FOTENN

2006-2026 Scott Street & 314 Athlone Avenue

Planning Rationale + Design Brief
Zoning By-law Amendment
April 25, 2022

FOTENN

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1.0 Introduction

1.1 Application Overview

Fotenn Planning + Design (“Fotenn”) was retained by Morley Hoppner (“the owner”) to assess a development proposal as per the applicable policies and to prepare a Planning Rationale in support of Zoning By-law Amendment and Site Plan Control applications for the property municipally known as 2006-2026 Scott Street and 314 Athlone Avenue (“the subject property”), in the City of Ottawa.

1.1.1 Zoning Bylaw Amendment Application

Zoning Bylaw Amendment application would amend the current **Community Leisure Facility Zone – L1** and **Traditional Mainstreet, Exception 102 – TM[102]** to **Traditional Mainstreet, Exception XXXX, Schedule YYY – TM[XXXX] S(YYY**), to allow the redevelopment of the subject property with additional height and density consistent with the proposed site plan.

2.0
Site and Surrounding Area

2.1 Subject Lands

The subject property, known municipally as 2006-2026 Scott Street and 314 Athlone Avenue, are located in the Kitchissippi ward of the City of Ottawa. The properties are located at the south-west corner of Scott Street and Athlone Avenue. The subject property has a frontage along Scott Street of 98.35 metres and 33.34 metres along Athlone Avenue. The area of the subject property is 6,088.43 square metres. The parcels presently feature the Granite Curling Club, two single storey commercial units on Scott Street and a single detached dwelling unit at 314 Athlone Avenue. The subject property is located approximately 65 metres from the Westboro Rapid Transit Station, which is scheduled to be redeveloped into a Light Rail Transit (LRT) station.

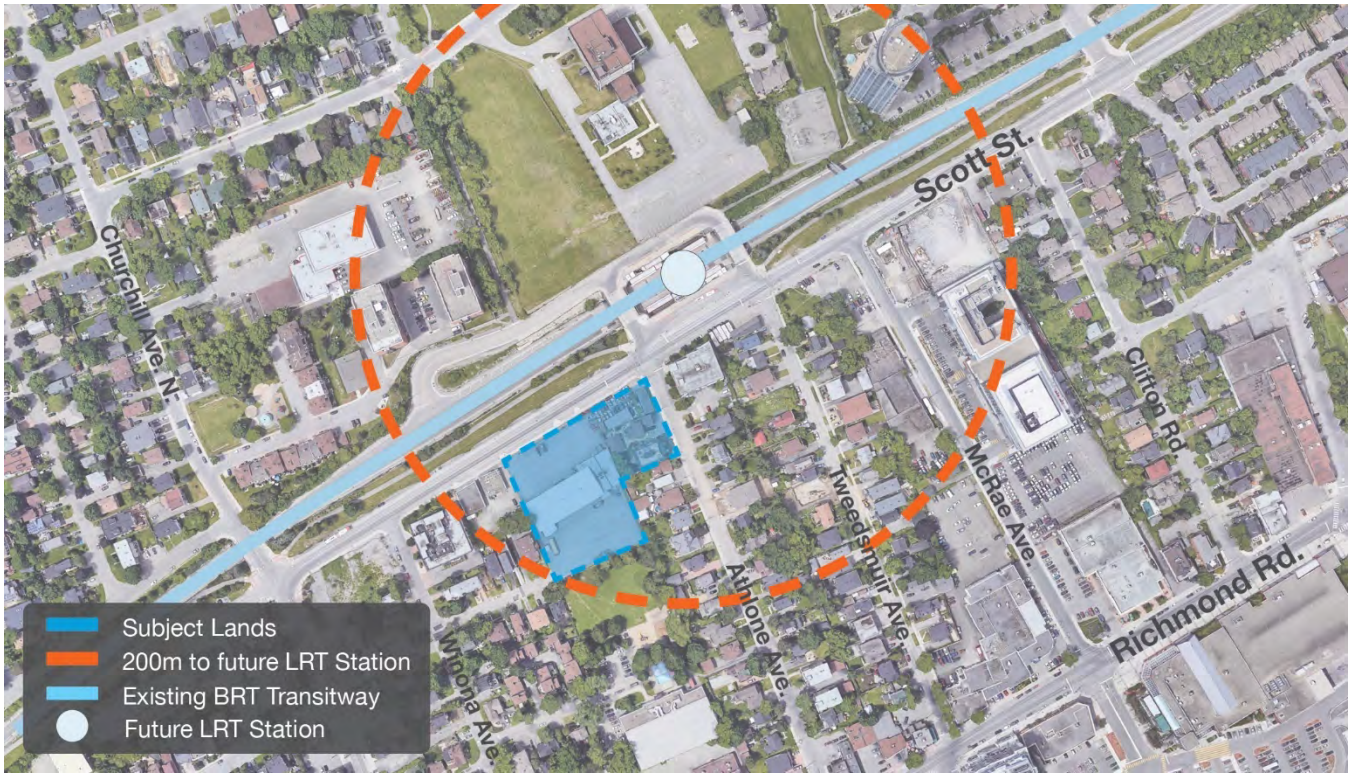


Figure 1: Aerial image of subject property and surrounding context.

2.2 Surrounding Context

The following land uses are located in the area surrounding the subject property:

North
Directly north of the subject property is the transitway associated with the Westboro Rapid Transit Station. North of the Transitway is a predominantly residential area, characterized by single and semi-detached dwelling units. Additional residential uses in the area include high-rise towers near the Sir John A. Macdonald Parkway. Other uses in the area include parks, schools, and parkland.

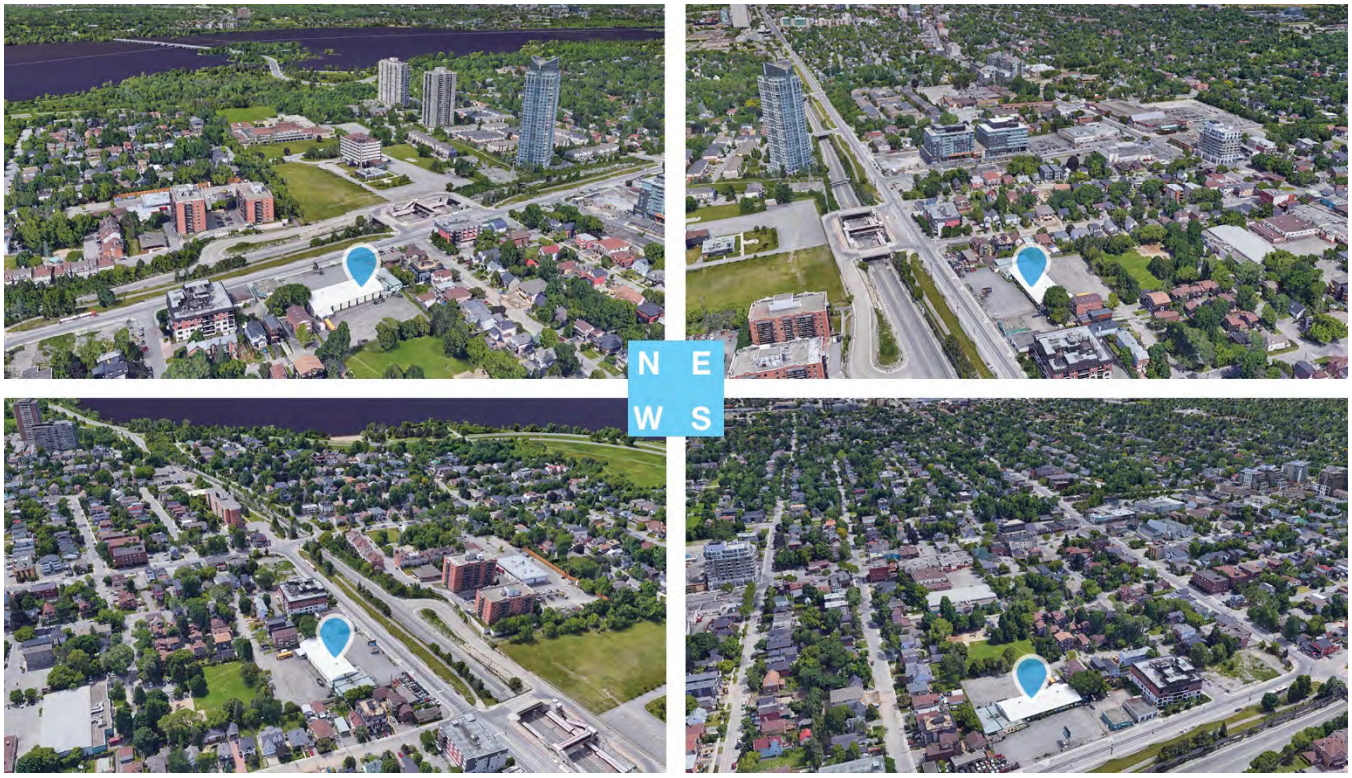


Figure 2: Area context views in each cardinal direction.

East
East of the subject property, on McRae Avenue, is a collection of commercial uses which include two grocery stores, a coffee shop, and several restaurants. Residential uses east of the subject property vary in density from single detached dwelling units to the 32-storey Minto Metropole. Additional uses in the area include parkland, churches, and government institutional buildings.

South
Immediately south of the subject property are the Lion's Park and the Ottawa Gymnastics Centre. South of the Gymnastics Centre is Richmond Road, which is the primary commercial street in the neighbourhood. Uses along Richmond Road include banks, gas stations, restaurants, and a large format grocer. Residential uses in the area are characterized by single and semi-detached dwelling units. Other uses south of the subject property include schools and parkland.

Community Amenities:
The subject property is located within close proximity to several area amenities, including:

- Westboro Beach
- Real Canadian Superstore
- Multiple places of worship
- Westboro BRT Station
- NCC walking trail
- Multiple schools and daycares

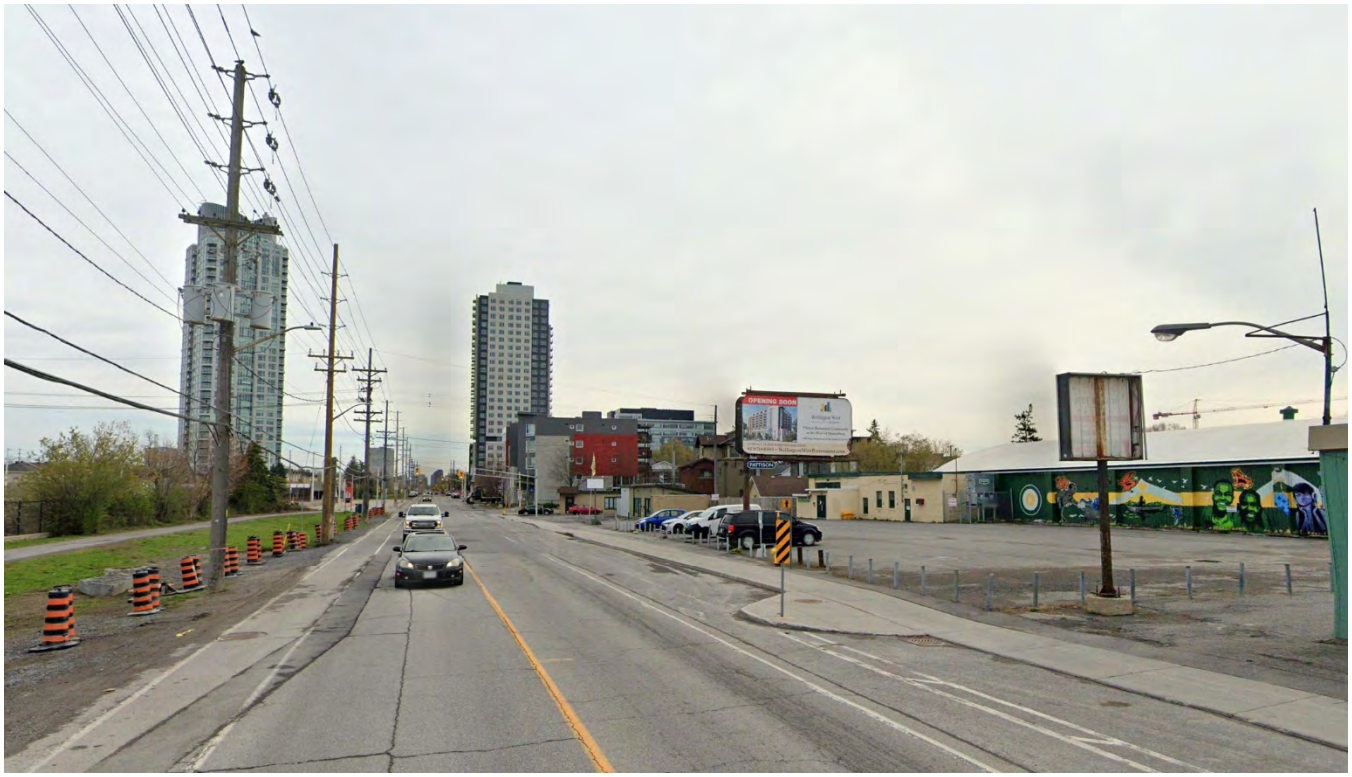


Figure 3: View of subject property, looking east on Scott Street.

Figure 4: View of subject property, looking west on Scott Street in front of the Westboro Transit Station.

2.3 Transit Network

The subject property is well positioned for access to the existing BRT network and future LRT network once extended to the Westboro Station. The Westboro Station is located within 65 metres of the subject property, as designated on Schedule D of the existing City of Ottawa Official Plan and Schedule C2 of the new City of Ottawa Official Plan. Further, local OC Transpo bus stops are located within close proximity to the subject property. Local service routes in close proximity to the subject property include, 16, 50, 81, and 153.

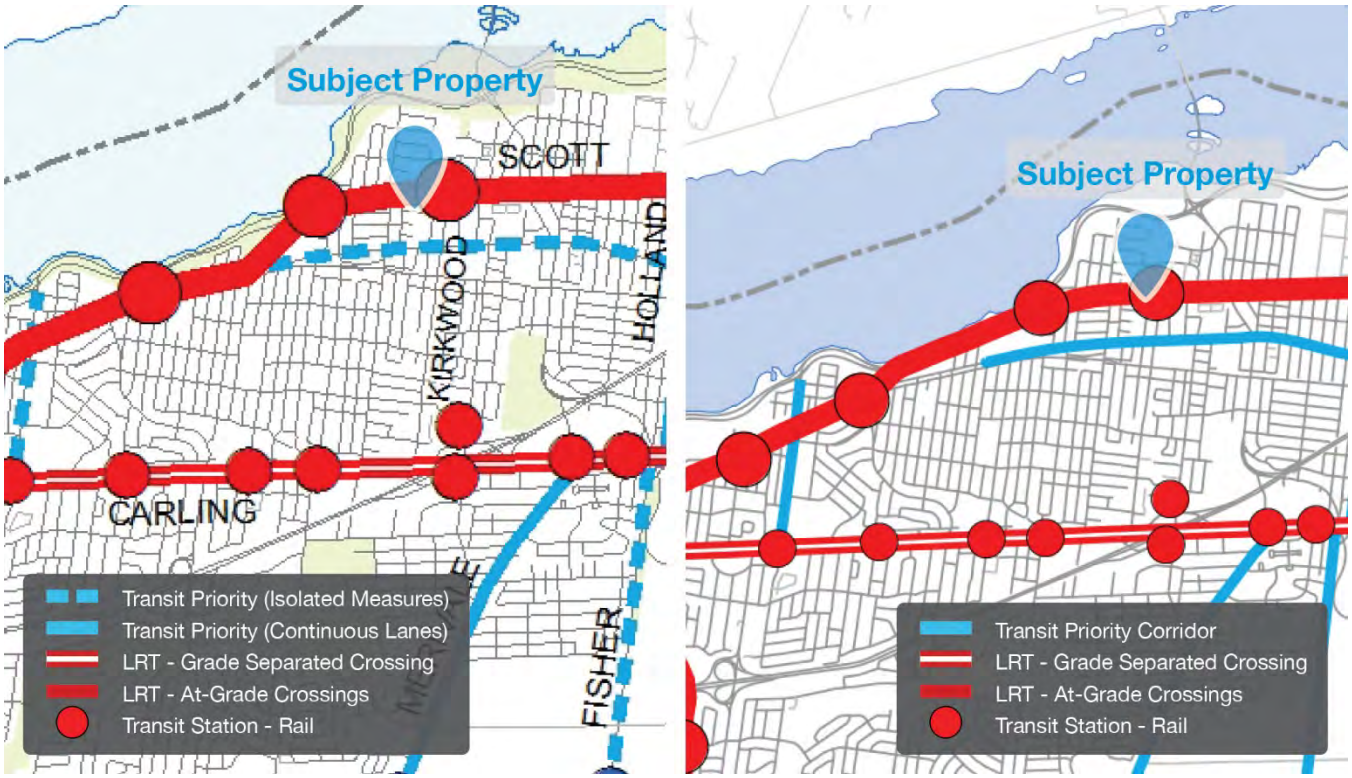


Figure 5: (Left) Schedule D - Existing Ottawa Official Plan, (Right) Schedule C2 - New Ottawa Official Plan.

2.4 Road Network

The subject property fronts Scott Street which is designated Arterial Road on both Schedule E of the Old City of Ottawa Official Plan and Schedule C4 of the new City of Ottawa Official Plan. Arterial Roads are roads within the City intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification.

Arterial roads can also be found in close proximity to the subject property on Richmond Road to the south, and Churchill Avenue to the west of the site. Further, the Sir John A. Macdonald Parkway and Island Park Drive are federally owned roads that efficiently and effectively accommodate large vehicular capacity.

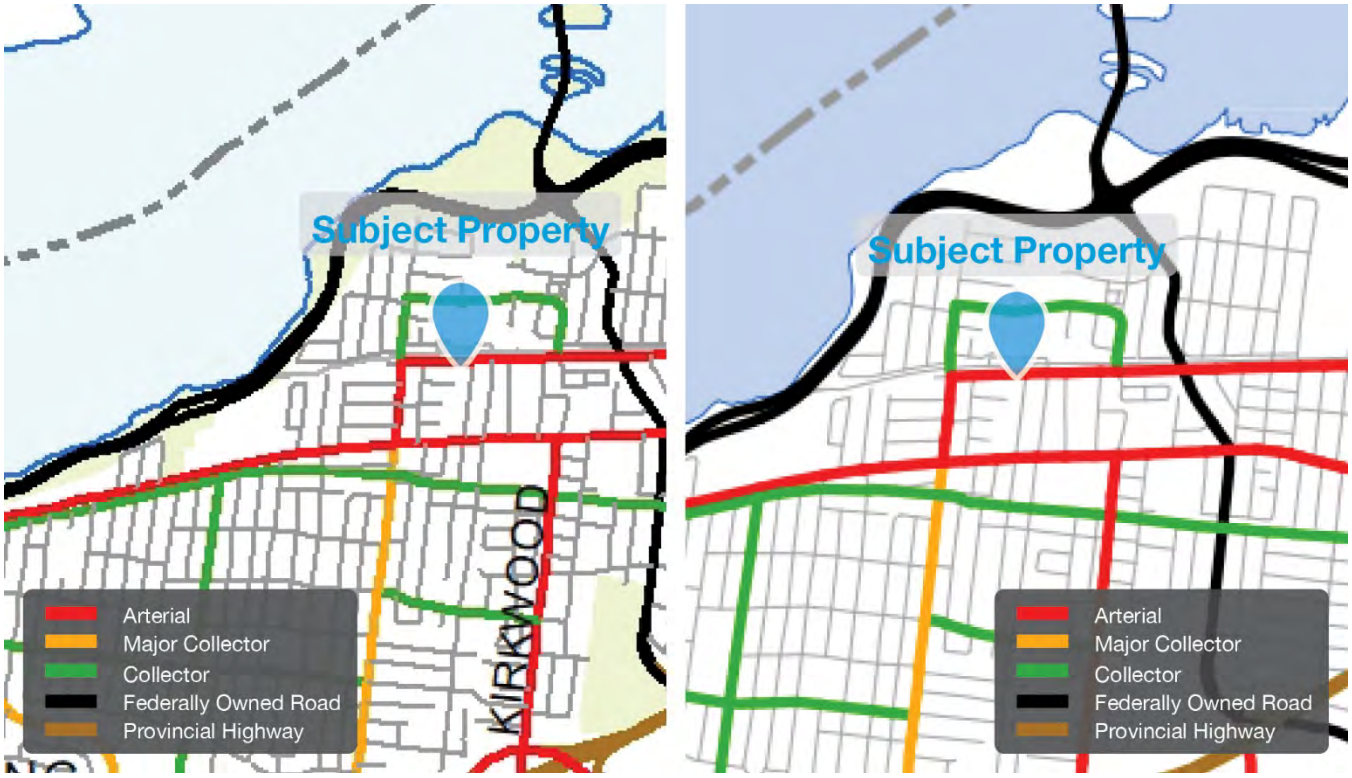


Figure 6: (Left) Schedule E - Existing Ottawa Official Plan, (Right) Schedule C4 - New Ottawa Official Plan.

2.5 Active Transportation Network

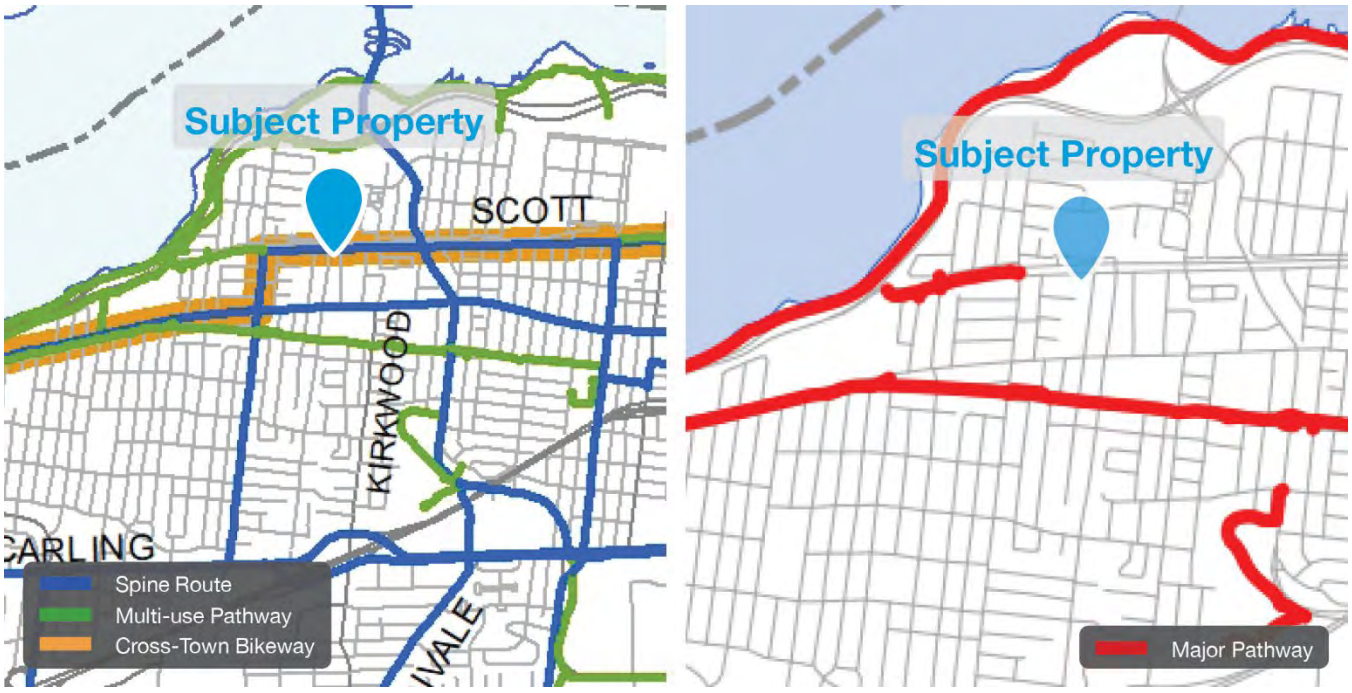


Figure 7: (Left) Schedule C - Existing Ottawa Official Plan, (Right) Schedule C3 - New Ottawa Official Plan.

The subject property is well positioned with regard to active transportation. Noted on Schedule C of the old City of Ottawa Official Plan, it is located along a Cross-Town Bikeway and Spine Route. Scott Street has bike lanes in both directions in the area around the subject property. In addition to the Bikeway, multiple multi-use pathways (MUPs) are located in close proximity to the subject property. This includes the NCC trail the runs along the Ottawa River and MUPS on Scott Street and Byron Avenue. On Schedule C3 of the new Ottawa Official Plan, the subject site is positioned within close proximity to Major Pathways along Scott Street, Sir John A. Macdonald Parkway, and Byron Avenue.

3.0
Proposed Development + Design Brief

3.1 Vision

2026 Scott Street is envisioned to transform into a bustling urban hub. Grand arterial plazas will extend the existing streets surrounding the site and provide access points and passageways, linking the three proposed buildings, adjacent park, and current community. The proposed development, an anticipated transit node due to it's proximity to the future Westboro LRT station, will enhance the vibrancy and community oriented experience of the neighbourhood, while complimenting Ottawa's urban fabric.

3.2 Context

2026 Scott Street is located in Ottawa's Westboro community. The site's close proximity to a future LRT transit station will result in the future development becoming an active residential and commercial node within the city. The site, situated between residential neighbourhoods, Richmond Avenue's arterial shopping, and a transit corridor to the North allows for a variation of uses and demographics to reside, visit, and utilize the proposed development. This valued location sits in close proximity to nature via walking and cycling trails along the Ottawa River. Simultaneously, 2026 Scott Street's adjacent infrastructure provide urban living essentials.

The Westboro neighbourhood consists of a hybrid of small-scale homes, and multi-unit residential dwellings of various scales. The urban fabric of the neighbourhood therefore varies from brick clad two-storey homes to metal panelized towers. This range in typology results in an ever-evolving neighbourhood, where density, demographics, and the experience of space create a vibrant atmosphere.

The property is currently divided into five parcels, occupied by the Granite Curling Club, commercial businesses, and surface parking. The north edge of the site meets the public along one of Ottawa's busiest thoroughfares. Towards the west, the site is met by Athlone Avenue, a residential street. Along the South edge, a large park services the community. This park, historically and currently, acts as bridge between community-oriented infrastructures such as a Gymnastic Club, and Curling Club, flanking its south and north edges. Therefore, the redevelopment of this site seeks to maintain this community space, while further enhancing the experience of the site, it's contextual fabric, and the connections it will provide to the future LRT transit station and surrounding residential areas.

Figure 8: Figure ground of proposed buildings within the existing neighbourhood.

3.3 Evolution of Site Design and Plan

Figure 9 below illustrates the design evolution with regard to building orientation and public space design which ultimately lead to the proposed design, described in Section 3.4 of this Rationale.

Figure 9: Design iterations of the proposed Site Plan.

The design evolved with two specific goals. First, to maximize the exterior amenity space to better integrate the development into the broader community. Second, was to minimize the impact of adding densification to the area. Each iteration above illustrates different strategies that were considered in attempting to achieve the best outcome with these two goals in mind.

Illustrated in Figure 10, below, the design evolved in three phases. The initial conception looked to maximize the intensification of residential units on site. This manifested itself in a 9-storey podium that occupied the majority of the subject site. While this maximized the number of residential units, it offered no exterior public amenity space or connections to surrounding amenities for residents of the development or the broader public. The evolution of the design includes eliminating the singular podium, introducing individual buildings, and creating a network of open space and programmed exterior amenity space. Finally, the lost density is recaptured by adding additional floors taken from the podium to the towers above, reducing the podium height from nine-storeys to five. The reduction in podium size also improves the quality of human scale for users of the POPS and pedestrians on Scott Street looking to permeate into the neighborhood south of the subject lands.

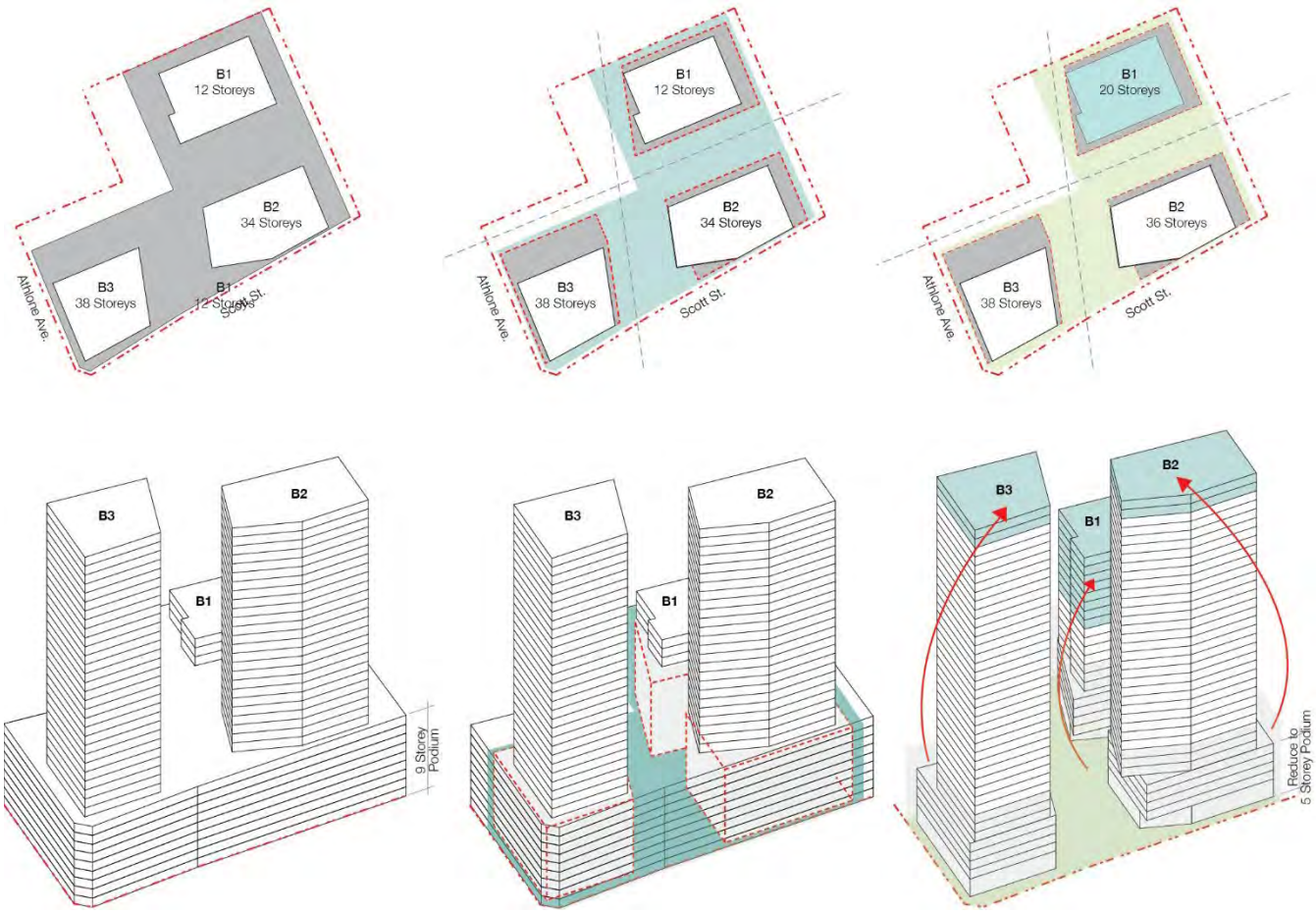


Figure 10: Graphic illustrating the evolution of the design to maximize both intensification and at grade open space.

3.4 Proposed Development

The proposed redevelopment, consisting of three residential high-rise buildings and a pedestrian plaza and thoroughfare, intends to activate the encompassing streetscapes surrounding the site. The redevelopment of this site will require the demolition of the existing Granite Curling Club, commercial units, and their adjacent surface parking lots.

The proposed towers, one comprised of 40-storeys, one of 36-storeys, and the third of 20-storeys, all encompass five story podiums. The podium's consistent datum lines and brick cladding, not dissimilar to that of

the bordering residential neighbourhood, aims to maintain a sense of scale and materiality with their surrounding architecture. The ground levels of the building's podiums will house commercial spaces, amenity spaces, a gym, and bicycle storage. The utilization of these permeable spaces and services by future residents and visitors will result in a consistently vibrant relationship between the interior and exterior spaces at grade.

To enhance this relationship further, the ground level will be glazed in select locations to allow for an activated street front along Scott Street, Athlone Avenue, and within the arterial walkways of the site. This lively duality between interior and exterior, public and private, will be continued around the interior facades of the ground floor. The porosity at specific locations at ground level will emphasize the relationship between the three towers at grade. Primary entrances diagonally opposing each other within the interior courtyard form an interactive space for residents of each building. Landscape features paralleling the architectural intent of this space result in a vivid and lush common gathering space.

The site's proposed landscaping intends to create a clear connection between the future LRT station, and the existing park, by creating places for users to rest, play, and experience the development, while meandering from one destination to another. The site's previous use as a curling club, and the adjacent park and gymnastics club, indicate the desire for a place of leisure. The proposed landscaping concept replicates this notion and provides various settings for this to occur. A shaded garden between Building 1 and Building 2 creates a place of relaxation, while a seating area adjacent to the drop off loop, Building 3, and within the meandering pedestrian path, provides a space for bustling activity. The lawn to the East of Building 1 allows for playful interaction between users and bridges the dynamic activities of the park and those of the proposed development.

The tower's ground floor levels, recessed along Scott Street and within the interior courtyard space, express the remainder of the podium above as a separate entity. This entity is conveyed as if it is floating above the primarily glazed entrance. The recessed ground level, articulated to be accessible and interactive, in turn acts as a wayfinding clue, indicative of primary entrances and amenity spaces. Additionally, the extra frontage allows for greater landscaping to buffer traffic, noise, and wind, while creating safe and enjoyable designated zones for residents and users.

Ease of access to the site is further reinforced by the siting of the three towers, and the landscaping at grade. The site is currently serviced by OC Transpo bus routes and is within walking distance of the future OC Transpo LRT Transit Station. Additionally, the site is accessed by vehicular traffic, pedestrians, and cyclists. The angled building masses and landscaping aids in funneling users on foot into and through the site, towards entrances, and outdoor amenity spaces. There are two entrances to the parking garage, one located along Scott Street, and the other along Athlone Avenue.

Each tower's "back-of house" services, such as move-in rooms and waste removal facilities will be accessed by a vehicular entrance along Scott Street. Opaque materiality of the building at grade where these services are located aids in the distinction between user's lively amenity spaces and user's service areas. Continuing upwards, the towers, provide density to the neighbourhood, as they contain a total of 868 units. These unit's views benefit from the varied landscape and topography of the city. To the south, units will have an unobstructed view of the park, while along the north facades, residents will see the Ottawa River, and beyond, the Gatineau hills. To the north-east, residents will view the city's downtown core.

3.5 Development Summary

Per the corresponding site plan shown below in Figure 8, the development statistics for the buildings are as follows:

Building 1	**Building 2**	**Building 3**
20-storeys, 5-storey podium	36-storeys, 5-storey podium	40-storeys, 4-storey podium
198 units	344 units	322 units

16,053 m^2 GFA	28,361 m^2 GFA	28,227 m^2 GFA
719.72 m^2 tower floor plate	785.12 m^2 tower floor plate	653.20 m^2 tower floor plate
352 parking spaces (297 residential parking spaces, 55 visitor parking spaces)		215 parking spaces (182 resident, 33 visitor)
211 bicycle spaces	221 bicycle spaces	211 bicycle spaces

Unit Breakdown		
15 – Studio (8%)	35 – Studio (10%)	33 – Studio (10%)
117 – One Bedroom (59%)	196 – One Bedroom (57%)	121 – One Bedroom (38%)
16 – One Bedroom + Den (8%)	41 – One Bedroom + Den (12%)	53 – One Bedroom + Den (16%)
42 – Two Bedroom (21%)	41 – Two Bedroom (12%)	107 – Two Bedroom (33%)
8 – Two Bedroom + Den (4%)	35 – Two Bedroom + Den (10%)	8 – Two Bedroom + Den (2%)
Totals 868 units 47,241 m^2 GFA 719.3 m^2 average tower floor plate 10.86 FSI 567 parking spaces (479 residents, 88 visitors) 643 bike spaces (203 horizontal, 440 vertical)		

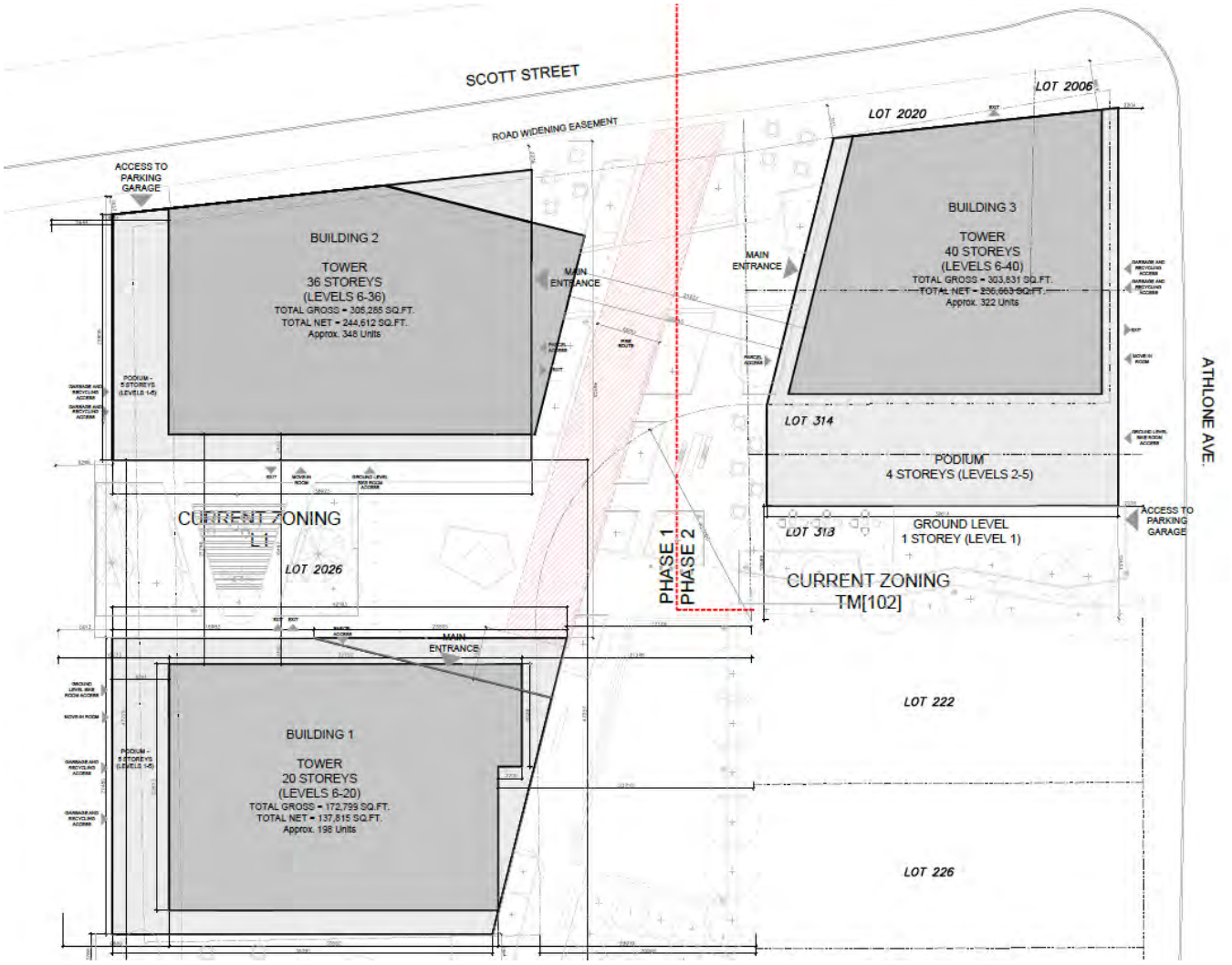


Figure 11: Site Plan of proposed development.

3.6 Relationship to Surrounding Planned Context

The subject property is in an area that is experiencing change and evolution as a result of the planned Light Rapid Transit Station at the existing Westboro Station. Given the direction from the Official Plan, encouraging new residential growth near rapid transit, development in this area is complementary to the City's goals of sustainable development.

Further, the tower's small floorplates (Building 1 – 720 m^2, Building 2 – 785 m^2, and Building 3 – 650 m^2) and distance from other buildings will minimize shadowing and microclimate impacts on abutting properties. The proposed tower location and floorplate will also permit the redevelopment of the adjacent property (currently seeking Site Plan Control) with a tower that is appropriately setback from the subject property and proposed development.

The proposed towers feature appropriate separation distances from abutting low-rise properties and between the three (3) proposed towers. The tower portion of each building is setback greater than 20 metres for all buildings and no tower is within 20 metres of an abutting low rise property line. The proposed Building 2 is located 10.3 metres from the rear lot line. When the abutting 30-storey tower is built as conceived under the Site Plan Control application, the tower separation will be 21.8 metres. The tower separation between the two

closest towers on the subject property is 21.3 metres. Both these separation distances are slightly under the suggested 23 metre separation outlined in the Urban Design Guidelines for High-Rise Buildings, however, the narrow floorplates also act to mitigate privacy and shadowing concerns.

Figure 9: Rendered image looking from the south of the subject property illustrating transitioning in taller heights to established neighbourhood.

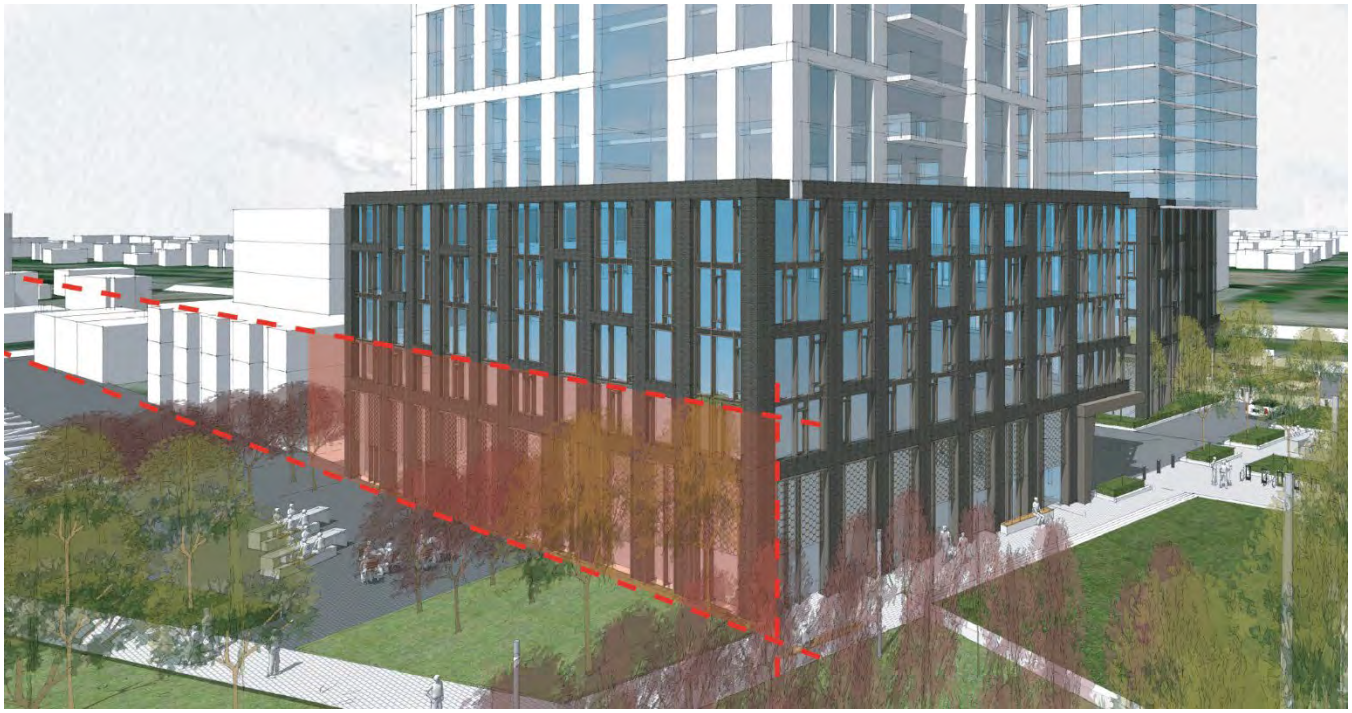


Figure 10: Rendered image looking north on Athlone Avenue, illustrating transitioning in height from taller heights to established neighbourhood.

3.7 Building Massing and Scaling

As a site along an Arterial Road and in close proximity to a future Rapid Transit Station, the subject property enjoys the opportunity to create a greater level of intensification than presently found in the neighbouring area. In accordance with the planned and existing context for the area, the proposed development meets many of the design recommendations for high-rise buildings, as discussed in Section 4.8 of this report.

Building 3, at the corner of Scott Street and Athlone Avenue, is proposed to be a 40-storey tower with 322 dwelling units and a Gross Floor Area (GFA) of 28,226.82 square metres. West of the 40-storey tower and fronting Scott Street is Building 2, a36-storey tower with 344 units and a GFA of 28,395.44 square metres. Finally, abutting Lion's park at the south end of the property is Build 1, a 20 storey tower with 198 units and a GFA of 16,002.92 square metres. All three buildings are in keeping with the overall intent of the Official Plan to locate high-rise buildings in an area along identified Arterial Roads and transit corridors which are in close proximity (approximately 65 metres) to a rapid transit station.

In addition to the use of various strategically placed stepbacks, the mass of the building is further broken up through the use of differing materials, fenestration, and setbacks as required in the TM zoning provisions. Moreover, the four (4) and five (5) storey podiums of each building contribute to a transition between the proposed development and established heights found along Scott Street and Athlone Avenue. The towers have been sensitively designed to provide sufficient tower separation distances, approximately 22 metres between the two closest towers. Further, to the design of the towers, the average floor plate of each tower is 719.35 square metres, which is narrower than the 750 square metres tower floor plate that is recommended in the High-rise Design Guidelines. The proposed development has a total Gross Floor Area of approximately 72,624.36 square metres, which represents a Floor Space Index (FSI) of 10.86.

Figure 11: Rendered image of the proposed development looking north on Athlone Avenue.

3.8 Access and Parking

Vehicular access to, and egress from the proposed development will be provided at the north-west corner of the subject property, along Scott Street, beneath Building 2 and at the south side of Building 3 along Athlone Avenue. All three (3) proposed buildings will enter and exit the parking garage from these locations though parking for Building 3 will be separate from the shared parking for Buildings 1 and 2. Vehicular areas accessible on the subject property are located off of Scott Street, between buildings 2 and 3, and service vehicle access is proposed at the western edge of the property along Scott Street. There are no at-grade parking spaces.

The proposed development includes six (6) storeys of underground parking which will provide access to 575 vehicle parking spaces (0.67 stalls per dwelling unit), 487 of which will be for residents, and the remaining 88 of which will be for visitors. The underground parking garage will accommodate an additional 643 bicycle parking stalls (0.74 stalls per dwelling unit). Additionally, there are 564 storage lockers (0.65 lockers per dwelling unit) available to residents.

The garbage pickup pad is located adjacent to the parking garage entrance. Mechanical and electrical equipment are planned to be located in the underground parking area.

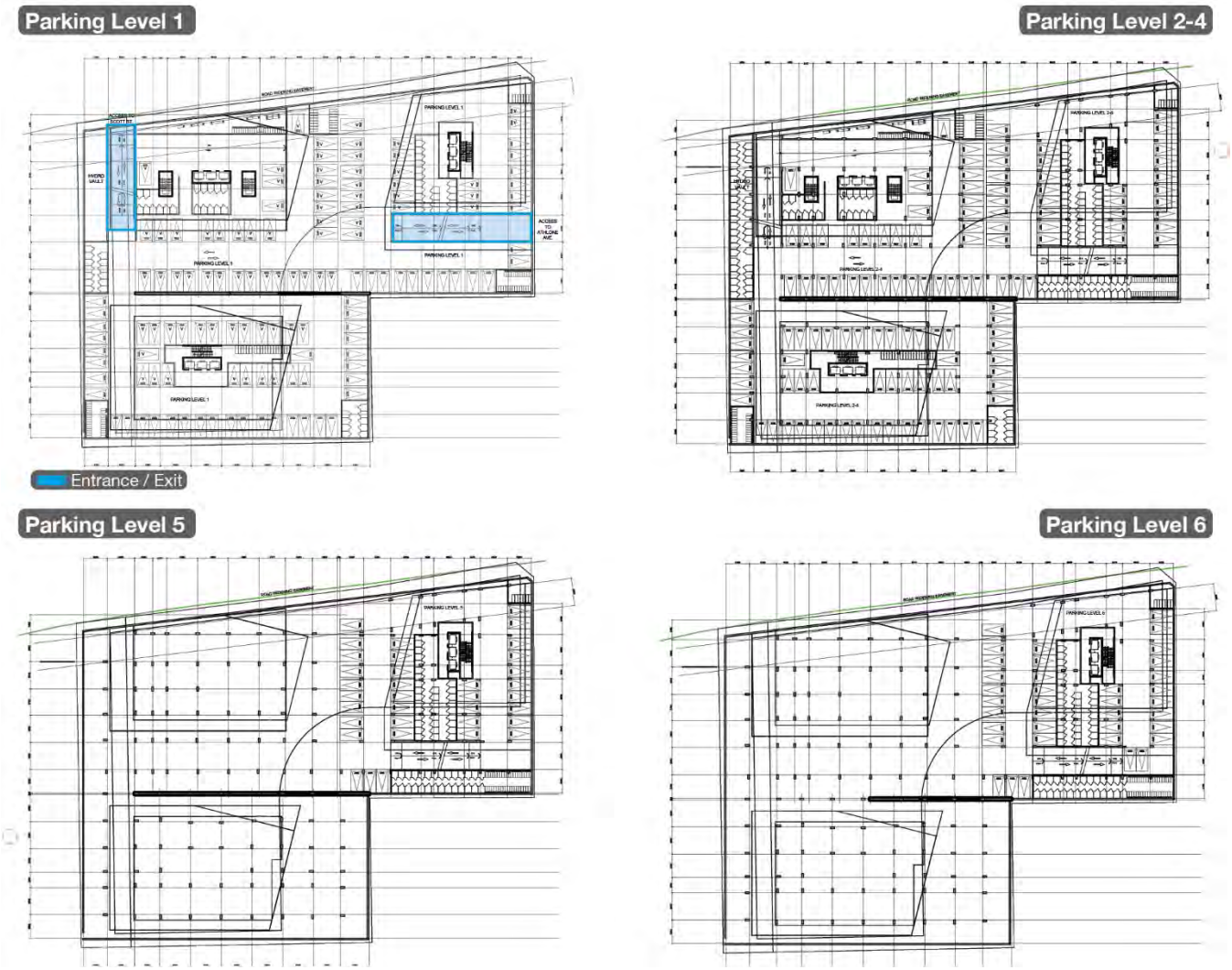


Figure 12: Parking garage levels 1 through 6.

3.9 Landscaped Areas and Amenity Space

The proposed development will provide a variety of communal and private amenities for the building's residents as well as the broader public. Communal and private amenity spaces will include the following:

- A POPS located at grade through out the towers and connecting the towers to one another and Lion's Park;
- At least 2604 square metres of private amenity space;
- 1302 square metres of private amenity space in the form of balconies;
- Community terrace; and
- Commercial spaces and terraces at-grade;

In total, the proposed development is offering residents amenity space the exceeds the required 5208 square metres, the majority of which is outdoor space in and around the proposed development. Please refer to the accompanied Landscape Architecture package for a more fulsome look at the specific features of the exterior

amenity space. However, substantial consideration has been given to create an exterior space that offers the broader community, including those waiting for Rapid Transit, a well programmed, green, and accessible amenity space.

Figure 13: Rendered Landscape Plan of the subject property and abutting Lion's Park.

Figure 14: Outdoor communal space in front of Building 2.

4.0
Policy and Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

1.1.1 a)	Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
1.1.1 b)	Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
1.1.1 e)	Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; and
1.1.1 g)	Ensuring that necessary infrastructure and public service facilities are or will be available.
1.1.3.2 a)	Efficiently use land and resources;
1.1.3.2 b)	Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available;
1.1.3.2 e)	Support active transportation; and
1.1.3.2 f)	Are transit-supportive, where transit is planned, exists or may be developed.
1.1.3.3	Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
1.4.3	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: b) permitting and facilitating: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development is consistent with the policies of the Provincial Policy Statement. The proposed redevelopment of the subject property represents an efficient use of land that has access to existing infrastructure, public facilities, employment, amenities, and services. The subject property provides easy access to active transportation on the existing network of pedestrian and cycling routes in the area, including the designated cycling lanes on Scott Street, which lead to the broader network of Major Pathways in the area. The proposed development supports transit as the subject property is within 65 metres of the Westboro BRT station and is in close proximity to local bus routes along Scott Street and several adjacent streets. Finally, the proposed development will contribute to the supply of available housing within the Westboro neighbourhood in a built form that will offer greater variety in housing type.

4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa's Official Plan provides a vision and a policy framework to guide the future growth of the City of Ottawa. The Official Plan (OP) is a statutory document that addresses and implements matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. The applicable policies of the OP have been reviewed below.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four (4) key areas, two (2) of which are relevant to this proposal:

Managing Growth

- The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently; and
- Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

Creating Liveable Communities

- Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
- Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

These strategic directions are developed further in the policies of Sections 2.2 (Managing Growth) and 2.5 (Building Liveable Communities), discussed below.

The proposed development intensifies an underutilized property within the City's urban area and in an area identified for intensification. The compact form of the development will encourage active transportation and transit use as Scott Street transitions to a transit-oriented corridor.

The injection of new residents into the area will help support existing regional and community-scale commercial uses and employers in the area. Arterial roads in the surrounding area such as Scott Street, Winona Avenue, and Richmond Road are especially appropriate for higher-density uses given the opportunity to mitigate traffic impacts on lower-density communities.

4.2.1 Managing Growth

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure.

The proposed development meets the following policies of Section 2.2.2, among others:

Policy 3 Target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and the Community Core in Riverside South. These areas are located on the Rapid Transit and Transit Priority Network as defined on Schedule D;

Policy 10 Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Low-rise intensification will be the predominant form of intensification in the General Urban Area;

Policy 11 The distribution of appropriate building heights will be determined by:

a) The location in a Target Area for Intensification identified in policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and

b) The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.

Policy 22 The City also supports compatible intensification within the urban boundary. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area where the urban design.

The proposed development meets the definition of residential intensification as defined above by creating a net increase in residential units on an underutilized lot where infrastructure, services and transit are available. The proposed development reflects the prevailing planned and existing context and is consistent with the direction set forth in the City's Official Plan. In particular, the subject property is located along a Mainstreet, which is considered a Target Area for Intensification.

4.2.2 Traditional Mainstreet Designation

The site is designated "Traditional Mainstreet" on Schedule B – Urban Policy Plan of the City of Ottawa's Official Plan (Figure 15). The Mainstreet designations identify streets that offer significant opportunities for intensification through medium-density and mixed-use development, along streets that are Transit Priority Corridors or are well-served by transit. Mainstreets are the corridors that traverse long areas of the city, connecting different communities and changing in character along their length. They include nodes of activity at various scales, from high schools and small offices to hospitals and shopping centres.

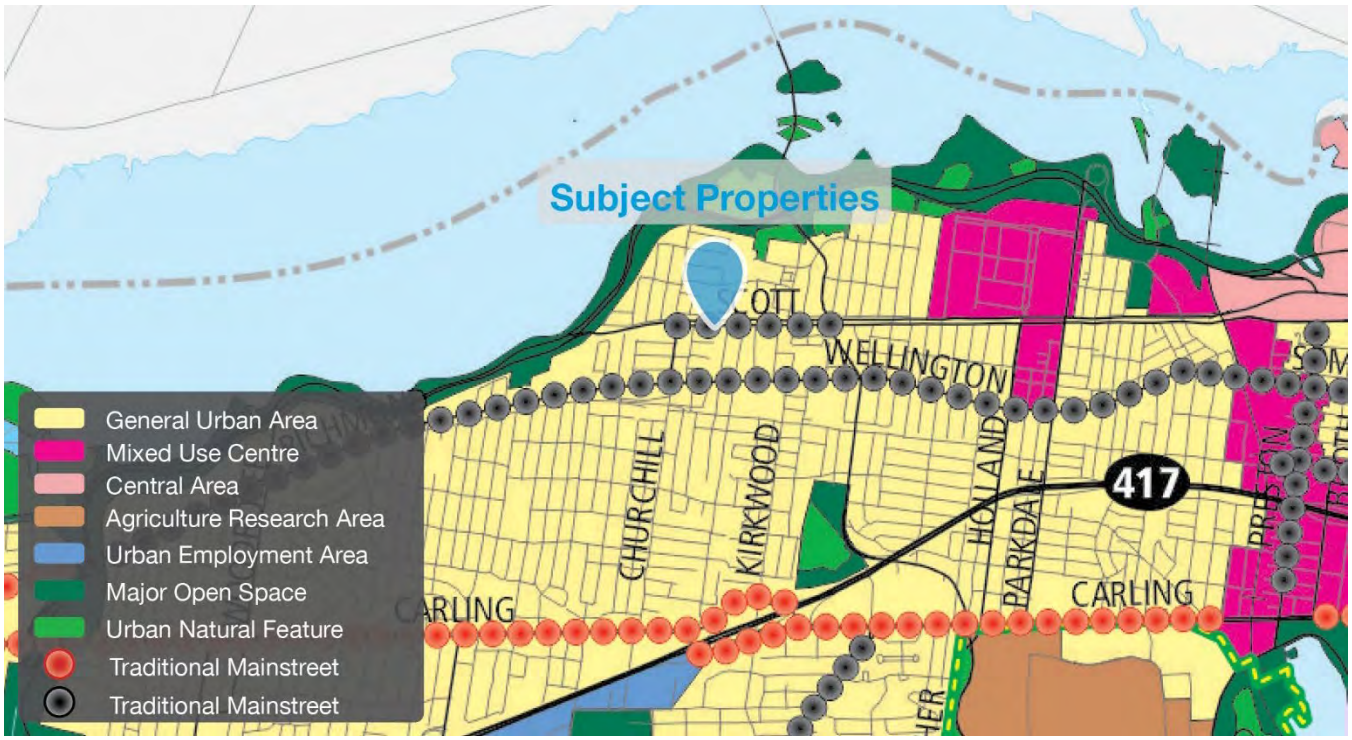


Figure 15: Schedule B - Urban Policy Plan, Ottawa Official Plan.

Mainstreets having pre-1945 characteristics are designated as Traditional Mainstreets. Typically, they are set within a tightly-knit urban fabric, with buildings that are small-scale, with narrow frontages and set close to the street. The development pattern, mix of uses, contiguous storefronts and density create an interesting pedestrian environment and support the use of transit.

The proposed development meets the following policies of Section 3.6.3, among others:

Policy 1 Traditional Mainstreets and Arterial Mainstreets are designated on Schedule B. The former are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile. […] Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function. […]

The proposal is in-line with this policy given its pedestrian-oriented and transit-supportive nature.

Policy 3 The symbol delineating Traditional and Arterial Mainstreet designations on Schedule B of this Plan is a stand-alone land use designation and not an overlay. As per Policy 3, Section 3.6.3 of the Official Plan, the Traditional (and Arterial Mainstreet) designations generally apply to the whole of those properties fronting on the road, however, for very deep lots, the designations will generally be limited to a depth of 200 metres from a Traditional Mainstreet and to a depth of 400 metres from and Arterial Mainstreet. The boundary may also be varied, depending on site circumstance and lot configuration. For instance, it may also include properties on abutting side streets that exist within the same corridor. A secondary plan may specify a greater or lesser depth.

The subject property has a depth of approximately 78 metres measured from Scott Road to the southernmost end of the development area. The entire lands are intent to be designated Traditional Mainstreet as per Policies of the Official Plan.

Policy 4 On lots where development has the potential to develop both adjacent to the street and to the rear of the property, the Mainstreet designation will apply to the entire lot and development situated on the rear portions will not be considered to be non-conforming by virtue of not being located adjacent to the street. Where the depth of lots fronting the road is sufficient to enable development to occur both adjacent to the street and to the rear of the property, and where development is initially unlikely to occupy the entire frontage immediately adjacent to the street, the site should be planned in a coordinated fashion that will facilitate:

a) Multi-modal (pedestrian, cycling, transit and vehicular) access between the site and the public street(s);

b) Attractive, safe and usable pedestrian and cycle connections between the site and adjacent communities;

c) An enhanced interconnected pedestrian environment that links individual uses on the site, transit stops and continuous public sidewalks on the adjoining streets, and which is generally distinct from internal vehicle routes;

d) Measures of sufficient size and quality to relieve the visual impact of surface parking areas;

e) The provision of adequate landscaped areas, particularly trees, along the perimeter of the site and street frontages;

f) The provision of coordinated signage;, and

g) Over time, a development that is oriented to the Mainstreet.

The intent of the TM policies is to encourage large properties to be developed in a coordinated and complimentary manner in terms of uses, design, access, amenity space and landscaping. The proposed development makes use of its unique lot orientation, an “L” -shaped parcel with limited frontage onto Althona Avenue, and considerable frontage onto Scott Street. The Concept Plan / Site

Plan proposes three (3) towers located throughout the subject property that will include a building that does not front a Traditional Mainstreet.

The proposed development remains oriented to the Mainstreet (Scott Street) and is designed in a manner that will facilitate multi-modal travel, enhance the pedestrian environment, provide ample landscape amenity areas, and is an attractive, safe and accessible space.

Policy 7 Traditional and Arterial Mainstreets, or portions thereof, represent important areas for the preparation of Community Design Plans in accordance with the policies of Section 2.5.6. Community Design Plans and development proposals on Mainstreets will be evaluated in the context of the policies in this section and the Design Objectives and Principles in Section 2.5.1, and the Compatibility policies set out in Section 4.11.

An integrated design brief is incorporated into this report which addresses the above-noted Official Plan sections.

Policy 9 On Traditional Mainstreets surface parking will not be permitted between the building and the street. The location of surface parking will avoid interruption of building continuity along the Traditional Mainstreet street frontage and will minimize impacts on pedestrians. However, there may be exceptional circumstances, where locating parking adjacent to the street frontage is unavoidable. In these cases, appropriate means such as coordinated tree planting and landscaping, pedestrian amenities and the dimension, location and number of vehicular access will be used to minimize the interruption of the Traditional Mainstreet street frontage and to ameliorate the impact on the pedestrian environment. […]

No surface parking is proposed as part of the redevelopment of the site. Proposed parking (both cars and bicycles) is located in each buildings underground parking garage. Surface parking does not impact the pedestrian experience and exterior space on the subject property is designated for pedestrian use. Further detail as to the landscape plan will be provided during the Site Plan Control application process. As with many larger scale residential projects, a modest amount of surface space will be proposed for deliveries and other short term uses.

Policy 10 Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

A form of redevelopment which optimizes land use through a building plan that defines the street edge has been proposed. The design proposes 5-storey podiums along portions of Scott Street and Athlone Avenue. Further, the frontage along Scott Street also includes a 20-metre entrance to the POPS located at the interior of the subject property, which adds to the permeability of the public amenity space.

Policy 15 In order to demonstrate its commitment to development on Mainstreets, the City will consider them to be priority locations for considering:

a. New or relocated municipal buildings and facilities or for leasing space for municipal functions;
b. The assembly of land to ensure an adequate supply that is strategically located for redevelopment or community improvement purposes;
c. Infrastructure and public facilities improvement strategies, including measures such as those contained in policy 12 of Section 2.5.5;
d. The creation of comprehensive traffic and parking strategies;
e. The creation of brownfield redevelopment strategies;

f. The use of techniques such as increased height and density provisions;
g. The application of financial and regulatory incentives;
h. Exploring partnerships between the public and private sectors.

The proposed development represents an assembly of land strategically located for redevelopment (b); and uses techniques of increased height and density provisions (f).

Target areas for intensification, such as Traditional Mainstreets and therefore the subject property, are designated as Design Priority Areas and all projects in these areas are reviewed for their contribution to an enhanced pedestrian environment and their response to the distinct character and unique opportunities of the area. This includes a review by the City's Urban Design Review Panel (UDRP) as part of the development review process, forthcoming as this application is reviewed by City staff.

4.2.3 Designing Ottawa

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, enhances an established community and coexists without causing undue adverse impact on surrounding properties; it "fits well" within its physical context and "works well" among those functions that surround it.

The following Design Objectives, which are intended to influence Ottawa's built environment as it grows, are applicable to the subject property and proposed development:

Policy 1 To enhance the sense of community by creating and maintaining places with their own distinct identity;

The proposed development will enhance a portion of Scott Street that is currently in transition on a site which is underutilized. Together with the Westboro BRT station, the proposed development will contribute to an emerging residential identity in proximity to rapid transit.

Policy 2 To define quality public and private spaces through development;

The proposed development will incorporate a mix of quality communal and private amenity spaces, including balconies, at-grade amenity space, and a POPS.

Policy 3 To create places that are safe, accessible and are easy to get to, and move through;

The proposed development will help increase the security of the surrounding area by providing more "eyes on the street". The proposed POPS will also help provide animation at the street level. The proposed development's main entrance will be easily identifiable from the street.

Policy 4 To ensure that new development respects the character of existing areas;

The subject area is located in an area that is undergoing densification as a result of policy that indicates the location is suitable for high-rise development. In light of this, the proposed development includes 5-storey podiums for all buildings to create a greater sense of human scale. Further, the POPS integrated into the design creates a connection between Scott Street and the existing parkland to the south of the subject property.

Policy 5 To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice;

The proposed development will contribute to a greater mix of dwelling units and uses in the neighbourhood. Including larger dwelling units.

Policy 6 To understand and respect natural processes and features in development design; and

The proposed development will have no adverse impact on natural areas as it is infill development.

Policy 7 To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposed development's proximity to the Westboro BRT Station will help encourage public transit use. The proposed development's compact, dense form represents an efficient use of land.

4.2.4 Urban Design & Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development.

The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policies

Policy 1 A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:

a) The provisions of this Plan that affect the design of a site or building;

b) Design Guideline(s) approved by Council that apply to the area or type of development; and

c) The design provisions of a community

An integrated design brief is provided by assessing the applicable design guidelines as they relate to proposal throughout this document.

Building Design

Policy 5 Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:

a) Setbacks, heights and transition;

b) Façade and roofline articulation;

c) Colours and materials;

d) Architectural elements including windows, doors and projections;

e) On site grading; and

f) Elements and details that reference common characteristics of the area.

Proposed buildings have been designed with regard to the provision of appropriate separation as it relates to the Traditional Mainstreet designation.

The articulated podiums provide a strong contribution to the public realm by providing a sense of enclosure, eyes on the street, and visual interest.

The tower portions are distinct in being recessed from their respective podium frontage. They create a sense of consistency through complementary materials while distinguishing themselves through cladding and fenestration patterns which draws the viewer's interest upwards.

The materiality and architectural elements reflect the modern standards and aesthetics for high-rise development in Ottawa. The proposed masonry and cladding is resilient to the local climate and classic in design.

Policy 6 Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.

The buildings are designed with a strong visual presence to provide a compelling street frontage onto Scott Street and Athlone Avenue as a community gateway. The building frontages are intended to present as an extension of the established urban fabric, creating a seamless pedestrian environment from Lion's Park to Westboro Station. The proposed glazing provides opportunities for passive illumination and a sense of presence and place from the perspective of the public realm.

The proposed POPS activates the property and creates a throughway to the existing parkland and community uses abutting the south side of the property.

Policy 7 The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community.

The subject property is located on an Arterial road and within 65 metres of the Westboro BRT station. The proposed buildings will act as a gateway to a community that is evolving around the Rapid Transit station.

There are no blank walls on any of the building elevations and the use of exterior lighting, diversity in materiality, and the presence of balconies will contribute to animating the street edge. The POPS will further create a focal point of the community through a comfortable, safe, and well landscaped area.

Policy 8 To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation of these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.

All "back of house" aspects of the development are not visible from the street frontage. Storage areas and parking are located below-grade. Proposed landscaping and POPS further mitigate impact of development from the street level. The building driveway aisles are designed to provide acceptable

sightlines and function subordinately to pedestrian use. They do not cross the primary pedestrian accesses to the site.

Policy 9 Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.

The rooftops of the buildings will incorporate all mechanical equipment not already intended to be located below-grade.

Massing and Scale

Policy 10 Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.

The property is subject to the Richmond / Westboro Secondary Plan. An assessment of the building's compatibility relative to these requirements is provided in Section 4.3 this report.

Policy 11 The City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, except where identified in the Wind/Shadow Terms of Reference. The study(s) will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.

The prepared wind analysis determined that wind impacts can be handled on site through mitigation measures. Such measures will be implemented at the time of Site Plan Control.

The shadow analysis prepared demonstrates that the impacts are in line with what is appropriate and expected in this portion of the City.

Policy 12 Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design

The proposed buildings are of greater heights than those immediately adjacent. The buildings accommodate this increase in height by providing strong tower separation from adjacent properties, thereby preserving their redevelopment potential.

The buildings are grounded in 5-storey podiums which provide a massing that creates transition to existing buildings in the surrounding area.

Policy 13 Building height and massing transitions will be accomplished through a variety of means, including:

a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down);

b) Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); and

c) Building setbacks and step-backs.

The towers are set back from each other and property lines to avoid adverse impacts. The towers incorporate step-backs from the edges of the podium to distinguish the form of the buildings. Further, the subject property is abutting the proposed development at 2050 Scott Street which is proposing a 30-storey building which helps characterize the area with buildings of greater height and massing.

High-Rise Buildings

Policy 14 High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:

a) Pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;

b) Public views, including view planes and view-sheds referred to in Policy 3 above;

c) Proximity to heritage districts or buildings; and

d) Reduced privacy for existing building occupants on the same lot or on adjacent lots.

No significant impacts to pedestrian safety, comfort, and usability are anticipated. Mitigation measures for wind will be implemented at the time of Site Plan Control, where required.

The subject property is not located within a significant view plane as per Annex 8A of the Official Plan.

The subject property is not impacted by, nor does it impact, nearby heritage buildings and districts. No heritage elements are noted on-site.

The proposed development will incorporate adequate tower separation distances that will limit privacy and overlook concerns.

Policy 15 Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;

a) The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces;

b) The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context; and

c) Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plate may require a greater separation from adjacent towers.

Base podiums of the proposed buildings respect the surrounding buildings through the use of familiar colour tones and material types while contributing to the growth of the neighbourhood context. They are appropriately scaled to 5-storeys.

The tower portions have been designed to facilitate separation to existing and future tower development on adjacent properties. The proposed towers are setback at least 10 metres from all interior property lines and 22 metres from each other.

Narrow floorplates accomplish a slender form that can maintain separation from adjacent existing and future tower development while remaining viable from a constructability standpoint.

Policy 16 Secondary Plans may provide area-specific directions for the design of high-rise buildings.

Discussed elsewhere in Section 4.3 this report.

Policy 17 The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.

A Zoning By-law Amendment is being proposed. Section 14 is addressed above.

Policy 18 The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.

The Urban Design Guidelines for High-rise Buildings are discussed in Section 4.8 of this report.

Outdoor Amenity Space

Policy 19 Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.

There are no risks to private amenity areas of adjacent residential units associated with this proposal. The building separation is sufficient to mitigate these impacts.

Policy 20 Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.

Adequate amenity area is proposed in both private and communal configurations. The at-grade communal amenity area has been provided to offer an outdoor area to residents in the form of a

POPS. The configuration of the POPS guides users of the space through the site and towards Lion's Park to the south of the property.

Design Priority Areas

Policy 22 The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:

a) Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future;

b) Locate front building façades parallel to the street; however, consideration may be given to allow for interruptions of continuous building facades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas;

c) Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance;

d) Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm;

e) Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces;

f) Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and

g) Signage that contributes to the character of the surrounding area and architectural design of the building through appropriate architectural design elements, materials, and colour.

The ground floor of the buildings are proposed to be taller in height than the remainder of the building, and the substantial glazing will facilitate a variety of potential commercial uses over time.

The exterior façades are parallel to the street and make use of a continuous frontage to the greatest extent feasible. The POPS is provided as a welcoming pocket park to stimulate and support street activity.

Transparent windows are proposed for the entire extent of the building ground floors where feasible.

Transparent windows are proposed for the entire extent of the building ground floors where feasible. Articulation cuts break the podiums into proportions that create a sense of rhythm and symmetry throughout the façades.

Ambient and functional lighting is proposed for this project. Passive lighting sources are available through transparent glazing, Apartment use by tenants, etc. Functional lighting will be provided where applicable to ensure safety and visibility in the outdoor amenity areas and other areas the public may make use of.

As a gateway location, the intent is that the buildings will accentuate their presence through the use of exterior lighting. As noted above, lighting will be sufficient for public safety.

The building is separated into a score of distinctive façade treatments both vertically and horizontally. The materials in the podium refer more broadly to those used in the vernacular of the surrounding area whereas the middle and top materiality are more modern in nature and distinguish the property's position in the immediate area's skyline.

Policy 23 The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:

a) Weather protection elements, (e.g. colonnades, and awnings);
b) Shade trees, median planting and treatments and other landscaping;
c) Wider sidewalks and enhanced pedestrian surfaces;
d) Coordinated furnishings and utilities, transit stops, and decorative lighting; and
e) Memorials and public art commissioned for the location.

To achieve these public realm improvements, coordination with the City will be required in accordance with Section 2.5.1, policy 5(d).

As part of the POPS, generous landscaping is proposed through trees and other plantings which are present throughout the site.

The sidewalk is directly embedded into the primary building access. The intent is that the public realm appears to continue to the front building wall with no interruption.

Street furniture is contemplated for the courtyard area and will be supportive in providing amenity that animates the immediate area.

Public art is not presently being contemplated as part of this proposal.

Policy 24 The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).

The proposed development is designed to provide a sense of enclosure with regard to the proposed at-grade courtyard. The podium's location are strategic in creating the courtyard boundary and defining the space within.

The proposed development conforms to the policy direction of Section 4.11. The proposed development will positively contribute to the surrounding neighbourhood through streetscape improvements and a high-quality design. The development has been designed in a manner that will minimize impacts to surrounding properties.

4.3 Richmond / Westboro Secondary Plan

The Richmond Road/Westboro Secondary Plan is a guide to its long-term design and development, taking into consideration land use, urban design, zoning, transportation, existing streetscape conditions, compatibility of new development, and other issues of concern to the local communities. The Secondary Plan provides a framework for the overlying objectives and principles through the policy context for the specific sectoral strategies that focus on land use and building scale, as well as a greenspace network strategy. The Secondary Plan provides detailed background information on existing conditions and community issues as well as land use policy and zoning recommendations.

4.3.1 Overlying Objectives and Principles

The Secondary Plan outlines three (3) objectives and corresponding principles for the Richmond Road / Westboro Area:

/ Intensification

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

The proposed development looks to add an appropriate level of densification given the subject property's location in proximity to the Westboro Transit Station, its location on an Arterial road, and Mainstreet Corridor designation. Further, the design proposes the towers be set back on four (4) and five (5) storey podiums to present a human scale interface to pedestrians on the street. Ample tower separation distance between buildings in combination with a ground level POPS permeating through the site further helps create a compatible human scale to the accompanied level of densification.

/ Green Space Network

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

The proposed development will not remove any parkland or green space. Alternatively, the proposal calls for the creation of a space that will integrate into the existing Lion's Park to the south of the property. As part of the required parkland dedication, improvements to Lion's Park are being contemplated.

/ Distinctive Neighbourhoods

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

The proposed development will offer the broader community a distinctive outdoor amenity space and integration with the existing greenspace. Eliminating a surface parking lot with three (3) attractively designed buildings and improved public space and furnishings contributes to the creation of a distinct community.

4.3.2 Richmond Road and Scott Street Traditional Mainstreets Policy Area

As demonstrated in Figure 14, the subject lands are located within Sector 5 – Scott Street and the Westboro Transitway Station Area of the secondary planning area. The policies for this Planning Area Sector state that Council will:

/ Encourage the evolution of Scott Street to a mixed use live/work environment, including ground floor employment / commercial uses, to take advantage of the proximity of the Westboro Transitway Station;

/ Ensure that new infill development is generally in the four- to six-storey range, and is compatible with and provides an appropriate transition to the adjacent low-rise residential community;

/ Recognize the Granite Curling Club site as a future redevelopment opportunity for a mixed-use project, providing a transition in building scale to the low-rise residential area to the south and potentially incorporating the existing building.

Intensification "at a human scale that is compatible with the existing community on appropriate key potential redevelopment sites" is identified as one of the main objectives of the Secondary Plan. More specifically, the following recommendations are proposed for achieving compatible intensification on key redevelopment sites:

/ Providing appropriate setbacks and transition in building heights, including lower heights along the edges of existing low-rise residential areas;

/ Contributing to the restoration of the urban fabric and helping promote transit usage. The Westboro Transitway Station area has the greatest potential for intensification/high-rise buildings with appropriate transition to their surroundings, while Dominion Station has more limited potential;

- Conforming to the maximum recommended general maximum building height ranges for each sector. Buildings higher than six storeys will be limited to sites that are compatible with adjacent uses, such as the Ottawa River Parkway open space, have deeper lots, or have other natural or manmade separations enabling impacts associated with such development to be mitigated and where lesser heights abutting existing lower rise buildings can be provided;
- Conforming to the Richmond Road/Westboro CDP design guidelines respecting built form, shared use of facilities, more energy efficient buildings, setbacks, relationship of the building to the adjacent neighbourhood's character, and other criteria aimed at achieving compatible intensification/infill development while minimizing impacts on adjacent residential neighbourhoods;
- Respecting a transition in building scale and density and compatibility of land use from Richmond Road to the Ottawa River Parkway in a north-south direction and along Richmond Road between different sectors in an east-west direction;
- Avoiding creating a wall of buildings by using periodic breaks in the street wall where appropriate or variations in building height, building setback and alignment to add interest to the streetscape and to provide space for activities along the sidewalk.

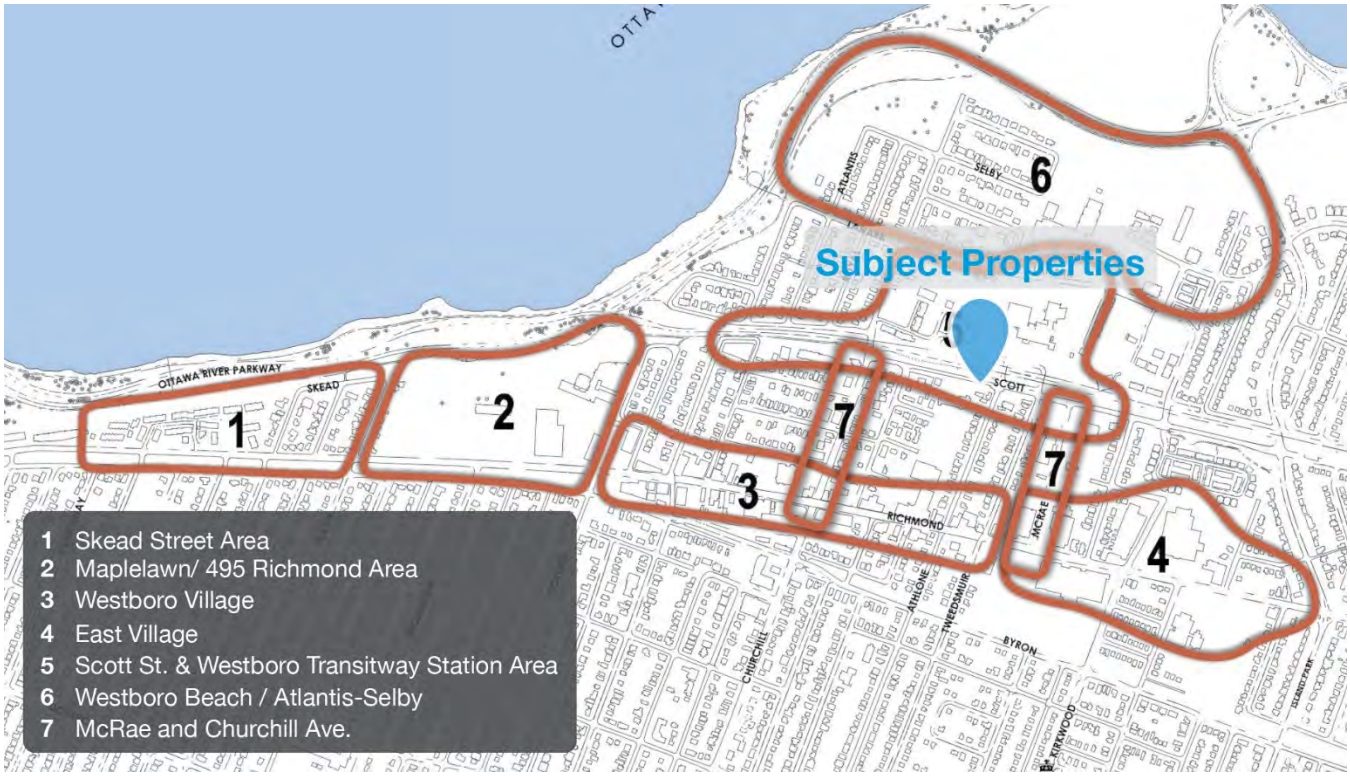


Figure 16: Schedule A - Planning Area Sectors, Richmond / Westboro Secondary Plan.

The proposed development will introduce three (3) transit supportive, high-rise buildings within the Westboro Transitway Station area that incorporates adequate transition to low-rise residential areas south and east of the subject properties. Further, policy in the Secondary Plan specifically speaks to the redevelopment of the Granite Curling Club site. Urban design and compatibility are discussed in greater detail in Section 4 of this Rationale.

Policy 1.3.3 contemplates redevelopment and infill along Richmond Road and Scott Street Traditional Mainstreets to optimize the use of land through increased building height and density. The Plan generally

supports building height in the range of four (4) to six (6) storeys, however, greater building heights will be considered in any of the following circumstances without the need for an Official Plan Amendment:

- Specific building heights are established in the Zoning By-law based on the Richmond Road/Westboro Community Design Plan or other Council-approved study;
- The proposed building height conforms with prevailing building heights or provides a transition between existing buildings;
- The development fosters the creation of a community focus where the proposal is on a corner lot, or at a gateway location or at a location where there are opportunities to support transit at a transit stop or station;
- The development incorporates facilities, services or matters as set out in Section 5.2.1 of the Official Plan with respect to the authorization of increases in height and density that, in the opinion of the City, significantly advance the vision for Mainstreets;
- Where the application of the provisions of Section 2.5.1 and Section 4.11 of the Official Plan determine that additional height is appropriate.

The Secondary Plan generally supports mid-rise building heights, but it is Fotenn's opinion that an Official Plan Amendment is not required given that the Secondary Plan provides criteria for greater building height in strategic locations, while having regards to Official Plan policies related to an appropriate building transition.

The proposed building height of 40, 36 and 20-storeys are in keeping with other prevailing building heights along the Scott Street corridor including Minto's Metropole tower, the abutting 30-storey tower at 2050 Scott Street, and new approved and/or constructed towers in proximity to the Westboro transit station.

The development fosters the creation of a community focus, and is located on a corner lot, at a gateway location and at a location to support the transit station. The "L"-shaped parcel has frontage onto Scott Street and Athlone Avenue and is immediately at the Westboro transit station and transitway. The parcel is strategically located along the Scott Street corridor to contribute to transit ridership.

Policy 1.3.4 addresses the strategy for land uses and building heights in each individual sector. Sector 5 of the planning area specifies that along Scott Street Council shall:

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

Figure 17 below, identifies the general maximum building height ranges for properties within the study planning area. The subject lands are contemplated for development at heights between four (4) and six (6) storeys.

With respect to Policy 1.3.3 and opportunities for increased building height and density, the following considerations are important:

- The Secondary Plan generally supports mid-rise building heights, but it is Fotenn's opinion that an Official Plan Amendment is not required given that the Secondary Plan provides a criteria for greater

building height in strategic locations, with having regards to Official Plan policies related to an appropriate building transition.

- The proposed building height of 40, 36 and 20-storeys are in keeping with other prevailing building heights along the Scott Street corridor including Minto's Metropole tower, and new approved and/or constructed towers in general proximity to the Westboro transit station.
- The development fosters the creation of a community focus, and is located on a corner lot, at a gateway location and at a location to support the transit station. The "L"-shaped parcel has frontage onto Scott Street and Athlone Avenue and is immediately at the Westboro transit station and transitway. The parcel is strategically located along the Scott Street corridor to contribute to transit ridership.

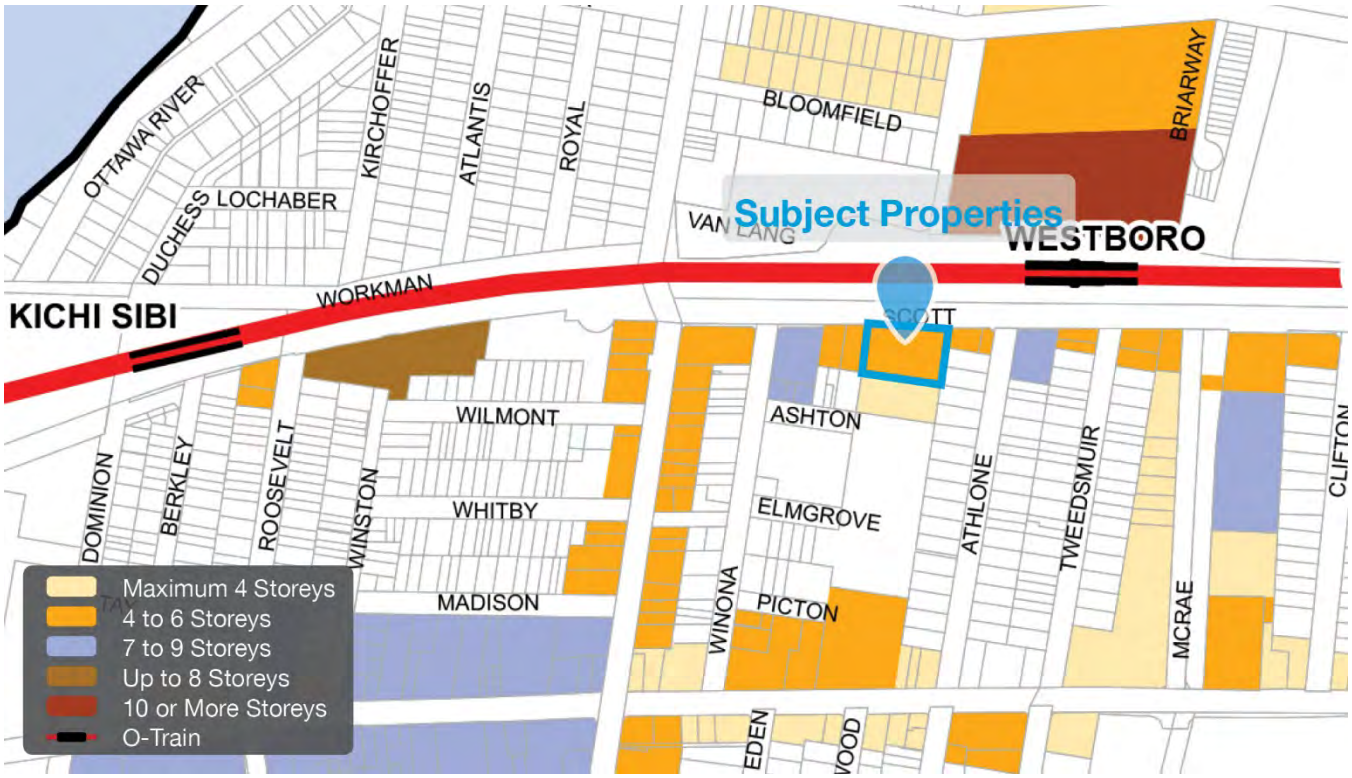


Figure 17: Schedule C2 - Richmond Westboro Secondary Plan.

Although the Secondary Plan contemplates heights in the four (4) to six (6) storey range for the subject lands, Policy 1.3.3 of the Plan also permits consideration for greater building heights without the need for an Official Plan Amendment. Per Policy 1.3.3., the proposed development contributes to an established pattern of building heights and transitional elements along Scott Street in addition to supporting transit. Further, the proposed design includes at-grade commercial space supplemented by a large POPS contributing to a substantial improvement to the public realm. Although the design approach is not typical of a Traditional Mainstreet (continuous building frontage, small tenant spaces, commercial parking, etc.), the context of the area, the proximity to the transit station, the function of Scott Street as a high-intensity, high traffic volume arterial road supports the design approach.

The three (3) tower approach with street-facing podiums and street-accessible open space between buildings is the most appropriate design, and contributes to a gateway or important public / semi-public space. Additional public benefits, including opportunities for community facilities, potential

enhancement to the abutting Lion's municipal park and the pedestrian plaza will be part of the project design.

Section 37 of the Planning Act is applicable to the proposed development and additional community benefits will be negotiated as part of the approvals process. Sections 2.5.1 and 4.11 of the Official Plan are discussed in greater detail in Section 3.2 of this report.

4.4 Richmond Road / Westboro Community Design Plan

Approved in 2007, the Richmond Road/Westboro Community Design Plan (CDP) provides the basis for much of the policies and strategies identified in the Richmond Road/Westboro Secondary Plan, discussed in Section 4.3 of this report. Consequently, there is some overlap in the recommendations proposed for each, however, other guidance found in the CDP document is discussed below. The CDP recognizes that there are significant opportunities for intensification and infill development through compact forms of development within the planning area, particularly on Traditional Mainstreets such as Scott Street.

Section 3 of the CDP identifies the existing conditions of the planning area, as demonstrated in Figure 16. The subject property is located in two different conditions. The area of the subject property located at the corner of Scott Street and Athlone Avenue is highlighted in red as incompatible, non-mainstreet related uses, which are encouraged to be redeveloped. The area of the subject property that consists of the Granite Curling Club is highlighted as an Institutional Building. However, policy within the Richmond Road / Westboro Secondary Plan indicates the Curling Club is recognized as an area for future redevelopment.

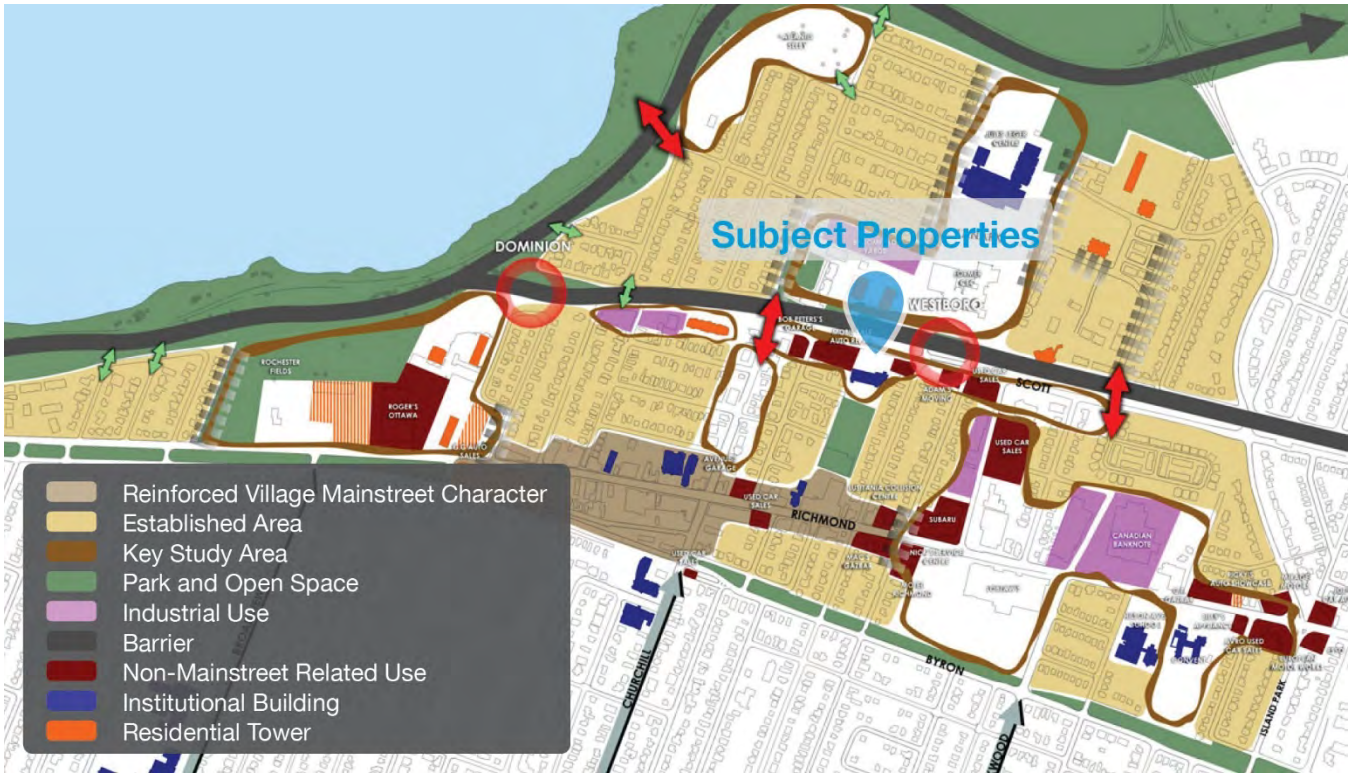


Figure 18: Map 3 - Existing Conditions, Richmond / Westboro Community Design Plan.

The CDP identifies planning areas as sectors, similar to the Secondary Plan, and the subject lands are located within Sector 7 – Scott Street and Westboro Transitway Station. The following challenges and opportunities are identified:

- Try to improve the limited access to the Westboro Beach community north of the Transitway corridor.
- Through a streetscaping strategy, define the public space on south side of Scott, which currently has no sidewalk and no street trees.
- Opportunity for mixed-use/employment infill development on Scott to take advantage of the proximity of the Transitway station.
- Recognize the redevelopment and intensification opportunity presented by the former CBC building site adjacent to the Transitway station, while addressing the issues of compatibility and traffic impact on Lanark and other streets in Sector 8.

The CDP's Planning Strategy includes Overlying Objectives and Principles found in Section 4.2. The first objective is to encourage intensification at a human scale that is compatible with the existing adjacent community on appropriate key potential redevelopment sites. The following Principles are applicable to the subject lands and the proposed development:

- Preserve the scale and character of established residential neighbourhoods and minimize any adverse impacts of intensification;
- Compatible intensification on key redevelopment sites shall:
  - Provide appropriate setbacks and transition in building height, including lower heights along the edges of existing low density/scale residential areas, regardless of existing zoning;
  - Contribute to the restoration of the urban fabric and help promote transit usage. Westboro Transitway Station area has the greatest potential for intensification (up to 12 storeys), while Dominion Station has more limited potential;
  - Conform to the maximum recommended building height for the sector. Maximum heights of 6 to 8 storeys (10 storeys – north half of 471 Richmond) will be limited to sites that are compatible with adjacent uses, such as the Ottawa River Parkway open space, or higher density/scale. Note that 747 Richmond is an exception discussed in Section 6.3;
  - Conform to the Richmond Road/Westboro design guidelines respecting building form, shared use of facilities, more energy efficient buildings, setbacks, relationship of the building with the adjacent neighbourhood character, and other criteria aimed at achieving compatible infill development and minimizing impacts on adjacent residential neighbourhoods;
  - Avoid creating a wall of buildings by using periodic breaks in the street wall or minor variations in building setback and alignment to add interest to the streetscape and to provide space for activities to the sidewalk.

Figure 19: Map 9b – Proposed maximum Building Height Changes, East Sector.

The proposed development is appropriately setback from adjacent properties and includes transitional elements to low-rise residential dwellings in the surrounding area. The redevelopment of the Granite Curling Club is advocated for in the associated Secondary Plan. Further the redevelopment of the subject property will add a new mix of housing units to the residential character of the area while adding a POPS that integrates the site into the abutting greenspace. Appropriate urban design elements will be introduced to reduce impacts of infill and intensification.

Within Sector 7 – Scott Street and the Westboro Transitway Station Area, the CDP provides the following additional land use recommendations for Scott Street:

“The south side of Scott Street, a designated Traditional Mainstreet, should evolve from an industrial/auto-oriented, pedestrian-unfriendly landscape to a mixed-use environment where people can both live and work. Ground floor commercial should include employment uses, such as offices, to take advantage of the proximity of the Westboro Transitway Station. Although some lots are less than 45 metres in depth, existing maximum building heights in the six- to eight- storey range were established by site specific re-zonings or as part of the 1997 M1 zoning study to encourage redevelopment of the existing industrial/commercial uses. New infill development will need to ensure that an appropriate transition is provided with the adjacent residential community.”

Section 8.3 of the CDP provides additional guidelines specific to promoting appropriate redevelopment along Scott Street. The following guidelines are applicable to the proposed development:

- Scott Street is bordered to the north by a green strip including a recreational pathway and the Transitway, with no buildings other than the Transitway station. Development only on the south side of the street creates an incomplete streetscape that does not provide a sense of enclosure; it fosters the definition of a strong edge to the urban fabric. Therefore, to provide a sense of enclosure on the south side, a continuous street wall of buildings is recommended, with periodic breaks provided by the north-south street intersections;
- Scott Street is a prime location for intensification because of its proximity to the Transitway station. However, a transition in building scale with the established low-density residential community south of Scott is required. The building height and rear setback provisions of the draft TM zone will be

applicable to Scott Street. A two-storey minimum building height is proposed, with a front setback where the building height is greater than 15 metres as per the TM zone provisions;

- A variety of uses can be accommodated at ground level including retail, office or other employment uses, but also housing, to take advantage of the proximity to the Transitway station. If housing is located at grade, an adequate separation space from the sidewalk should be provided and be appropriately landscaped;
- Provide a minimum three-metre wide landscaped area along the edge of a parking lot fronting on a public street;
- Provide a minimum three-metre wide landscaped area, which may include a solid wall or fence in addition to planting, at the edges of sites adjacent to residential or institutional properties.

Further, Section 8.7 – Intensification Above the Levels in This Plan details evaluation criteria for new development that seeks greater height than what is contemplated in the CDP, which is applicable to the proposed development. The following is recommended to be taken into consideration when reviewing the application:

- The building should safeguard exposure to sunlight along the sidewalk;
- The building should not have significant negative effects on surrounding properties and residential neighbourhoods regarding shadowing and visual impact;
- The lower portions of buildings facing Richmond Road in Westboro Village should be designed with vertical distinctions that reflect the existing village character;
- The applicant must address the planning strategy and the urban design guidelines of the CDP and undertake a transportation impact study.

Many of the CDP's recommendations and guidelines require updates or revisions as they no longer conform to Official Plan policies and direction. However, the proposed development conforms broadly to the intent of the CDP with regard to the sensitive integration of density in a manner that enhances the existing neighbourhood and transitions appropriately to low-rise residential uses. The subject property is an ideal candidate for redevelopment and will achieve many of the objectives outlined for this section of Scott Street including supporting transit, providing a POPS and public amenity space, a pedestrian oriented façade, and appropriate transition to surrounding residential areas.

4.5 New City of Ottawa Official Plan (2022)

The City of Ottawa has recently undertaken an Official Plan review. The final draft Official Plan was endorsed by Council in October and a by-law was passed on November 24th, 2021. The Official Plan has been sent to the Ministry of Municipal Affairs and Housing (MMAH) for final review and approval, with comments anticipated after June 2022.

Given the timing of the planning application, Ottawa City Council's approval of the new Official Plan (OP) and the pending Ministry approval, the Plan is not yet in full force and effect. Despite that, the direction from the City is that both the current Official Plan and Council-approved Official Plans should be considered during this transition period and the more restrictive policies should be considered in reviewing Zoning By-law Amendment applications.

It is also important to review the New Official Plan as it provides insight on the City's direction on land use planning and growth management in the future, as approved by City Council. It should be noted that the new Official Plan version that was reviewed for the purposes of this Report was the version adopted by Council on November 24, 2021 as By-law 2021-386.

The City has the goal of becoming most liveable mid-sized City in North America. By 2046, population is expected to hit 1.4 million. The City has drafted an Official Plan that is intended to create a flexible, resilient City where people want to live/work/play. The main thrust of the plan in to achieve more growth by intensification than by greenfield development.

Preliminary policy directions include:

- Achieve an intensification target of 60% by 2046;
- Orient land use designations around nodes, corridors, and neighbourhoods;
- Evolve to denser, walkable, 15-minute neighbourhoods;
- A renewed emphasis on building form; and
- Establishing minimum densities for new developments in proximity to important rapid transit stations.

4.5.1 Transect Policy Areas

Schedule A of the Draft New Official Plan divides the City into six (6) policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject property is in the Inner Urban Transect, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban. The draft OP sees it continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.

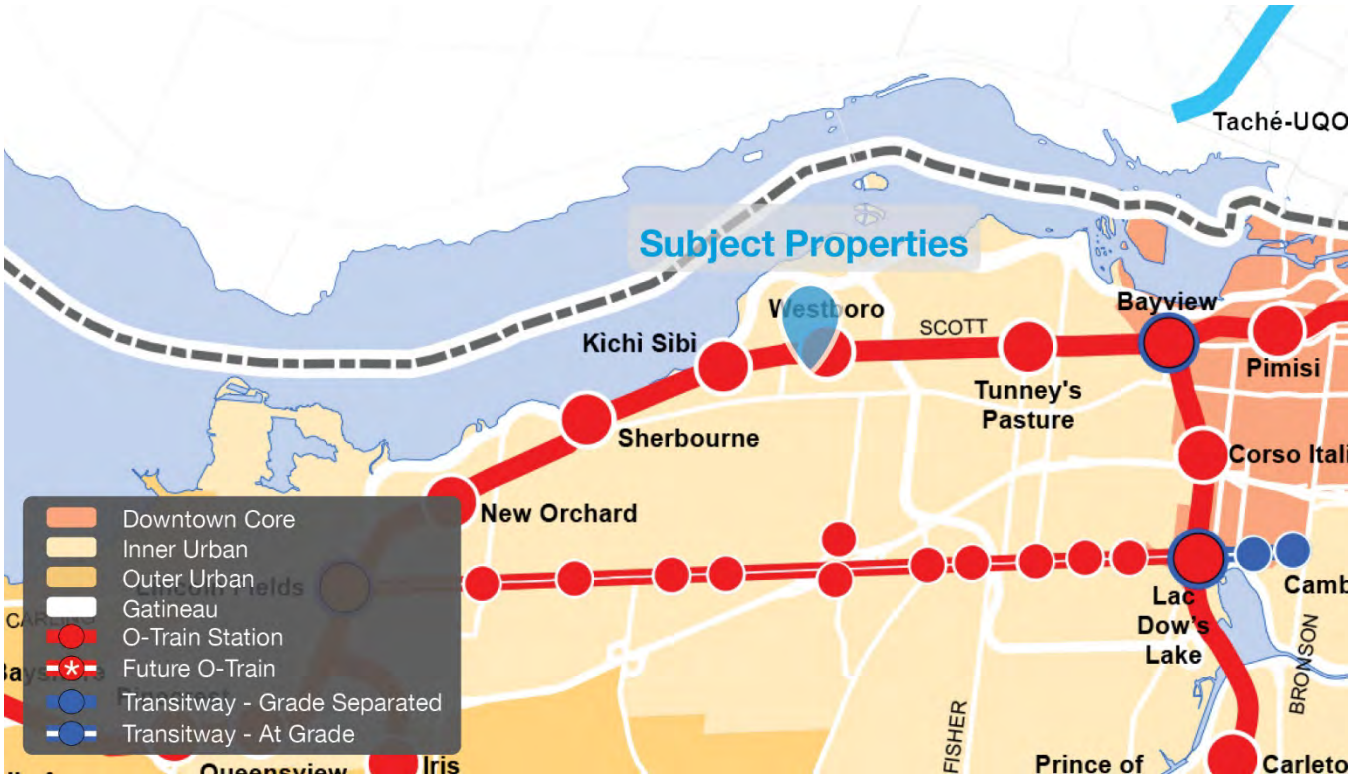


Figure 20: Schedule A - Transect Policy Areas, City of Ottawa official Plan.

The proposed development meets the following Inner Urban Transect policies outlined in Section 5.2, among others:

Enhance or establish an urban pattern of built form, site design and mix of uses

5.2.1.3 The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

a) Proximity and access to frequent street transit or rapid transit;

b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and

c) Resolution of any constraints in water, sewer and stormwater capacity

The proposed development meets all the requirements for high-density development. The development is 65 metres walking distance from a future rapid transit station, meets the provisions outlined in the Urban Design Guidelines for High-Rise Buildings, and has no constraints with regard to servicing capacity.

5.2.1.4 The Inner Urban Transect shall continue to develop as a mixed-use environment, where:

a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;

b) Small, locally oriented services may be appropriately located within Neighbourhoods;

c) Existing and new cultural assets are supported, including those that support music and nightlife;

d) Larger employment uses are directed to Hubs and Corridors; and

e) Increases in existing residential densities are supported to sustain the full range of services

The proposed development will increase the residential density in the neighbourhood to help support and sustain new services with the growth of 15-minute neighbourhoods.

Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect

5.2.2.1 In the Inner Urban Transect, the Zoning By-law shall prohibit new automobile-oriented land uses and development forms, including but not limited to:

a) Automobile service stations;

b) Automobile dealerships, except automobile showrooms entirely contained within a building; or

c) Drive-through facilities.

The proposed development will include the removal of a surface parking lot that fronts onto Scott Street and will help with the promotion of transit by adding density within 65 metres of the Westboro Transit Station.

5.2.2.2 The transportation network for the Inner Urban Transect shall:

a) Prioritize walking cycling and transit; and

b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users

The proposed development prioritizes transit through its locating of higher density within close proximity to a rapid transit station. Further, the POPS offers a throughway for pedestrians and cyclists to parkland south of the subject property. Finally, all parking is located below grade to mitigate automobile conflicts with pedestrians and cyclists.

5.2.2.3 Motor vehicle parking in the Inner Urban Transect shall be managed as follows:

a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;

b) No parking shall be required as a condition of development within Hubs;

c) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and

d) Where new development is proposed to include parking as an accessory use, such parking:

1. Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
2. Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and
3. May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

The vast majority of parking is located underground, while the limited above ground temporary spaces are specifically for servicing and deliveries to the proposed buildings. Further, the POPS located in the front and interior of the development minimizes the impact of motor vehicles on the subject property.

Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect

5.2.3.2 Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks, and angular planes:

a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise;

The subject property is located on Scott Street which has a right-of-way of 26 metres as identified on Schedule C16 and provides adequate separation (as outlined in Section 3.2 of this Rationale) to support high-rise buildings.

4.5.2 Urban Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighborhoods).

The subject property is proposed to be designated as a Mainstreet Corridor. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate.

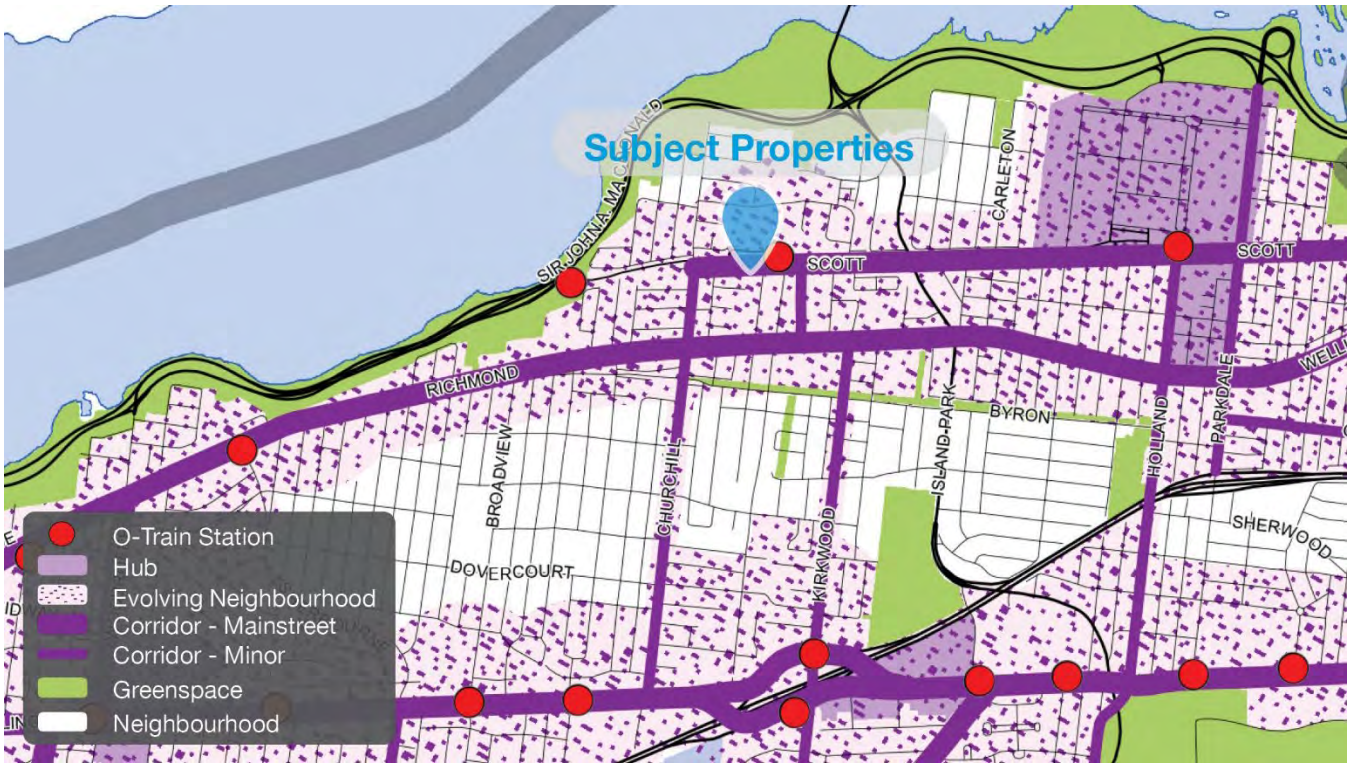


Figure 21: B2 - Inner Urban Transect, City of Ottawa Official Plan.

The proposed development meets the following Corridor designation policies outlined in Section 6.2, among others:

Define the Corridors and set the stage for their function and change over the life of this Plan

6.2.1.2 Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:

a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;

b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;

c) For sites generally of greater than one hectare in area or 100 metres in depth:

i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and

ii. Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and,

d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

The proposed development has located the tallest buildings, 36 and 40-storeys respectively, along Scott Street which is designated both an Arterial Mainstreet and Mainstreet Corridor. The building which does not abut Scott Street is 20-storeys tall, which appropriately transitions the proposed development's height. Further the design includes a large mid-block pedestrian connection to the abutting parkland to the south of the subject property.

Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development

6.2.2.1 In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The proposed development includes a POPS throughout the property, which adds to the activation of the street and contributes to the future continuous stretch of active frontages as the neighbourhood grows towards a successful 15-minute neighbourhood.

4.5.3 Growth Management Framework

Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. Section 3 of the New Official Plan contemplates how the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.

The policy intent of the City's Growth Management Framework is:

- To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;
- To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

The proposed development meets the following Growth Management Framework policies among others:

Designate Sufficient Land for Growth

3.1.3 The urban area and villages shall be the focus of growth and development.

As outlined in the Transect Policy section, the subject property is within the urban area and located in an ideal location for further intensification based on the policy analysis presented throughout this report.

Support Intensification

3.2.1 The target amount of dwelling growth in the urban area that is to occur through intensification is 51% and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area.

The proposed development looks to replace the current low intensity, recreational use and the small number of dwelling units for an intensified, more efficient use of the property, which includes a total of 860 dwelling units dispersed between three (3) buildings.

3.2.2 Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height. The definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan.

The subject property is designated as a Mainstreet Corridor in the Inner Urban Transect. The New Official Plan's height category classifies the subject property as suitable for "Low-rise and Mid-rise and High-rise: minimum 2 storeys and maximum 40 storeys dependent on road width and transition". As previously stated, the proposed development meets the road width and transition policies to achieve a high-rise height.

3.2.3 The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services.

The subject property is located within a Mainstreet Corridor and the proposed development looks to contribute to the intensification of an area designated for greater density. Further, the development of 868 additional residential units will contribute to the vitality and sustainability of the goals of a 15-minute neighbourhood in the area.

3.2.4 Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.

The subject property is located along a Mainstreet Corridor within the Inner Urban transect and has sufficient road width and transition distance between buildings to support high-rise development. Further, the subject property is fully serviced and supporting studies included in the Zoning Bylaw Amendment application confirm the protection of groundwater resources.

3.2.5 Intensification is permitted and encouraged on former industrial or commercial sites, including

brownfield sites where feasible in order to collectively achieve intensification and sustainable and resilient design goals and targets.

The subject property is presently used as a low-density local community facility. The proposed development replaces the use with two (3) high-rise towers which support the City's intensification and sustainable and resilient design goals and targets.

3.2.8 Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices.

The proposed development will diversify and increase the variety of dwelling units in the neighbourhood. Specific dwelling unit sizes will be contemplated more precisely when a Site Plan Control application is presented. However, preliminary unit mixes include a combination of studio, one bedroom, two bedroom, and two bedroom plus den units.

3.2.10 The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.

Per Table 3a, the minimum area-wide density requirement for Mainstreets is 120 people and jobs per gross hectare, and the minimum residential density requirement for intensification for Mainstreets is 120 dwellings per net hectare. The proposed development's residential density of 1295 units per hectare (868 dwelling units on a 0.67 hectare lot) exceeds the New Official Plan's density requirements. The proposed development's residential density also meets the Target Residential Density Range for Intensification for the Inner Urban Transect of 60 to 80 dwellings per net hectare.

4.5.4 Urban Design

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. 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. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the New Official Plan contemplates an urban design framework to outline the City's urban design program.

The subject property is identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the New Official Plan, as it is located along a Mainstreet Corridor outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

The proposed development meets the following Urban Design policies among others:

Promote design excellence in Design Priority Areas

4.6.15 Development and capital projects within DPAs shall consider four season comfort, enjoyment,

pedestrian amenities, beauty and interest through the appropriate use of the following elements:

a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;

b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and

c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

The proposed development uses high-quality materials and includes ample fenestration which will help illuminate and animate the streetscape. Further, the inclusion of a POPS that permeates throughout the site will enhance the pedestrian experience of the site. Supporting studies submitted with the application indicate that the majority of inhospitable micro-climate impacts have been mitigated.

Protect views and enhance Scenic Routes including those associated with national symbols

4.6.2.3 Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:

a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and

b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.

The proposed development contributes to a cohesive silhouette comprised of a diversity of building heights by providing three (3) towers of varying heights in an area where taller building heights will come to characterize the skyline. The proposed development will have no visual impact from key vantage points identified on Schedule C6A.

Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle

4.6.3.1 Development 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.

The included POPS will offer the public use of street furniture, improved landscaping, and a significant space to improve the public realm abutting the proposed development. Further, the POPS will integrate with the existing Lion’s Park to the south of the subject property.

4.6.3.2 Privately Owned Publicly Accessible Spaces (POPS) offer publicly accessible amenity that contributes positively to the public realm. POPS will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPS will:

a) Fit into their context, providing a meaningful contribution to existing and planned connections;

b) Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight heritage elements and provide a comfortable microclimate environment;

c) Respond to the needs of the community with consideration for neighbourhood character and local demographics;

d) Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;

e) Be designed in a coordinated manner with the associated building(s); and

f) Bring nature into the built environment, where appropriate.

The proposed POPS effectively integrates into both the entrance of the proposed buildings as well as the broader landscape by creating a connection between the subject property, the adjacent property, and the existing pedestrian network. The design clearly articulates the POPS as a publicly available amenity and invites users to the space through high-quality design. Finally, the POPS creates a comfortable space for users through furniture, vegetation, and the abutting buildings.

4.6.3.8 Public realm investments such as street furniture and other related streetscape elements will be designed to be welcoming and comfortable for all people, and hostile elements that intentionally prevent people from using the space will be avoided

All street furniture and publicly available amenities will be welcoming and clearly articulated to be usable by the broader public and will avoid defensive architecture wherever possible.

Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

4.6.5.2 Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

As demonstrated throughout Section 4 of this rationale, the proposed development meets all relevant policies with regard to the Corridors designation. The proposed development, in combination with the POPS effectively frame the streetscape and offer a setback that presents additional public space to further animate the street in front of the subject property.

4.6.5.3 Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development will internalize, where possible, all servicing and loading areas. The vast majority of the proposed parking is located underground, and the small amount of surface parking is shielded from public view by the western building fronting Scott Street.

Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

4.6.6.1 To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

a) Between existing buildings of different heights;

b) Where the planned context anticipates the adjacency of buildings of different heights; and

c) Within a designation that is the target for intensification, specifically:
i. Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
ii. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

The proposed development is located within a Corridor and within 65 metres of the Westboro Rapid Transit Station. Further, the development is located in an evolving area that is characterized by high-rise buildings. The proposed design steps down in height as the development becomes further from the Transit Station and further from the Mainstreet Corridor.

4.6.6.2 Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning Bylaw or by other means in accordance with Council-approved Plans and design guidelines

The proposed development design contemplates reducing height from 40-storeys to 20-storeys as the development becomes further from both the Mainstreet Corridor and Rapid Transit Station. Further, the towers were designed with small floorplates to mitigate casting shadows on the surrounding area. Finally, subject property is located within an Evolving Overlay, which projects future development will become more dense overtime. This development is in line with the policy advocating for the future density in the area.

4.6.6.4 Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential.

a) Provide protection from heat, wind, extreme weather, noise and air pollution; and

b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

Amenity space will be provided in the form of 1302 square metres of private balcony space. An additional 1302 square metres of private amenity space is found throughout the building. Further the exterior POPS provides outdoor amenity space that will exceed the required 2604 square metres.

4.6.6.8 High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

The proposed development includes three (3) high-rise buildings which include 20, 36, and 40-storey buildings respectively. The average tower floorplate of each building is 719 square metres. The largest tower floorplate is 785 square metres, which is appropriate when considering the separation distance between the other towers. The height of the buildings are permissible within the subject property's designation and transect.

4.6.6.9 High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

The separation distance between the two closest towers is 21.3 metres, which is appropriate when considering the smaller than 750 square metre floor plate for each tower.

4.5.5 Richmond Road / Westboro Secondary Plan

The Richmond Road / Westboro Secondary Plan found in the New Official Plan provides a framework for change that will see this area develop towards the vision that the community desires, while meeting the planning objectives of the Official Plan.

The New Secondary Plan reaffirms the policies found in the existing Secondary Plan. Specifically, policies pertaining to building height, character, and transitioning high-rise buildings to low-rise uses. The proposed developed continues to broadly meet the intent of the Secondary Plan and the design policies of the Somerset Square area. Please refer to Section 4.4 of this report for a fulsome discussion of those specific policies.

4.6 Urban Design Guidelines for Development Along Traditional Mainstreets

The Urban Design Guidelines for Development Along Traditional Mainstreets were approved by Council in 2006 to provide urban design guidance to assess, promote and achieve appropriate development along Traditional Mainstreets. These guidelines are to be applied throughout the city for all streets identified as a Traditional Mainstreet on Official Plan Schedule B (Urban Policy Plan).

The proposed development meets the intent and purpose of several of the City's Urban Design Guidelines for Development Along Traditional Mainstreets, including the following:

Streetscape

Guideline 1 Align streetwall buildings with the existing built form or with the average setback of the adjacent buildings in order to create a visually continuous streetscape.

Guideline 2 Plant clusters of trees on the flanking residential streets, where they meet the mainstreet, for additional greenspace.

Streetscape

Guideline 4 Use periodic breaks in the street wall or minor variations in building setback and alignment to add
interest to the streetscape, and to provide space for activities adjacent to the sidewalk.

Guideline 6 Create attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards, outdoor cafés, seating and decorative pools or fountains

Guideline 8 Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned, buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias etc.

Built Form

Guideline 11 Use clear windows and doors, to make the pedestrian level facade of walls facing the street highly transparent and locate active pedestrian-oriented uses at-grade.

Guideline 12 Set back the upper floors of taller buildings to help achieve a human scale and more light on the sidewalks.

Guideline 16 Highlight buildings on corner sites, where two public streets intersect, with special treatment such as a corner entrance. Continue the same level of architectural detailing around both sides of the building.

Pedestrian and Cyclists

Guideline 20 Design pedestrian walkways of materials such as concrete or unit pavers that are easily maintained for safety.

Guideline 23 Locate surface parking in the rear yard with vehicular access off side streets and laneways.

Servicing and Utilities

Guideline 37 Share service and utility areas between different users within a single building or among different buildings.

Guideline 38 Enclose all utility equipment within buildings or screen them from both the traditional mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks, ramps, air conditioner compressors, utility meters and transformers.

Guideline 39 Supplement street lighting where necessary with lighting affixed to the buildings in order to accentuate and animate buildings and spaces.

Guideline 41 Provide lighting that is appropriate to the street character and mainstreet ground-floor use, with a focus on pedestrian areas.

4.7 Transit Oriented Development Guidelines

Approved by City Council on September 26, 2007, the City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa.

These guidelines are to be applied to all development throughout the City within a 600-metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500-metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

The proposed development meets the following applicable design guidelines, among others:

Land Use

Guideline 1 Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station.

Guideline 3 Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another.

Layout

Guideline 6 Create pedestrian and cycling "short cuts" that lead directly to transit. Pathways require a minimum 6-metre right-of-way.

Guideline 10 Orient buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles.

Built Form

Guideline 11 Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.

Guideline 14 Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.

Guideline 15 Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing.

Pedestrians and Cyclists

Guideline 16 Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and
barrier-free and that lead directly to transit.

Guideline 17 Use different materials such as concrete for crosswalks or treatments such as painted patterns to provide visual identification of pedestrian routes for motorists.

Guideline 28 Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences.

Vehicles and Parking

Guideline 35 Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side.

Guideline 36 Design access driveways to be shared between facilities. This helps to improve the pedestrian environment by limiting the number of depressed curbs across public sidewalks and reduces potential points of conflict between pedestrians and vehicles.

Guideline 37 Provide areas where motorists, including taxis, can drop off or wait for transit passengers. Passengers require a direct connection to the transit station.

Guideline 38 Design and locate parking lots and internal roads to minimize the number of vehicle crossings over primary pedestrian routes.

Guideline 39 Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping.

Guideline 43 Locate loading areas off the street, behind or underneath buildings. Avoid routing deliveries through parking areas and across primary pedestrian, transit and cyclist routes.

Streetscape and Environment

Guideline 54 Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view.

4.8 Urban Design Guidelines for High-Rise Buildings

Approved by City Council in 2018, the City of Ottawa's Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The design guidelines will be applied wherever high-rise residential and mixed-use buildings are proposed.

These guidelines seek to highlight ways to:

- Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and

/ Promote development that responds to the physical environment and microclimate through design.

The guidelines are to be used during the review of development proposals to promote and achieve appropriate high-rise development. These are general guidelines, and not all will apply equally in all circumstances. Each context will inform the application of, and the emphasis on, various guidelines. Specific site context and conditions will be considered in conjunction with these guidelines.

The guidelines are general and are not to be used as a checklist for evaluating a proposal. These guidelines have been developed to improve and enhance compatibility, transition, and livability, as well as to manage the relationship between high-rise buildings and nearby, buildings, streets, parks, and open spaces.

The proposed development meets the intent and purpose of several of the City's Urban Design Guidelines for High-Rise Buildings, including the following:

Context

1.14 The lot should be in regular shape to allow for a design that incorporates effective transition measures.

1.15 The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.

1.16 When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back.

1.18 A proposal to accommodate a high-rise building over 30-storeys in height will require a larger lot to meet the required greater separation distances.

Built Form

2.1 Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which (a) fits into the existing urban fabric, animates existing public spaces, and frames existing views.

2.2 Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that (b) respects and/or enriches urban fabric and skylines.

2.3 Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:

a) A high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives;

b) A high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment.

2.13 Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):

- In the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution.

2.15 The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street.

2.17 The minimum height of the base should be 2 storeys.

2.23 The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.

2.24 Encourage small tower floor plates to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into interior spaces:

a) The maximum tower floor plate for a high-rise residential building should be 750m^2; and

b) Larger tower floor plates may be considered in suburban locations with design features to mitigate shadow and wind impacts, maintain sky views, and allow for access to natural lights.

2.29 Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening sky views.

2.35 The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.

2.36 Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.

Pedestrian Realm

3.1 Provide a minimum 6m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area.

3.10 Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.

3.12 Animate the streets, pathways, parks, open spaces, and POPS by (c) providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time.

3.14 Locate parking underground or at the rear of the building.

3.16 Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.

3.17 When they are not internalized, screen servicing, loading, and required utilities from public view and ensure they are acoustically dampened where possible.

3.18 Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm.

3.19 Recess, screen, and minimize the size of the garage doors and service openings visible from streets and other public spaces.

4.9 City of Ottawa Comprehensive Zoning By-law (2008-250)

4.9.1 Existing Zoning

The subject property is currently zoned **L1 and TM[102]** in the City of Ottawa Zoning By-law.

The purpose of the Community Leisure Facility Zone – L1 is as follows:

- Permit recreational uses that meet the needs of the surrounding community to be located on land designated as General Urban Area, Major Open Space, Mixed Use Centre and Central Area in the Official Plan; and
- Impose regulations which ensure that the scale and intensity of these uses is compatible with any adjacent residential uses.

Permitted uses are limited to:

- community centre
- day care
- sports arena
- urban agriculture
- emergency service
- library
- municipal service centre
- park
- retail food store, limited to a farmers' market

The purpose of the Traditional Mainstreet – TM zone is as follows:

- Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;
- Foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;
- Recognize the function of Business Improvement Areas as primary business or shopping areas; and
- Impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses

Permitted uses include:

- apartment dwelling, low rise
- apartment dwelling, mid rise
- bed and breakfast
- dwelling units
- group home
- home-based business

- home-based day care
- retirement home
- retirement home, converted
- rooming house
- community health and resource centre
- convenience store
- community centre
- day care
- diplomatic mission
- library
- instructional facility
- office
- restaurant
- retail food store
- retail store

Apartment dwelling, high-rise is not a permitted use.

The Urban Exception 102 also permits the following uses:

- automobile dealership
- gas bar
- automobile service station
- sales including only incidental mill work
- light industrial uses limited to lumber
- storage yard
- automobile rental establishment

For buildings containing commercial uses in Urban Exception 102 the following provisions are included:

- Minimum side yard setback of 3 m required abutting a leisure, environment or residential zone
- Minimum rear yard setback of 6 m
- Maximum building height of 18 m for buildings containing residential uses
- In all other cases, a maximum height of 10.5 m
- The provisions contained in Sections 197(1) (b) & (d) do not apply to 314 Athlone Avenue

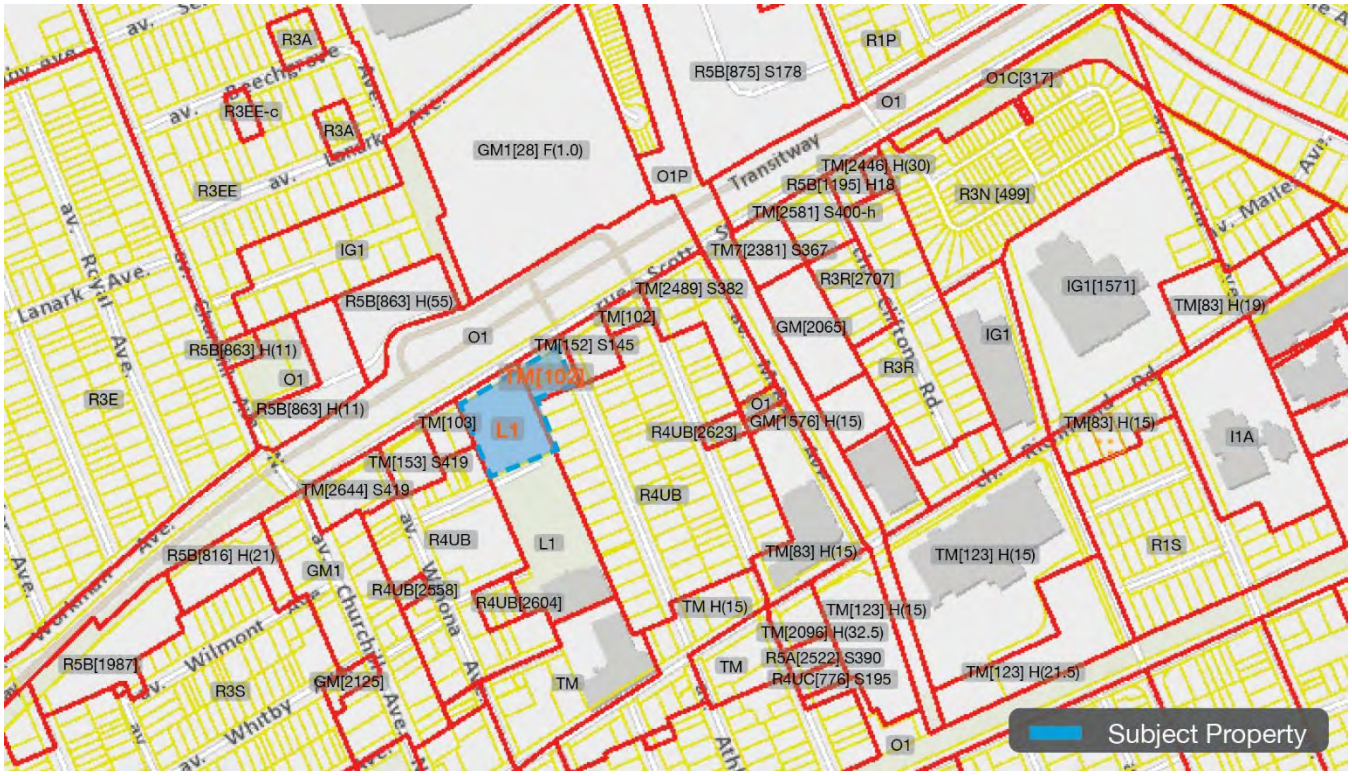


Figure 22: Zoning map of subject property and surrounding area.

To facilitate the development as presently conceived, the zoning is proposed to be amended to TM[XXXX] S(YYY).

The following table summarizes the proposed development's compliance with the TM zone. Areas of non-compliance are noted with an "X".

Zoning Mechanism	Provision	Provided	Compliance
Minimum Lot Area	No minimum	6,686 m^2	✓
Minimum Lot Width	No minimum	101.4 m	✓
Maximum Front Yard Setback	2 metres The provisions of subsection 197(3)(c) above do not apply to the following: when a building must be located further from the lot line to provide a required corner lot triangle	Min. 1.6 m Max. 4.6 m (due to corner sight triangle)	✓ ✓
Minimum Front Yard Setback	2 metres for any part of a building above 15 metres	N/A	X
Minimum Corner Yard Setback	3 metres, except for any part of a building above 15 metres for which an additional 2 metre setback must be provided	2.2 m	X

Minimum Interior Yard Setback	1.2 metres	5.3 m	✓
Minimum Rear Yard Setback	(iv) other cases: No Minimum	3.1	✓
Maximum Building Height	20 metres	123 m	X
Minimum Amenity Space	Total: 6m^2 per dwelling unit (5,208 m^2)	5,208 m^2	✓
	Communal: 50% of total amenity area (2,604 m^2)	2,604 m^2	✓
Maximum Floor Space Index	No maximum	10.86	✓
Minimum Width of Landscaped Area	No Minimum	NA	✓

The following table summarizes the proposed development's compliance with zoning relating to parking requirements. Areas of non-compliance are noted with an "X".

Zoning Mechanism	Provision	Provided	Compliance
Minimum Required Vehicle Parking Spaces	Residential: 0.5 stalls per unit (434)	479	✓
	Visitor: 0.1 stalls per unit (87)	88	✓
Maximum Permitted Vehicle Parking Spaces	1.75 per unit (1,512)	567	✓
Minimum Driveway Width	Parking lot: 6.0 metres	6.0 m	✓
	Parking garage: 6.0 metres	6.0 m	✓
Minimum Aisle Width	Parking lot: 6.0 metres	6.7m	✓
	Parking garage: 6.0 metres	6.0m	✓
Minimum Parking Space Dimensions	Length: 5.2 metres Width: 2.6 metres	5.2m 2.6m	✓ ✓
	Up to 40% of required parking spaces may be 4.6 m by 2.4 m	<40%	✓
Minimum Required Bicycle Parking Spaces	0.5 per unit (434)	643	✓
Minimum Bicycle Parking Space Dimensions	1.8m x 0.6m	1.8m x 0.6m	✓
Minimum Bicycle Parking Space Aisle Width	1.5 metres	1.5m	✓
Maximum Provision of Vertical Bicycle Parking Spaces	50% (322)	68% (440)	X

Minimum width of landscaped area around a parking lot	None	None	✓
Minimum Required Landscaped Area within a Parking Lot	None	>0%	✓
Loading Space Rates	None	0	✓

As demonstrated in the tables above, the proposed development adheres to the general intent of the TM zone. However, the proposed use, apartment dwelling, high-rise is not permitted in the TM zone. The proposed Zoning By-law Amendment will address the permitted use and other provisions through a site-specific zoning schedule and urban exception. The proposed amendments are outlined in Section 5.1 below.

5.0
Requested Amendments

5.1 Zoning Bylaw Amendment

A Zoning By-law Amendment is proposed to rezone the subject property from **Community Leisure Facility Zone – L1** and **Traditional Mainstreet, Exception 102 – TM[102]** to **Traditional Mainstreet, Exception XXXX, Schedule YYY – TM[XXXX] S(YYY**). The purpose of the amendment is to:

Allow apartment dwelling, high-rise as a permitted use

- Whereas the subject property is only permitted up to a maximum use of apartment dwelling, mid rise, the proposed amendment would add the permitted use of apartment dwelling, high rise to permit the proposed 20, 36, and 40-storey high-rise buildings.
  - The proposed use of apartment dwelling, high-rise is appropriate given subject lands location a Rapid Transit Station and the related policies found in the Official Plan to support high-rise development in close proximity to rapid transit stations.

Increase height limit from 20 metres to 123 metres

- Whereas the subject property's maximum permitted building height is currently 20 metres, the proposed development would increase building height to 123 metres in order to permit the proposed 20, 36 and 40-storey high-rise buildings.
  - The proposed height increase is appropriate for the subject property, given its proximity to rapid transit, the supporting policy found in the Official and Urban Design Guidelines for High-rise Buildings, and design that features ample tower separation and narrow tower floor plates which will minimize shadowing and privacy impacts.

Reduce the minimum corner yard setback from 3 metres to 2.2 metres, and 0 metres above 15 metres in height

- Whereas the subject property's minimum permitted corner yard setback is currently 3 metres, the proposed development would reduce the setback to 2.2 metres and for the setback above 15 metres in height, reduced to 0 metres in order to permit the proposed development as conceived.
  - The reduction in corner yard setback is appropriate, given the corner yard is a Traditional Mainstreet that will activate the streetscape with the corner yard accessible POPS. Further, the distance between the two buildings fronting Scott Street is approximately 28 metres in width. This will mitigate any adverse conditions with regard to human scale in front of the buildings.

Increase the permitted vertical bicycle parking spaces from 50% to 68%

- Whereas the subject property's maximum permitted vertical bicycle parking spaces is currently 50%, the proposed development would increase the amount to 68% in order to permit the proposed development as conceived.
  - The increase in permitted vertical bicycle parking is appropriate given that the proposed development looks to exceed the required bicycle parking and the efficiency of vertical parking makes accommodating the parking spaces above the required amount easier to achieve. Further, there are 203 non-vertical bicycle parking stalls, which is slightly less than the required number of stalls for the proposed development.

Minimum front yard setback of 2 metres above 15 metres in height

/ Whereas the zoning by-law requires a minimum 2 metre setback at and above the 15 metre mark, the proposed design does not provide a setback along the Scott Street facing façade of either Building 2 or 3.

- The design of the buildings is such that the massing is pushed towards Scott Street away from the low-rise neighborhood south of the subject property, the building is designed with its transitional elements oriented away from Scott Street. Consequently, no additional setbacks are provided at the upper levels on this façade.

6.0
Public Consultation Strategy

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities will/have be undertaken in anticipation of the application has been submitted:

Notification of Ward Councillor, Councillor Jeff Leiper

- The Ward Councillor will be notified by the City of Ottawa's "Heads Up" e-mail once the application is received.

Notification to residents and local registered Community Association(s)

- Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.

Planning Committee Meeting Advertisement and Report Mail out to Public

- Notification for the statutory public meeting will be undertaken by the City of Ottawa.

7.0
Conclusion

It is our professional planning opinion that the application for a Zoning By-law Amendment is appropriate, represents good planning, and is in the public interest.

The proposed development is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and contributes to the range of housing options available in the community.

The proposed development conforms to the Official Plan's vision for managing growth in the urban area. The proposed development responds to the existing context by meeting the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

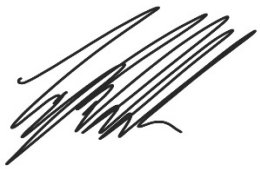
The proposed development conforms broadly to the intent, policies, and guidelines in the Richmond / Westboro Secondary Plan. Specifically, with regard to policies 1.3.3 and 1.3.4, which mitigate the need to apply for an Official Plan Amendment.

The proposed development is also in conformity to the policies of the New Official Plan. In particular, the subject property is appropriate for the proposed high-rise built form, due to its proximity to transit and location along a Mainstreet Corridor within the Inner Urban Transect.

The proposed Zoning By-law Amendment would apply a modified Traditional Mainstreet – TM zoning to the subject property, which ensures efficient development patterns of a suitable scale and density which are in keeping with policies regarding close proximity to Rapid Transit Stations and the planned neighbourhood context.

Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,



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