are also permitted on lands designated Village Core and include: existing dwellings, apartments, residential in combination with a permitted non-residential use, multiple dwellings and retirement homes.
3. Vehicle-oriented uses such as vehicle sales, rental and service uses and drive-through facilities that legally existed on the date of the adoption of the Plan may continue however no new uses of this kind shall be permitted.
4. A maximum four-storey and a minimum two-storey height limit shall be required to define the edge of the street and to help create a village-style streetscape.
5. The City will evaluate development proposals in the Village Core against their ability to meet City Design Guidelines and the Community Design Plan. It is envisioned that the Village Core will evolve into a mixed-use street with a variety of village-style buildings, storefronts, signage and pedestrian amenities.
6. Reduced parking requirements shall be established to encourage businesses to locate in existing buildings and to help revitalize the Core.
7. On-site parking shall be located to the side of or behind buildings. If it is located at the side, the parking should be no closer to the street than the front of the building and landscaping should be used to help buffer parking areas from the sidewalk and abutting properties.



4.1 THE VILLAGE CORE

8. Special attention should be given to the redevelopment of the southwest corner of McBean and Perth Streets. This location is at the intersection of two main streets and should be the primary focal point of the village. See the illustration above.
9. Streetscape improvements shall incorporate the following:
 - a) An interesting and inviting pedestrian environment
 - b) Parallel on-street parking to help buffer pedestrians from passing vehicles resulting in a greater feeling of safety
 - c) Interesting signage
 - d) Outdoor spaces for seating
 - e) Street trees to separate cars from people
 - f) Bump-outs at strategic intersections
 - g) Pedestrian crosswalks
10. Where possible existing sidewalks within the road right-of-way should be widened either through road reconstruction or redevelopment.
11. The City may explore the application of programs such as a façade improvement program, to improve the appearance of existing building elevations in the Core.
12. When streetscape improvements are considered along McBean Street, attractive pedestrian lighting shall be provided to complement the lighting fixtures already installed along Perth Street.
13. The Village of Richmond Water & Sanitary Master Servicing Study has included the costs to bring piped water to the Village Core, which if implemented, should help make the Core be a better place to do business. In consultation with the community, the City may initiate local improvement procedures to make this happen.
14. Buildings should be close to the street and face the street in order to contribute to a pleasant pedestrian environment along the sidewalk but not so close as to be within the restricted zone for overhead wires.

The Richmond Plaza
15. The Richmond Plaza (6179 Perth Street) may be reconfigured with commercial development fronting Perth Street and the remainder developed for residential purposes, without amending this Plan.



4.2 VILLAGE COMMERCIAL

Lands designated as Village Commercial provide places outside the Village Core for retail and service commercial uses. This designation is limited in area in order to focus commercial uses in the Village Core. Development in Village Commercial areas shall balance the needs of pedestrians and cyclists with the needs of automobiles and other vehicles. Any development in this designation shall have regard for all relevant City approved Urban Design Guidelines including those identified for Rural Villages.

Policies

1. Uses permitted on lands designated Village Commercial include: retail and service commercial uses, institutional uses, car-oriented uses and facilities that serve residents, visitors and the surrounding rural community.
2. The City will evaluate development proposals in the Village Commercial designation against their ability to meet City Design Guidelines and the Community Design Plan. High quality design is expected for all properties in this designation and building and landscape design shall be reflective of the village-style character.
3. Within the Village Commercial designation, the maximum building height limit should be three-storays.
4. In order to reinforce a pedestrian environment, development proposals should not locate parking directly adjacent to Perth Street. Where it is determined by the City that parking is appropriate, it may be permitted and shall be done in the following arrangement (from the building to the sidewalk): a wide pedestrian space that is frequently connected to the sidewalk, a vehicular passageway, one-tier of parking and a landscaped space designed to screen the lower portion of the vehicles from the sidewalk.



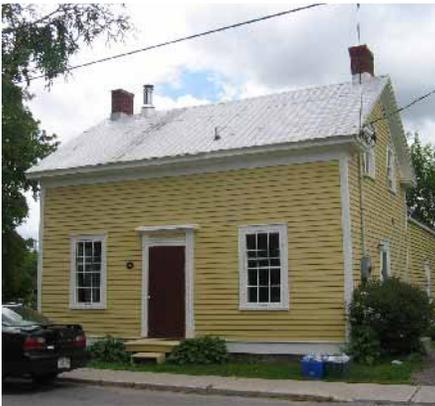
4.2.1 VILLAGE COMMERCIAL 1

Lands designated as Village Commercial 1 provide a location for large-lot retail and service commercial uses not readily available elsewhere in the village. The Market Evaluation (February 2010) prepared by Malone Given Parsons in support of a development proposal for these lands establishes that the village currently has sufficient demand for this type of use. The Evaluation also concludes that the commercial development of the designated site can successfully coexist with the development of the Village Core. There will also be positive benefits for the village given that more residents who shop outside the village will shop locally. The reason this Village Commercial site is treated separately from other Village Commercial designations is to limit the size of the stores and to add specific policy direction for this large site.

Policies

In addition to the policies contained in the Village Commercial designation, the following shall apply:

1. The total maximum gross floor area permitted on the site shall not exceed 7,000m², and no single individual occupancy shall exceed 2,790m².
2. The City will evaluate any development containing a proposed drive-through facility against its ability to meet City Design Guidelines for Drive-Through Facilities and the Community Design Plan. Drive through lanes shall not be permitted in front of street oriented buildings along Perth Street.
3. Buildings located near Perth Street shall functionally front the street. Building elevations facing Perth Street are to be aesthetically pleasing and contain entrance doors and windows (clear glazing) with a minimum window target of 50% along the length of the façade.
4. Street-oriented buildings shall be encouraged along the Perth Street frontage with a target of 50% built form along the developable frontage at build-out.
5. Strong pedestrian routes within the site and pedestrian links to existing sidewalks will be required. A sidewalk shall be extended along Perth Street and a sidewalk or pathway shall be provided along Shea Road.
6. Large parking areas shall be divided into smaller quadrants by introducing green landscaped corridors, some of which may incorporate pedestrian walkways.
7. A design feature will be provided as a focal point at the corner of Perth Street and Shea Road and may take the form of an urban plaza, a statue, a clock tower or a similar feature of village significance.
8. Upon submission of a development application in the Village Commercial 1 designation, the proponent will demonstrate how they meet the objectives of this Plan through the submission of a design brief.
9. Servicing of these lands will be on the basis of the recommendations contained in the Master Servicing Study for the Village of Richmond.



4.3 RESIDENTIAL

New residential areas should fit well with older parts of the community. These areas will provide a variety of housing styles and densities and a wide range of community services so that residents can age in place in the same community, if they so choose. Affordable housing is also needed so that the village offers housing options for people of all ages and incomes.

Policies

1. Uses permitted on all lands designated Residential include: secondary dwelling units, group homes, rooming houses, shelter accommodation, retirement homes, care facilities, home-based businesses, public utilities, open space and parks. Vacant residential lands currently being used for agricultural purposes may continue to be used for this purpose and will be zoned accordingly.
2. The following uses may also be permitted on all lands designated Residential subject to a zoning amendment.
 - a) Garden suites based on the ability of the site to accommodate the use
 - b) Small institutional uses such as a church and daycare located on an arterial or collector

- c) Primary schools based on the following:
 - The site is a suitable size (2-3 ha) and configuration (generally rectangular)
 - It is located on two street frontages (collector/local or collector/collector)
 - As many children as possible are within walking distance
 - Those walking do not have to cross what is perceived to be an unsafe or hazardous crossing
- d) One or two small convenience commercial uses (e.g. coffee shop, corner store) that serve the day-to-day needs of the surrounding neighbourhood as shown at the general location(s) identified on Schedule A.



4.3.1 RESIDENTIAL – ONE AND TWO UNIT

The Residential – One and Two-Unit designation is the predominant residential designation in the village. It provides for a range of ground-oriented, low-density residential and associated uses including detached and semi-detached dwellings.

Policies

1. Uses permitted on lands designated Residential – One and Two-Units include: detached and semi-detached dwellings, duplexes, bed and breakfast, home-based businesses, and retirement homes - converted.
2. A limited number of multiple attached dwellings not including apartments or stacked townhouses may be permitted by zoning amendment at the following locations, as long as the immediate area is surrounded by a significant band of detached and semi-detached dwellings.
 - a) On an arterial or collector road
 - b) Abutting a park or designated open space
 - c) At the edge of a neighbourhood
3. The maximum building height should be three and a half storeys.
4. Upon submission of a development application in the Residential – One and Two-Unit designation, the proponent will demonstrate conformance to Schedule B – Parks, Open Space and Pathways Plan in the Community Design Plan.
5. The City will evaluate a development proposal in the Residential – One and Two-Unit designation against its ability to meet City Design Guidelines and the Community Design Plan.
6. New plans of subdivision will use the historical grid pattern for streets and will ensure equitable access to parks and other open space as required by the Official Plan.



4.3.2 RESIDENTIAL – GROUND-ORIENTED ATTACHED

The Residential Ground-Oriented Attached designation provides for a range of ground-oriented, higher density housing forms to provide a greater diversity of accommodation that will serve a variety of age groups and income levels close to uses and services that meet their needs.

Policies

1. Uses permitted on lands designated Residential – Ground Oriented Attached include: triplexes and ground-oriented attached dwellings containing 6 units or less. A limited number of detached, duplex, and semi-detached dwellings may be permitted as long as 50% of the area of the designation remains for attached dwellings as defined above.
2. The maximum building height should be three and a half storeys.
3. The City will evaluate a development proposal in the Residential – Ground-Oriented Attached designation against its ability to meet City Design Guidelines and Community Design Plan.
4. With the exception of private driveways, on-site parking should be located to the side or behind a building so that the front elevation can be close to the street. If it is located at the side, the parking area should be visually screened from the sidewalk and from abutting neighbours.



4.3.3 RESIDENTIAL – APARTMENTS

The Residential - Apartments designation provides for more intensive, non-ground-oriented residential uses such as stacked townhouses and apartments.

Policies

1. Uses permitted on lands designated Residential – Apartments include: stacked townhouses and apartments.
2. The City will evaluate a development proposal in the Residential – Apartment designation against its ability to meet City Design Guidelines and the Community Design Plan.
3. The maximum building height should be four storeys.
4. A zoning amendment and an amendment to the Community Design Plan will be required to create new residential apartment or stacked townhouse sites. An amendment to the Official

Plan is not required unless the height of the proposed building is significantly greater than the maximum permitted. The following criteria shall be used to assess these applications:

- a) Located on arterial roads or
- b) Located near a park
- c) Compatible with the surrounding community which may be achieved through building transitions and compliance with a maximum density of approximately 99 units/net ha
- d) Of high-quality design based on the Design Guidelines in the Plan



4.3.4 WESTERN DEVELOPMENT LANDS

The policies in this section deal with lands in the west of the village that were identified for future development. The Demonstration Plan for these lands, as shown in this Plan, defines the boundary of the Western Development Lands and will be considered in the development of these lands. This Demonstration Plan was derived from a three-day design workshop hosted by Mattamy Homes in December 2008 that focused on how best to develop these lands. The workshop was a collaborative effort between LRK, Mattamy, the City and the community. Development will primarily consist of detached dwellings, townhouses, parks, open spaces, a school and a pathway system.

Principles of Development

In addition to the policies contained in the Residential and other designations of this Plan, the following shall apply to the Western Development Lands:

1. The Western Development Lands shall comply with the density and unit mix provisions contained in the chart below:

Dwelling Type	Max Density Units/Net Ha	Unit Mix (% of Total)
One & Two Units Large Lots	17	2–7% Minimum
One and Two Units Small Lots	30	58–78% Maximum
Townhouses	45	20–35% Minimum
Townhouses with Rear Lanes	80	
Back-to-Back Townhouses	99	

2. Development phasing shall be in accordance with the Infrastructure Phasing Plan as contained in Section 8 of this Plan.

3. The City will evaluate a development proposal in the Western Development Lands against its ability to meet the Demonstration Plan as displayed in the Community Design Plan.

Watercourse setbacks

4. Setbacks for the Jock River and the permanent flowing sections of the Moore Branch (Sections 1, 2 and 3 lower) and the VanGaal/Arbuckle Drain shall be in accordance with watercourse setback policy in the Official Plan. In addition, the Jock River setback will also be based on the requirements of an EIS to be submitted with the plan of subdivision. The setbacks will be confirmed to the satisfaction of the City in consultation with the RVCA given the proposal to locate the stormwater pond within the floodplain. The pond must be located a minimum of 30 m from top of bank.

4.3.4 WESTERN DEVELOPMENT LANDS

5. The following watercourse setbacks shall apply to the Moore Tributary. The setbacks for sections 3-5 are contingent on the outcome of the Arbuckle and Moore municipal drain petition processes.

Moore Tributary	Setback
Section 3 (Upper)	30m from top of bank
Section 4	30m from top of bank
Sections 5-8	15m from top of bank

6. The interim floodplain area north of Perth Street shown on Schedule A dictates that prior to development being permitted behind the 30 m berm from the Van Gaal Drain, the proponent will have to undertake sufficient works to demonstrate that:

- Existing flood elevations are matched
- There will be no increases in flood levels on adjacent properties and
- A 30 m setback is maintained due to the watercourse remaining a direct fishery.



4.3.6 THE FLOODPLAIN

The floodplain is a limitation on the underlying land use designation in that no new development is permitted. Vacant land in the floodplain has generally been designated as Open Space and developed land has been designated to match existing uses.

4.3.5 NORTHEAST DEVELOPMENT LANDS

The policies in this section deal with lands in the northeast of the village. The Demonstration Plan for these lands, as shown in this Plan, defines the boundary of the Northeast Development Lands and will be considered in the development of these lands.

Principles of Development

In addition to the policies contained in the Residential designations of this Plan, the following shall apply to the Northeast Development Lands:

1. The maximum density for one and two unit - large lot residential as shown on the table in section 4.3.4 shall apply to all plans of subdivision on these lands. If greater densities or a wider range of unit mix are desired, the proponent shall be required to submit a concurrent CDP/Zoning amendment to determine which parts of the table shall apply to the satisfaction of the City.

Principles of Development

1. The policies in section 4.8.1 of the City's Official Plan shall apply to all land identified as floodplain as shown on Schedule A of this Plan.
2. The floodplain is subject to change by the Rideau Valley Conservation Authority. Any changes approved by the RVCA will not require an amendment to this Plan.
3. Four floodplain areas are designated as Interim Floodplain on Schedule A. This indicates that the Rideau Valley Conservation Authority has either a) approved a change in principle or b) received an application to modify the floodplain in these areas. The reference to interim on Schedule A means that if and when the RVCA changes their floodplain mapping for these lands, then development can proceed based on the underlying land use designations and in accordance with the Demonstration Plans without amending the floodplain as shown on Schedule A to the Community Design Plan or the Secondary Plan.



4.4 INSTITUTIONAL

The Institutional land use designation accommodates a range of community and emergency uses that serve the needs of Richmond area residents and visitors. This designation applies to the larger institutional uses in the village. Other smaller scale institutional uses including a primary school may be located in other designations such as the Village Core or the Residential designations.

Policies

1. Uses permitted on lands designated institutional include: a range of public uses such as a library, school, fire station, arena, community facilities used by the public, cemetery, church, community garden, museum, retirement/residential care facility and other associated uses.
2. New institutional uses should be located in such a way as to provide adequate buffering to any nearby residential uses. Large institutional uses such as a high school will require an amendment to the Secondary Plan and the Community Design Plan.



4.5 THE RICHMOND FAIRGROUNDS

The Richmond Agricultural Society runs the Richmond Fairgrounds located at the northwest corner of Perth Street and Huntley Road. These lands are home to the annual Richmond Fair, which is a major annual attraction held in the third weekend of September. The Fair is an event that has put the village on the map throughout Eastern Ontario, being one of the largest fairs of its kind in the area. It is also one of the oldest; the first Richmond Fair being held in 1844. The Fair provides “an opportunity for families to enjoy viewing the best of their neighbour's kitchens, crops, livestock and machinery. It also plays an important role in exposing the general public to agricultural practices. As people move away from the farm, the Fair is a way to remind them about where their food comes from.” (Agricultural Society website) These lands contain the Richmond Curling Club, the Dining Hall, two large agricultural buildings and other smaller accessory buildings. The Richmond Fairgrounds designation is intended to reflect the roots of the local farming community and to provide only those uses needed to ensure the long-term viability of the Richmond Fair.

Policies

1. Uses permitted on lands designated Richmond fairgrounds include: a fairground, a recreation and athletic facility and other ancillary uses to a fairground, a community centre and a recreational facility.
2. Future changes to the Richmond Agricultural Society lands should consider the following:
 - Improvements to the pedestrian environment along Perth Street
 - Greater pedestrian access between Perth Street and the sports facilities to the north



4.6 INDUSTRIAL LANDS

The Industrial Lands provide an opportunity for industrial and employment-generating uses that require large parcels of land and that are not always compatible with residential uses.

Policies

1. Uses permitted on lands designated Industrial Lands include: light industrial uses, office, printing plant, service and repair shop, small batch brewery, warehouse and heavy equipment and vehicle sales, rental and servicing, research, technology, nurseries, greenhouses, catering, places of assembly, broadcasting and training.
2. The maximum building height should be equivalent to three to four storeys.
3. The City will evaluate a development proposal in the Industrial Lands designation against its ability to meet the Design Guidelines and the Community Design Plan with particular attention to the Demonstration Plan. As these lands develop, there may be adjustments made, but the intent of the Demonstration Plan should be maintained.
4. The Industrial Lands shall be serviced based on the Master Servicing Study to ensure that there is a logical and coordinated approach to development.
5. For buildings that abut McBean Street and Eagleson Road, front and side building elevations are to be aesthetically pleasing and have primary doors and real windows (with a target of 50% window coverage) oriented towards the street.
6. Adequate buffering including landscaping and screening will be provided between uses in the Industrial Area to ensure that storage areas and parking areas are screened from adjacent properties and from McBean Street.



4.7 PARKS

Lands that are designated Parks are intended to be used for park and recreational purposes and normally provide a range of publicly accessible facilities for residents and visitors. Aside from existing municipal parks and those planned for the future, there are a number of unopened road right-of-ways that end at the Jock River. By designating these lands as “Park”, greater public access where appropriate can be provided along the length of the Jock River as envisioned by residents in the vision for Richmond.

Policies

1. Uses permitted on lands designated parks include: a park, recreational and athletic facility, environmental preserve and an education area.
2. Parks will be developed in consultation with local residents and parks planning staff and should be based on the following:
 - Pedestrian connections should be provided to sidewalks and pathways
 - The park should be exposed to local streets with a minimum of two street frontages
 - Crime Prevention through Environmental Design (CPTED) should be considered in the design of the park
 - The park should not be located immediately adjacent to school properties but may be associated with other community facilities or infrastructure
 - The park will not be used as part of, or associated with, the function of the stormwater management system.
3. The Parks, Open Space and Pathways Plan, as shown on Schedule B of the Community Design Plan, should be consulted to ensure a high degree of connectivity between parks and the rest of the village.
4. New parks will be required in the Western and Northeast Development Lands and in the Industrial lands as shown on Schedule A. Their specific locations will be determined through the development review process.

Neighbourhood Parks

3. As a focal point, neighbourhood parks will provide a local gathering and recreational space for nearby residents. They are generally located in the centre of each neighbourhood within approximately a 5-minute walking distance for most residents. Each neighbourhood park will incorporate a variety of active recreational opportunities such as children’s play areas, outdoor rinks, splash pads, pedestrian walkways, and seating areas or other facilities determined by the City of Ottawa.
 - The size of a neighbourhood park is to be no less than 0.8 ha (2.0 acres).
 - Parking areas are not required within a neighbourhood park.

Community Parks

4. The community park is geographically located at the centre of the precinct and within approximately a 10-minute walking distance from the surrounding neighbourhoods. The park will incorporate a variety of active recreational opportunities such as sports fields, tennis courts, splash pads, children’s play areas, pedestrian walkways, and seating areas or other facilities determined by the City of Ottawa. Visual amenities such as shrub beds and arbors should also be provided at pedestrian nodes or gathering areas.

4.7 PARKS

- The size of a community park is to be no less than 3.25 ha (8.0 acres).
- Medium density residential uses should be located near the community park
- Surface parking within the community park should be enhanced through landscaping around the edge of the parking areas.
- Lighting should be directed away from residential areas.

District Park

5. The district park serves the community and adjacent communities. The park typically incorporates a variety of active recreational opportunities such as an arena, indoor pools and rinks, numerous sports fields, tennis courts, splash pads, children's play areas, pedestrian walkways, and seating areas or other facilities determined by the City of Ottawa. Visual amenities such as shrub beds and arbors as well as Public Art should also be provided, in accordance with City of Ottawa standards.
 - The size of the district park is to be no less than 8.0ha (20.0 acres).
 - Higher density residential uses should be located near the district park.
 - Low-density residential uses that back onto the district park should not be permitted.
 - The district park should be clearly visible and easily accessible from collector roads.
 - Pedestrian pathways and bicycle facilities should be provided to nearby residential neighbourhoods and other uses such as a transit station and Community Core. Connections to the City-wide trail network (including the Trans Canada Trail) should also be provided.
 - Surface parking within the community park should be enhanced through landscaping around the edge of the parking areas.

Parkettes

6. Parkettes have a role in the hierarchy of the parks network and play an important function in community building and creating pleasant, human-scaled places within neighbourhoods. The developer is welcome to provide parkettes at their cost however, the City may not accept them in the total dedicated parkland calculation.
 - a) Parkettes will be approximately 0.2 to 0.4 hectares in size and will be configured to allow for the functional design and placement of neighbourhood-type facilities. The actual size and shape of each parkette will be confirmed at the time of plan of subdivision.
 - b) Parkettes should terminate view corridors and pedestrian sight lines by such means as having full street frontage on at least two sides.
 - a) The adjacent street and lotting pattern will provide built form which fronts onto the parkettes. Rear lot locations will not be permitted.
 - b) Entry/access points should be conveniently located leading directly off the public sidewalk or walkway and should incorporate community and/or civic design elements.
 - c) Parkettes could include such features as a community garden, a lookout point to a stormwater management pond, a respite area, as well as an active play feature such as a small waterplay area, half court basketball, or small skateboard facility. The City will determine the facilities in parkettes.
 - d) Landscaping should reinforce the urban street edge by such means as coordinating with, or enhancing already approved, street tree planting and should incorporate indigenous species for trees, shrubs, and ground cover planting.

4.7 PARKS

7. The Parks, Open Space and Pathways Plan should be consulted to ensure a high degree of connectivity between parks and the rest of the village.
8. Existing road right-of-ways will be re-designated to “Open Space” so that they can contribute to the development of the continuous greenspace system along the Jock River. These properties should function as passive parks that should contain amenities such as sitting benches and waste receptacles.
9. Existing parks should be upgraded from time to time in consultation with the local community, community and/or recreation association and village residents.
10. Develop amenities should be provided along the river such as signage, benches, access and fishing points, canoe launches.

4.8 OPEN SPACE

The Open Space designation applies to natural lands not used for park purposes or that are constrained by floodplains. Lands in this designation link the parks and the shores of the Jock River together into an open space network that contributes to the quality of life for residents of the village.

Policies

1. Uses permitted on lands designated Open Space include: passive recreation, community garden, environmental preserve and education area. Agricultural use limited to the growing of crops shall be permitted but not within 30 m of the Jock River.
2. The boundaries of the Open Space designation are based on current mapping information. The precise boundary of open space will be defined by the zoning by-law. As a result, when more information is obtained, minor adjustments may be made to the boundary by zoning amendment only. Major changes or the removal of open space will require an amendment to the Secondary Plan. Notwithstanding the above, Open Space may be added to the floodplain around Flowing Creek in the Northeast Development Lands through an amendment to the Community Design Plan.
3. For land in private ownership that is designated Open Space, access to these lands is not permitted without the consent of the property owner.
4. Multi-use pathways will be incorporated near the Jock River or other waterways through the development review process.



4.9 THE RICHMOND CONSERVATION AREA

The Richmond Conservation Area designation accommodates a variety of outdoor leisure and environmental uses that allow the area to continue to be used as one of the two major environmental features within the village (the other being the Jock River). The Area will be used by the local birding community and serve as part of the Rideau Trail. In 2005, the Rideau Valley Conservation Authority initiated a discussion with the community about management strategies for the Area. Although many good ideas were developed, a management plan for the area was never completed. As part of the preparation of this Plan (2010), the management plan was revisited and included site visits to confirm the existing conditions recorded in the 2005 management plan and meetings with conservation authority staff on the likelihood of implementing the draft recommendations. As part of the Community Design Plan process, City staff received public comments on the Conservation Area, which have been incorporated into this Plan.

Policies

1. Uses permitted on lands designated Richmond Conservation Area include: passive recreation, community gardens, environmental preserves, education areas, parks, outdoor recreation facilities and utilities such as a wastewater lagoon facility.
2. The City and the Rideau Valley Conservation Authority will explore options for capital improvements and infrastructure funding

through the special levy to install consistent signage at the Richmond Conservation Area and public properties along the Jock River. Amenities proposed for the Richmond Conservation Area include a bird viewing platform, improvements to the parking lot, entrance gates, pathways, interpretative signs and a study to encourage bird habitat in the lagoons.

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The Richmond Fair, May, 1916

5.0 HERITAGE RESOURCES

Richmond Village was established by the British Government in 1818 and immediately became the most important centre in Carleton County west of the Rideau River. The village was laid out in military grid fashion, with smaller lots in the middle and larger estate lots around the edge. The population originally consisted of soldiers from the 99th British Regiment and their families. (This and other regiments were disbanded following the War of 1812-14.) After the building of the Rideau Canal and the emergence of Bytown, Richmond gradually declined in influence and instead became the commercial centre for the surrounding farming community. In the early period, settlement clustered along the Jock River and as roads improved, local businesses sprang up along McBean Street north of the river. The mid-nineteenth century was a period of increased prosperity and Richmond became an important stop on the transportation route carrying men to and from the lumber camps in the upper Ottawa Valley. From 1870 to World War II, the village remained a quiet farming community of fewer than 500 people. In the post-war period, settlement increased in pace. Subdivisions and new homes filled out the original military plan, with the population steadily increasing to around 4,500 people.



5.0 HERITAGE RESOURCES

Buildings of heritage interest and the layout of the community are important components from the past that should be part of the future. Therefore development shall not only be compatible with what remains but shall enhance it. At the time this Plan was adopted, the Richmond Cultural Heritage Character Area was not intended to be a heritage Conservation District under the Heritage Act.

Policies

1. The buildings of heritage interest, as identified in Appendix 3, shall be added to the City of Ottawa's Heritage Reference List and Registry to ensure that demolitions and building alterations are monitored. The City may add more buildings over time.
2. The area outlined in the aerial photo above shall be recognized as the Richmond Cultural Heritage Character Area.
3. While designation under the Ontario Heritage Act was not being considered at the time this Plan was adopted, the City may, in consultation with the Ottawa Built Heritage Advisory Committee (OBHAC), recommend selected designations in the future.
4. To help conserve buildings of heritage interest, the Design Guidelines as contained in Section 7.0 of the Plan shall guide development.



6.0 PARKS, OPEN SPACE AND PATHWAYS PLAN

The Parks, Open Space and Pathways Plan, as shown in Schedule B, is a plan that identifies a variety of parks and open spaces in the village together. It treats these spaces as more than a collection of individual sites but as a network of green features that form a broader system used for people's enjoyment and around which the community can grow. The Parks, Open Space and Pathways Plan considers issues such as land use, programming, accessibility, connectivity, and how the existing system meets the recreation and leisure needs of residents. The types of open space in Schedule B include the following:

- Existing parks
- New parks
- Other public properties
- Institutions and schools
- Open spaces including forest areas, undeveloped floodplain lands and the Richmond Conservation Area

It is important to note that the recreation and leisure opportunities in Richmond extend beyond the village boundary, to connect with other rural villages and with Stittsville and Kanata. This plan considers the connections to and from the village as part of the broader network, which includes snowmobile trails, cross-country ski trails, the Rideau Trail and cycling connections.

The complete park system in Richmond includes a district park and numerous community and neighbourhood parks. For a village the size of Richmond, only one district-size park, such as Lion's Park, is required. A district park normally serves both the community in which it is located and adjacent communities. It provides a place for large community gatherings, sports tournaments and extensive recreation programs. Community parks are larger than neighbourhood parks and typically include one playing field (not intended for tournaments) such as Channonhouse Park. Neighbourhood parks such as Richmond Memorial Park are typically smaller and, more numerous. Ideally every resident is within a 5-minute walking distance of a neighbourhood park and a 10-minute walking distance from a community park - the minimum citywide standard.

The parks in Richmond can also be categorized as active or passive. Active parks, such as Channonhouse Park, offer programmed and structured play elements such as playing fields, tennis courts, water play facilities and rinks. Passive parks, such as Jock River Park, offer less structured recreation and might include pathways, benches and areas for wildlife viewing.



6.0 PARKS, OPEN SPACE AND PATHWAYS PLAN

A successful open space system includes passive and active parks of varying sizes, equally distributed throughout the community. On that measure, Richmond is well served. However the extent of park amenities and access to some individual parks is not ideal. For example, although Lyon's Park offers considerable programmed park space, it is difficult to get to except by car (causing spill-over parking issues) and although King's Grant Park is a good size, it is almost completely surrounded by private yards and therefore does not feel as if it belongs to the village.

Based on the City's Community Infrastructure Framework and Sports Field Strategy, Richmond is well served because it meets the suggested level of recreation amenities for its population. However, there is a growing need to upgrade the network that links the parks together and to address lifecycle issues for some parks. As part of the Environmental Management Plan, and in consultation with the community, a series of recommended minor and major park improvements have been suggested which are highlighted in Section 8 of this Plan. It is important to note that these recommended improvements are conceptual and that no detailed plans have been developed.

New parks will be required in the Western and Northeast Development Lands and in the Industrial Lands as shown on Schedule A. Their specific locations will be determined through the development review process.

Part of the vision for the village is to have a pathway system running adjacent to the Jock River throughout the village. A multi-purpose pathway system can link the natural areas, open spaces, parks village core, schools, churches and other village attractions. This system can be used for both recreational and commuting purposes.

The system should accommodate pedestrians, parents with strollers, cross-country skiers and cyclists. The system includes:

- Existing off-road pathways
- Existing sidewalks and some local streets
- Potential future pathways across public lands
- Missing pathway connections where the desired route crosses private lands
- Connections to routes identified in the City of Ottawa's Cycling Plan and Major Recreation Pathways on Schedule J of the Official Plan.

Improvements to the parks, open spaces and pathways along the Jock River have been identified and a strategy developed to implement these improvements as shown in section 8 of this Plan.

The City's hierarchy of pathways and trails include a variety of widths and material standards depending on the location and programme requirements. Normally off-road pathways are paved with a centre yellow line. However, it should be noted that multi-use pathways along rivers and watercourses should not be paved. It is also noted that the existing pathway system in Richmond does not correspond to the existing City standards, and, moreover, it may be difficult to achieve these standards in all proposed pathway locations.



6.0 PARKS, OPEN SPACE AND PATHWAYS PLAN

Policies

1. Multi-use pathways and pedestrian pathways are shown on Schedule B. Bike lanes and shared use lanes are shown on Schedule C.
2. Expansion and enhancement of the pathway system will be achieved as shown in Section 8 of this Plan and through:
 - a) The subdivision process whereby the City identifies lands that are required to be dedicated for pathways in the new subdivision
 - b) The willingness of property owners to allow public access to their lands through agreement with the City
2. Residents, and possibly the Richmond Village Association, will need to play a lead role in initiating and implementing the pathway system.
3. The following criteria should be considered when deciding which pathways are to be built/upgraded:
 - a) Landowner access agreements across a defined portion of their lands
 - b) Prioritizing pathways in the Village Core
 - c) Creating or completing self-contained pathway circuits
 - d) Pathways not requiring large capital costs at public expense should have priority
4. Pathways will be strategically marked to ensure users are aware when the system crosses land that is privately owned.
5. Further investigation will be required to confirm that the proposed pathway routes and conceptual footbridges shown on Schedule B will not impact natural features, watercourses and the Jock River floodplain.
6. Richmond's village character should be reflected in the detailed design of the pathway system. This includes entry points to the pathway system, markers, directional signage and possible amenities such as benches and litter containers.
7. The Parks, Open Space and Pathways Plan will be consulted during development review so that proposed parks and pathways are incorporated into the application. The City will seek opportunities to complete the pathway system in consultation with the landowner. In certain situations, sidewalks or quiet local streets may be required to complete the pathway links.

6.1 COMMUNITY FACILITIES

At present, Richmond is well served with community buildings. There is a fire hall, a public library branch, an arena and various smaller buildings/structures located in community parks and the district park. There are also quasi-public facilities such as the Dining Hall, the Curling Club and various churches, schools and lodges with meeting rooms available for community use.

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community design plan

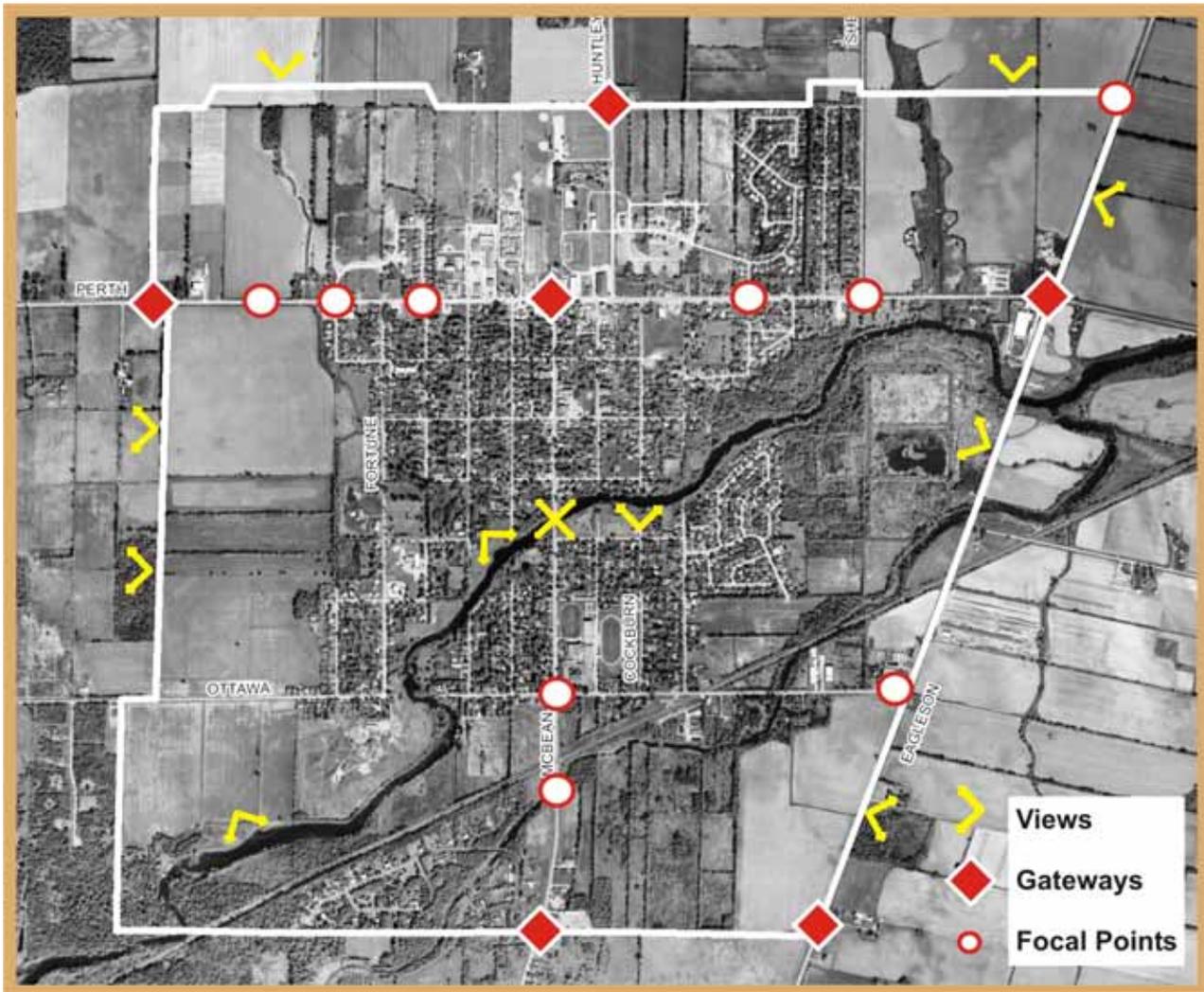


7.0 VILLAGE DESIGN GUIDELINES AND DEMONSTRATION PLANS

The following village design guidelines and demonstration plans are statements of how the Village of Richmond and the City of Ottawa want to influence the built environment as the village matures and evolves. The guidelines and plans are based on the Design Objectives and Principles contained in the Official Plan for the City of Ottawa and may be applied in all or in specified designations in the Plan. The guidelines are also intended to complement the Village Design Guidelines as approved by the City.

The proponents of development (landowners, architects, planners) must demonstrate how individual proposals reflect the following considerations and further the design objectives of the City. Proponents may be asked to submit a design brief that would detail how the proposed development addresses the design guidelines and demonstration plans.

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7.1 VIEWS, GATEWAYS AND FOCAL POINTS

There are a number of gateways, focal points and views in the village, as depicted above, which require special attention with regards to development.

Views

1. Development that abuts the views as identified above should face the view and provide opportunities for the public to easily see the agricultural lands or open spaces by locating parks, community facilities or single-loaded roads beside the view. As a target, at least 50% of the frontage abutting the view should have public visibility.

Gateways and Focal Points

2. Development shall be organized so that parks, open spaces or single-loaded roads face the gateways or focal points as identified above.
3. As a target, buildings that directly abut gateways and focal points should appear as if they were a minimum 2-storeys in height. Special design features will be encouraged at these locations.
4. Within 30 metres of a focal point, parking should not be located at the front or exterior side of a building. Instead, parking should be directed to locate at the rear or in the interior yard.

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After



7.2 THE VILLAGE CORE

As part of the 2010 planning process, enhancing the Village Core was one of the most frequently mentioned ideas put forward by the community. This is reflected in one of the six visionary principles – protect and enhance Richmond’s historic village character. The Village Core consists of those lands abutting McBean Street from Perth Street to the north shore of the Jock River and Perth Street generally from Maitland/Fowler streets to King/Cockburn streets. This is the place that best reflects the history, rural roots, small-town character and heritage architecture of the Village. It is also a place that links the shores of the Jock River with the rest of the Village and with the Richmond Agricultural Society lands. It is also a place that is an important transportation corridor. The community visioning exercise confirmed that residents want this area revitalized as a showcase for the community. Renewal and on-going redevelopment in the Village Core is dependent on the land use policies, the employment strategy and the design guidelines as contained in this Plan. At the September 2008 Design Workshop, the Steering Committee along with the design team from LRK, City/agency staff and the public were brought together to explore how best to enhance the Village Core. The recommendations and illustrations from this Workshop are contained in this section of the Plan.

Guideline

1. The guidelines and illustrations as contained in this section shall guide future development in the Village Core. Further information is contained in the Richmond Neighbourhood Concept Plan.



7.2.1 MCBEAN STREET

The vision for McBean Street is based on the public endorsement of providing some degree of compatible “mainstreet” evolution. This vision would see McBean Street evolve into a revitalized and reinvested mainstreet recapturing the once prominent commercial, civic and cultural activities. Suggested improvements as depicted above include: i) pedestrian crosswalks, ii) pedestrian bump-outs at intersections, iii) wide sidewalks, iv) unit pavers and street trees in the boulevard, v) outdoor sitting areas, vi) buildings close to the street recognizing the restricted zones for overhead wiring, vii) tasteful pedestrian-scale signage and viii) lots of windows and doors facing the street.

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Before



Before



After



After



After



7.2.2 PERTH STREET

In the Workbook and at the Four-Day Design Workshop, the majority of residents expressed the view that they want Perth Street within the Village Core to be improved. The vision, as expressed at the Design Workshop, is to have the McBean Street intersection transform into a place that is the identifiable centre of Richmond, as a destination. Suggested improvements as depicted above include: i) elevation improvements to key public and commercial buildings, ii) landscape improvements in front of the Dining Hall and to the Cenotaph Park, iii) the redevelopment of various properties, iv) outdoor plaza's for public use at various corners, v) bump-outs and pedestrian crosswalks at the McBean intersection and other intersections.



Good



Bad



Good

7.2.3 THE RICHMOND PLAZA

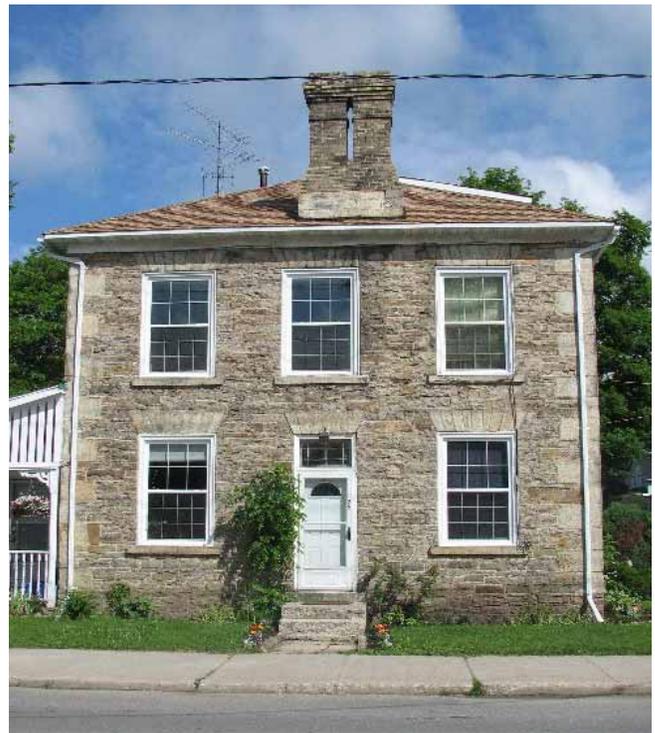
The portion of Perth Street near the Richmond Plaza offers numerous opportunities for reinvestment in the form of building renovations and infill development. Infill development should front onto Perth Street and setbacks should be used to better define a safe pedestrian environment. The shopping centre, which is identified as one of the least favourable places in the village, should be redeveloped with more building frontage onto Perth and with a portion of the parking area converted into greenspace.



7.2.4 THE McBEAN STREET BRIDGE

The existing McBean Street Bridge, located at the southern end of the Village Core should be targeted for improvement. The improvements should incorporate aesthetic upgrades and elements that focus on pedestrians: a) new steps leading to the west side of the Jock River, b) a new widened sidewalk, decorative stone piers, a pedestrian railing and decorative lighting, and c) cleared access for steps leading to a pathway and a passive picnic area in the park on the south bank, east of McBean Street. The fox sculptures or something similar may qualify as a form of public art.

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7.3 VILLAGE-WIDE BUILDING DESIGN

The following guidelines apply to all buildings throughout the Village including the Western Development Lands.

Guidelines

1. New buildings and additions should be of their own time and should harmonize with the existing heritage and rural character in the Village. They should:
 - a) Use design elements inspired by buildings of heritage interest in the Village of Richmond or by buildings and landscape features in other villages and towns in Eastern Ontario as reflected in Section 7.3.1
 - b) Reflect the existing colours and materials in the village such as clay brick, grey stone/blocks or wood siding or use high-quality, modern and colourful materials that complement the village character

Buildings of Heritage Interest

2. Any application to alter an existing building, which is listed on the Heritage Reference List or

Registry, as shown in Appendix 3, should be reviewed with consideration given to the impact of the proposed alteration on the heritage character and setting of the building. Alterations should retain and enhance the existing historical and architectural quality of the building and the site.

3. Any application to construct a new building or addition adjacent to a property that contains a building on the Heritage Reference List or Registry should be reviewed with consideration given to its potential to enhance the heritage character of the building and the street along which it is located.
4. In addition to the above, the Standards and Guidelines for the Conservation of Historic Places in Canada and the City of Ottawa Design Guidelines for the Development of Rural Villages will be used to guide development in the Village.

7.3.1 THE EASTERN ONTARIO WAY

In preparing the Plan (2010), the American architectural and community design firm Looney, Ricks, Kiss (LRK) and Village residents toured various towns and villages across Eastern Ontario to get a better understanding of the village-DNA for Richmond. This work, presented in the Richmond Neighbourhood Concept Plan, forms the basis for future architectural design in the Village and will be used to guide development. Development should reflect or complement the building shapes, colours, materials, building details and landscape features highlighted in the following set of illustrations.

RESIDENTIAL DETAILS

Featuring door and window shapes and details, fascia edging, porch details, building materials and colours



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RESIDENTIAL DETACHED

Featuring building and roof shapes, building height, front elevation details, building materials and colours



RESIDENTIAL ATTACHED

Featuring building and roof shapes, building height, front elevation details, building materials and colours



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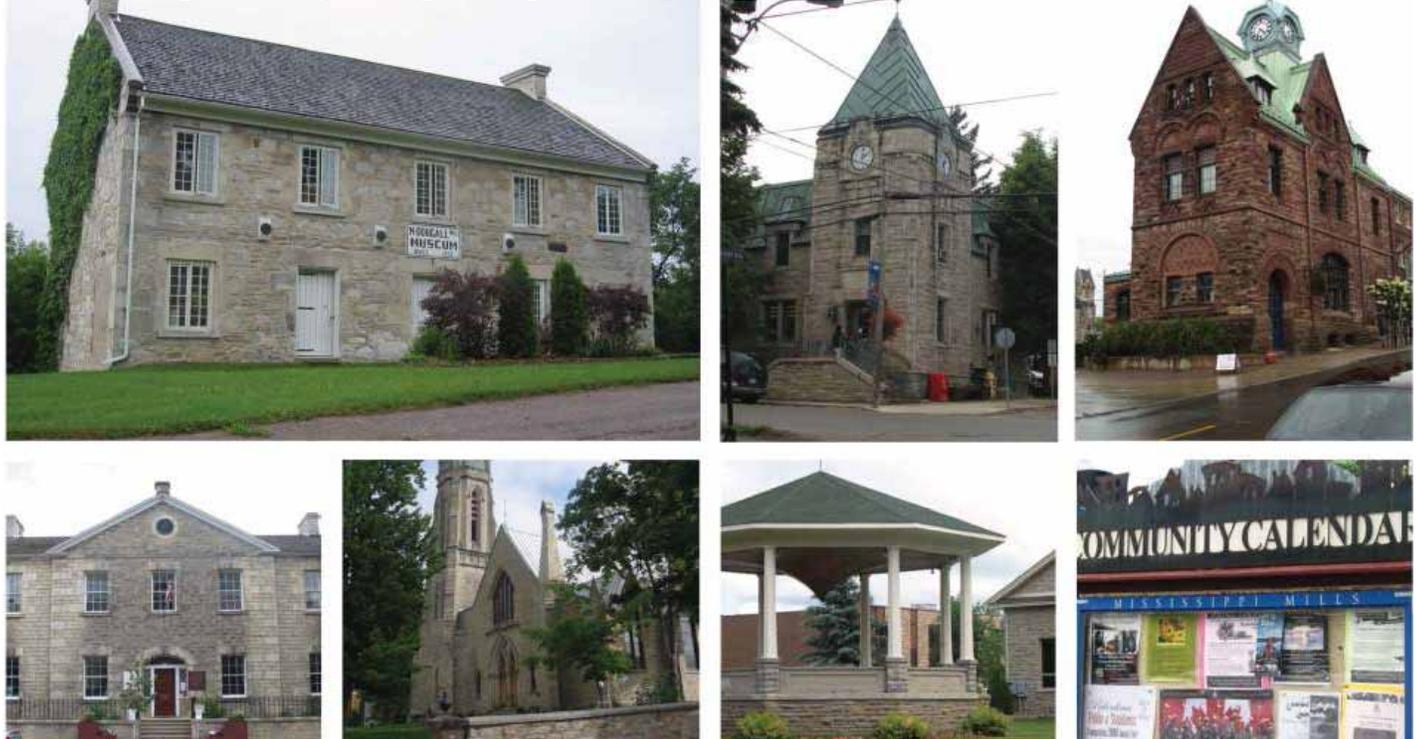
COMMERCIAL

Featuring building height, building elevation details, materials and colours, signage and the relationship to the sidewalk



CIVIC

Featuring building and roof shape and height, building materials and colours, front elevation details and ancillary public structures



LANDSCAPE ELEMENTS

Featuring fences, shrubs, trees, steps, walkways and porches and the relationship between the sidewalk and front building elevations



PASSIVE PARKS

Featuring trees, shrubs, lawns and waterfronts and using gardens, footbridges, picnic tables and sculptures in making interesting pathways





7.4 SUBDIVISION DESIGN FOR RESIDENTIAL DEVELOPMENT

The following guidelines apply to residential development throughout the village. The purpose of these guidelines is to create a healthy and sustainable village by ensuring that districts, neighbourhoods and streets are well designed and fit with their surroundings. The overall character of the street is most important and should reflect the following components:

- Interesting architecture and a variety of materials and colours
- Streetscape details including sidewalks, street trees and quality streetlights
- Doors and windows that face the street
- Garages that are no closer to the street than the front door
- Buildings that are close to the street (but not so close that a vehicle cannot be parked in the driveway without overhanging onto the sidewalk or the street)
- Short blocks and wide rather than narrow lots
- A mix of housing types within each block or among blocks
- Porches should be integrated with the overall building design and not appear as add-ons
- Sometimes have a consistent front yard setback and sometimes have a varied setback, particularly for townhouses
- Buildings that overlook parks and creeks

Guidelines

1. A modified grid pattern similar to the established military grid in the older part of the Village should be used modified to today's operating requirements. Suburban-style road patterns, such as curvilinear streets, P-loops, and dead ends should be avoided.
2. Existing constraint lands and natural and built features that provide a sense of place and link to the village's past should be retained. Hedgerows, rock cuts, flood-prone areas, old fences and mature stands of trees are examples.
3. Where development abuts waterways, parks, forests or farmland, the pattern of roads and lots shall be configured so that the public (not just the abutting property owners) can see and access these features. To this end, road patterns should be configured to take advantage of these features by using single-loaded roads with buildings that overlook the feature. Roads should also be configured to terminate onto the feature, thus creating a vista down the street. As a target for the overall subdivision, an average of 50% of the linear portion that abuts the feature should be treated in this manner.
4. Development should provide pathway connections and, where possible, these pathways should link with the village's pathway network.
5. Sustainability measures, such as solar orientation, energy conservation and the greening of the village, should be encouraged and supported in the design of subdivisions.
6. There should be an appropriate transition in built form between areas where heights and/or use are different.



7.4 SUBDIVISION DESIGN FOR RESIDENTIAL DEVELOPMENT

7. A limited number of attached dwellings that employ rear-lanes should front onto arterial and collector roads. These dwellings would not require noise or privacy fences. Outdoor privacy areas would be provided above the double-car garages at the rear.
8. Large-lot, village-style detached dwellings should be mixed with other types of dwellings along targeted and highly visible streets. These village-style streetscapes may contain some or all of the following features:
 - a) Larger lots
 - b) Wooden and rock fences and hedgerows
 - c) Garages as separate buildings either beside or behind the principal building
 - d) Natural driveways where only the tire treads are hard-surfaced, or where the driveway is made of permeable material
 - e) Small ornamental flower gardens similar in style to those in the older part of the village
9. Setbacks from the curb or sidewalk to the abutting building elevation should:
 - a) Be close enough to create a sense of intimacy along the streetscape
 - b) Be setback further than suburban buildings
 - c) Provide enough space to park a vehicle
 - d) Provide enough space to plant a tree in the front yard

Variation in Design

10. To avoid repetition, a variety of attached and detached building types that include a range of design features should be provided along each street or block.

11. For attached dwellings block lengths should be 5 units or less, with the maximum block length of 6 units used sparingly.
12. For detached dwellings,
 - a) Use wide, short lots rather than narrow, deep lots because they feel more spacious and less dense
 - b) Do not replicate the same design next door, across the street or on either side across the street
 - c) Use wrap-around porches on corner lots

Garages and Other Accessory Building

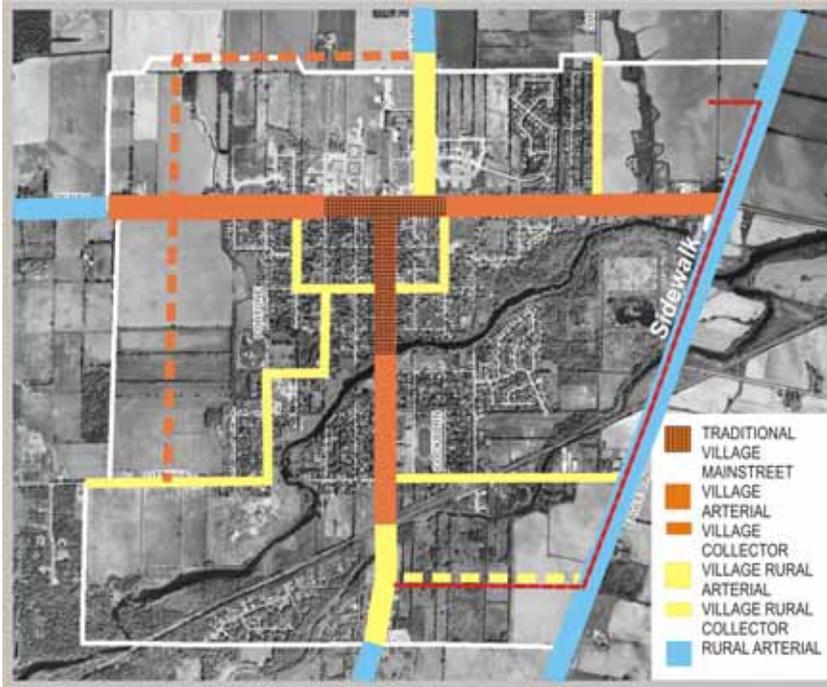
13. A mix of non-attached and attached garages is encouraged, with the non-attached buildings being located in the rear yard.
14. Attached garages should be predominantly in-line or recessed from the main front or exterior side elevation of the house.
15. Where a rear lane is provided, garages should accommodate two cars in order to minimize the demand for on-street parking nearby.

Landscaping, Fencing and Parking

16. Street trees, landscaping and pedestrian lights should be incorporated into development.
17. Sufficient screening, landscaping and wide side yards should be provided to minimize the impact of abutting non-residential uses.
18. Signage and street names should reflect Richmond's village character.

7.5 STREETScape DESIGN ALONG ARTERIAL AND COLLECTOR ROADS

The Road Corridor Planning and Design Guidelines for Urban and Village Collectors and for Rural Arterials and Collectors shall be used to guide future roadway development. The table below outlines the appropriate village-style rights-of-way and streetscapes for the community. To that end, the above six road types were categorized and are depicted in the table and map below. It is understood that specific right-of-way requirements will be determined through detailed engineering processes.



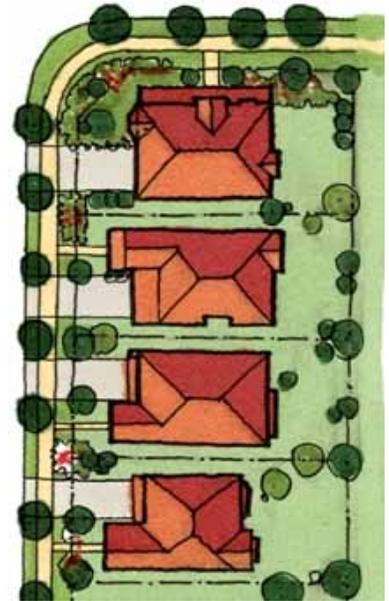
VILLAGE-STYLE STREETScaPES

TRADITIONAL VILLAGE MAINSTREET	<ul style="list-style-type: none"> Street trees, pedestrian lighting and unit pavers in the outer boulevard Sidewalks on both sides of the street Buildings to face street and built close to street with no parking allowed in the front yard Curbs and catch basins On-street parking on both sides of street 	VILLAGE RURAL ARTERIAL	<ul style="list-style-type: none"> Buildings to face the street and have larger setbacks Sidewalks on one side of the street Ditches Boulevards to be grassed Trees to be in the outer boulevard adjacent to the sidewalk
VILLAGE ARTERIAL	<ul style="list-style-type: none"> Buildings to face the street and be close to the street with some flexibility to allow a maximum of one tier and isle-way of parking in the front yard Sidewalks on both sides of the street Street trees, pedestrian lights and unit pavers to be in the outer boulevard at nodes Curbs and catch basins On-street parking at non-peak hours 	RURAL ARTERIAL	<ul style="list-style-type: none"> Limited access permitted No Sidewalks Buildings to face the street Paved shoulders and ditches A sidewalk to be installed on the west side of Eagleson Road between the Industrial Lands and the Northeast Development Lands
VILLAGE COLLECTOR	<ul style="list-style-type: none"> Buildings to face the street Sidewalks on both sides of the street Curbs and catch basins Grass and trees to be in the outer boulevard On-street parking on one side of the street 	VILLAGE RURAL COLLECTOR	<ul style="list-style-type: none"> Buildings to face the street and have larger setbacks Sidewalks on one side of the street Ditches Boulevards to be grassed Trees to be in the outer boulevard by the sidewalk

7.6 DEMONSTRATION PLAN – WEST DEVELOPMENT LANDS

The Demonstration Plan* on this page shows how the West Development Lands can be developed in keeping with the visionary principles, land use plan and design guidelines as contained in this Plan. This concept is based on the Richmond Neighbourhood Concept Plan, a background document to this Plan.

* The City is reviewing the watercourse setbacks and the location of the large storm pond as depicted on the Demonstration Plan.



LEGEND	
	Single Family Residential
	Townhouse Residential
	Back-to-Back Residential
	Rearlane Townhouse Residential
	Commercial Area
	Preferred School Area
	Alternate School Area
	Park & Open Space
	Woodlands & Hedgerows
	Woodlot / Residential (tbd)
	Floodplain & Stream Setback
	Hydro Corridor



7.7 DEMONSTRATION PLAN – NORTHEAST DEVELOPMENT LANDS



The Demonstration Plan above shows how the Northeast Development Lands can be developed in keeping with the visionary principles, land use plan and design guidelines as contained in the Plan.

7.8 DEMONSTRATION PLAN – INDUSTRIAL LANDS



The demonstration plan above shows how the Industrial Lands can be developed in keeping with the visionary principles, land use plan and design guidelines as contained in the Plan.

village of



Richmond



community design plan



8.0 IMPLEMENTATION

1. The Community Design Plan shall be adopted by City Council as the policy direction for the village. A portion of Section 3.0 (Managing Growth), most of Section 4.0 (Land Use) and Schedule A of the Community Design Plan will be adopted as a Secondary Plan.
2. Unless otherwise specified, an amendment to the Secondary Plan (OPA) shall be required for any substantive change including a change to the water and wastewater policies and a change from one major land use category to another, for example a change from industrial to residential. In these instances the provisions in the Community Design Plan will automatically be changed with the OPA.
3. An amendment to the Community Design Plan (as a concurrent process to a zoning or subdivision application) shall be required for any substantive change to a policy or Schedule contained in the Community Design Plan that is not contained in the Secondary Plan as well as other matters as specified in the Community Design Plan.
4. Minor, non-substantive changes to the CDP or interpretations to the village design guidelines and demonstration plans shall be made at the discretion of the Director of Planning and Infrastructure Approvals. In these cases, subdivision, site plan and zoning approval by the City constitute approval of the change or interpretation of the provisions of the CDP.

Achieving Affordable Housing Targets

5. Affordable housing will be required in accordance with Section 2.5.2 of the Official Plan which defines affordable housing as rental or ownership housing, for which a low or moderate-income household pays no more than 30% of its gross annual income. The Official Plan directs that 25% of all new housing development and redevelopment is to be affordable to households at or below the 30th income percentile for rental and at or below the 40th income percentile for ownership. For the current year, the rent at the 30th income percentile is \$1,100 (typically a 2 bedroom apartment) and the price of a home at the 40th income percentile is \$208,600. (These numbers will be adjusted over time in accordance with inflation and the consumer price index.) Therefore, within Richmond a minimum of approximately 25% of all housing should be within the above-noted affordability range, assessed at the time of subdivision approval.

8.0 IMPLEMENTATION

Parks

6. With regard to parks, the following shall apply:
- As development proceeds, innovative implementation strategies will be explored in order to ensure the timely advancement of municipal infrastructure and community facilities.
 - The specific locations of parks in the Western Development Lands, the Northeast Development Lands and the Industrial Lands shown on Schedule A and B will be determined through the development review process.
 - There may be a master parkland agreement established to create a mechanism, which allows for compensation of parkland dedication that may be inequitably distributed across the Western Development Lands.
 - All costs associated with the development of parks are attributed to the parks portion of the City's development charge by-law. As such, the City will track all development charge revenue generated in Richmond for expenditure within the village.
 - The following improvements along the Jock River have been identified for future implementation:

Type of Property	Description	Projects	Cost Estimate	Funding
Richmond Conservation Area	City-owned including Cell C and wildlife area	<ul style="list-style-type: none"> Pathway Maintenance New Pathways Signs (Directional, Entry and Interpretative) Bird Viewing Platform Bird Habitat Study Parking Improvements 	<ul style="list-style-type: none"> Maintenance \$20k New Pathways \$2k Signs \$1.5k Bird Viewing \$20k Rideau Trail Assoc Agreement \$5k Parking \$7.2k 	<ul style="list-style-type: none"> Special Levy Maintenance Agreement
City Parks along the Jock River	Jock River Park Bob Slack Park (BSP) Parkland Lennox St. (PLS)	<ul style="list-style-type: none"> Signs New Pathways Amenities (benches, boat launch...etc) 	<ul style="list-style-type: none"> Signs \$3k New Paths \$10k Amenities \$10k 	<ul style="list-style-type: none"> Parks Priority List Budget
Other Public Properties	Un-maintained City properties	<ul style="list-style-type: none"> Signs Property Maintenance New Paths Amenities 	<ul style="list-style-type: none"> Signs \$1k 3-Yr Main. \$3k Paths \$5k Amenities \$5k 	<ul style="list-style-type: none"> Special Levy Maintenance Agreement

Infrastructure Phasing Plan

7. The Village of Richmond Master Servicing Study and Transportation Master Plan provide a phasing plan for the infrastructure required to facilitate a sustainable and livable community. The timing and pace of development will be influenced by the availability of required infrastructure – roads and services – to support growth. Development timing is difficult to predict but full build out of the Village could occur over the next 20-30 years. It should be noted that the timing of the proposed improvements set out in the following tables will be influenced by development timing and funding arrangements that need to examine municipal budget priorities, development charge requirements, and viable front-ending agreements.

8.0 IMPLEMENTATION

Sanitary and Water Services

8. The Village of Richmond Master Servicing Study has provided a phasing plan for the preferred wastewater and water design option. Sanitary flows were projected assuming a growth rate of 150 units/year and initial and ultimate peak wet weather flow (WWF) of 160 L/s and 360 L/s. Based on these assumptions, the following phasing plan is anticipated:

Wastewater (Sanitary) Servicing Phasing Plan	
Year 0	Construct +/- 3.0km of new 600mm dia. Forcemain Repair Existing 50mm Forcemain (+/- 250m) Expand and Upgrade the Richmond Pump Station Upgrade Gravity Sanitary Sewers
Year 5 plus	Construct remaining +/- 10.5 km of new 600 mm Forcemain Upgrade Gravity Sanitary Sewers
Total Costs	\$22,151,459 (<i>includes 57.5% capital cost allowance</i>)

Water

9. The phasing for the construction of the recommended water infrastructure will be based on actual water demands as more and more connections are made to the system. For the Village of Richmond, the number of connections to the communal well system will be based on growth and development rates in new areas, as well as the timing of connecting existing and infilling residences to the communal well supply. At this time, development rates can only be estimated and the timing of when existing resident would need to connect to the communal water system is not known but unlikely required in the short-medium term.

Water Servicing - Communal Well Systems Phasing Plan	
Year 0	In-Ground Storage (2 cells at 1.55ML each) Pump Station (4 pumps including fire pumps, backup power, water treatment) 2 Wells (1273-2600 L/min capacity each) Distribution piping within Areas 1A and 1B
Year 5-15	Add wells as required to meet demand Distribution piping within Areas 1A and 1B
Year 15 plus	Add 3rd storage cell at 1.55ML Add wells as required to meet demand Replace pumps as required to meet demand Expand distribution piping system
Total Costs	\$14,033,250 (<i>includes 57.5% capital cost allowance</i>)

Transportation

10. The timing to implement the following transportation projects will be based on the required Transportation Impact Studies (TIS) that accompany development applications. Each will assess current and future traffic and pedestrian movement conditions to determine the timing of the required roadway and pedestrian improvements. For this exercise, the transportation projects were grouped into two stages:
- Stage 1 – 2010 to 2020
 - Stage 2 – 2021 to 2030

8.0 IMPLEMENTATION

Richmond Transportation Infrastructure Projects (Schedule C)				
Stage	No.	Improvement	Costs (millions)	Trigger
Stage 1	1	Village Road Collector North of Perth Street	\$3.61	Mattamy Homes Development
	2	Village Road Collector Perth Street to Burke Street	\$4.36	Mattamy Homes Development
	3	Perth Street Reconstruction West of Queen Charlotte	\$3.26	Traffic Warrants
	4	Martin Street Pathway Extension	\$0.41	Mattamy Homes Development
	5	Perth Street Widening (4-lane Shea to Eagleson)	\$4.04	Traffic Warrants
	6	Multi-use Pathway – Jock River Crossing at McBean	\$0.68	As part of the McBean bridge rehabilitation
	7	Huntley Road Sidewalk Extension	\$0.05	Inclusion and Funding through the DC Bylaw
Stage 2	8	Village Road Collector (Burke to Ottawa Street)	\$2.18	Mattamy Homes Development
	9	Ottawa Street urbanization	\$3.18	Mattamy Homes Development
	10	Industrial Collector (McBean Street to Eagleson Road)	\$6.23	Industrial Development Traffic Warrants
	11	Kings Grant Link	\$0.81	Development approvals and construction (DAC)
	12	Rochelle Connection	\$2.49	DAC
	13	Multi-Use Pathway via Shea Road (Perth St to East-West Northern Collector)	\$0.62	DAC
			Total Cost: \$32,570,000	<i>Including 30% capital cost allowance</i>

Other Implementation Measures

11. The following measures and actions shall be done by the agency identified based on the timing suggested.

Action	Responsibility	Timing
Prepare and approve CDP, Secondary Plan and zoning changes	Infrastructure and Community Sustainability (ICS) and Council	2010
Prepare financial implementation plan	ICS	2010
Prepare Stormwater Management and Drainage Plan	Mattamy Homes	2010-11
Identify stormwater management initiatives for stormwater account	ICS	
Implement improvements to the Richmond Conservation Area and public lands along the Jock River from EMP	ICS	2011-13
Implement design guidelines through development applications	ICS	On-going
Implement pathway plan on incremental basis	Residents	On-going
Work with staff on park improvements	Residents City Operations	On-going
Implement shared cycle routes as part of planned construction for 2010-2012	City Operations	2010-12
Royal York Park Redevelopment Plan	Rideau Valley Conservation Authority	2011-13

APPENDIX 1: THE PLANNING PROCESS

STAGE I - VISIONING

COMMUNITY LEADERS MEETING	March 2008
FIRST PUBLIC MEETING	March 2008
FIRST STEERING COMMITTEE MEETING	April 2008
SATURDAY COMMUNITY EDUCATIONAL SESSION	April 2008
SATURDAY COMMUNITY VISIONING SESSION	April 2008
WORK PLAN	May 2008
DRAFT VISIONARY PRINCIPLES	June 2008
VISIONING WORKBOOK	July-August 2008
FIRST TECHNICAL ADVISORY COMMITTEE MEETING	August 2008
FOUR-DAY DESIGN WORKSHOP	September 2008

STAGE II – DETAILED ANALYSIS

MASTER SERVICING STUDY	June 2008 - Nov 2009
TRANSPORTATION NETWORK ANALYSIS	June 2008 - Aug 2009
ENVIRONMENTAL MANAGEMENT PLAN	June 2008 - Jan 2010
STORMWATER MANAGEMENT AND FLOODPLAIN	June 2008 - Jan 2010
VILLAGE CORE ANALYSIS	September 2008
THE EASTERN ONTARIO WAY	September 2008
OPEN SPACE NETWORK ANALYSIS	Sept 2008 - Jan 2009
DESIGN CONSIDERATIONS	Sept 2008 - July 2009
LAND USE DESIGNATIONS	Dec 2008 - Sept 2009
GROWTH AND SERVICING	Dec 2008 - Dec 2009
RESIDENTIAL NEIGHBOURHOOD DESIGN	Dec 2008 - July 2009
THE INDUSTRIAL LANDS	Jan - May 2009
HERITAGE	Feb - June 2009

STAGE III – BRINGING EVERYTHING TOGETHER

SANITARY AND WATER SERVICES DISCUSSION	Aug 2009
FLOODPLAIN MAPPING DISCUSSIONS	Sept 2009 - Jan 2010
ENVIRONMENTAL MANAGEMENT UPDATE	September 2009
STORMWATER MANAGEMENT UPDATE	October 2009
DENSITY AND UNIT MIX DISCUSSION	Nov 2009 - Jan 2010
PREPARE DRAFT CDP, SEC. PLAN AND ZONING	Feb-Mar 2010
TECHNICAL ADVISORY COMMITTEE	March 2010
CIRCULATE DRAFT DOCUMENTS	March 18, 2010
PUBLIC MEETING	April 8 & 10, 2010
AGRICULTURE AND RURAL AFFAIRS COMMITTEE	July 8, 2010

APPENDIX 2: OBJECTIVES

The following objectives were derived from the six visionary principles and are addressed in more detail in the various sections of this Plan.

Housing

- To provide a mix of housing types for all incomes and age groups
- To plan development that reflects the existing grid pattern, lot sizes and densities
- To provide village-style development

Heritage

- To ensure that future development reflects the village's rural and historical roots

Economic/Commercial

- To create an environment for businesses that attracts residents and visitors
- To encourage businesses that reflect village character in size and type
- To encourage businesses that revitalize the Village Core
- To establish focal points in the heart of the village
- To focus business development on McBean from Ottawa Street to Perth Street and along Perth Street from Maitland/Fowler streets and King/Cockburn streets
- To balance commercial, residential and pedestrian needs while recognizing the historic fabric and use of the village
- To further develop the Fall Fair as a destination for the whole Region

Open Space, Recreation and Community Services

- To capitalize on the beauty of the Jock River and ensure that it is a focal point for the village
- To ensure that there are amenities along the Jock River such as canoe launches, fishing points and park areas
- To create a friendly and safe pedestrian environment and to increase accessibility throughout the village
- To provide a multi-seasonal recreational pathway system along and across the length of the Jock River
- To connect the village core and neighbourhoods to recreational areas and key community facilities
- To assist residents in achieving a healthy active lifestyle

- To make the best use of the Richmond fairgrounds
- To ensure a full range of uses and recreational facilities for all seasons and age groups

Natural Environment

- To protect Richmond's natural areas, floodplains, drainage systems and source water
- To promote programs so that Richmond's residents can be active stewards of the natural environment
- To provide access to natural areas for residents and visitors in balance with the protection and maintenance of the natural environment
- To identify and protect natural features prior to allowing development
- To incorporate environmentally sustainable design principles in development
- To connect future Jock River pathways with a network of other pathways and sidewalks

Servicing

- To ensure that any growth or change is supported by adequate infrastructure and facilities
- To protect private wells and to develop a groundwater management plan including public information, education, water conservation measures and means to maintain private wells
- To ensure that new development does not put groundwater at risk
- To ensure that the cost of new services are paid for by users

Transportation

- To develop a transportation strategy for sidewalks, pathways, bridges, roads and transit
- To ensure that development does not overload the existing infrastructure
- To improve linkages between the Village and the surrounding transportation network eg through bicycle lanes To improve accessibility for seniors and youth
- To make walking and cycling a priority in the Village Core

APPENDIX 3: TIER ONE BUILDINGS OF HERITAGE INTEREST

	 <p>St. Philip's, 1913</p>	<p>127 Burke Street</p> <p>St. Philip's Roman Catholic Church is the oldest English-speaking parish in the archdiocese of Ottawa. Since 1818, it has been the religious, social and cultural centre for the Catholics of the area. The parish has links to several historical figures: Bishop Alexander MacDonell, Reverend Father Herron and George T Burke. The first wooden church was built in 1825 when the village was in its infancy. It was burned down by arsonists in 1847 during a time of religious upheaval in the county and replaced by the current stone structure in 1857 at the height of Richmond's prosperity.</p>
	 <p>St. John's, 1913</p>	<p>71 Fowler Street</p> <p>St. John the Baptist Anglican Church was built in 1823. It was the first church in Carleton County. The present limestone church replaced it in 1860. Throughout the nineteenth century, the congregation had strong ties with the Masonic & Orange Lodges as well as the political and economic elites of the community. Its famous parishioner, Maria Hill Taylor, donated the church spire and its renowned ministers; the Rev. John Flood and the Rev. C.B. Pettit, were instrumental in the development of education in Carleton County. The church has been the cultural centre for Anglicans in the area.</p>
	<p>May 1916</p> 	<p>74 Fowler Street</p> <p>The 'Hemphill House' with its central doorway, symmetrical windows and straight roofline, reflects the influence of Georgian architecture. This is a typical home of a prosperous village tradesman/farmer. Built in the 1840's this building and the tannery, which was located to the south, were first owned by John Torney. In 1875 William Hemphill purchased the property. His son, William, lived in the house and farmed the surrounding fields. A village Reeve for 12 years, he was instrumental in beginning the cheese factory on Lennox St. in 1928 and the electrification of the village under the control of Richmond Hydro Commission. His son, Horace, operated a dairy and delivered milk to villagers.</p>
	<p>1970's</p> 	<p>97 Strachan Street</p> <p>The 'Brown House' has had a long and strong connection with Richmond merchants and in many ways mirrors the village's history. The land was originally deeded to Captain George Lyon the village's premier businessman in the first decades of its development. In the 1860's and 1870's William Shillington had a store on this property. The Gemmill family built the present house around 1895. Mr. Robert E. Brown, an owner of Brown Brothers Store for 53 years, lived here from 1920 until his death in 1949. Between 1950 and 1990, it was owned by two other Brown families (retired farmers).</p>
		<p>3630 McBean Street</p> <p>The 'Maguire Farmhouse' built before 1840 by Constantine Maguire is a prime example of the log farmhouses of the era and area. His farm, with its crops and livestock as recorded in the 1861 census, provides valuable insight into the social and agricultural history of the time. It also demonstrates the diverse nature of the village with its mills along the river, stores and hotels on northern McBean St., and farms scattered throughout the village limits.</p>

APPENDIX 3: TIER ONE BUILDINGS OF HERITAGE INTEREST

		<p>3607 McBean Street</p> <p>This 'Smokehouse' is a remnant of the pioneer domestic economy, which characterized the village during the nineteenth century. It is said to be an outbuilding of the Masonic Arms Hotel built in 1819 and the last resting place of the Duke of Richmond before his death from rabies. During the 1820's, the hotel was the social centre of the village. The owners were colourful characters: Maria Hill was an unconventional woman who served as a medical orderly during the War of 1812, and her husband, Sgt.-Major Andrew Hill, was in charge of clearing the road to Richmond. Mrs. Hill (Taylor) owner the property until 1879.</p>
		<p>3559 McBean Street</p> <p>William R.R. Lyon built the 'Lyon Building/Birtch Brothers Store' in 1843. This combined store and residence is the last remnant in the village of the commercial successes of the esteemed Lyon family. In the early nineteenth century, the family owned the village mills and dominated not only village life but also the politics of Carleton County. It is the earliest remaining limestone commercial building in the village and served as a store until around 1940. Later owners, Robert and William Birtch and Gordon Danby, were also leading village merchants. The Ralph family has owned it for almost 50 years.</p>
		<p>3556 McBean Street</p> <p>'Patrick McElroy's Store' was built in 1852 or earlier as a store and residence. It was one of four general stores situated in the heart of the commercial area. The second storey was also home to the Masonic Lodge (1866-1880). From 1905, the "Brown Brothers" store was operated here by James and Robert Brown and then later by Robert's son, George. In 1951 the store was sold to Gordon Steinburg. By this time, the other stores had closed. Village development to the north and village life in general had made this type of establishment obsolete.</p>
		<p>3550 McBean Street</p> <p>The 'George Brown Store' was built before 1863 when commerce on McBean St. was at its height. George Brown a former village reeve operated a store here in 1863 as did the Brown Brothers, James & Robert around 1900. From 1905 -1970 the first floor was used as a bank, first by the Bank of Ottawa and then from 1928 by the Bank of Nova Scotia. In 1928, Loyal Orange Lodge #151 purchased the building and since that time, the upper floors have been used for lodge meetings and social gatherings. Since 1970, the first floor has housed several retail stores.</p>
		<p>3537 McBean Street</p> <p>The St. Andrew's Presbyterian Church was the first Presbyterian congregation in Carleton County. Except for a brief period in the 1820's itinerant preachers ministered the congregation until the 1840's. The first wooden church was constructed on this site in 1847 and replaced by the present brick church and spire in 1884. The Manse was completed shortly afterwards. Although a relatively small congregation, the church had the financial support of several prosperous merchants. The church was the cultural centre for Presbyterians in and around the village.</p>

APPENDIX 3: TIER ONE BUILDINGS OF HERITAGE INTEREST

	<p>3506 McBean Street</p> <p>This building, built in 1916, housed the barbershop of Joe Dallaire. For 65 years he provided a variety of services from barbering to scissor sharpening and minor surgeries. Open for 16 hours a day, the shop was also a social centre where village men gathered to talk and play pool; village women paid a weekly visit to a hairdresser, and villagers in general collected their dry cleaning which Mr. Dallaire had had shipped to Ottawa on the train to be laundered. Mr. Dallaire and his shop represented the best aspects of village social life in the first half of the twentieth century.</p>
	<p>3494 McBean Street</p> <p>Masons gathered in various locations in the village as early as 1819. However, they did not own a building until this temple was completed in 1919. The Masonic Lodge played an important role in the lives of many village men and often gave generously to needy families. In the nineteenth century, villagers were invited to participate in annual social events organized by the group. For more than 25 years in the mid twentieth century, the Richmond Women's Institute held monthly meetings in the basement.</p>
	<p>3468 McBean Street</p> <p>Built before 1893, this stately brick house, known as 'Dr. Chanhouse House', was home to one of Richmond's most highly regarded merchant families. Built by Henry McElroy, merchant and mill owner, the brick came from his own local brick yard. Mr. McElroy operated a general store on McBean St. from 1855. After the sale of this house to Dr. Robert Chanonhouse in 1902, it was used for his residence and office. Dr. Chanonhouse was highly respected by his patients because of his dedication during the great flu epidemic of 1918 and his willingness to visit patients in all types of weather.</p>
	<p>3452 McBean Street</p> <p>From 1822, the Rev. Ezra Healey paid regular visits to Richmond as part of the Rideau Circuit. He sometimes traveled by horse but more often on foot. "Saddlebag preachers" continued to preach in homes until the first Methodist chapel was built in 1846. The present building is the third Methodist Church built in the village and is located on the third site. At church union, in 1925, the name of the building was changed to St. Paul's United Church. The congregation of St. Paul's has long been a vibrant religious and social group in the village.</p>
	<p>3451 McBean Street</p> <p>This building was featured in the 1879 Belden Atlas. Owned by William H. Butler, it was both a residence and store. He ran a tannery in a rear building and also made shoes and boots. The Richmond Postmaster (1857-1902), Mr. Butler was a school trustee, Councilor and Reeve of the village (1873-1874). In the twentieth century, a dentist, Dr. F.F. Kemp used the building as a residence and office from 1923 till 1965. Since 1966, Dr. R. Fitz-Gerald has owned the building and continued the tradition of having both his home and office in the same location.</p>

APPENDIX 3: TIER ONE BUILDINGS OF HERITAGE INTEREST

		<p>3444 McBean Street</p> <p>The 'Brennery House/Hemphill Post Office' is representative of a late nineteenth century village home and commercial building. It has housed a shoemaker's shop and the tailor shop of Alex Brennery from 1902-1904. From 1912-1941, Mr. John Hemphill operated the village post office from this location. Mr. Hemphill was the village clerk for 20 years, Secretary of the Richmond Hydro Electric Commission (1928-1940) and also Secretary of the Carleton County Agricultural Society, which ran the Fair. His son-in-law, George Stewart also operated an undertakers business from an outbuilding on the property. After several decades as a private residence, the building became the home of "The Country Quilters" in 1993.</p>
		<p>6107 Perth Street</p> <p>The 'Old Town Hall/Dining Hall' and the two barns buildings are a reminder of a time beginning in 1850 when Richmond had its own municipal government. Moved twice, the building has been a Town Hall and also, since 1951, a Dining Hall where meals are served by church groups during Richmond Fair. As a Town Hall, the building had 2 storeys. The basement was used as a jail and also for church suppers while the upstairs with its stage was used for a variety of functions: council meetings, court proceedings, dances, concerts and even movies.</p>
		<p>6092 Perth Street</p> <p>The 'Reilly House Hotel' was built in 1855 by Edward Rielly, This 3-storey, 22-bedroom hotel, known for its fine food, was the largest building in the village. Used by men traveling to and from the lumber camps in the upper Ottawa Valley, it was also on the Perth-Bytown Road. Hugh Rielly, Edward's son, ran a daily stagecoach and mail service from here to the city. The Reilly's were known for their love of horses and owned a racetrack on the present fair grounds. The hotel closed in 1926 and the building has been used for various commercial purposes since that time.</p>
		<p>6019 Perth Street</p> <p>James Stewart built the 'James Stewart House' in 1895. This fine stone house replaced a home destroyed by fire. Mr. Stewart was a prosperous farmer, undertaker and carriage-maker. Records indicate that he designed the house and that it required seven years to complete. The house and its outbuildings are an example of a typical prosperous farmer/tradesman at the end of the nineteenth century. Mr. Stewart was a community leader: Reeve, Councilor, and Church Elder. In 1956 Dr. K.E. Hartin, who used a wing of the building as his office and animal hospital, purchased the property from the Stewart family.</p>
		<p>3551 McBean Street</p> <p>From 1834, Edward Malloch, M.P.P., land speculator, mortgage broker, and county sheriff owned the 'Malloch/Knox House'. Edward moved to Bytown in 1840 but continued to own large tracks of village land. After his death (1867), his wife Margaret, daughter of Maria and Andrew Hill, continued the brokerage. Maria Hill sold her land south of the Jock River and lived here (1877-1880) first with her second husband, Andrew Taylor, and then as a widow. From 1902-1946 James Brown who operated Brown Brothers' store across McBean St owned the house. The Knox family lived here from 1946-2000.</p>

APPENDIX 3: TIER ONE BUILDINGS OF HERITAGE INTEREST

	<p>1920's</p> 	<p>3518 McBean Street</p> <p>'Ferrier's Tinsmith Shop' was owned by John Ferrier (1889-1937). He sold a variety of products: milk cans, pots, pails and stovepipes. Some of these products were manufactured elsewhere but many were customized by Mr. Ferrier. He catered to the needs of area farmers and like most Richmond businesses remained open until midnight on Saturdays. An innovative man, around 1910, Mr. Ferrier purchased a hand pump, which became the first mechanized form of fire fighting in the village. This location continued as a tinsmith shop/ hardware store until 1963. It has been a restaurant for 4 decades.</p>
	<p>1910</p> 	<p>3498 McBean Street</p> <p>Duncan MacDougall and his family lived on this property from 1862 until 1928. Originally 2 acres in size, it included the house, a two-storey woodworking shop, a hen house, stable, open drive shed, extensive gardens and pasture. Duncan MacDougall was a school trustee in 1875, an undertaker, and a village blacksmith, who supplied the village with cutters, buggies and wagons. In 1928, his daughters sold the property to R.H. (Harold) Moore whose sisters lived here for many years. Mr. Moore was a merchant (1923-1948), businessman and also Reeve from 1947-1949.</p>
		<p>3459 McBean Street</p> <p>Built around 1870, this house was originally owned by William McElroy and his family. William, the son of Patrick McElroy, operated his family store until the 1890's. William McElroy was Secretary to the Agricultural Society in 1895 when the fair moved to Richmond. He was one of the most learned men in the village: an appraiser with the Canada Permanent Loan & Savings (1899), a notary public, a Justice of the Peace and a clerk of the County Court (1906). He was also instrumental in re-establishing a library in Richmond. His son, Flight Lieutenant Harry McElroy, was posthumously awarded the Distinguished Flying Cross in 1918.</p>
		<p>6108 Perth Street</p> <p>This property ('The Doctor's House') was deeded in 1844 to Thomas Lyon, a merchant, distiller, and miller. Mr. Lyon served as school trustee and Reeve and was one of several sons of Captain George Lyon whose family had great influence in the village. Several doctors practised at this location: Dr. J.A.K. Wilson, Dr. J.J. Danby, Dr. Lorne Nixon (1916-1928), who was also a Richmond native, and Dr. Walter Ackland. The house was owned at one time by J. E. Gamble, who was Reeve for over 30 years in the period 1932-1968, President of the Agricultural Society, and Chairman of the Richmond Hydro-Electric Commission.</p>
		<p>61 Martin Street</p> <p>The area in which this building is located - close to the Jock River- formed the original municipal centre of the village. In 1818 a park area and town square bounded by King St., Strachan St., Colonel Murray St. and Martin St. was created. In 1863, George Brown, an influential storekeeper, owned the property. Later it was owned by Henry McElroy, a general merchant in the village (1883-1902). This log house has apparently been moved twice. One historian believes that it was built in 1846, and was the first Methodist church originally located at 73 McBean St. A second theory is that it was the original village common school. Hopefully more research will reveal its secrets.</p>

APPENDIX 3: TIER TWO BUILDINGS OF HERITAGE INTEREST



43 Colonel Murray St



55 Fortune Street



77 Fortune Street



94 Hamilton Street



107 Hamilton Street



72 Strachan Street



3450 McBean Street



3455 McBean Street



3465 McBean Street



3490 McBean Street



3502 McBean Street



3524 McBean Street



3532 McBean Street



3536 McBean Street



3541 McBean Street



3544 McBean Street



3545 McBean Street



3557 McBean Street



3560 McBean Street



3562 McBean Street

APPENDIX 3: TIER TWO BUILDINGS OF HERITAGE INTEREST

			
3706 McBean Street	62 Martin Street	74 Martin Street	90 Martin Street
			
5954 Ottawa Street	6038 Ottawa Street	6172 Perth Street	101 Strachan Street
			
6250 Ottawa Street	5830 Perth Street	5873 Perth Street	6039 Perth Street
			
6051 Perth Street	6118 Perth Street	6264 Perth Street	103 Queen Charlotte St
			
65 Fowler Street	73 Strachan Street	92 Strachan Street	3486 McBean Street

APPENDIX 3: TIER TWO BUILDINGS OF HERITAGE INTEREST



47 Cockburn Street



6083 Ottawa Street



3504 McBean Street



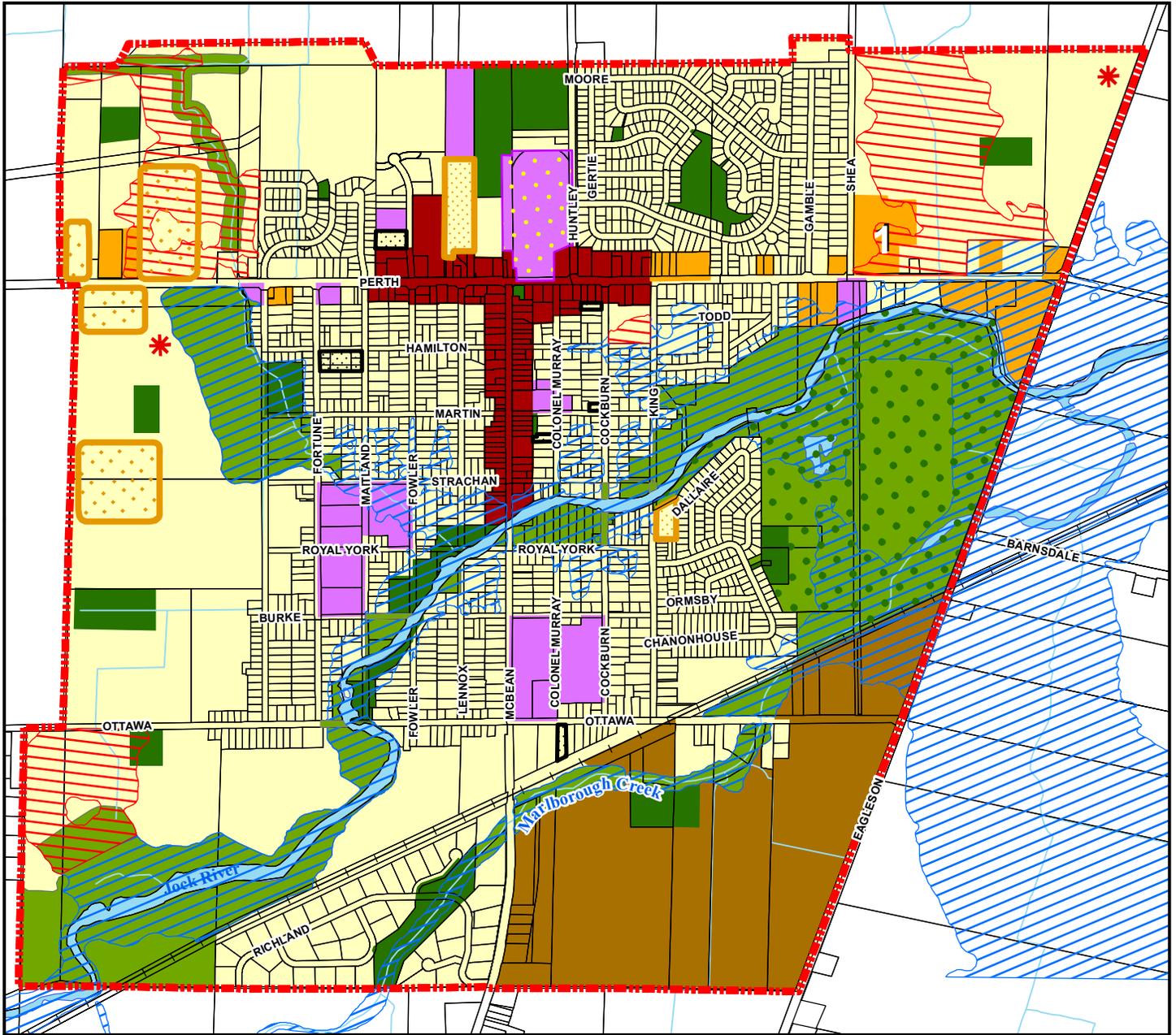
6031 Perth Street



village of
Richmond
community design plan



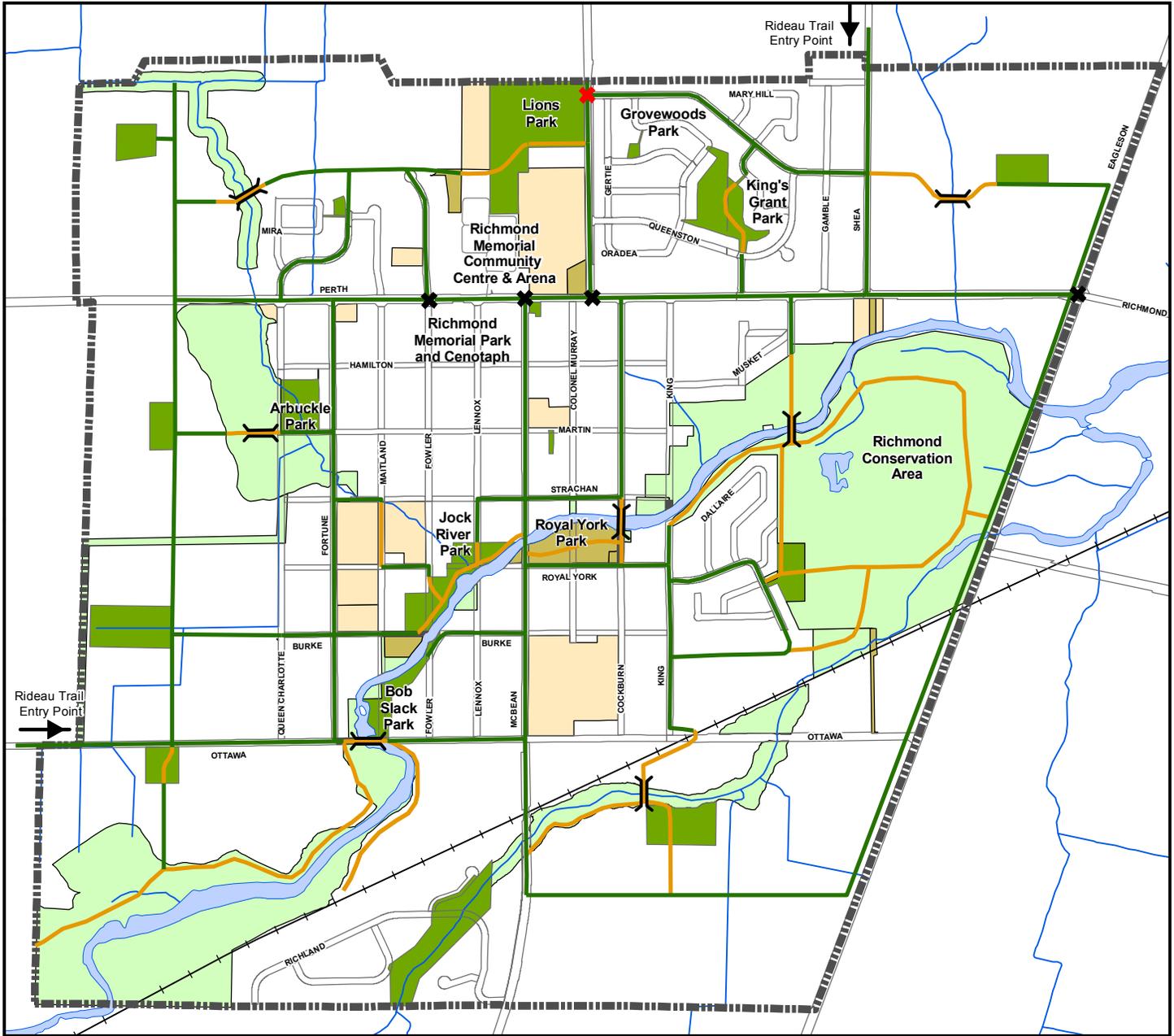
SCHEDULE A: LAND USE



- * Potential Convenience Commercial Uses
- Richmond Conservation Area
- Fairgrounds
- Open Space
- Parks
- Industrial Area
- Village Commercial
- 1 Village Commercial 1
- Institutional
- Village Core
- Residential - One and Two Unit
- Residential - Ground Oriented Attached
- Residential Apartments
- Village Boundary
- Floodplain
- Floodplain - interim
- Water
- Watercourses

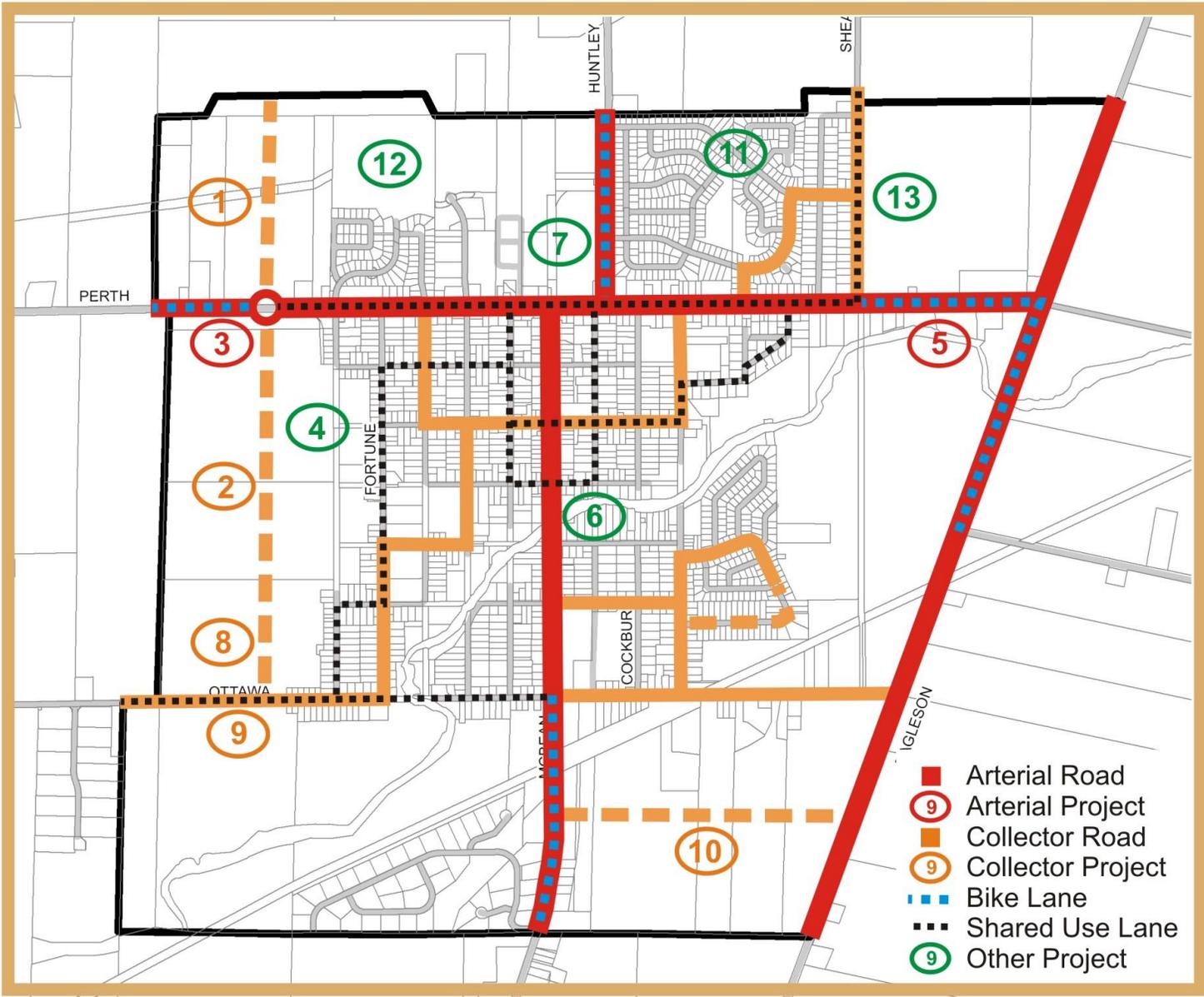


SCHEDULE B: PARKS, OPEN SPACE AND PATHWAYS PLAN



- | | | | |
|---|--|---|---------------------------|
| ✘ | Controlled Intersections | ■ | Institutional and Schools |
| ✘ | Suggested Controlled Intersection | ■ | Open Space |
| ⎓ | Conceptual Footbridges | ■ | Park |
| — | Connections using Existing Road/Sidewalk | ■ | Other City/RVCA Property |
| — | Off road Pathways | ■ | Unopened Road Allowances |

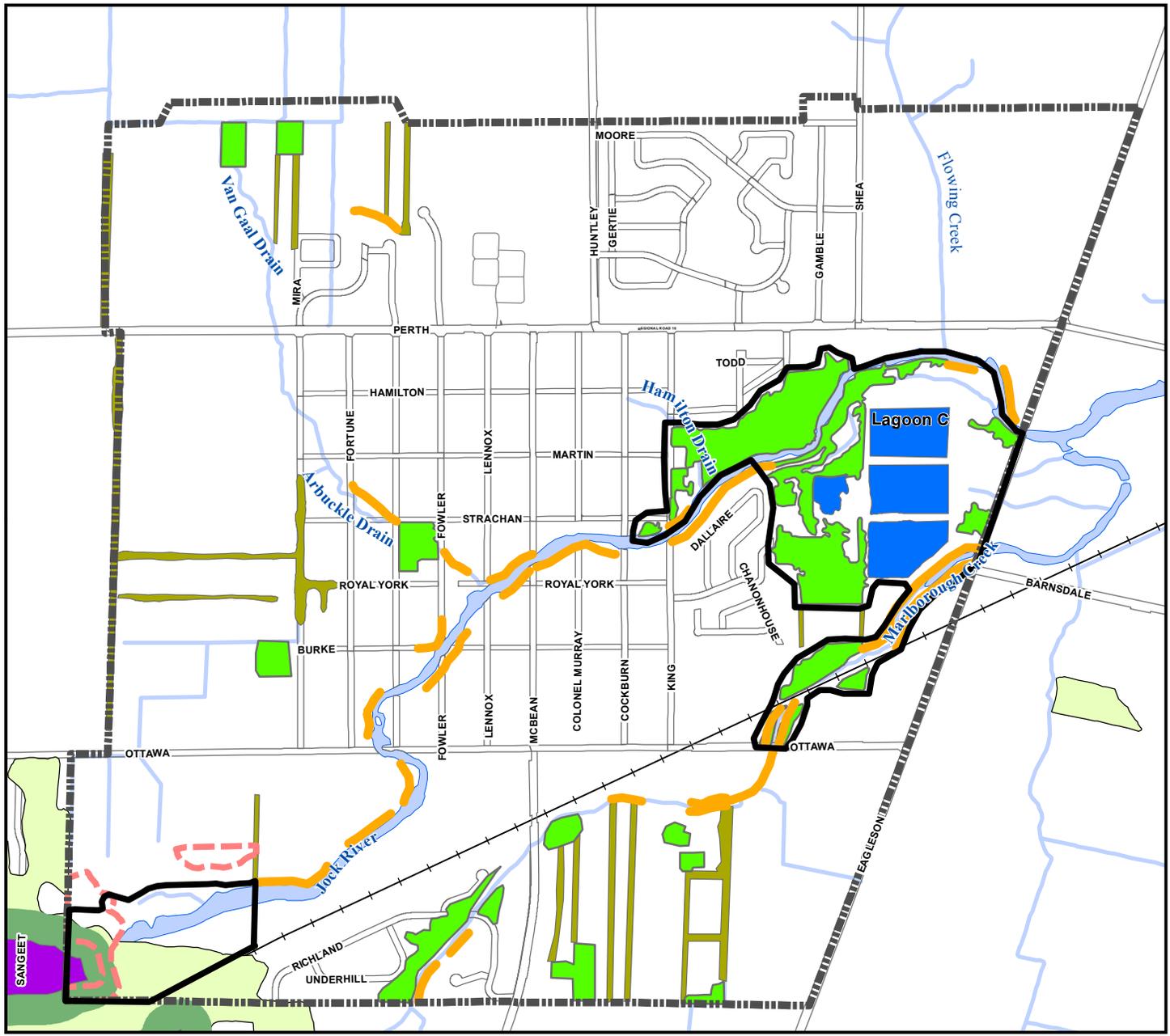
SCHEDULE C: TRANSPORTATION



Transportation Projects

- | | |
|--------------------------------------|---------------------------------------|
| 1 Village Collector (North of Perth) | 8 Village Collector (Burke to Ottawa) |
| 2 Village Collector (Perth to Burke) | 9 Ottawa Street Urbanization |
| 3 Perth Reconstruction (Roundabout) | 10 Industrial Collector |
| 4 Martin Street Pathway Extension | 11 Kings Grant Link |
| 5 Perth Street Widening | 12 Rochelle Connection |
| 6 Pathway Crossing at McBean Street | 13 Sidewalk along Shea Road |
| 7 Huntley Sidewalk Extension | |

SCHEDULE D: ENVIRONMENTAL FEATURES



- | | |
|---|--|
|  Ecological Land Classification Areas |  Forest Interior (100-200m) |
|  Subject to Environmental Impact Statement |  Forest Edge (0-100m) |
|  MNR Designated Migratory Waterfowl |  NESS |
|  Riparian Vegetation |  Village Boundary |
|  Hedgerow | |
|  Local Woodlot | |

