



BASIC SITE PLAN AND DESIGN PRINCIPLES FOR REDEVELOPMENT OF 114 RICHMOND ROAD

Department of Planning and Growth Management
City of Ottawa

August 2009





1. Site Locations and Description

- The property is located between Richmond Road and Byron Linear Park.
- The lot area is about 2.1 ha.
- The frontage along Richmond Road is approximately 96m.
- The convent building on the site is a three-storey stone clad institutional structure dating from 1860s (subject to further heritage investigation) with additions in 1910.
- Significant ground cover (mature trees, shrubs, and lawns) is presented on the site.
- Official Plan designation
 - Richmond Road is designated Traditional Mainstreet
 - The majority of the site is currently designated General Urban
- Zoning
 - The site is currently zoned I1A, Minor Institutional Zone

2. Surrounding Uses and Developments

- Official Plan encourages four-to-six-storey mixed-use development with ground-floor commercial along Richmond Road.
- Byron Linear Park is zoned O1- Parks and Open Space in the Comprehensive Zoning By-law.
- To the north (across Richmond Road) -- two mixed-use projects have been approved along Richmond Road:
 - 101 Richmond, directly across the street, will be six storeys.
 - 119 Richmond, on the former Canadian Tire property, is proposed to be eight storeys.
- To the east – low-rise detached residential dwellings
- To the south (across Byron Avenue) -- a low-rise residential area
- To the west – Hilson Avenue elementary school

3. Policy Context

- Applicable general policies and guidelines
 - Official Plan policies with regard to Traditional Mainstreet and General Urban designations (Section 3.6), urban design (Section 2.5), cultural heritage resources (Sections 2.5.5 and 4.6), and compatibility (Section 4.11).
 - Urban Design Guidelines for Development along Traditional Mainstreets
 - Urban Design Guidelines for Low-Medium Density Infill Housing
 - Standards and Guidelines for the Conservation of Historic Places
- Richmond Road/Westboro Community Design Plan (Secondary Plan)

Below is an extract from the Secondary Plan that specifically addresses the redevelopment of the subject property:

Consider rezoning the Soeurs de la Visitation convent to TM-Traditional Mainstreet for mixed-use development should redevelopment be proposed. Given the lot size, higher building heights may be possible, provided that: redevelopment is compatible with, and provides an appropriate transition to, the adjacent low-rise residential neighbourhood; the convent wall is removed; and, adaptive reuse of the convent building, with mixed-use residential/ground floor commercial along Richmond Road, incorporating as much of the existing green space as possible, is proposed. As part of a redevelopment application, the southern part of the property should be rezoned to a maximum four storey residential zone in order to be compatible with the adjacent low-rise residential area;

4. Heritage Designation

- Historic research is currently being conducted by City Staff to evaluate the subject property.
- The completion of a designation report is expected in September 2009.
- The designation report will be forwarded to LACAC, PEC and City Council for their consideration and approval.
- If City Council approves the designation of the property then a formal Notice of Intention to Designate is sent to the owner and published in the paper.





5. Basic Site Plan and Design Principles

- Conservation and adaptation
 - Protect the convent building, including important views, and encourage appropriate restoration and adaptive reuse of the building.
 - Protect other valuable historic landscape features (e.g., statues) and incorporate such features into site plan and design.
 - Protect distinctive trees on the site (as per City of Ottawa Urban Tree Conservation By-law) and other unique landscape features and incorporate them into site plan and design.
- Land use and zoning
 - Rezone the northern portion of the property as TM-Traditional Mainstreet to encourage four to six storeys mixed use development with ground floor commercial along Richmond Road; Additional storeys may be considered subject to the Secondary Plan policy for this site quoted above.
 - Allow for low profile (maximum four storeys) residential development at the southern portion of the property and require proper transition in height, massing and architectural design to ensure compatibility with the adjacent low profile residential area.

- Develop proper zoning mechanisms and incentives to encourage adaptive reuse of the convent building; A heritage overlay under the zoning by-law will be placed on the property following its designation under the Ontario Heritage Act.
- Richmond Road frontage
 - Remove the convent wall as part of the site plan and design to ensure that developments on the property will be integrated into the Richmond Road mainstreet environment and the historic value of the convent building and other unique features will be shared and appreciated by the public.
 - Enhance the Traditional Mainstreet characteristics of Richmond Road as defined by the Official Plan, Council-approved urban design guidelines, and Community Design Plan.
 - The historic convent building should be visible and accessible for pedestrians from Richmond Road.
 - If the chosen site layout includes a public space (plaza) in front of the convent building as a way to preserve its views, the buildings that frame this plaza should be positioned so as to frame the plaza, and must include active (retail, restaurant) uses at-grade fronting the plaza. The plaza may be a mix of hard and soft landscaping (see Option1 as illustrated below).
 - If the chosen site layout involves an open southwest view to the historic convent building, incorporate pedestrian space that includes a passage to the rear of the site within a plaza along Richmond Road, preserve as much of the existing vegetation as possible between the new building and the convent, and provide for active uses at-grade at least on the east front of the new building to establish the corner from Richmond, and if possible, at the rear of the new building to frame a new courtyard-type space between it and the convent (see Option 2 as illustrated below)
 - Maintain as much of the existing mature trees and landscape features as possible.
- Rear of the property
 - Allow for residential development to a maximum of four storeys at the rear of the site.
 - Buildings should be architecturally articulated to ensure compatibility with the historic convent building.
 - Create a continuous building frontage along Byron Linear Park following the “putting eyes on the parks” principles.
 - Maintain as much of the existing mature trees and landscape features as possible.
 - All residential uses, including ground-oriented residences, are encouraged to be serviced with underground parking, but shall not have front garages, carports, driveways or surface parking.
- Circulation and loading
 - The existing private laneway on the west side of the site must be retained and used as the sole method of vehicular access for any new building located at the west of the site along Richmond Road as well as for the historic convent building.
 - If the central plaza options is chosen, vehicular access for the new building located on the east side along Richmond Road should be positioned away from public view as much as possible (refer to Traditional Mainstreet Guidelines for design direction).

- Loading facilities shall be located away from public views, including views from Richmond Road and the possible public plaza.
- Vehicular access for new residential buildings at the rear of the property will be by extending Shannon Street into the site, without any through connection to Richmond Road
- Provide pedestrian access to Byron Linear Park from the site.
- Ensure the provision of continuous public pedestrian walkways between Richmond Road and the Byron Linear Park
- Consider the possibility of formalizing the existing pedestrian passage along the east edge of the site between the two rows of mature trees to make it a formal tree-lined pedestrian path and/or private vehicular mews.

Disclaimer: The below two diagrams (Option 1 and 2) are intended to illustrate the basic site plan and design principles discussed above. It is not a zoning map. The geometric shape and the outline of different development areas as shown on the diagram are for illustration purpose only. Please note that some of the suggested development areas overlap the location of many mature distinctive trees and other landscape features. The protection of these distinctive trees and other landscape features must be considered through site plan and design.

Option 1:



Option 2:



114 RICHMOND RD.

BASIC ENGINEERING NOTES

Stormwater Management

SWM criteria - allowable storm release rate must be calculated using a 5-year storm, $T_c=20$ minutes, post runoff = pre runoff conditions, store on site up to the 100 year storm event

Because of the urban type of development the City favours on this site (including, for the rear portion of the property, high lot coverage, no front parking and rear lanes), the following approaches are suggested:

- Flat roof designs for ponding and water retention;
- Green roofs for extra retention;
- As an alternative to asphalt, turf blocks for rear lanes;
- Underground cisterns or oversized pipes below private streets or lanes, to discharge into City storm sewer at rates noted above;
- Water feature as part of the development to double as stormwater pond – provided it is designed as an urban amenity, which may include hard edges and hard landscaping around it.

To retain capacity for future intensification on Richmond Road, connection of the rear section (low-rise residential, between the existing main building and the Byron Linear Park) is to be to the Byron Avenue storm sewer, subject to an assessment of the City's sewer system to confirm adequate capacity by the applicant's engineering consultants for any proposed sewer & water service connections to the City's satisfaction. Weeping tile for any building foundation drainage must be connected downstream of any controlled private storm sewer system or stormwater management facility. The connection to the Byron storm sewer will require an easement across the Byron Linear Park, to be secured by the proponent at their expense.

Water

Attached for your information is the fire flow test data for the existing City hydrants in the area of this property. Static water pressures at the time of the hydrant tests were 60-64psi. The attached copy of the District Plan shows the size and age of the existing watermains in the area and location of the existing fire hydrants. In Richmond Road, there is an existing 305mm watermain constructed in 2005 and in Shannon Avenue an existing 102mm watermain. Byron Avenue has a 305mm PVC & UCI watermain.

Sanitary & Storm Sewers

In Richmond Road fronting this property, there is an existing City 250mm sanitary sewer and 600mm storm sewer (City Drawing No. 13112). In Shannon Avenue, there is an existing 225mm sanitary sewer, no storm sewer as per City Drawing No. 2113. However east of the Shannon Avenue dead end, along the Byron Avenue frontage in a strip of land between the subject property and Byron Avenue road allowance there is an existing 300mm (12") storm sewer connected to the Leighton Terrace 300mm storm sewer. (City Drawing No.1852)

When a development application (i.e. Zoning, Site Plan, etc.) is submitted to the City, a Conceptual Site Servicing Study will be required. This study must assess the adequacy of the public sanitary and storm sewers and water infrastructure to accommodate this proposed development. The study must confirm adequate sewer capacity, provide the proposed sanitary & storm sewer design flows and

confirm water pressures, water supply, adequate fire protection, etc. to demonstrate that the proposed development can be serviced.

Richmond Road Widening

The City's Official Plan identifies a right of way protection for Richmond Road from Golden to Island Park Drive of 20m, measuring 10m from the centreline of the road. However, the 20m ROW for this section of Richmond Street is changed, though awaiting MMAH approval, with the adoption of OPA 76. The OPA has removed this widening requirement. Therefore, there will be no road widening taken from the Richmond Road frontage of the property.

Byron Avenue

Between Kensington Avenue & Hilson Avenue Drawing No. 2123

450mm storm sewer, 300mm water & 225mm sanitary sewer. The 225mm sanitary sewer is located just west of Kensington and flows west towards Hilson.

Between Kensington Avenue & Drawing No. 2667

450mm storm sewer, 250mm sanitary sewer, 305mm water.

NOTE:

Please contact Gloria Eyjolfson, Information Centre, 100 Constellation Crescent, (613) 580-2424 ext. 13338 to obtain as built drawings of the City's sewer and water infrastructure to confirm availability of the public infrastructure.

From: Crowder, Murray
Sent: August 21, 2009 7:50 AM
To: Coombe, Bruce
Subject: RE: 114 Richmond Road-Fire Flow

Bruce Coombe

Company: City of Ottawa
Tel: 580-2424 x27803
Fax: 560-6006
Location: Hilson @ Richmond
Request_dt: 09-08-21-07:46:10
Email: Bruce.Coombe@ottawa.ca

Inspection Date	Flow Hydrant	Residual Hydrant	Static	Pressure (psi) Dynamic	Pressure (psi) Pitot	Flow (igpm) actual	Flow (igpm) @ 20 psi
2003/07/15	6228100	6228101	60	50	32	792	1675
2003/07/15	6228099	6228101	60	48	32	792	1518
2007/06/22	6228125	6228093	60	>52	46	950	2265
2007/08/27	6428201	6228125	64	>56	50	990	2487

Murray Crowder
Technical Support, Drinking Water Services
Infrastructure Services and Community Sustainability
City of Ottawa
951 Clyde Avenue, Ottawa, On K1Z 5A6
Mail Code 06-65
Tel: (613) 580-2424 x 22231
Fax: (613) 728-4183
e-mail: murray.crowder@ottawa.ca

> -----Original Message-----

> From: Coombe, Bruce
> Sent: August 20,2009 1:57 PM
> To: Crowder, Murray
> Subject: 114 Richmond Road-Fire Flow

>
> Murray,
>
> Require fire flow information for the following hydrants:

>
> Byron Avenue - Between Hilson Avenue & Kensington
>
> Fire Hydrant H010
>
> Hilson Avenue - Between Richmond Road & Byron Avenue

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> Fire Hydrant H099
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> Richmond Road - Between Hilson Avenue & Leighton

>
> Fire Hydrants H125 & H201

>
> Thanks, Bruce

>
>
> Bruce Coombe, C.E.T.
> Project Manager, Infrastructure Approvals
>
> Development Review Urban Services Branch
> Planning & Growth Management Department
> 613)580-2424 ext.27803
> Fax (613)560-6006
> E-mail: Bruce.Coombe@ottawa.ca
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