

**6371& 6409 Perth Street  
Richmond North – Phase 1**

Planning Rationale Addendum  
Zoning By-law Amendment  
August 27, 2025

Prepared for Caivan Communities

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# 1.0 Introduction

Fotenn Consultants has been retained by Caivan (Richmond North) Limited (“Caivan”) to prepare a revised addendum to the Planning Rationale in support of an ongoing Zoning By-law Amendment (D02-02-20-0053) application for the lands known municipally as 6295, 6371, 6409, 6455 Perth Street. At this time, a Zoning By-law Amendment is being sought pertaining to Phase 1 of the overall development plan, shown in Figure 1. Accordingly, the changes addressed within this letter pertain specifically to 6371 and 6409 Perth Street (the “subject lands”).

This application for Phase 1 comprises part of Caivan’s larger Richmond Village development centred on the Western Development Lands. All phases of the overall development are being planned and designed together, including the Laffin Lands to the south.



Figure 1: Phase 1 lotting concept.

This Planning Rationale Addendum accompanies a resubmission package for the original Zoning By-law Amendment (D07-16-20-0016), submitted on September 30, 2021. The revisions are based upon technical comments feedback provided by municipal planning staff on August 29, 2024 and March 20, 2025. The original pre-application consultation meeting was held on October 18, 2023.

The Zoning By-law Amendment will serve to implement the draft approval pertaining to the lands known as Phase 1 Green West. The Draft Plan of Subdivision proposes a total of 451 units over three phases. 123 units are within Phase 1 of the full buildout. The requested Zoning By-law Amendment application is similarly scoped to reflect the corresponding zoning boundaries, with minor modifications proposed to the site-specific exception to reflect the specifications of the current Caivan housing products.

Phases 2 and 3 shall be assessed in subsequent development applications.

Since the submission of the original Planning Rationale, prepared by Fotenn Consultants, dated July 14, 2020, which assessed the proposal's consistency with the Provincial Policy Statement (2020) and conformity to the previously applicable Official Plan and Richmond Secondary Plan, the City of Ottawa has adopted a new Official Plan (2022) and corresponding Richmond Secondary Plan (2022). The Provincial Policy Statement also received an update in October 2024. Lastly, the *Planning Act* has been amended since the original submission. Where applicable, these changes have been identified in this addendum. This Planning Rationale Addendum assesses the conformity of the revised plans with the latest approved policy framework.

# 2.0 Proposed Development

## 2.1 Concept Plan

The concept plan prepared by Caivan for the subject lands serves to implement a component of the Draft Plan Approval (D02-02-20-0053) by proposing housing supply and typologies which are consistent with the intent for the Western Development Lands.

The Phase 1 concept plan additionally illustrates a portion of the intended concept plan for Phase 2 and 3, inclusive of the 1.277 hectare parkland dedication. This parkland orientation incorporates the most recent Provincial direction deriving from the *More Homes Built Faster Act, 2022* (Bill 23), which sets a maximum parkland dedication cap and reduces minimum parkland dedication rates. The resulting changes to the concept plan provide additional lands to be utilized for increasing the range and diversity of housing, which is in line with the direction of the PPS (2020) and PPS (2024).

The unit breakdown of Phase 1 is as follows:

Table 1: Phase 1 Unit Mix

	Lot Count
Unit Type	Phase 1
<b>21m Rear Lane Townhouse</b>	15
<b>5.95m (19'6") Townhouse</b>	108
Total	123

Phase 1 shall provide two townhouse built forms. The location of Phase 1, oriented toward Perth Street represents appropriate placement of the highest density built form in the context of the entire neighbourhood. It is the intention of the applicant to build lower density built forms in future phases, oriented to the north of the subdivision. This hierarchy of situating the higher density townhouses near the arterial road reduces the traffic impacts of the local roads within the subdivision. The proposed density is consistent with other development in the Western Development Lands, which have been draft-approved by the City of Ottawa. Through the draft approval, the City of Ottawa has recognized general conformity with the density policies of the Plans.

The concept plan of the Green West development is shown in Figure 2 below, with Phase 1 lands outlined in blue. The Draft Plan of Subdivision for Phases 1-3 is included in Figure 3.

Blocks 43 and 26 of Draft Plan of Subdivision D07-16-21-0011 shall be dedicated as parkland, providing approximately 1.277 hectares of open space for the entirety of the Green West lands. Based on the anticipated unit count and providing Block 43 and Block 26 as parkland, Richmond North is anticipated to provide an estimated 0.396 hectares of parkland.

The concept plan is generally consistent with the Village of Richmond Secondary Plan, as discussed within this addendum.

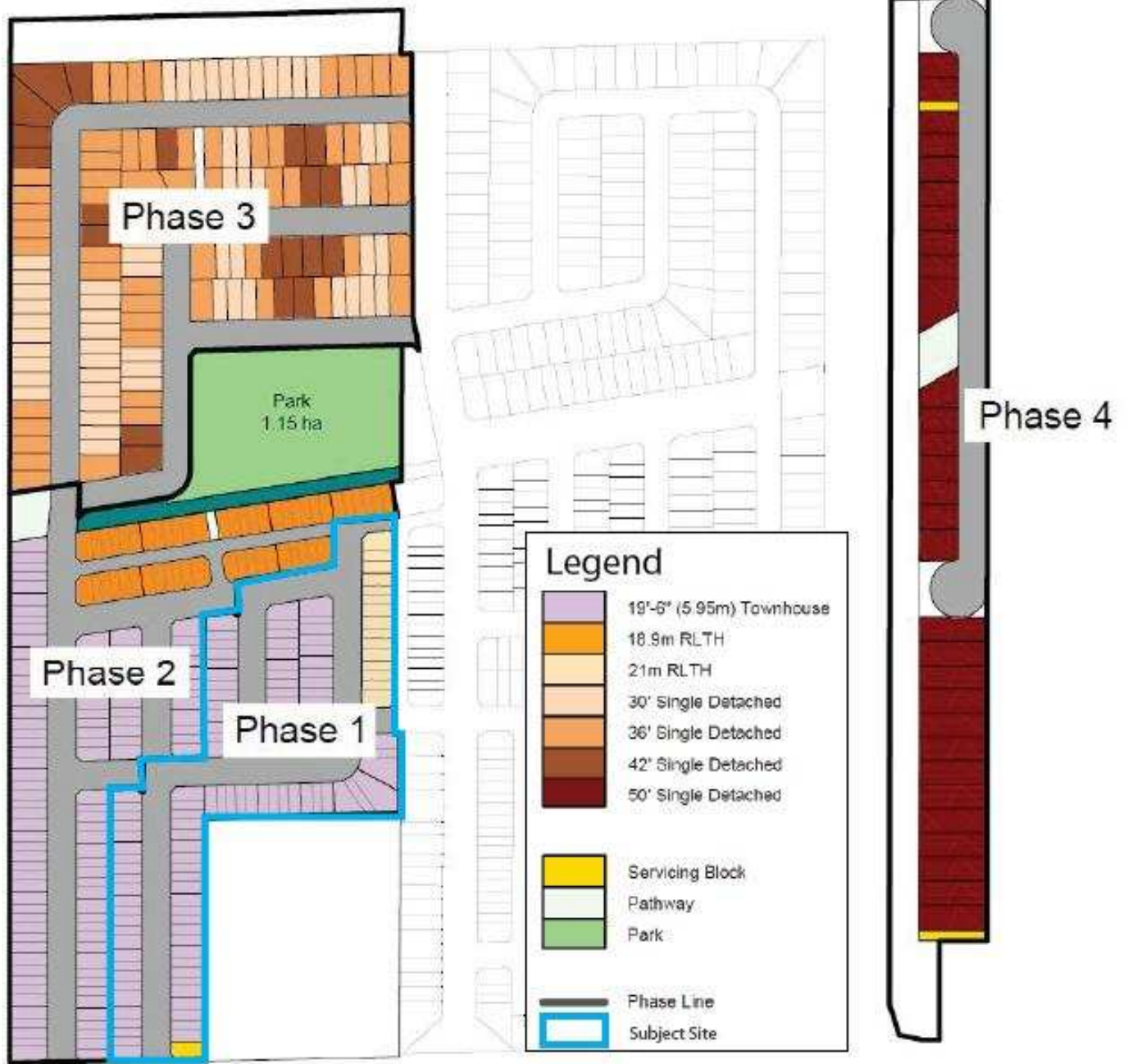


Figure 2: Draft Plan for Green Lands subdivision.

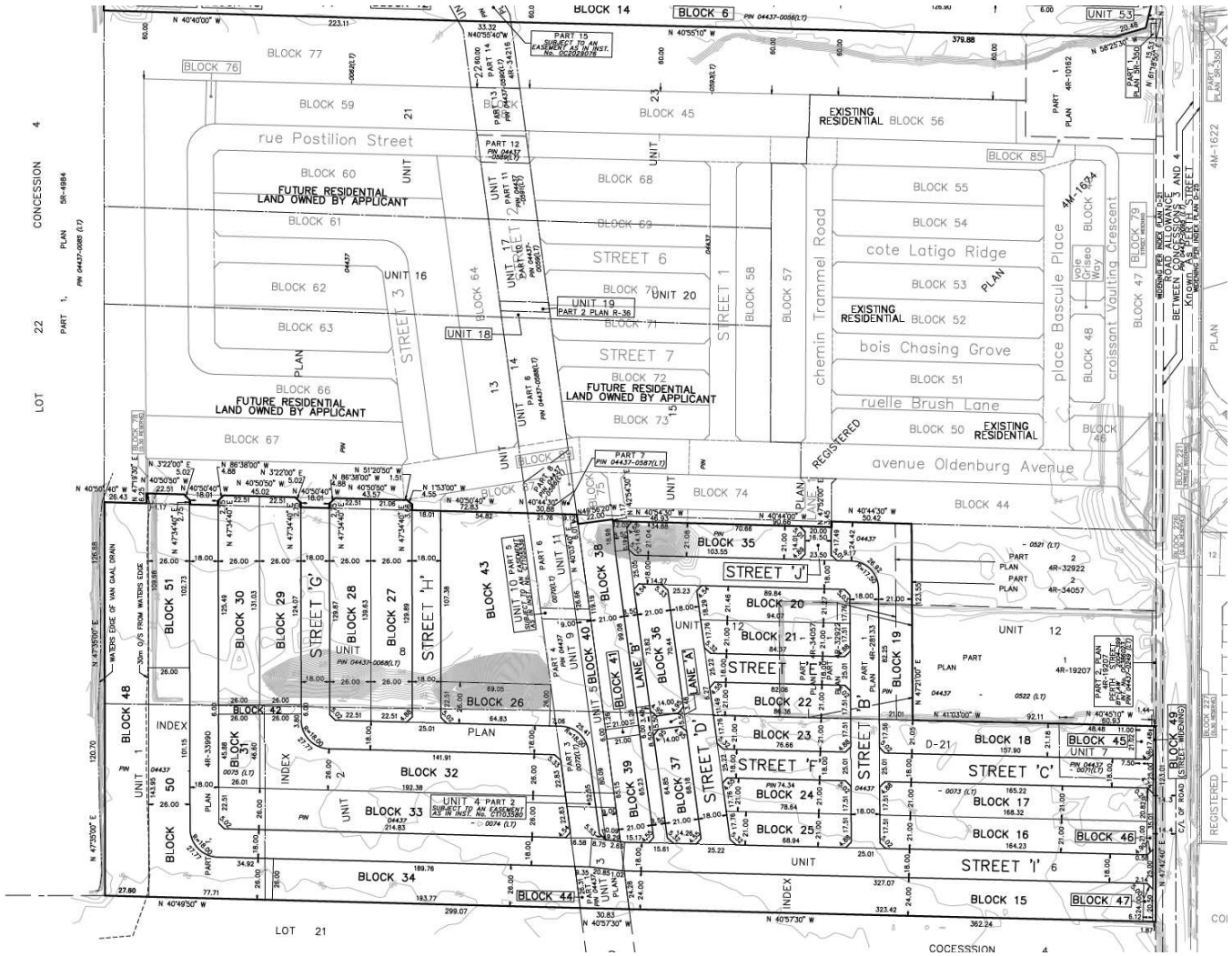


Figure 3: Excerpt of the Draft Plan of Subdivision (D07-16-20-0016)

## 2.2 Transportation

The subject lands will be accessed from Perth Street via Quordon Road. Perth Street is classified as an Arterial Road on Schedule C9 – Rural Road Network. Arterial roads are intended to function as major corridors, accommodating a variety of transit modes including vehicle, pedestrian, and bicycle. As shown in Figure 4, a Collector road is proposed to run parallel to Green West, now partially opened as Oldenburg Avenue. The proposed subdivision road network will be comprised of Local Roads primarily utilized to gain access to the residential properties within the subdivision but are not utilized as the main travel routes within the transportation network.

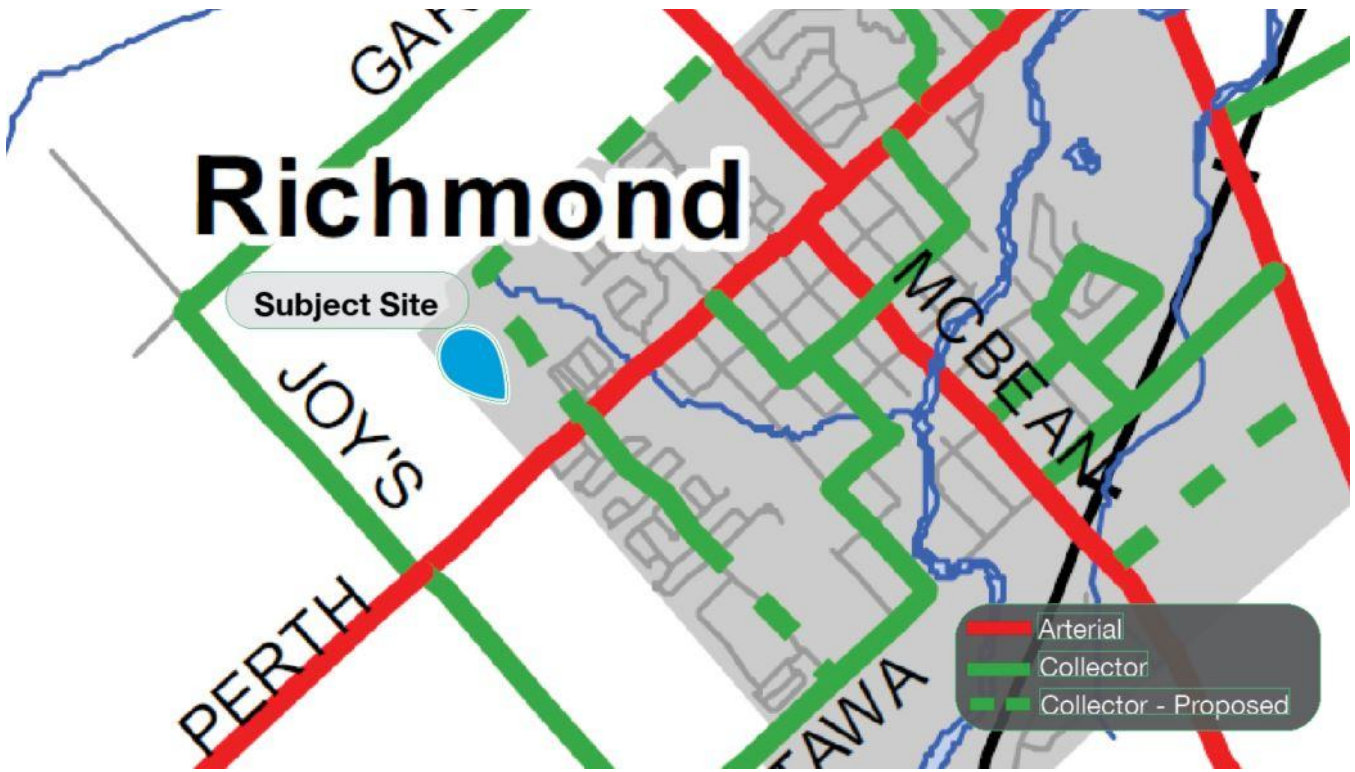


Figure 4: Excerpt from Schedule C9- Rural Road Network

## 3.0 Supporting Plans

### 3.1 Parking Plan

NAK Design Strategies was retained to prepare a Parking Plan demonstrating the on-street parking opportunities within Phase 1 of the subdivision. A total of 40 on-street parking spaces may be accommodated in Phase 1. The previous design of this plan contemplated 48 parking spaces; however, due to the updated Parking Plan Terms of Reference requiring a minimum parking space of 6.7 metres, the street parking supply was reduced to 40. It is the opinion of NAK that the previously required length of 6.0 metres is appropriate for street parking, as single and double spaces between driveways do not require parallel parking maneuvers that require additional movement buffers.

The Parking Plan evaluated Phase 1 in four parking areas, using the revised minimum parking space of 6.7 metres, finding that three of the four areas met or slightly exceeded the minimum requirement of 0.4 spaces per dwelling unit. Parking area four, Quorndon Road and the west end of Haflinger Row, once updated with a minimum parking space of 6.7 metres, provides 0.2 spaces per dwelling unit. The previous plan contemplating 6.0 metres parking spaces found the total parking ratio to be 0.39 parking spaces per dwelling unit (Table 2). Given NAK's opinion that the previously required length of 6.0 metres is appropriate for street parking due to not require additional movement buffers for parallel parking, it is anticipated parking area four will provide sufficient parking for this area.

Each 5.95m (19'6") townhouse shall feature a front yard driveway, whereas the rear lane townhouses shall be accessed via Velox Way. Each townhouse shall have an independent garage, meeting the minimum provision of one parking space per townhouse in Area C per Schedule 1A of the Zoning By-law.

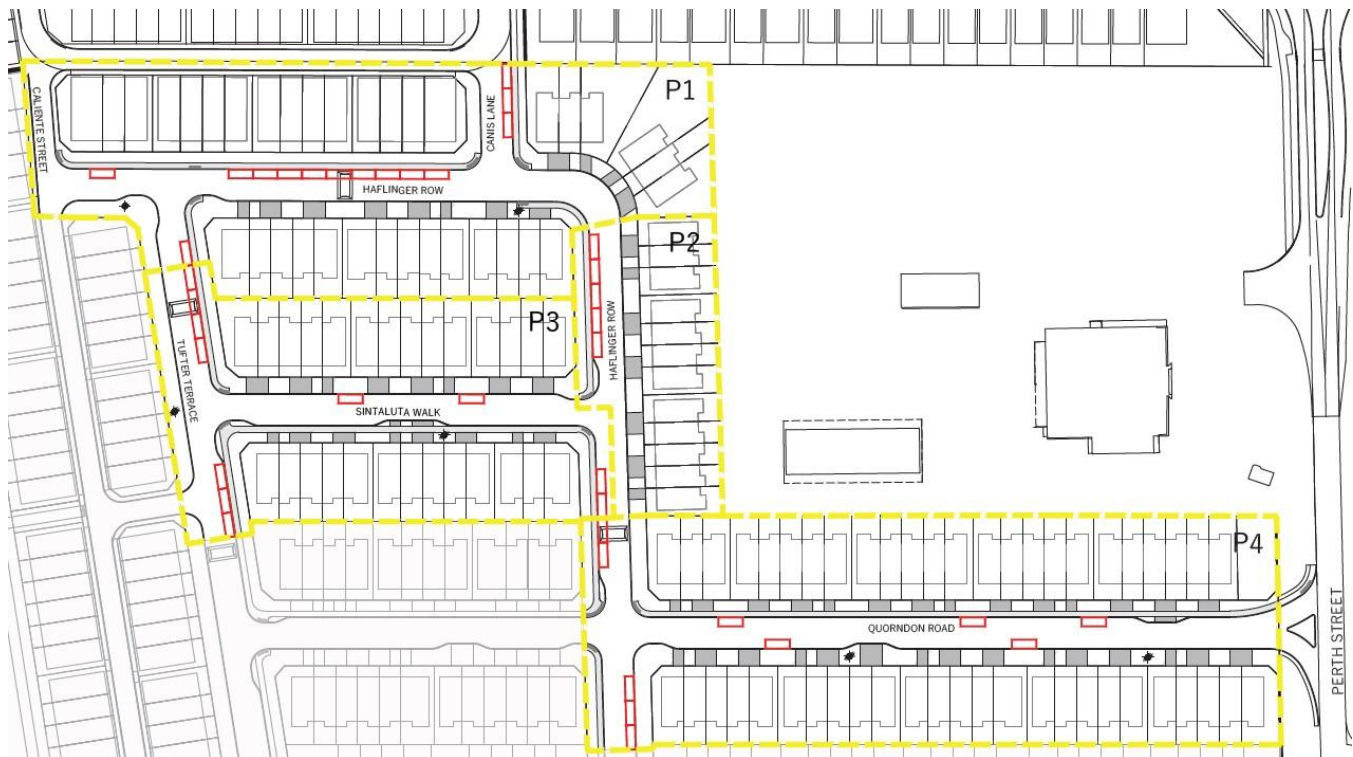


Figure 5: Phase 1 Parking Plan

Table 2: Parking Area Ratios

Parking Area	Number of Dwellings Units	Number of On-Street Parking Spaces (Current 6.7 m Plan)	Ratio (Current 6.7 m Plan)	Number of On-Street Parking Spaces (Previous 6 m Plan)	Ratio (Previous 6 m Plan)
P1	35	14	0.4	16	0.5
P2	12	5	0.42	6	0.4
P3	27	11	0.41	11	0.41
P4	49	10	0.2	15	0.31
<b>Total</b>	123	40	0.33	48	0.39

### 3.2 Streetscape Plan

A Streetscape Plan prepared by NAK Design Strategies demonstrates the preliminary streetscape design of Phases 1 and 2. The intent of this plan is to demonstrate how the development can accommodate streetscaping and driveways with the lotting plan. Within Phase 1, 81 street trees are proposed to be planted. Driveway locations are coordinated such that additional planting area is possible and soft landscaped areas can be consolidated as possible. The total number of trees required for Phase 1 is 84 trees; the difference of 3 trees shall be accommodated in the directly adjacent Phase 2 of the subdivision. Phase 2 currently shows 111 street trees to be planted compared to the 101 trees required for Phase 2.

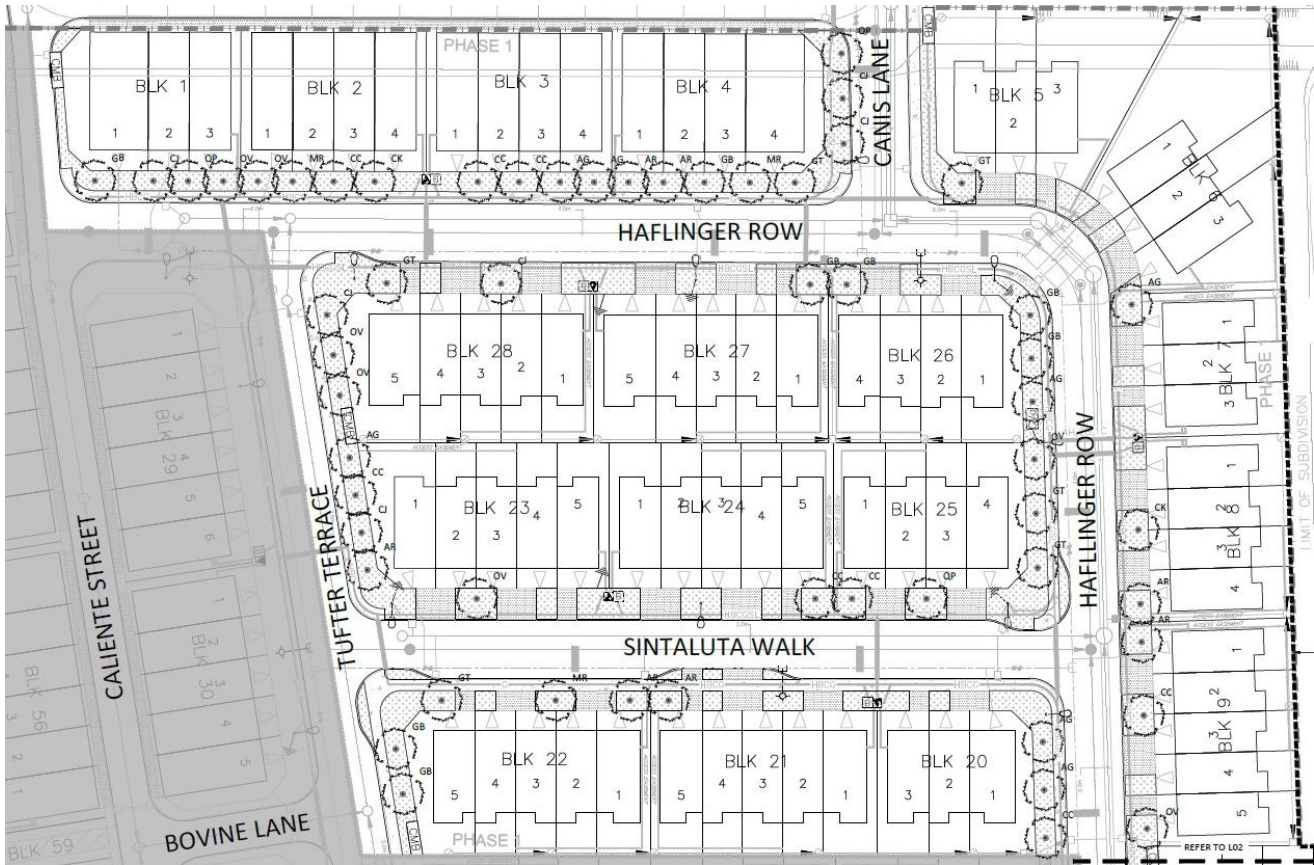


Figure 6: Preliminary Streetscaping Plan along Haflinger Row, Tuffer Terrace, Sintaluta Walk, and Canis Lane

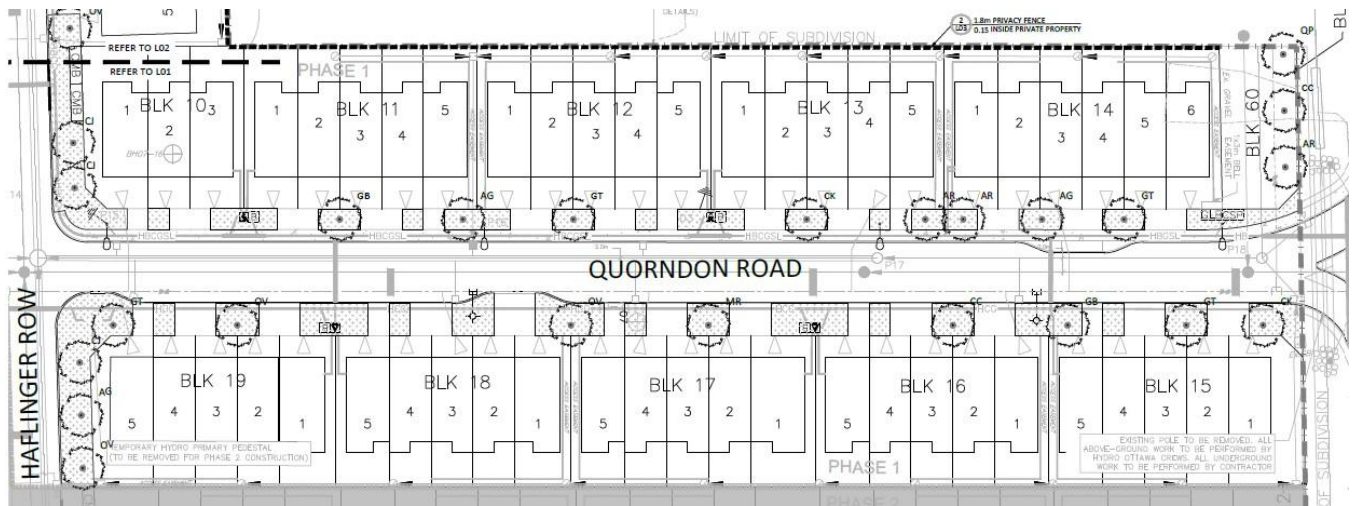


Figure 6: Preliminary Streetscaping Plan along Quorndon Road

## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement, 2024 (PPS) was issued under Section 3 of the *Planning Act* and came into effect on October 20, 2024. Previous submissions evaluated the policies of the PPS 2020 and found the proposed development to be consistent with the provincial policies. The new PPS provides updated policy direction on matters of provincial interest related to land use planning and development. The policies of the PPS 2024 that are of relevance to the proposed development are summarized below.

#### Housing (Section 2.2)

- / Permitting and facilitating all types of residential intensification; and,
- / Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.

#### Settlement Areas (Section 2.3)

- / Land use patterns within Settlement Areas shall be based on densities and a mix of land uses which:
  - Efficiently use land and resources; and
  - Optimize existing and planned infrastructure and public service facilities.
- / Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions.

#### Rural Areas in Municipalities (Section 2.5)

- / Healthy, integrated and viable *rural areas* should be supported by:
  - accommodating an appropriate range and mix of housing in rural *settlement areas*
- / In *rural areas*, rural *settlement areas* shall be the focus of growth and development and their vitality and regeneration shall be promoted.

**The proposed zoning changes are consistent with the policies of the PPS. More specifically, the proposal refines a development plan on lands located within a Settlement Area of the City of Ottawa, providing an efficient land use for townhouse development within a neighbourhood that has varied housing typologies.**

### 4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan provides a vision for the growth of the city and a policy framework to guide its development to the year 2046. All development applications must conform to the policies of the Official Plan.

#### 4.2.1 Strategic Directions

Section 2 of the Official Plan outlines existing and planned growth patterns for the entire City of Ottawa through big policy moves. The Official Plan contemplates that the population of the City of Ottawa is projected to increase by 402,000 residents by 2046. The following principle outlined in Section 2.2.2 is applicable to rural development and development in villages:

- / Rural villages and their mainstreets are important to the vitality of rural areas as hubs for essential services and a central component to identity, culture and heritage.

#### 4.2.2 Growth Management Framework

Section 3 of the Official Plan contemplates where growth should be focused, given the strategic direction of the City. The Official Plan predicts 5% of growth will occur in the existing Villages, primarily as detached dwellings and other low-density built forms. Section 3.4 provides the following strategies for growth and development in Villages:

- / Most of the village growth shall be directed to where municipal services exist or are planned in the villages of Richmond, Manotick, Greely and Carp;
- / Intensification within all villages is supported, subject to health and safety limitations for partial and private services;
- / Where significant intensification opportunities exist in villages with municipal services, the City may permit smaller lot frontages and areas than those of adjacent existing lots and shall consider the Urban Design section of this Plan, to ensure appropriate integration of new development with established areas;

**The application revises a proposal to establish the necessary zoning to support a residential, ground-oriented subdivision within the Village of Richmond, contributing to housing and intensification within the Village. The Official Plan supports the reduced lot frontages and lot areas requested through the Zoning By-law Amendment, which contributes to the achievement of the City's Village growth targets.**

#### 4.2.3 City-Wide Policies

Establishing adequate, safe and diverse housing options is a priority of the Official Plan, as established in Section 4.2. As part of the Official Plan, both private ownership and rental housing options are actively encouraged in a variety of built forms. Villages are not identified as areas of high-density development according to the Official Plan; however, development within the identified boundaries of the Village are encouraged to utilize the existing municipal services while not encroaching on agricultural lands or rural countryside.

**The subject lands are within the Village of Richmond and will not seek to encroach into the surrounding agricultural lands.**

#### 4.2.4 Transects

As shown on Figure 7 below, the subject lands are designated Village on Schedule B9 – Rural Transect. The Village designation is intended to permit a variety of land uses to provide for the daily needs of the rural community and to ensure that they remain distinctly rural in character and scale. Section 5.5.1 describes the intent of long-term planning to maintain the rural pattern of development and foster unique sense of place for Villages:

- / Built form in the Greenbelt and Rural Transect areas, where development is permitted, shall be low-rise.
- / Within Villages, development will be context-sensitive and characteristic of the Rural area. Secondary plans will guide the evolution of Villages to become 15-minute neighbourhoods with vibrant core areas.
- / Within Villages, secondary plans will generally support urban built form development within the Village Cores, and both urban and sustainable suburban forms elsewhere, in accordance with context.

#### 4.2.5 Urban Design

Section 4.6 of the Official Plan establishes urban design provisions to encourage sensitive integration of new development to ensure Ottawa meets its intensification targets while considering liveability for all. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. Section 4.6 provides the following relevant provisions for urban design throughout the development:

- / Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle
  - Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping,

and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic

- / Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment;
- / To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines; and,
- / Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

**New sidewalks shall be featured throughout the neighbourhood along one side of each road. Sidewalks shall connect residents toward the park, into the adjacent residential area, or into the village core. Street calming curb extensions at intersections and along straight stretches of the new roads shall reduce traffic speeds, improving pedestrian conditions. The curb extensions and sidewalks shall be built to the City's Accessibility Design Standards, promoting equal access across the development.**

**Additional height is not sought through the Zoning By-law. The townhouses shall maintain the low-rise built form sought across the Western Development Lands.**

**The Streetscape Plan demonstrates the inclusion of new deciduous trees within townhouse front yards. Soft landscaping shall complement the front porches, creating inviting main entrances into the townhouses.**

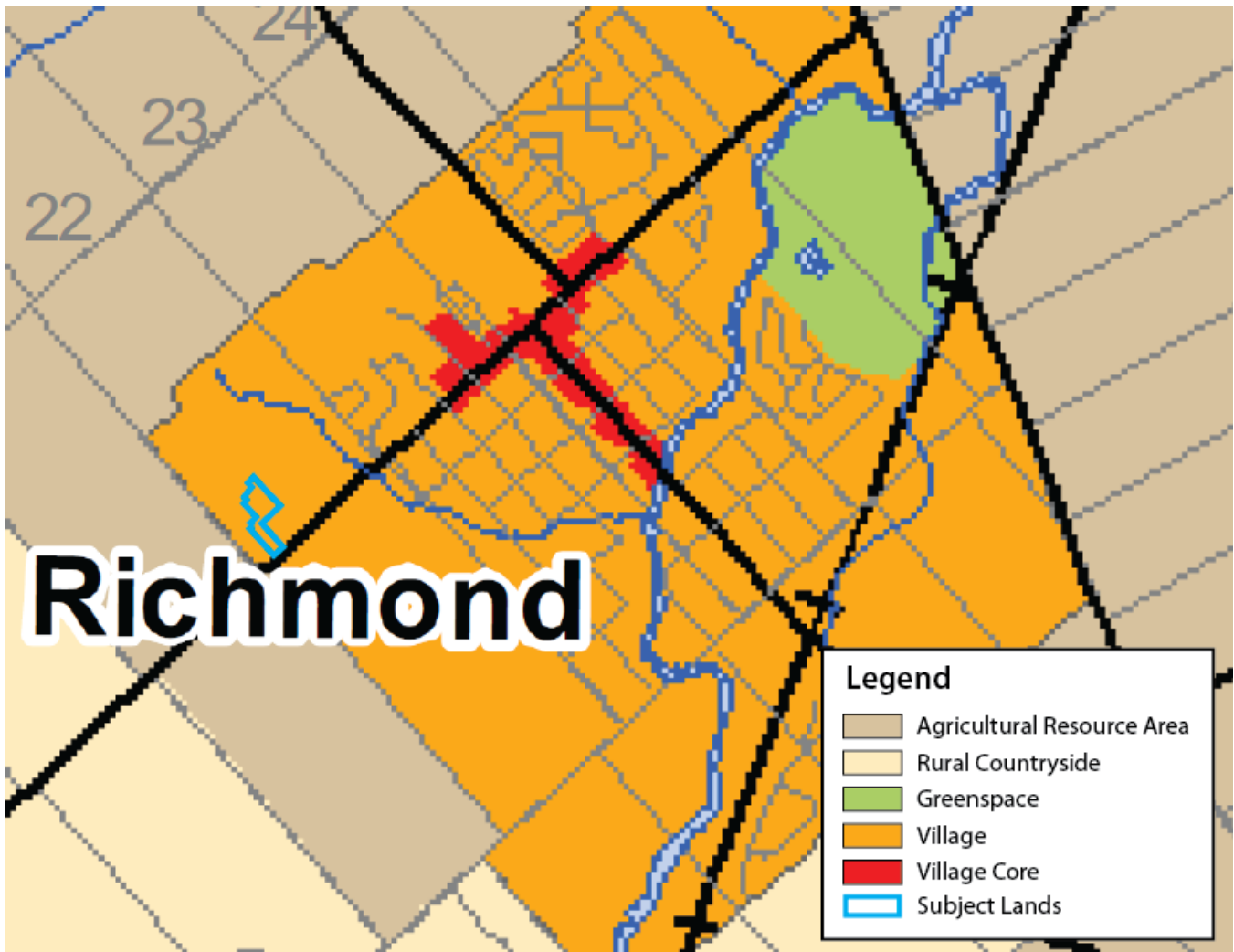


Figure 7: Except from Schedule B9 – Rural Transect, the City of Ottawa Official Plan

**The concept plan provides consideration for the wider community context by maintaining the grid pattern of residential development and low-rise, low-density built form consistent with existing Richmond subdivision development. The proposed greenfield development supports new residential forms within the Village designation, supporting the viability of the Village Core commercial designation to the east.**

#### 4.2.6 Rural Designations

Section 9.4 of the Official Plan provides policies specific to Villages found within the Rural designation. The City of Ottawa has 26 Villages throughout the Rural area, varying in size and character. The Official Plan policies direct Villages to evolve into sufficient 15-minute neighbourhoods with unique charm and character. Residential is the primary land use within Villages as noted by Section 9.4.2.1, supplemented by small-scale commercial concentrated within the Village Core.

Section 9.4.1.2(a) directs Village land uses to be determined by the accompanying Secondary Plan. The subject lands are on the northwest border of the Village of Richmond, but still within appropriate cycling distance to the main street commercial core, supporting the principal tenets of the 15-minute neighbourhood policy.

#### 4.2.7 Parks

Section 4.4 contains policies related to parks and recreation facilities seeking to create and maintain a network of active and passive recreation spaces across the City for all residents. Policy 4.4.1.1 provides the policy mechanism to require developments to provide land for parks, or cash-in-lieu, to satisfy the requirements of the City's Parkland Dedication By-law. The conveyed land is required by Policy 4.41.2 to be:

- / A minimum of 400 square metres;
- / Free of encumbrances above and below ground;
- / Of a useable shape, topography, and size that reflects its intended use;
- / Able to meet applicable provincial soil regulations, and,
- / Able to meet the minimum standards for drainage, grading and general conditions.

**The land to be conveyed for parkland meets these requirements. No constraints were identified by previous technical studies or reports.**

Section 4.4.5 promotes the development of new parks within Villages. The design of new parks is discussed within Section 4.4.6. The applicable policies are as follows:

- / Provide safe space for recreational activities;
- / Consider potential cultural development opportunities; and
- / A preference to provide a minimum of 50% of the park frontage as a continuous frontage.

**The details of the park design will be further evaluated through the ongoing approval process. The proposed application conforms with the policies of the Official Plan, including the policies for the Rural Transect, Village designation, and parks.**

### 4.3 Village of Richmond Secondary Plan

The Village of Richmond Secondary Plan provides guidance for the development of vacant lands and the redevelopment of older areas within the village, in a manner that is consistent with the community's vision. The secondary plan is to be read in conjunction with the Official Plan. Since the introduction of the secondary plan in 2010, Richmond has been an area within the City of Ottawa that has experienced significant growth.

The subject lands are predominately designated Village Residential 1, with a section along Perth Street designated Village Residential 2 on Schedule A (Designation) of the Village of Richmond Secondary Plan. Uses permitted within the Village Residential 1 are intended to be ground-oriented and low-density residential uses in built forms such as detached dwellings, semi-detached dwellings, duplexes, bed and breakfast, home-based businesses, and retirement homes. Some supporting commercial uses are also permitted. The Village Residential 2 designation is intended to support higher densities than the Village Residential 1 designation in the form of triplexes and dwellings with 6 or fewer units.

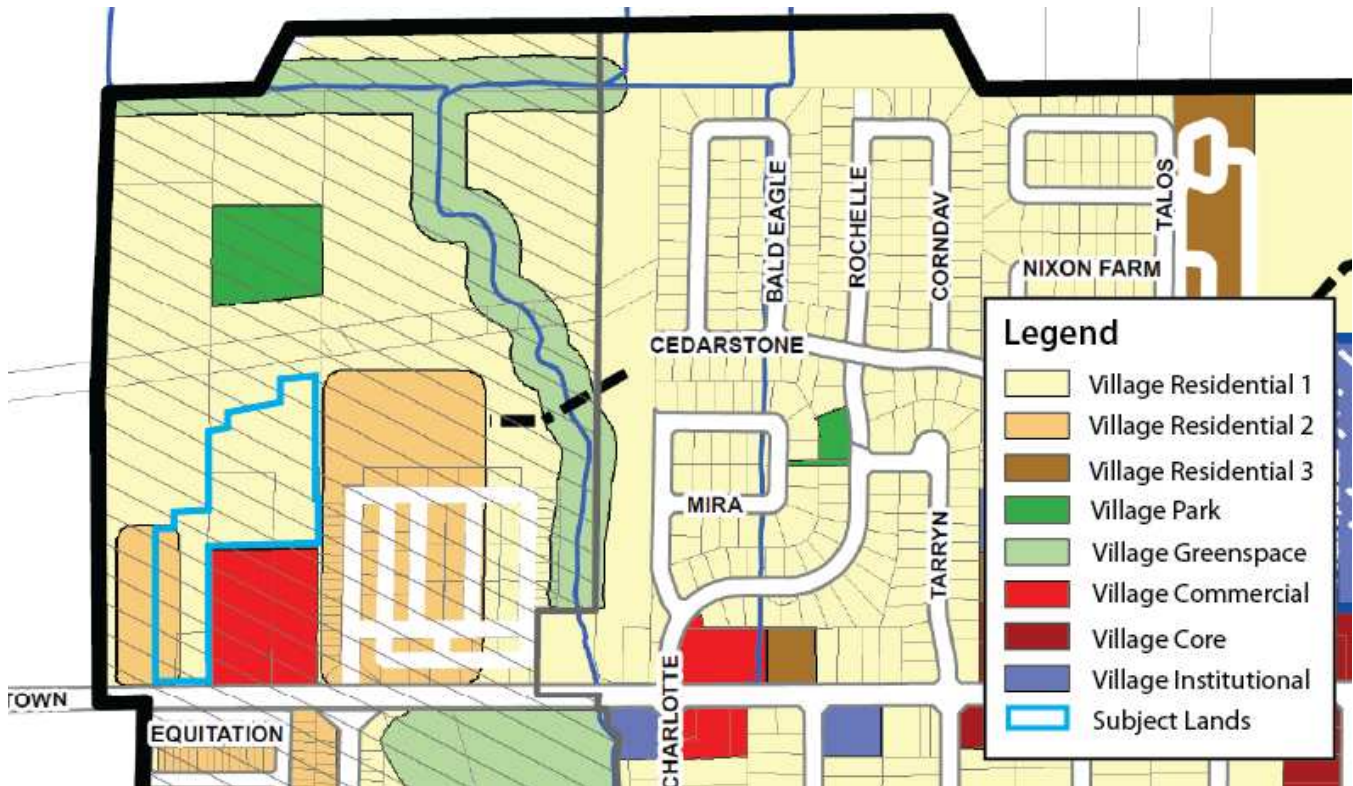


Figure 8: Extract from Schedule A (Designation) of the Village of Richmond Secondary Plan

Section 3.3 contains the Residential policies of the Village of Richmond. The main goals of this designation include:

- / New development shall complement the older built parts of the community;
- / Provide a variety of housing typologies;
- / Residential lands may also be permitted to have the following land uses:
  - Secondary dwelling units
  - Coach houses
  - Group homes
  - Rooming houses
  - Shelter accommodation
  - Retirement homes
  - Residential care facilities
  - Home-based businesses
  - Public utilities
  - Greenspaces
  - Park

The Village Residential 1 policies include:

- / Uses permitted on lands designated Village Residential 1 include: detached dwellings, semi-detached dwellings, duplexes, bed and breakfast, home-based businesses, and retirement homes.
- / Residential development should be ground-oriented and low density.
- / Subject to a Zoning By-law amendment, a limited number of ground-oriented townhomes may be permitted provided that the lands are:
  - a. Surrounded by a mix of detached and semi-detached dwellings; and
  - b. On an arterial or collector street; or
  - c. Abutting a park or area designated green space; or
  - d. At the edge of a neighbourhood.
- / The maximum building height shall be approximately three-and-a-half storeys.
- / New plans of subdivision will use the historical grid pattern for streets and will ensure that parks are provided according to the Official Plan and at general locations shown on Schedule A - Designation Plan of the secondary plan.

**Townhouses wrap the southern and eastern edge of the neighbourhood, insulating the Village Commercial use and backing onto single detached dwellings from the adjacent development. The four blocks of rear lane townhouses shall provide visual and variety along Haflinger Row. The supply of townhouses across Phase 1 shall complement existing subdivisions in Richmond and respond to market demands for smaller, more affordable housing typologies. Market demands and Provincial housing pressures have changed significantly since the original preparation of the Secondary Plan. It is the opinion of the applicant that the Secondary Plan policies are no longer aligned with Bill 185's Provincial target of constructing 1.5 million new dwellings by 2031.**

**The proposed dwellings are two-storeys in height, compatible to existing development to the east and proposed Phase 2 dwellings.**

**The street network of the development is built upon the established grid to the east rooted in the Village of Richmond CDP Demonstration Plan for Western Development Lands.**

The Village Residential 2 designation permits a higher intensity of development within a ground-oriented dwelling typology:

- / Triplexes and ground-oriented attached dwellings containing 6 or fewer units and a limited number of detached, duplex, and semi-detached dwellings may be permitted provided that the majority of the lands are a higher-density ground-oriented building form; and,
- / Maximum building height of three-and-a-half storeys.

**The concept plan proposes townhouses and rear-lane townhouses, which serve to maintain the ground-oriented built form in a logical street pattern that incorporates a central public park in Phase 2 of development. Townhomes are ideally located on the edge of the Western Development Lands and in proximity to the corresponding arterial road.**

A Village Park designation is indicated within the subject lands on Schedule A of the Secondary Plan. The designation permits park uses and recreational uses that provide a range of publicly accessible activities and facilities. Policy 59 of Section 3.7 states that 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; and,
- / Parks may be associated with other community facilities or infrastructure.

The proposal is also subject to the Western Development Lands overlay. The Western Development Lands have continued to grow to accommodate low-density residential and commercial uses in Richmond, with large areas under coordinating and complementary Plans of Subdivision.

Policy 38 provides direction for the density and mixture of housing types within the Western Development Lands. The policy seeks the following housing types and densities:

- / Maximum density of detached and semi-detached dwellings on large lots is 17 units per net hectare and a minimum unit mix of 2-7%
- / Maximum density of detached and semi-detached dwellings on small lots is 30 units per net hectare and a minimum unit mix of 58-78%
- / Maximum density of townhouses, is 45 units per net hectare and a minimum unit mix of 20-35%
- / Maximum density of townhouses with rear lanes, is 80 units per net hectare and a minimum unit mix of 20-35%
- / Maximum density of back-to-back townhouses, is 99 units per net hectare and a minimum unit mix of 20-35%

Table 1 below summarizes the total unit mix in the Western Development Lands. Unit statistics for various landowners by Caivan, Mattamy, and Richmond Village Development Corporations (RVDC). The units associated with the Metric, Fox Run Phases 1 & 2, and Fox Run 3 developments have been captured within the statistics of RVDC development, based on original draft approvals. The subdivision level analysis indicates that the percentages of all dwelling types fall within the minimum required ranges established in the Secondary Plan.

Table 3: Unit Mix in the Western Development Lands

Unit Mix Totals			Combined Unit Count	Combined Mix %	Required Range
<b>Large Lot</b>	Mattamy	0	96	3.8%	2% - 7%
	Caivan - Richmond North	30			
	Caivan - Laffin	24			
	RVDC	42			
<b>Singles</b>	Mattamy	777	1,571	61.5%	58% – 78%
	Caivan - Richmond North	142			
	Caivan - Laffin	82			
	RVDC	570			
<b>Towns</b>	Mattamy	193	633	34.7%	20% - 35%
	Caivan - Richmond North	219			
	Caivan - Laffin	79			
	RVDC	142			
<b>Rear Towns &amp; B2B</b>	Mattamy	84	253	34.7%	20% - 35%
	Caivan - Richmond North	66			
	Caivan - Laffin	0			
	RVDC	103			

<b>Total</b>	Mattamy	1,054	2,553
	Caivan - Richmond North	457	
	Caivan - Laffin	185	
	RVDC	857	

The unit mix across the Western Development Lands maintains the required ranges established in the Secondary Plan. There are 96 large lots, comprising 3.8% of the total lots and falling within the required 2% to 7% range. The proportion of singles lots similarly satisfies the required 58% to 78% range by providing 1,571, or 61.5%, of the total lots. Townhouses, in all configurations, comprise 34.7% of the unit mix, falling within the required range of 20% to 35%.

This application seeks to support the Zoning By-law Amendment application approval for Richmond North Phase 1, understanding a separate Official Plan Amendment application is required for future phases of Richmond North and Richmond South, to support the slight overall increase in density in the Western Development Lands that is a result of increased density in Richmond North Phase 2 and 3, and Richmond South. Richmond North Phase 1, with a total of 123 units, falls within the density limits for the townhome category within the overall Western Development Lands.

Table 4 below summarizes total densities in the Western Development Lands. Notably, the summary concludes that the densities of large lots, rear lane townhouses and back-to-back townhouses fall below the density limits, with singles lots exceeding the density limit by less than 1 unit per hectare. Exceedances for the townhouses at 55.14 units per hectare reflect the introduction of increased townhouse products into the Village of Richmond, which was not initially contemplated by the Secondary Plan, but are now desirable due to the rise of aging in place, the promotion of increased density by the direction of the Province, and housing affordability. Table 5 demonstrates that when separated from subsequent Richmond North and Richmond South phases, Phase 1 functionally meets the permitted maximum permitted townhouse density of 45.06 units per net hectare. The upcoming Official Plan Amendment will seek appropriate density targets for future phases of development in both Richmond North and Richmond South. It is important to note, however, that Phase 1 of the development already aligns with the density objectives established in the Village of Richmond Secondary Plan and therefore does not require adjustment under the proposed amendment.

**The rationale for the proposed densities on the Western Development Lands development is premised on the following:**

- / The proposed densities are consistent with all other development in the Western Development Lands, which have been draft-approved by the City of Ottawa. Through the draft approval, the City of Ottawa has recognized general conformity with the density policies of the Plans.**
- / The majority of unit types achieve the required density targets. The exceedances of density maximums for Singles and Townhouses are reasonable and are not anticipated to generate undue impacts to the surrounding Village of Richmond.**
- / As demonstrated by Table 5, when Phase 1 townhouses are evaluated with the Western Development Lands excluding subsequent phases of Richmond North and Richmond South, the density is 45.06 units per net hectare. The 0.06 units per net hectare functionally meets the intent of the of the maximum permitted density.**
- / A principal purpose of density controls in planning policy is to ensure that servicing capacity is available or planned to service the development. As demonstrated through the previously submitted studies, the proposed development can be serviced at the densities proposed.**

The proposed dwelling types are consistent with products across the development industry in the City of Ottawa, accounting for affordability, market demand for units and product types, and overall built form.

Table 4: Densities in the Western Development Lands

Unit Mix Totals			Combined Unit Count	Combined Area (ha)	Overall Density (units/ha)	Maximum Permitted Density
<b>Large Lot</b>	Mattamy	0	96	6.402	15	17
	Caivan - Richmond North	30				
	Caivan - Laffin	24				
	RVDC	42				
<b>Singles</b>	Mattamy	777	1,571	51.4	30.56	30
	Caivan - Richmond North	142				
	Caivan - Laffin	82				
	RVDC	570				
<b>Towns</b>	Mattamy	193	633	11.48	55.14	45
	Caivan - Richmond North	219				
	Caivan - Laffin	79				
	RVDC	142				
<b>Rear Towns &amp; B2B</b>	Mattamy	84	253	3.52	71.88	80
	Caivan - Richmond North	66				
	Caivan - Laffin	0				
	RVDC	103				
<b>Total</b>	Mattamy	1,054	2,553			
	Caivan - Richmond North	457				
	Caivan - Laffin	185				
	RVDC	857				

Table 5: Densities in the Western Development Lands, Without Richmond North Phases 2 – 4, and Richmond South

Unit Mix Totals			Combined Unit Count	Combined Area (ha)	Overall Density (units/ha)	Maximum Permitted Density
<b>Towns</b>	Mattamy	193	443	9.83	45.06	45
	Caivan - Richmond North Phase 1	108				
	RVDC	142				

The Phase 1 concept plan contributes to achieving the overall unit mix policies across the Western Development Lands. As demonstrated by Table 1, 219 townhouses and 66 rear lane townhouses shall be provided throughout Richmond North. Phase 1 shall contribute 108 townhouses and 15 rear lane townhouses to this mix.

Following Guideline 9 of the Urban Design Guidelines for Greenfield Neighbourhoods, the highest densities within the subdivision in the townhouse built form shall be situated around neighbourhood focal points such as Perth Street and the new park.

The overall unit mix and densities of the proposed dwelling types are appropriate for the lands, as confirmed through the submitted technical studies, and remain generally consistent with the proposed densities in other greenfield subdivisions in Richmond Village. Phase 1, the subject of this Zoning By-law Amendment application, appropriately responds to the desired unit mix and density of the Western Lands.

Policy 60 adds that new parks will be required in the Western Development Lands, for which specific locations will be determined through the development review process.

**The proposed concept plan and corresponding Zoning By-law Amendment application conform to the policies of the Secondary Plan.**

#### 4.4 Village of Richmond Community Design Plan (2010)

The Village of Richmond Community Design Plan (CDP) was prepared through a collaborative process between City of Ottawa Staff, local residents, and landowners, and was adopted by City Council in 2010. The purpose of the CDP is to guide future growth and development, and the principal directions of the CDP were compiled and adopted as the Village of Richmond Secondary Plan. The subject lands are within the identified Western Development Lands, the CDP forecasted this area would increase by up to 2,300 dwelling units by 2030.

Section 3.4 of the CDP contains policies for transportation in the Village. Policy 6 states that 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. The updated design of the road network contemplates future easterly connections to maintain the grid pattern of development beyond the subdivision boundary.

For new local streets, 16.5-metre-wide road rights-of-way may be considered as long as sidewalks, street trees, and utilities can be provided, and snow can be stored properly, per Policy 11. In order to accommodate the required urban design elements and functional needs of a right-of-way, the proposed local roads will be 16.5 metres and 18 metres wide.

In addition to the policies of the Secondary Plan, the proposed development meets the following community design guidelines of residential development in Section 4.3. The proposed development:

- / Provides a range of built forms to permit residents to age in place;
- / Retains the historical grid pattern of streets;
- / Ensures park placement promotes equitable access;

Park design is discussed in Policy 4.7, focusing on providing a range of publicly accessible facilities for residents and visitors. Policy 3 states neighbourhood parks should be a focal point of the local community, centrally located within a five-minute walk for most residents. These parks should accommodate various recreation equipment and not be less than 0.8 hectares in area. The proposed park is central within the Green Lands, open to three frontages, promoting equal access to the 1.15-hectare park. The features of the park will be determined through the Final Plan of Subdivision.

The CDP contemplated subdivision design to follow these guidelines of Section 7.4:

- / Avoids suburban-style road patterns such as curvilinear streets, P-loops, and dead ends;
- / Incorporates an appropriate transition in built form between areas where heights and / or use are different;
- / Proposes a variety of detached building types that include a range of design features along each street or block.

**The Demonstration Plan of Section 7.6 shown below illustrates a possible development layout for the Western Development Lands. The proposed development layout for the Phase 1 of the Green West Lands is generally consistent with the Demonstration Plan in showing 18-metre road allowances in a traditional block format that avoids curvilinear streets and ensures street connections beyond the boundaries of Phase 1.**



Figure 9: Extract from Village of Richmond CDP Demonstration Plan for Western Development Lands

**The proposed development conforms to the guidelines of the Village of Richmond Community Design Plan.**

#### 4.5 Design Guidelines for Rural Villages

In addition to the context-specific guidelines in the Village of Richmond CDP, the City of Ottawa Design Guidelines for Rural Villages apply to the proposed development. The purpose of the guidelines is to provide design guidance to assess, promote and achieve appropriate development in the 26 villages of the City of Ottawa. These guidelines are not prescriptive and do not apply equally. It is important to note that the Village of Richmond is one of the city's largest villages. As noted by the Village of Richmond Secondary Plan, it has been a focus of growth in the rural area of the city. Other villages such as Ashton, Vernon, or Dunrobin are all significantly smaller pockets of rural residential development in the

Rural Transect but are not centres experiencing growth. Richmond is an evolving community that has grown from a community based around agriculture and rural development into a thriving community with diversified housing options and the introduction of new commercial enterprises. Full municipal servicing also differentiates Richmond from other villages, creating opportunities for different scales of development. Given the servicing, village size, and the Village of Richmond Secondary Plan, the development more closely aligns to greenfield development or development experienced in other larger villages such as Manotick.

The proposed development meets several of the applicable guidelines:

- / Ensure new development respects the natural topography of land, and integrates existing landforms such as hills, terraces, cliffs, valleys, rocky outcrops and watercourses. Avoid altering natural terrain to accommodate development (Guideline 2);
- / Avoid the development of looping, circuitous, suburban-style roadway patterns. New roadway patterns should be direct and reflect the traditional development pattern that exists in the village core (Guideline 3);
- / Vacant lots or underutilized buildings may offer good opportunities for residential infill or residential conversion (Guideline 8);
- / Provide direct pedestrian connections between adjacent uses within villages to ensure safe and convenient pedestrian movement (Guideline 9);
- / Ensure new buildings are compatible with adjacent development by using a common scale, massing and height to complement the existing context (Guideline 20);
- / Orient buildings to frame the street. Primary façades should parallel the street and entries should be clearly visible and connect to the public sidewalk (Guideline 23); and,
- / Orient buildings to frame the street. Primary façades should parallel the street and entries should be clearly visible and connect to the public sidewalk (Guideline 24).

**The subject site is generally flat in nature, as it is previous agricultural land without landforms. The road network shall extend into the neighbourhood to the east via Caliente Street and Canis Lane while providing a new entrance on Perth Street with sidewalks provided along one side of all new streets for pedestrian connectivity within the neighbourhood and to the wider Village of Richmond. The development to the east is compatible in scale, density, and housing typology sought in Richmond North. The proposed townhouses shall frame the street, creating a stronger connection to the public realm.**

#### 4.6 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. The purpose of these design guidelines is to assist developers in understanding the City's expectations during the development review process. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes. The Urban Design Guidelines for Greenfield Neighbourhoods are meant to be used as a tool to implement the design objectives and principles of the Official Plan. It is noted that these guidelines are intended for lands within the urban area of the City, not villages; however, given the scale of subdivision work in Richmond, it was determined that these guidelines should also be reviewed.

The proposed development meets several of the guidelines, including:

- / Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways (Guideline 9);
- / Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections (Guideline 34);

- / Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses (Guideline 35);
- / Design building façades so that windows and doors are prominent features that address the streets they front (Guideline 37);
- / Incorporate porches, which are big enough to accommodate sitting areas, into the overall architecture of the building (Guideline 39);
- / Design the lower floors of taller residential buildings to be in scale with the pedestrian environment and include individual at-grade doors for ground floor units (Guideline 40); and
- / Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site (Guideline 43).

**The proposed rezoning meets many of the Urban Design Guidelines for Greenfield Neighbourhoods. The proposed development contains an appropriate mix of residential uses, where the location, design, orientation, and articulation of each use is suitable for the subject site and surrounding area.**

#### 4.7 Comprehensive Zoning By-law 2008-250

The subject lands are currently zoned as Development Reserve Subzone 1 – DR1. The purpose of the zone is to recognize lands intended for future development and maintain their availability until a development proposal is supported. The present application seeks to rezone the Phase 1 lands from Development Reserve Subzone 1 (DR1) to **Village Residential Third Density Subzone B, with Exceptions (V3B[XXXX])** to permit the proposed townhouses and back-to-back townhouses contemplated for Phase 1.

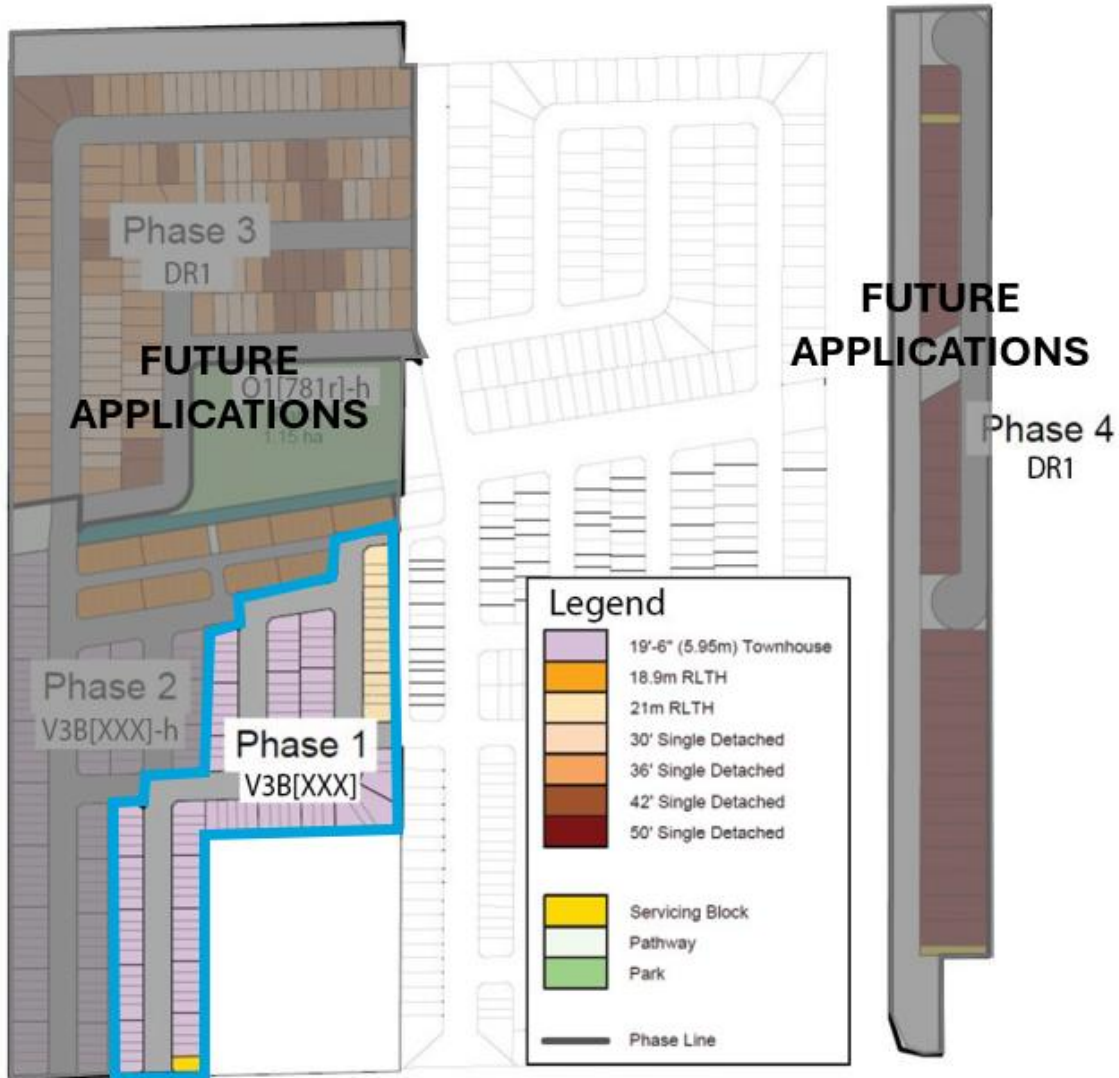


Figure 10: Proposed Zoning

The purpose of the V3 – Village Residential Third Density Zone is to permit a range of low- and medium-density low-rise housing types and regulate development in a manner that is compatible in scale and character. “Townhouse dwelling” is a permitted use in the V3 zone.

The requested Zoning By-law Amendment seeks to modify the exception provisions of the previously proposed V3B[XXXr]-h zone to reflect the updated concept plan. Phase 1 is not proposed to incorporate the “-h suffix” as servicing allocation is understood to be resolved. The proposed XXXr exception assigns minimum lot dimensions and setbacks specifically tied to the uses being sought.

The following table details the proposed V3B[XXXr] zoning exception:

Table 5: V3B[XXXr] Proposed Zoning

<b>Village Residential Third Density Subzone B, Exception XXXr, (V3B[XXXr])</b>				
<b>Exception Number</b>	<b>Applicable Zone</b>	<b>Additional Land Uses Permitted</b>	<b>Additional Land Uses Prohibited</b>	<b>Provisions</b>
	V3B[XXXr]		All uses until holding symbol removed	<p>Despite Table 65 – Permitted Projections into Required Yards Features (5) and (6), the maximum size and extent of projections for fire escapes, open stairways, stoop, landing, steps and ramps is as follows:</p> <ol style="list-style-type: none"> <li>1. Wheelchair ramps – no limit</li> <li>2. Air conditioning units: can project 2.0 m, up to a minimum 0.2 m from a lot line, can be located in the front yard and corner yard of a rear lane townhouse;</li> <li>3. Other features: at or below the floor level of the first floor – no limit;</li> </ol> <p>Other cases – 1.5 m, but not closer than 1.0 m to a lot line; and the maximum size and extent of projections for covered or uncovered balcony, porch, deck, platform and verandah, with a maximum of two enclosed sides, excluding those covered by canopies and awnings is as follows:</p> <ol style="list-style-type: none"> <li>1. Uncovered, unenclosed features such as decks or platforms where the walking surface is not higher than 0.6 m above adjacent grade – no minimum</li> <li>2. All other cases – 2 metres, but no closer than 1 metre from any lot line</li> </ol> <p>Despite Section 57, the required corner sight triangle will be determined through a plan of subdivision process</p> <p>Despite Section 107(3)(ii) the area of the driveway cannot exceed 65 percent of the area of the yard in which it is located and the driveway must be a minimum of 2.6 metres in width.</p> <p>Minimum setback between the vehicular entrance to a private garage or carport and an existing or planned sidewalk is 5.2 metres.</p> <p><b>Provisions specific to townhouse dwellings:</b></p> <ol style="list-style-type: none"> <li>1. Minimum lot width: 5.9 m</li> <li>2. Minimum lot area: 120 m<sup>2</sup></li> <li>3. Minimum front yard setback: 3 m</li> <li>4. Minimum corner yard setback: 2.5 m</li> <li>5. Minimum interior side yard setback: 1.5 m</li> </ol>

				<ol style="list-style-type: none"> <li>6. Minimum rear yard setback: 6 m, but may be reduced to a minimum of 4.5 m for a maximum of 55% of the lot width, and the total area of the rear yard must not be less than 30 m<sup>2</sup>.</li> <li>7. Maximum lot coverage: 66%</li> <li>8. Minimum landscaped area: 25%</li> </ol> <p><b>Provisions specific to rear lane townhomes:</b></p> <ol style="list-style-type: none"> <li>1. Minimum lot width: 5.9 m</li> <li>2. Minimum lot area: 110 m<sup>2</sup></li> <li>3. Minimum front yard setback: 3 m</li> <li>4. Minimum corner side yard setback: 2.5 m</li> <li>5. Minimum interior side yard setback: 1.5 m</li> <li>6. Maximum lot coverage: N/A</li> <li>7. Minimum landscaped area: 25%</li> </ol>
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The proposed Zoning By-law Amendment serves to apply appropriate performance standards to permit the dwelling types and models included in the proposed concept plan.

The proposed 5.9-metre lot width for both dwelling typologies represents a shortfall of 0.1m from the base V3B zoning, and combined with the proposed front and corner side yard setback, allows adequate area for tree planting along the frontages, as demonstrated by the Streetscape Plan (Figure 6). The remaining yard setbacks fulfill the intention for the V3 zoning by allowing adequate area for landscaping, building separation, and amenity.

The proposed zoning relief will facilitate a variety of typologies to help maintain Richmond Village as diverse community with a range of housing options to allow residents to age in place, and contribute to the fulfillment of Richmond Village as a 15-minute neighbourhood. The scale proposed is ground-oriented in nature and acknowledges the village character of Richmond in providing human-scaled setbacks balanced by adequate landscaping.

The proposed amendments to the zoning allow for innovative housing products that are efficient, affordable, and compatible with the character of the Western Development Lands.

## 5.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment for Phase 1 of Caivan's Richmond Village constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Planning Statement (2024) by providing efficient use of existing infrastructure and improving and providing new housing options in the area.
- / The proposed development conforms to the policies of the City of Ottawa Official Plan by providing desirable townhouse built forms within the Village designation of the Rural Transect Area, supported by roadway and infrastructure capacity in the surrounding area.
- / The proposed development is consistent with the direction and design guidelines of the Richmond Secondary Plan, providing appropriate housing types and densities in appropriate locations.
- / The proposed development is consistent with applicable Urban Design Guidelines for Greenfield Neighbourhoods by providing a site design and built forms which are reflective of the desirable characteristics of the neighbourhood.
- / The proposed development is supported by technical studies, plans, and reports submitted as part of this application.

Sincerely,



Gabi Scollon, MCIP RPP  
Planner



Scott Alain, MCIP RPP  
Senior Planner