

FOTENN

1950 SCOTT STREET ZONING BY-LAW AMENDMENT



October 15, 2018

Planning Rationale

Zoning By-law
Amendment



Prepared for:

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Fotenn Consultants Inc., acting as agents for EBC Inc., is pleased to submit a Zoning By-law Amendment application for the lands municipally known as 1950 Scott Street, 312 Clifton Road, and 314 Clifton Road in the Westboro neighbourhood of the City of Ottawa.

1.1 Application History

Fotenn Planning + Design has been retained by EBC Inc. (Owner) to prepare a Planning Rationale in support of a Zoning By-law Amendment application for the lands municipally known as 1950 Scott Street, 312 Clifton Road, and 314 Clifton Road (the “subject property”). The component parcels of the subject property are illustrated in Figure 1 below:



Figure 1: Component Parcels of Subject Property

This Rationale assesses the proposed development against the applicable policy and regulatory framework, and concludes that the development is appropriate for the site and compatible with adjacent development and the surrounding community.

1.2 Subject Site

The subject property is comprised of three parcels, known municipally as 1950 Scott Street, 312 Clifton Road, and 314 Clifton Road. Legal descriptions for the parcels are summarized in Table 1 below.

Table 1: Legal Descriptions for Subject Property Component Parcels

Municipal Address	Legal Description
1950 Scott Street	PLAN 369 LOT 45 TO 48 RP; 4R-8932 PART 3
312 Clifton Road	PLAN 369 LOT 25
314 Clifton Road	PLAN 369 LOT 24 CLIFTON RD W

The subject property has 39 metres of frontage along Scott Street and 49 metres of frontage along Clifton Road. Combined, the subject property has a total area of 2,181 m².

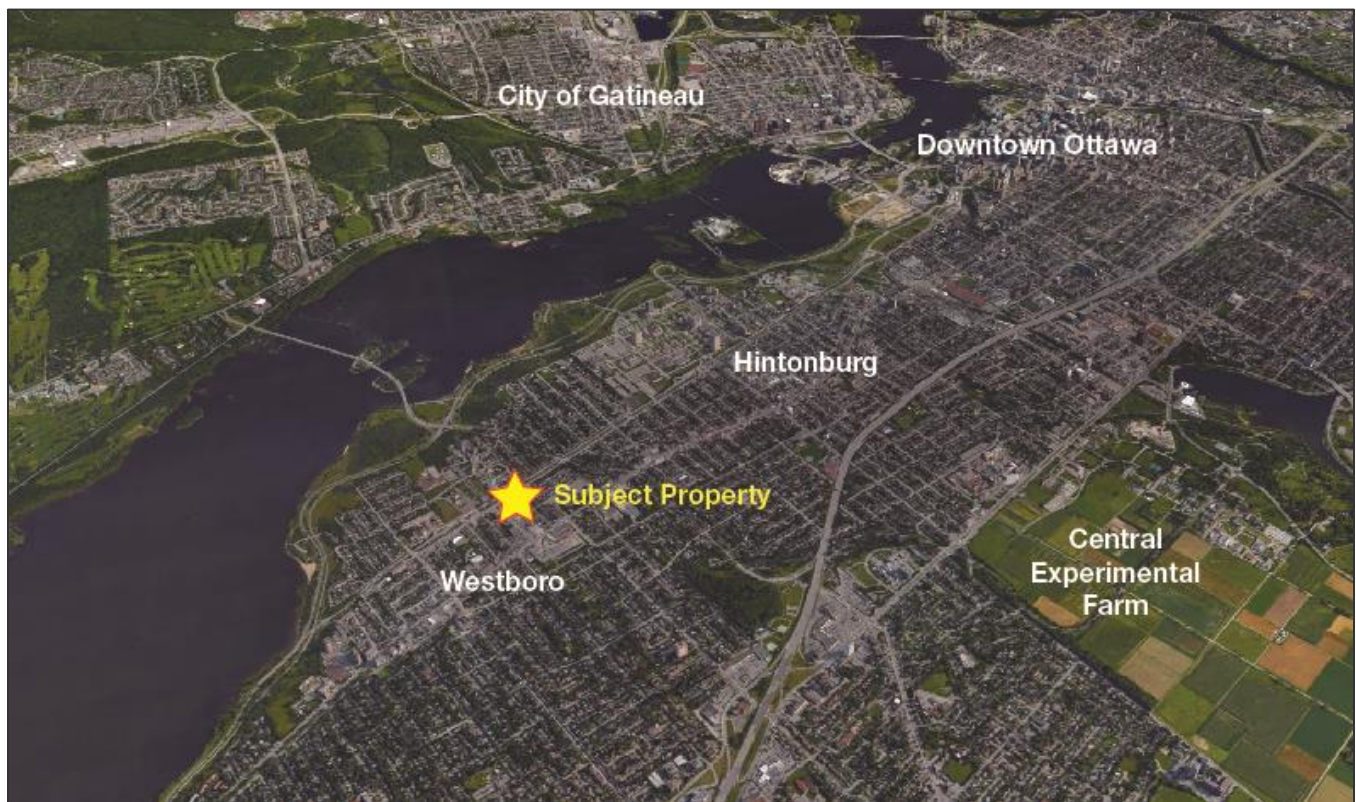


Figure 2: Subject Property in City Context

The component parcels of the subject property are currently developed with:

- / The International Buddhist Progress Society of Ottawa at 1950 Scott Street (Figure 4);
- / A two-and-a-half-storey detached dwelling at 312 Clifton Road (Figure 5); and
- / A two-storey detached dwelling at 314 Clifton Road (Figure 5).

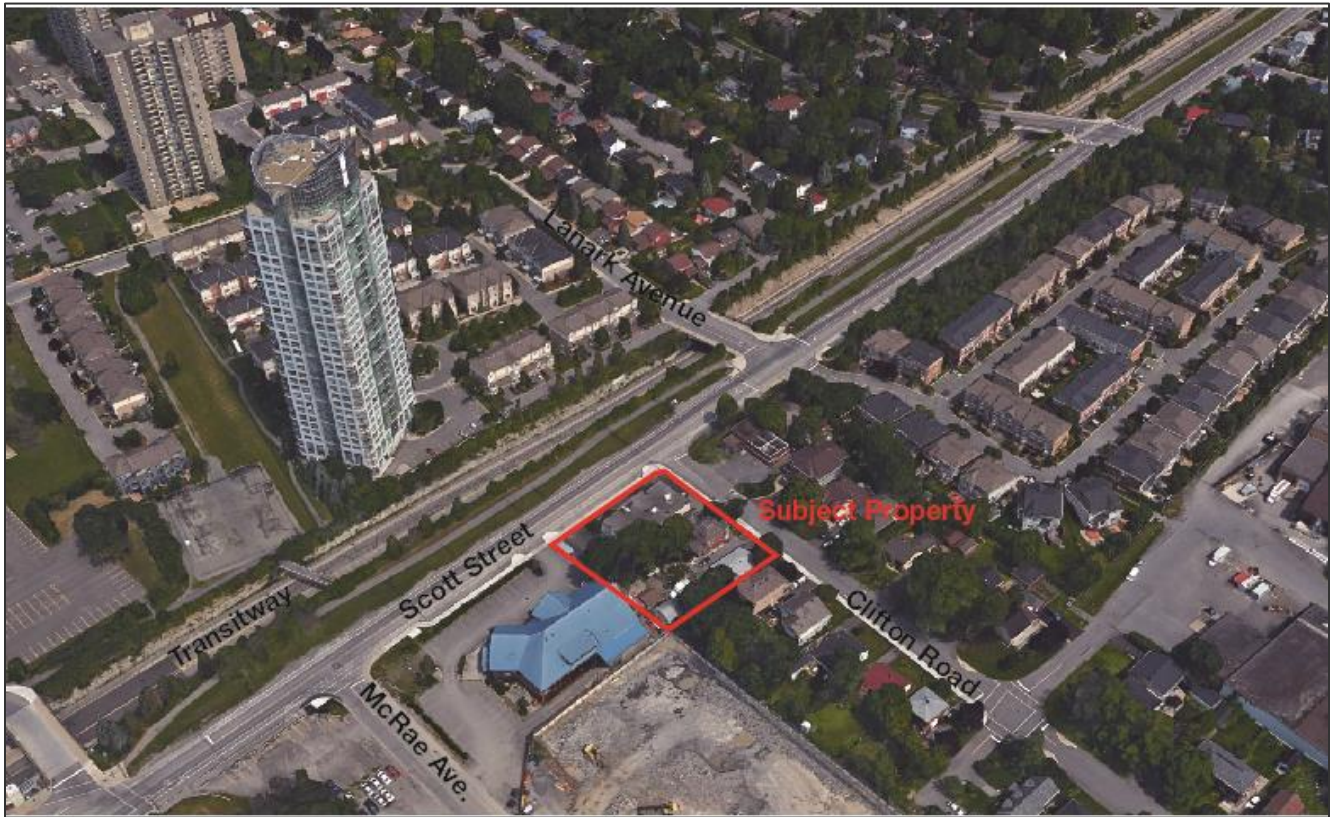


Figure 3: Subject Property in Local Context



Figure 4: Existing Commercial Building at 1950 Scott Street



Figure 5: Existing Dwellings at 314 Clifton Road (Left) and 312 Clifton Road (Right)

1.3 Site Location

The subject property is located on the south side of Scott Street at the intersection of Clifton Road in the Westboro neighbourhood of the City of Ottawa. The property is bound by Scott Street and the future Light Rail Transit line to the north, a future 24-storey building to the west (former Trailhead site), Clifton Road to the east, and low-rise residential uses to the south.

1.4 Area Context

Properties along Scott Street are developed with a mix of uses, including residential, commercial, and light industrial (utility) uses. A Zoning By-law Amendment for a 24-storey mixed-use building was recently approved for the property municipally known as 1960 Scott Street immediately west of the property, which previously accommodated a Trailhead retail store. The approved development features retail, office, and residential uses in the building.

The north side of Scott Street features a multi-use pathway running parallel to the street and the Transitway trench corridor to the immediate north. To the north beyond these corridors are residential uses with building profiles ranging from low-rise to high-rise, including the 33-storey Metropole tower.

The established residential neighbourhood south of Scott Street is developed with predominantly low-rise residential uses, with some commercial uses immediately southwest of the subject property along McRae Avenue.

1.5 Community Amenities

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

- / OC Transitway Westboro Station;
- / Multi-Use Pathways and Bicycle Routes along the Sir John A. Macdonald Parkway;
- / A Senior Citizens Centre and Several Schools;
- / Public Parks and Dog Parks;
- / Retail Shopping and Commercial Uses; and
- / Restaurants.

1.6 Transportation

The site is well-served by the existing road network. As shown on Figure 3, Scott Street is designated as an Existing Arterial Road on Official Plan Schedule E (Urban Road Network). Arterial roads are the major roads of the City that carry large volumes of traffic over the longest distance. The Sir John A. Macdonald parkway can be accessed via Island Park Drive approximately 300 metres east of the subject property. Highway 417 is also accessible via Kirkwood Avenue approximately 350 metres south of the subject property.

The Westboro Transit Station is located approximately 150 metres west of the subject property, and provides opportunities for alternative modes of transportation. The Westboro Transit Station provides efficient and regular travel to all areas of the city. The rapid transit station, which is planned to be converted into a Light Rail Transit (LRT) station in the future, is illustrated in the extract from Official Plan Schedule D – Rapid Transit Network shown in Figure 4.

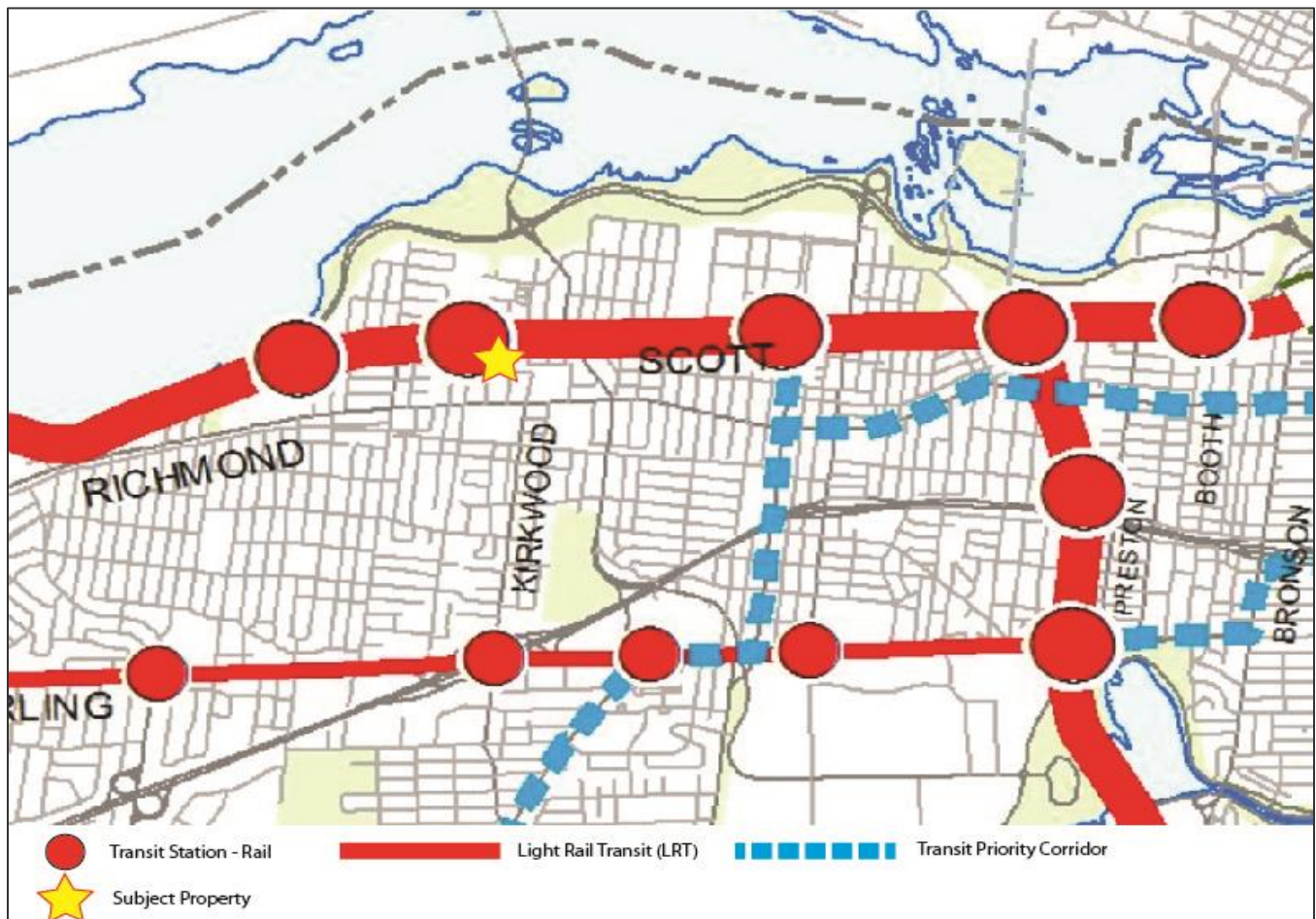


Figure 6: Extract from Official Plan Schedule D (Rapid Transit Network)



Figure 7: Extract from Official Plan Schedule E (Urban Road Network)

1.7 Cycling and Multi-Use Pathways

Many cycling and multi-use pathways are available in close proximity to the subject property, as shown in Figure 8. Many of these corridors run parallel to the Sir John A. Macdonald Parkway along the Ottawa River, and represent key recreational routes between the west and east end of the central urban area. A multi-use pathway community route is located along the north side of Scott Street, and various pedestrian access points are available along the Sir John A. Macdonald Parkway.

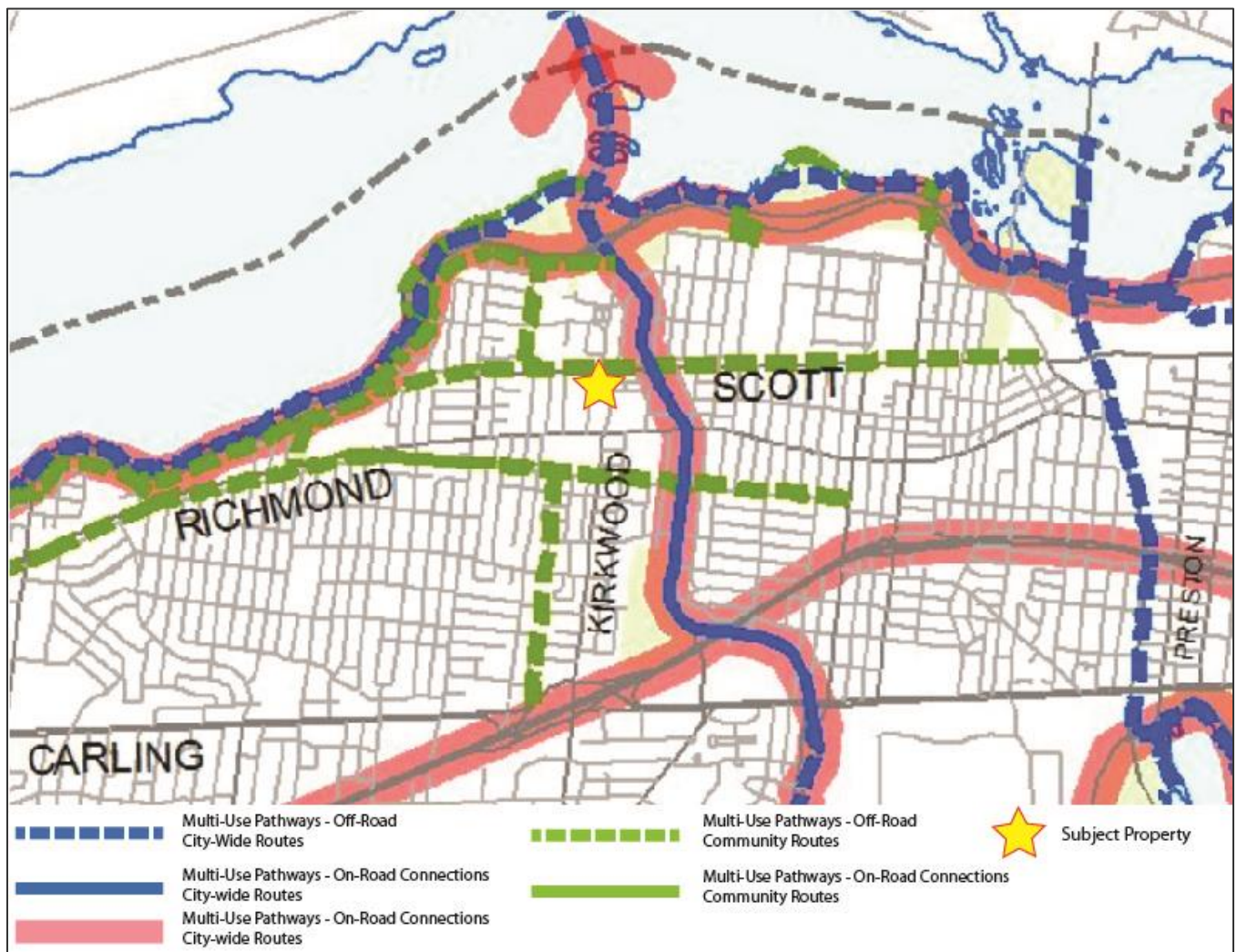


Figure 8: Extract from Schedule I: Multi-Use Pathways and Scenic / Entry Routes

2.0 PROPOSED DEVELOPMENT

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The proposed development responds to its surrounding physical, policy, and built form contexts by proposing a high-rise residential building, with outdoor amenity areas and underground parking. The building is proposed to be 20 storeys in height, transitioning to three storeys at the southern portion of the development.

The building is designed with sleek and stylish building materials, with sporadic white paneling to add visual interest. The height of the tower is intended to begin a transition from the 24-storey building approved at 1960 Scott Street adjacent to the west, leading downwards to the existing low-profile residential development to the east. A Zoning By-law Amendment application for 1946 Scott Street was recently approved by City Council, but is currently under appeal. The approved amendment would permit a nine-storey building on the property, further contributing to the overall transition along the Scott Street streetscape. Figure 9 below illustrates the proposed development in context with other proposed and approved buildings along Scott Street.



Figure 9: Proposed Development in Streetscape with Proposed / Approved Buildings

The southern area of the property is proposed to contain a low-rise portion of the building, which creates a transition to the low-rise character of Clifton Road to the south. Additionally, the building features a 7.5-metre setback from the southern property line, accommodating an access ramp to the underground parking garage and soft landscaping at grade.

The project features a 3.5-metre setback from the western property line. The tower portion of the building between the 7th and 20th storeys is set back 10.5 metres from the western property line, with 27.7 metres of separation distance to the proposed tower at 1960 Scott Street adjacent to the west. The development is strategically designed to mitigate impacts to adjacent properties and developments.

The proposal features a six-storey podium along the north and west sides of the building, with distinct building materials to highlight the western portion of the podium. The intent of the building design is to match the

approved podium height of the building at 1960 Scott Street, as suggested by members of the Urban Design Review Panel. The consistent podium heights create a visually uniform streetwall on the south side of Scott Street, ensuring that individual buildings do not appear more massive than the surrounding built form.

The tower portion of the building is stepped back from the western podium wall to create an approximately 28-metre separation from the approved tower at 1960 Scott Street. The abutting podiums create the streetwall, while the siting of the towers allow sufficient space to allow light access between the podiums, in building windows, and along Scott Street.

The development is proposed to contain approximately 141 units, including one-bedroom, two-bedroom, and three-bedroom (penthouse) units. The high-rise portion of the building is sited along the northern property line for consistency with other development along Scott Street, to reduce impacts on low-rise residential properties to the south, and to achieve a transition in built form southward from the Scott Street arterial.

The ground floor contains a range of building services, including a lobby area, multi-purpose room, pool, gym, administration, and mail room.

Five terrace units with private entrances from Clifton Road are proposed at grade on the east side of the development. The private entrances and streetfront orientation of the terrace units continue the existing character of the residential street to the south, including active front entrances, front yard landscaping, and street-facing windows. The terrace units are designed to be visually and functionally distinct from the high-rise tower to further integrate with the existing street character. Specifically, the two southernmost units extend from the high-rise tower, creating a low-profile built form. Additionally, distinct building materials are applied to the eastern façade to differentiate the terrace units from the tower portion.

The 20th-storey rooftop of the building is proposed to include a Sky Lounge and Mineral Terrace for all units. A portion of the rooftop is reserved for a private Mineral Terrace for the top penthouse unit.

The development is proposed to contain three subterranean levels to accommodate underground parking and building services. A total of 159 residential parking spaces and 10 visitor parking spaces. While zoning relief for resident parking is not required, the requested amendment would reduce the supply of visitor parking from a rate of 0.1 per unit to a rate of 0.07 per unit. In addition, a total of 78 bicycle parking spaces are proposed, exceeding the zoning requirement. The basement levels contain lockers for building residents, offering one locker per unit.

Vehicular access to the underground parking garage will be gained from a driveway ramp connecting to Clifton Road along the southern lot line of the property.

Pedestrian access to the development will be gained principally from Scott Street, with the main entrance to the tower located approximately 15 metres west of the intersection with Clifton Road. Ground-level units facing Clifton Road will feature private entrances with pedestrian walkways. Sidewalks will be provided along both frontages.

A Landscape Plan is submitted in support of the applications. As illustrated on the Site Plan in Figure 9 below, the Landscape Plan shows landscaping features in the front and corner side yards, as well as at grade in the southwest area of the property. Rooftop amenity areas are also landscaped to create visual amenity, reduce the heat island effect, and retain stormwater.



Figure 10: Proposed Site Plan



Figure 11: Rendering Looking Southwest from Scott Street



Figure 12: Rendering Looking Northwest from Clifton Road

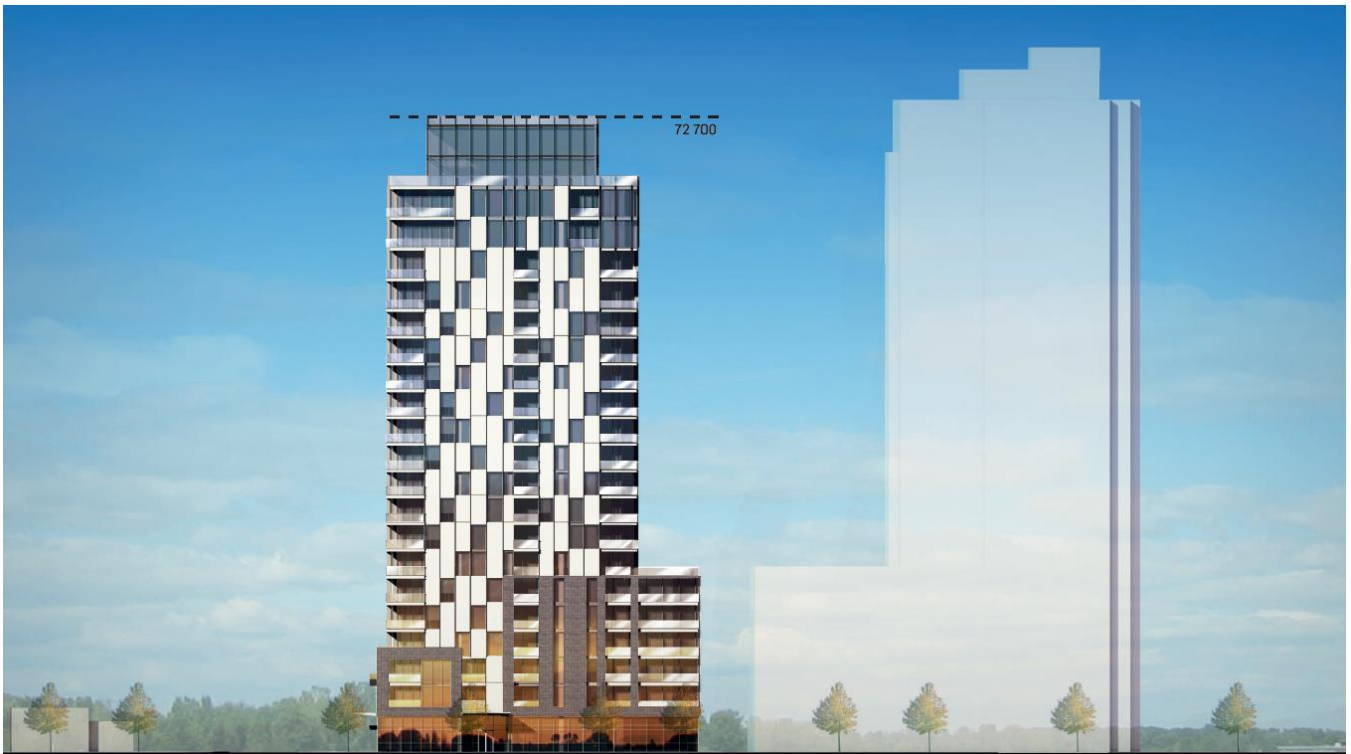


Figure 13: North Elevation Drawing

3.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning. Decisions affecting planning matters “shall be consistent with Provincial Policy Statements.”

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. In addition to meeting the fundamental objective of concentrating growth within established and serviced urban areas, the proposed development meets the following policy interests, among others:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodates an appropriate range and mix of residential, employment, recreation, open space, and other uses to meet long-term needs;
- / Promotes cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted;
- / Promotes cost-effective development standards to minimize land consumption and servicing costs;
- / Appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;
- / Is transit-supportive, where transit is planned, exists or may be developed;
- / In an appropriate location and promotes the opportunity for intensification and redevelopment as described by the municipality;
- / Development takes place in designated growth areas adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities;
- / Directs 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;
- / Promotes densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit where it exists or is to be developed;
- / Promotes land use patterns, density and mix of uses that minimize the length and number of vehicle trips and supports current and future use of transit and active transportation;
- / New development proposed on adjacent lands to existing or planned transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities;
- / Long-term economic prosperity should be supported by maintaining and, where possible, enhancing the vitality and viability of downtowns and Mainstreets.

The proposed development is consistent with the Provincial Policy Statement.

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

The City of Ottawa Official Plan provides a vision of Ottawa’s future growth and a policy framework to guide its physical development to the year 2031. Additionally, the Official Plan addresses matters of provincial interest as defined by the Provincial Policy Statement, and serves as a basis for a wide range of municipal activities.

The subject property is designated Traditional Mainstreet on Official Plan Schedule B (Urban Policy). The designation is intended to create compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile. Development in the designation is also intended to fulfill and take advantage of their multi-modal transportation corridor function. A broad range of uses is permitted on Traditional

Mainstreets, including residential uses. Uses may be mixed in individual buildings or occur side-by-side in separate buildings.

The boundary of the Traditional Mainstreet designation is flexible depending on site circumstance and lot configuration, but generally applies to those properties fronting on the road so designated. It may also include properties on abutting side streets that exist within the same corridor. 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.

Redevelopment and infill are encouraged on Traditional Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk. While the Plan supports building heights up to six storeys on Traditional Mainstreets, greater building heights may be considered in accordance with policies in Section 4.11.

Traditional Mainstreets are classified as a target area for intensification in Policy 4 of Section 2.2.2. Policy 1 stipulates that residential intensification includes:

- a) Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- b) The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- c) Infill development;
- d) The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.

While high-rise development in the Traditional Mainstreet designation typically features commercial uses on the ground floor, the proposed development includes residential units at grade. No commercial uses are proposed in the development for the following reasons:

- / The Scott Street Traditional Mainstreet differs in character from other areas under the designation, as it is a single-loaded road with transportation corridors on the north side. The typical urban corridor character and functions of a Traditional Mainstreet is a challenge to fulfill along this stretch of Scott Street.
- / The location and limitations of the street render it poorly-suited to compete with the Richmond Road shopping street, which offers a range of small-scale shops and services on both sides of the street.
- / McRae Street is planned as a secondary commercial street, and developing the site with retail uses would detract from the intended concentration of commercial uses along McRae Street to the west.
- / The applicable zoning on the property is Residential Fifth Density Subzone B (R5B), which restricts the range and extent of permitted commercial uses.

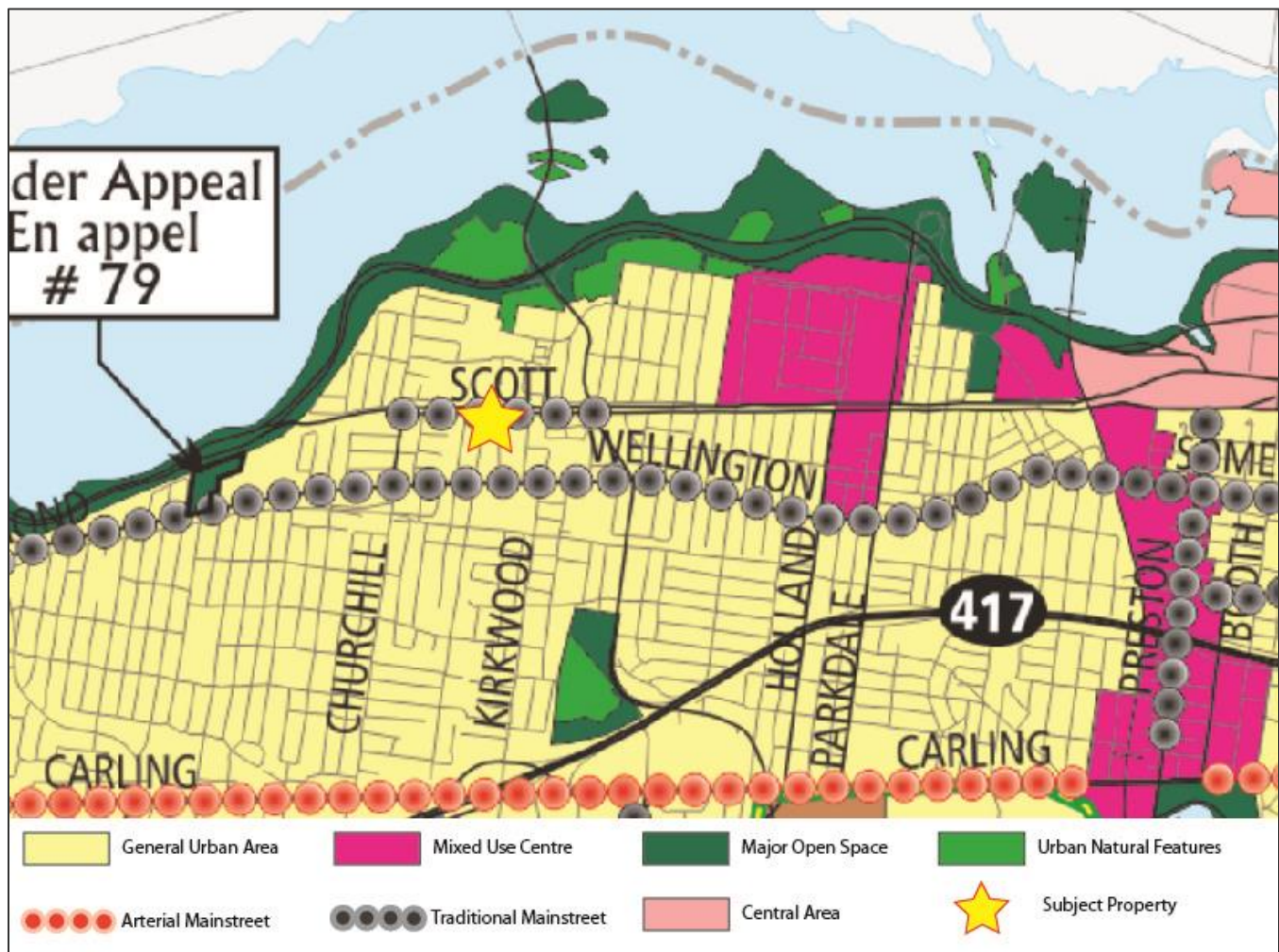


Figure 14: Extract from Official Plan Schedule B (Urban Policy Plan)

Section 2.5.1 notes that the introduction of new development into an existing urban fabric requires a sensitive approach and respect for the community's established characteristics. The Official Plan seeks to mitigate conflicts between existing and new development to ensure proposals are compatible with their surroundings, while allowing for sufficient flexibility and variation in building form and architectural design.

The Official Plan defines compatible development as development that enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It is development that fits well and works well with its surroundings and tries to incorporate common characteristics of its setting. New development can achieve compatibility with its surroundings without necessarily being the same as existing development.

Section 2.5.1 establishes design objectives supplemented by design principles to help achieve compatibility of form and function. The proposed development supports the following objectives and associated principles:

- 1) **To enhance the sense of community by creating and maintaining places with their own identity**

- / The proposed development is of a quality consistent with a major metropolis, proposing high-quality architectural design that takes cues from the character of similar developments in the area.
- / Contributes to the creation of a distinctive street along Scott Street, with active entrances along the street and setbacks designed to frame the street edge.
- / Is sensitive to existing surrounding development, with careful attention paid to the design of the building where it interfaces with the abutting properties to the south along Clifton Road.

2) To define quality public and private spaces through development

- / Creates a social interface between the ground floor and public sidewalk, including walkways connecting to the independent entrances for the ground floor dwelling units along Clifton Road.
- / Designs the building to frame the street, consistent with the character of Traditional Mainstreets.
- / Represents an overall transitioning of building height and form from west to east.
- / Enlivens the public realm by creating a building with vibrant and creative architectural features.
- / Proposes a private landscaped amenity space at the southwest corner of the ground level.
- / Street trees are provided along Scott Street and Clifton Road to improve the pedestrian experience and introduce natural elements to the urban streetscape.

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

- / Designs the building to feature a close relationship to the street, including the public sidewalk.
- / Locates the vehicular access on the south side of the property, to ensure sufficient separation from the intersection of Scott Street and Clifton Road.
- / Is accessible from public transit, including the Westboro transit station.
- / Incorporates generous glazing to increase “eyes on the street” and generate passive surveillance.

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

- / Integrates the building into the existing development fabric, including consideration of building height, setbacks, and circulation patterns.
- / Contributes to the architectural evolution of the neighbourhood by proposing an architectural design consistent with recent developments in the area.
- / Represents an overall transitioning of building height along Scott Street and reflects a sensitivity to the low-rise residential buildings to the south through height transition and setbacks.

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

- / Through intensification, contributes to the achievement of a more compact urban form over time.
- / Contributes to a variety of housing options in the community, allowing the neighbourhood to accommodate a range of people of different incomes and lifestyles at various stages in the life cycle.

6) To understand and respect natural processes and features in development design

- / Proposes landscaping features, including soft landscaping in the front and corner side yards, to allow for natural water percolation and reduce the heat island effect.
- / Incorporates stormwater management infrastructure to properly collect and discharge surface runoff.

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

- / Proposes an active land use in proximity to rapid transit, creating opportunities to meet daily needs by alternative modes of transportation.
- / Provides a supply of bicycle parking spaces in excess of zoning requirements, as well as storage lockers and maintenance areas, to facilitate bicycle use by residents and visitors.

Policy 2 of Section 4.11 contains a set of criteria intended to provide a means to objectively evaluate the compatibility of infill development. The following is an evaluation of the proposal against the established criteria:

Table 2: Evaluation of Proposal Using Compatibility Criteria from Official Plan Section 4.11

Compatibility Criterion	Conformity
Traffic	<ul style="list-style-type: none"> / Parsons prepared a Transportation Impact Assessment (TIA) that concludes that the surrounding transportation network has capacity to absorb the anticipated increase in vehicular traffic.
Vehicular Access	<ul style="list-style-type: none"> / Vehicle ingress and egress are proposed to be provided by means of a private approach from Clifton Road. / The access is located along the southern edge of the property to ensure an appropriate separation from the intersection of Scott Street with Clifton Road.
Parking Requirements	<ul style="list-style-type: none"> / The proposed parking supply in the underground parking garage meets the minimum requirement for resident established in the Zoning By-law. / A reduction in visitor parking from 13 spaces (0.1 per unit) to 10 spaces (0.07 per unit) is requested. The requested reduction is appropriate, given the proposed number of spaces and proximity to transit.
Outdoor Amenity Areas	<ul style="list-style-type: none"> / A transition in building height is incorporated in the development design to increase the setbacks of the units with adjacent rear yards. / Landscaping features and fencing features will limit direct overlook from the rooftop patios. / The majority of overlook will be from private units, which is less invasive than direct overlook from communal rooftop amenity areas. / Some degree of overlook is normal and expected in urban areas, particularly denser areas around transit stations.
Loading Areas, Service Areas and Outdoor Storage	<ul style="list-style-type: none"> / All service and utility areas associated with the development are proposed to be contained internal to the building, accessible from the underground parking garage.
Lighting	<ul style="list-style-type: none"> / The underground parking garage will limit lighting impacts from vehicular circulation on the property. / As shown on the landscape plan, a fence will be installed along the southern property line to further reduce lighting impacts.
Noise and Air Quality	<ul style="list-style-type: none"> / Negative impacts to noise or air quality are not anticipated to result from the proposed development.
Sunlight and Microclimate	<ul style="list-style-type: none"> / The slender design of the building mitigates sunshading impacts. / The majority of sunshading impacts will fall northward on Scott Street.

Compatibility Criterion	Conformity
Supporting Neighbourhood Services	<p>The subject property is well-served by neighbourhood services, including:</p> <ul style="list-style-type: none"> / Commercial uses along Richmond Road and McRae Street / Westboro Transit Station / Recreational facilities (including Lions Park Ottawa Gymnastics Club and Churchill Senior Recreation Centre) / Roy Duncan Park, Mahoney Park, Heather Crowe Park, and Byron Linear Tramway Park / Centre Jules Leger Elementary School, Hilson Avenue Public School, Blyth Academy, Churchill Alternative School and Westboro Montessori School / Sir John A. Macdonald Parkway walking and cycling paths / Existing cycling network along Scott Street, Richmond Road, Clifton Road, Island Park Drive and nearby along Sir John A. Macdonald Parkway

Policy 8 (d) of Section 4.11 specifies that high-rise buildings, defined as buildings of 10 or greater storeys, may be permitted in the Traditional Mainstreet designation in circumstances listed in Policy 9. The circumstances include:

- a) Within areas characterized by high-rise buildings that have direct access to an arterial road; or
- b) Within 600 metres of a rapid transit station, as identified on Schedule D; or
- c) Where a community design plan, secondary plan, or other similar Council-approved planning document identifies locations suitable for the creation of a community focus or corner lot, or at a gateway location or on a terminating site to strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities; or
- d) Within areas identified for high-rise buildings where these building profiles are already permitted in the Zoning By-law approved by Council; or
- e) Within areas where a built form transition is appropriate.

Policy 11 states that a high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. The City considers proposals for high-rise buildings in light of the following measures:

- a) How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b) How the proposal enhances existing or creates new views, vistas and landmarks;
- c) The effect on the skyline of the design of the top of the building;
- d) The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e) How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly-accessible landscaped area, amenity space and pedestrian respite areas, street trees, public art, active land use frontages, legible entrances and views to the street, canopies, awnings, and colonnades for continuous weather protection.

Policy 12 specifies several means by which building transitions can be accomplished, 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);
- c) Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);
- d) Architectural design (e.g. the use of angular planes, cornice lines); and
- e) Building setbacks.

The proposed development is consistent with the building profile policies of Official Plan Section 4.11, including:

- / The subject property is located within proximity to other existing or approved high-rise buildings, including on Scott Street, an arterial road;
- / The property is located within 600 metres of the Westboro rapid transit station;
- / The building is designed to respect the physical context of its surroundings, including through appropriate setbacks in the rear yard;
- / The proposal features unique architectural design, including a variety of building materials and articulation of the façades;
- / The development meets a significant number of Council-approved urban design guidelines, as summarized later in this Planning Rationale;
- / Through design, active entrances, and appropriate setbacks, the proposed building defines the street edge and generates animation along the public street;
- / The building contributes to the creation of a Traditional Mainstreet streetscape;
- / The proposed building height represents an appropriate building height transition along Scott Street, peaking at 1960 Scott Street and transitioning down eastward;
- / The proposal incorporates ground-oriented housing adjacent to the street;
- / The building materials and façade articulation are used strategically to break up the massing;
- / The design endeavours to facilitate a transition to adjacent low-rise development by concentrating height and density at the front of the property and transitioning to a low-rise built form at the rear; and
- / As a result of its location in a Design Priority Area, the development proposal is subject to review by the Urban Design Review Panel (UDRP). A pre-application consultation took place on January 11, 2018, and the proposed design incorporates several of the Panel's recommendations.

The proposed development meets the policies of the Official Plan.

3.3 City of Ottawa Official Plan Amendment (OPA) 150

In 2013, the City of Ottawa reviewed its Official Plan, resulting in numerous changes to its land use policies. The Ministry of Municipal Affairs and Housing issued approval of OPA 150 in April 2014, but the Amendment is currently under appeal before the Ontario Municipal Board (OMB). Until the OMB renders its decision, many of the current policies of the City of Ottawa Official Plan (2003, as amended) remain in full force and effect.

The subject site retains its Traditional Mainstreet designation in OPA 150. The Traditional Mainstreet policies have been revised to include more specific height policies. Building heights up to a maximum of six storeys will generally be permitted in the Traditional Mainstreet designation, unless greater heights are identified in a Secondary Plan as per Policy 3.6.3.12. The policies that have historically allowed for greater building heights to be considered in circumstances such as proximity to transit have been removed in lieu of Secondary Planning. Intensification policies in Section 2.2.2 of the Official Plan have also been amended to include direction for the location of taller buildings. Intensification is targeted towards areas along rapid transit networks, in areas with a mix of uses.

Similar to the Traditional Mainstreet policies, Policy 12 of Section 2.2.2 states that Secondary Plans can identify locations for buildings in excess of the established heights in the Traditional Mainstreet designation. The Secondary Plan policies are reviewed in the following section of this Planning Rationale.

Policies under Section 2.5.1 have been revised, but only to allow development proponents to respond in creative ways to the Design Objectives. Responses provided in the Official Plan section above continue to apply.

Policies under Section 4.11 have also been revised and organized into seven categories, including:

Table 3: Evaluation of Proposed Development Using Revised Compatibility Criteria in Section 4.11 of OPA 150

Compatibility Criterion	Conformity
Views	<ul style="list-style-type: none"> / The unique architecture and form of the building will make a positive contribution to the Scott Street and Westboro area. / The proposed development is outside the Central Area and will have no impact on protected views.
Building Design	<ul style="list-style-type: none"> / The proposal incorporates an appropriate rear yard setback to mitigate impacts on surrounding development to the south. / The building creates visual interest by incorporating a range of building materials and articulated façades. / The principal façade and entrances are oriented to Scott Street. / Includes windows on the building elevations that are visible from the public street.
Massing and Scale	<ul style="list-style-type: none"> / The proposed building height, massing, and scale is designed with sensitivity to the surrounding development, as well as forming a building height transition with existing high-rise development and their podiums to the west. / The majority of shadowing impacts will fall on Scott Street and the LRT to the north. / Incorporates ground-oriented housing adjacent to Clifton Road.
High-Rise Buildings	<ul style="list-style-type: none"> / Concentrates the height and density at the front (north) of the property to reduce impacts on low-rise residential properties to the immediate south. / Achieves an appropriate separation from the approved tower at 1960 Scott Street to the immediate west. / Tower floorplate is smaller than the maximum 750 square metres.
Outdoor Amenity Areas	<ul style="list-style-type: none"> / Incorporates an appropriate rear yard setback to ensure an adequate separation distance to adjacent rear yard amenities. / Proposal features outdoor communal amenity areas for residents.
Public Art	<ul style="list-style-type: none"> / No public art is proposed at this time.
Design Priority Areas	<ul style="list-style-type: none"> / The front building façade is designed to be parallel to the public street, creating a continuous street frontage along Scott Street. / The proposal includes active uses at grade, featuring transparent windows. / Proposes unique architectural treatments, including façade articulations. / Defines and encloses public streets.

3.4 Richmond / Westboro Secondary Plan

The subject property is located in the Richmond Road / Westboro Secondary Plan area. The Secondary Plan envisions the area to have a wide mix of uses, including a range of housing types and choices. Intensification will occur primarily on appropriate sites on Richmond Road, Scott Street, and areas adjacent to existing Transitway stations. The Westboro Transitway Station area has the greatest potential for intensification and high-rise buildings with appropriate transition to their surroundings.

The subject property is located in Sector 7 (Scott Street and the Westboro Transitway Station Area), as illustrated on Figure 7 below. 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.

The Secondary Plan seeks to encourage infill and intensification in a respectable manner at a human scale that is compatible with the existing community on appropriate key potential development sites. New infill development will be compatible with and provide an appropriate transition to the adjacent low-rise community.

Within the Secondary Plan area, a range of heights are permitted, ranging from four to 10 or more storeys. The areas that permit heights of 10 storeys or more are located near the Westboro Transitway Station and certain locations along Richmond Road and Scott Street.

Policy 1.3.3 states that redevelopment and infill are encouraged on Richmond Road and Scott Street Traditional Mainstreets in order to optimize the use of land through increased building height and density. Any proposal for infill or redevelopment will be evaluated in light of the objectives of the Secondary Plan.

The northern portion of the subject property is designated as “4-6 Storeys” on Schedule C of the Richmond Road / Westboro Secondary Plan, as shown in Figure 8 below. The southern portion is not subject to a specific height designation.

The Secondary Plan policies listed above state that building heights over the specified maximum will be considered in any of the following circumstances:

- / Specific building heights are established in the zoning by-law based on the Richmond Road / Westboro Community Design Plan or other Council-approved study; or
- / The proposed building height conforms with prevailing building heights or provides a transition between existing buildings; or
- / 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; or
- / 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; or
- / 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 proposed development meets the policies of the Richmond Road / Westboro Secondary Plan. The proposed height of 20 storeys, with a three-storey built form at the south of the property, creates a height transition that meets Policy 1.3.3. Specifically, the building contributes to an eastward transition down from the property at 320 McRae Avenue, the planned function of which permits a 24-storey building. In addition, at 300

metres from the Westboro light rail station, the development represents a strategic location to increase transit ridership through the provision of greater height and density.



Figure 15: Richmond Road / Westboro Secondary Plan Schedule A (Planning Area Sectors)

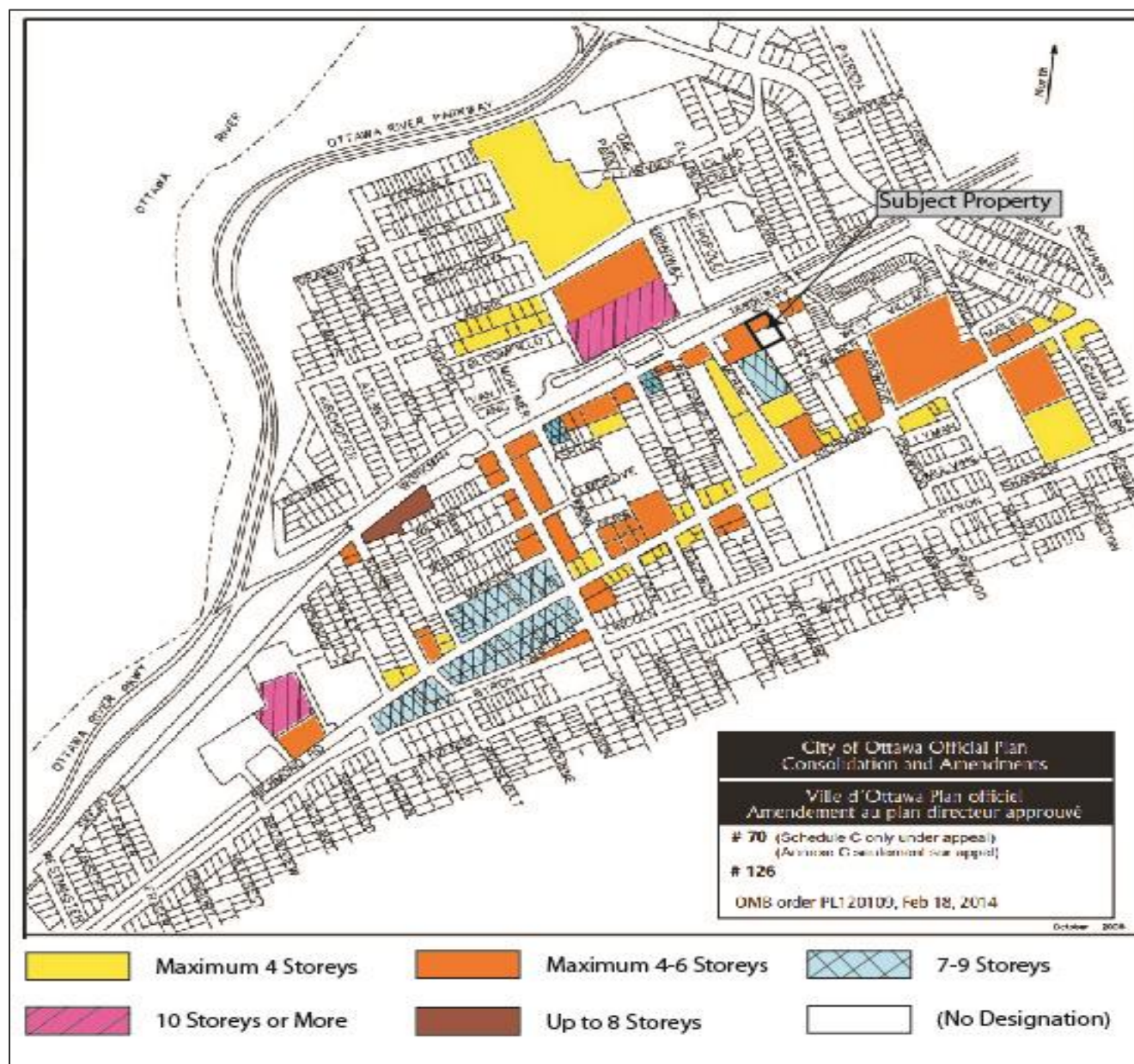


Figure 16: Richmond Road / Westboro Secondary Plan Schedule C

The proposed development meets the policies of the Richmond Road / Westboro Secondary Plan.

3.5 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 following urban design guidelines apply and are achieved through the proposed development:

- / Aligns a streetwall building with the existing built form to create a visually continuous streetscape.
- / Plants trees on flanking residential streets.
- / Provides or restores concrete sidewalks along Scott Street and Clifton Road.
- / Proposes a quality building that is rich in architectural detail.
- / Ensures sufficient light and privacy for residential properties to the rear by ensuring that the proposal is compatible and sensitive with adjacent uses with regard to maximizing light and minimizing overlook.
- / Uses clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent, and locate active pedestrian-oriented uses at grade.
- / Continues the same level of architectural detailing around both sides of the building.
- / Locates front doors to face the mainstreet and be directly accessible from the public sidewalk.
- / Designs pedestrian walkways of unit pavers that are easily maintained for safety.
- / Selects trees, shrubs, and other vegetation with consideration for their tolerance to urban conditions.
- / Plants street trees between 6 and 8 metres apart along public streets.
- / Encloses all utility equipment within the building.

3.6 Urban Design Guidelines for High-Rise Housing

The Urban Design Guidelines for High-Rise Housing were approved by Council in October, 2009, and are intended to be used during the review of development proposals to promote and achieve appropriate high-rise development. These guidelines are to be applied wherever high-rise residential and mixed-use buildings are proposed.

The following urban design guidelines apply and are achieved through the proposed development:

- / Designed to integrate into the existing and planned context through massing, setbacks, transitions in building height, and through design qualities and character.
- / Maintains a building line along the street that is similar to neighbouring buildings.
- / Provides a direct link to sidewalks and streets.
- / Proposes a building that is distinctive in form and detail and created with extra richness and quality in architectural design, materials, detail, and colour.
- / Locates and orients building components to create a sense of transition between the building and existing, adjacent lower-profile areas, including appropriate setbacks and separating the building from adjacent areas with landscaping.
- / Designs a corner site with inviting open spaces and buildings that wrap around the street corner.
- / Aligns the building base with existing setbacks on each of the street frontages.
- / Ensures that the base of the building has direct street frontage.
- / Orients, sizes, and locates the building to minimize the extent or duration of the shadowing on adjacent sites, streets, and open spaces.
- / Designs the lower portion of the building to support human-scaled streetscapes, open spaces, and quality pedestrian environments.
- / Uses clear windows and doors to make the pedestrian level façade highly transparent and accessible.
- / Locates active uses along the street façade to enhance the building's relationship to the public realm.
- / Ensures that the pedestrian entrance is at-grade and directly accessible, clear, prominent, recessed, and directly linked to the sidewalk.
- / Ensures that the building has an architecturally-detailed façade, with no blank or featureless sides.
- / Designs the high-rise building with compact floor plates to maximize views, light, and ventilation for interior spaces to facilitate breezes and light reaching outdoor spaces, to create narrow shadows that track quickly across the ground, and to allow opportunities for sky views.

- / Designs the top of the building and the tops of the podiums to include opportunities for communal outdoor amenity space and / or a place for environmental innovation such as green roofs, rainwater recovery, and solar panels.
- / In addition to the sidewalk area, provides a curbside boulevard for soft landscaping.
- / Provide opportunities for views from apartments to the streets and open spaces for visual surveillance and neighbourliness.
- / Provides a setback of landscaping with trees, shrubs, walls and fences where residential units are at grade to define the pedestrian space, provide a sense of privacy for residents, and enhance the character of the street.
- / Integrates usable private outdoor amenity space, such as balconies, into the architecture of the building.
- / Ensures that the public sidewalk is continuous across private vehicle access and egress points and that vehicles do not interfere with pedestrian priority.
- / Locates parking and service areas within the building.
- / Ensures that communal amenity space is sufficient in size for gatherings and is directly accessible and visible from common areas within the building for convenience and security.
- / Provides a direct, safe, continuous and clearly defined pedestrian walkway from the main doors to the public sidewalk.
- / Sets garage doors back from walkways to create spaces for vehicles to pause and wait.

3.7 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines were approved by Council in January 2009 and are intended to be used for development near transit stations.

The following design guidelines for transit-oriented development apply and are being achieved through the proposed development:

- / Provides a transit-supportive land use within a 600-metre walking distance of a rapid transit station.
- / Contributes to a range of housing types within the community.
- / Locates the proposed building along the front of the street to encourage ease of walking between the building and to public transit.
- / Locates a high-density residential use close to the transit station.
- / Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities by stepping down building heights and densities.
- / Creates a highly-visible building through distinctive design features that can be easily identified and located.
- / The proposed building is set back a distance from the front property line that is intended to define the street edge and provide space for landscaping.
- / Provides architectural variety on the lower storeys of buildings to provide visual interest to pedestrians.
- / Proposes underground parking, located so as to minimize impediments to pedestrian flows.

3.8 City of Ottawa Comprehensive Zoning By-law 2008-250

The subject property is split-zoned, with distinct zoning applied to the component parcels. The property at 1950 Scott Street is zoned Residential Fifth Density Subzone B, Exception 1195, Maximum Building Height 18 (R5B[1195] H(18)). Mid- to high-rise apartment dwellings are permitted in the R5B Zone. The intent of the R5 Zone is to, among others:

- / Allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;

- / Permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size; and
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.



Figure 17: Zoning Map

The properties at 312 and 314 Clifton Road are zoned Residential Third Density Subzone R (R3R). The intent of the R3 zone is to, among others:

- / Allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the third density residential areas;
- / Allow ancillary uses to the principal residential use to allow residents to work at home;
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced.

The property is located within the Mature Neighbourhoods Overlay. As the Overlay is intended to regulate the character of low-rise residential development, the provisions of the Overlay do not apply to applications for high-rise development.

The built form of the proposed development reflects the overall shape of development currently envisioned in the applicable zoning. The high-rise tower portion of the building is located at the north of the subject property,

where mainly the R5 zoning currently applies. Despite the current 18-metre building height limitation, mid- to high-rise buildings are commonly permitted in the R5 zone.

The low-rise portion of the proposed building is located at the south of the property, where the prevailing zoning is R3R. The proposed three-storey built form aligns with the low-rise, medium-density built form permitted in the R3 zone.

The prevailing zoning on the property is generally misaligned with the Traditional Mainstreet Official Plan designation. As indicated in the list of “Purpose” points above, the R5 zone is intended for the General Urban Area, Mixed Use Centre or Central Area policy designations. Indeed, Traditional Mainstreet (TM) zoning is applied to several properties along Scott Street west of the subject property.

To align with the applicable policy framework and the prevailing zoning along the south side of Scott Street, a TM Zone is proposed for the subject property. The proposed zone would feature a site-specific exception zone to account for variations to performance standards according to the submitted plans, and a height schedule or special exception provision would permit the 20-storey building height.

The purpose of the TM Zone is to, among others:

- / Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use building but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;
- / Foster and promote compact, mixed-use, pedestrian-oriented development that provides for access by foot, cycle, transit and automobile;
- / 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.

A wide range of residential and non-residential land uses are permitted, including mid- to high-rise apartment dwellings.

Table 1 below evaluates the proposed development against the applicable zoning provisions for the TM Zone.

Table 4: Zoning Evaluation

Zoning Mechanism		Required	Proposed	Compliance
Lot Area		No minimum		✓
Lot Width		No minimum		✓
Front Yard Definition		A lot abutting Scott Street must be treated as though it fronts that street.	Front yard along Scott Street	✓
Maximum Front Yard Setback		2 m	5.7 m	✗
Minimum Front Yard Setback	Above 15 metres in height	2 metres	5.7 m	✓

Zoning Mechanism		Required	Proposed	Compliance
Minimum Interior Side Yard Setback	Maximum	3 metres between a non-residential use building or a mixed-use building and another non-residential use building or mixed-use building, except where a driveway is provided, in which case the setback must be a maximum of 6 metres where the driveway leads to a parking area of 20 or more spaces.	N/A	N/A
	Minimum	<p>The maximum setback provisions above do not apply to the following cases and the following minimum setbacks apply:</p> <p>1) 3 metres for a non-residential use building or a mixed-use building abutting a residential zone, and</p> <p>2) 1.2 metres for a residential use building</p> <p>All other cases: no minimum (subject to maximum setbacks)</p>	1.5 m	✓
Minimum Corner Side Yard Setback		3 metres, except for any part of a building above 15 metres for which an additional 2-metre setback must be provided	3 m podium 4.2 m tower	✓ ✗
Minimum Rear Yard Setback	i) Rear lot line abutting a residential zone	7.5 metres	7.75 m	✓

Zoning Mechanism		Required	Proposed	Compliance
	ii) Rear lot line abutting a public laneway	4.5 metres	N/A	N/A
	iii) For residential use building	7.5 metres	7.75 m	✓
	iv) Other cases	No minimum	N/A	N/A
Maximum Building Height	Minimum	6.7 metres for a distance of 20 metres from the front lot line	72.7 m	✓
	Maximum	<p>1) 20 metres but not more than 6 storeys, except where otherwise shown on the zoning maps</p> <p>2) Where the building height is greater than four storeys or 15 metres, at and above the fourth storey or 15 metres, whichever is the lesser, a building must be set back a minimum of 2 metres more than the provided setback from the front lot line and from a corner side lot line</p> <p>3) No part of a building on a lot with a rear lot line abutting an R1, R2, R3, or R4 zone may project above a 45 degree angular plane measured at a height of 15 metres from a point 7.5 metres from the rear lot line, projecting upwards towards the front lot line</p>	72.7 m	<p>✗</p> <p>✗</p> <p>✗</p>

Zoning Mechanism		Required	Proposed	Compliance
Maximum Floor Space Index		No maximum	~7.0	✓
Minimum Width of Landscaped Area	Abutting a residential zone	3 metres; may be reduced to 1 metre where a minimum 1.4-metre-high opaque fence is provided	Ranges from 0 – 6 m	✗
	In all other cases	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, or loading spaces, the whole yard must be landscaped	Varies	✓
Minimum Driveway Width		3 metres for parking lots with less than 20 parking spaces 6 metres for parking lots with 20 or more parking spaces	6 m	✓
Façade Requirements		The façade facing the main street must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor	Entrance faces Scott Street	✓
Permitted Projection for Covered or Uncovered Balcony		Above 0.6 metres above adjacent grade: 2 metres, but no closer than 1 metre from any lot line	Varies	✓
Minimum Required Parking (Area Y)		None for the first 12 units 0.5 per dwelling unit after 12 units	169	✓

Zoning Mechanism	Required	Proposed	Compliance
	$(141 - 12 = 129 \times 0.5 = 64.5)$		
Minimum Required Visitor Parking (Area Y)	<p>None for the first 12 units</p> <p>0.1 per unit after 12 units</p> <p>$(141 - 12 = 129 \times 0.1 = 13)$</p>	10	✗
Minimum Parking Space Dimensions	<p>Width: Minimum 2.6 metres</p> <p>Length: 5.2 metres</p>	2.6 m x 5.2 m	✓
Permitted Reductions to Parking Space Dimensions	<p>Where located in a parking lot or parking garage containing more than 20 spaces:</p> <p>Up to 40% of the required parking spaces may be reduced to a minimum width of 2.4 metres and a minimum length of 4.6 metres, and must be marked</p> <p>(Except where abutting a wall, column, or other obstruction)</p>	Minimum required rate exceeded	✓
Minimum Drive Aisle Width	For an aisle serving parking spaces angled at between 56 and 90 degrees: 6.0 metres	6 m	✓
Location of Parking in TM Zone	No parking is permitted in a required and provided front yard, corner side yard, or extension of a	Underground	✓

Zoning Mechanism	Required	Proposed	Compliance
	required corner side yard into a rear yard		
Minimum Number of Bicycle Parking Spaces	0.5 per dwelling unit (141 x 0.5 = 71)	78 spaces	✓
Minimum Required Private Amenity Area	6 square metres per dwelling (141 x 6 = 846 m ²)	One balcony per unit Total private amenity space: 1,179.44 m ²	✓
Minimum Required Communal Amenity Area	Minimum of 50% of the required total amenity area (846 / 2 = 423 m ²)	Multiple amenity space locations Total communal amenity space: 801.91 m ²	✓

3.9 Relief Required

As summarized in Table 1, relief is required for the following zoning provisions to permit the proposed development:

/ **An increased maximum front yard setback from 2 metres to 7.5 metres.**

The intent of the maximum building setback along Traditional Mainstreets is to create a pedestrian-friendly and active streetscape with a high degree of interaction and interface with retail uses at grade. In contrast with a typical Traditional Mainstreet character, the subject property is not located on a shopping street, and the development proposal contains no retail uses at grade.

The proposed building setback of 4.5 metres is intended to align with the approved building at 1960 Scott Street to the west, creating a more uniform streetwall. The increased setback also allows for an expanded sidewalk along Scott Street, creating more space for pedestrian activity. Additionally, the increased setback contributes to achieving the setback objectives.

/ **A reduced minimum corner side yard setback for a portion of a building greater than 15 metres in height.**

While the proposed development meets the corner side yard setback requirement at grade, the provided setback above the third storey does not meet the 2-metre requirement. The reduction contributes to the achievement of an appropriate setback from the approved tower at 1960 Scott Street to the west. The visual impact of the reduced setback is mitigated by the contrast in building materials between the podium and tower.

/ **An increased maximum building height of 72.7 metres, whereas the prevailing zoning on the property applies an 18-metre maximum building height limit.**

The proposed building height is designed to achieve a transition along Scott Street, with building heights gradually decreasing eastward from the 24 storeys proposed at 1960 Scott Street.

The majority of shadows from the proposed building will be cast northward onto Scott Street and adjacent corridors, and the slender building design allows for good separation from the adjacent 24-storey tower, ensuring that shadows are interspersed and track quickly across surrounding areas.

The Official Plan policies support high-rise buildings in the Traditional Mainstreet designation in areas characterized by high-rise buildings on properties fronting onto arterial roads, in areas within 600 metres of rapid transit stations, and in areas where a built form transition is appropriate. Additionally, the Richmond – Westboro Street Secondary Plan permits increased density where there is an opportunity to support transit.

The additional building height adds density in proximity to the Westboro rapid transit station, increasing ridership and encouraging alternative modes of transportation in the community. Simultaneously, the building is sensitively designed to respect the established residential area to the south. Specifically, the transition to a low-rise built form at the southern portion of the property reduces impacts on the low-profile residential neighbourhood along Clifton Road.

/ **A reduction in the minimum width of landscaped strip abutting a residential zone from 3 metres to 0 metres.**

While the majority of the rear (south) yard is landscaped, the ramp to the parking garage is proposed to be developed adjacent to the southern property line. Consequently, a landscaped strip is not provided for a portion of the southern lot line.

The majority of south yard and landscaping is located adjacent to the rear yard of the adjacent residence. This deliberate design choice reduces building massing at a location that would be more impactful on neighbouring properties.

The intent of the landscape strip is to allow tree plantings or a fence to create a visual screen adjacent to residential zones. As a fence is proposed along the southern property line, a proper screen will be incorporated into the development.

/ **A reduction in minimum visitor parking from 13 spaces to 10 spaces.**

A total of 10 visitor parking spaces are proposed for the development, whereas 13 spaces are required. The proposed parking rate is appropriate for the context, given the proximity of the subject property to the Westboro rapid transit station.

The required rate of 0.1 for visitor parking is applied broadly to Areas X, Y, and Z on Schedule 1A of the Zoning By-law. Although the subject property is classified as Area Y, its proximity to transit differentiates it from other properties classified as Area X or Y in which rapid transit is not available. The reduction of three visitor parking spaces is a recognition of the proximity of the subject property to rapid transit infrastructure.

Further, the Zoning By-law implicitly acknowledges the diminishing marginal effect of additional visitor parking spaces as buildings increase in size. Section 102(2) of the Zoning By-law exempts buildings with fewer than 12 units from providing visitor parking spaces, whereas Section 102(3) establishes a maximum requirement of 30 visitor parking spaces per building in Areas X, Y, and Z. Taken together, these provisions imply that there is a “sliding scale” of effectiveness for visitor parking, such that additional visitor parking spaces in larger buildings gradually generate less utility.

It is anticipated that the schedules of individual visitors will be sufficiently complementary to ensure availability of parking at all times. While the number of visitor vehicles per day may exceed 10, times of day for visits will vary, staggering usage and availability of spaces. Consequently, the 10 proposed visitor parking spaces is anticipated to provide sufficient parking capacity for visitors.

4.1 Assessment of Adequacy of Public Services

DSEL prepared an Assessment of Adequacy of Public Services report in support of the application. The report analyses water supply, wastewater services, and stormwater management systems for the proposed development.

The report concludes that the existing servicing infrastructure in the area has adequate capacity to accommodate the proposed development. All proposed servicing and stormwater management systems conform to all relevant City of Ottawa Standards and Guidelines.

4.2 Geotechnical Study

Paterson Group completed a Geotechnical Investigation for the proposed development in March 2018. The investigation included digging boreholes, taking soil samples, installing monitoring wells, and analysis of findings.

The report concluded that the property is considered suitable for the development. It also features recommendations for design and construction, including:

- / Review the bedrock stabilization and excavation requirements.
- / Observe all bearing surfaces prior to the placement of concrete.
- / Sample and test the concrete and fill materials used.
- / Observe periodically the condition of unsupported excavation side slopes in excess of 3m in height, if applicable.
- / Observe all subgrades prior to backfilling and follow-up field density tests to determine the level of compaction achieved.
- / Sample and test the bituminous concrete including mix design reviews.

4.3 Transportation Impact Study

Parsons completed a Transportation Strategy Report, dated July 12, 2018, assessing the projected transportation and traffic impacts of the proposed development. The Strategy Report finds that the approval of the proposed development makes sense from a transportation perspective, and that the location, design and function of the proposed development will serve to support City of Ottawa objectives with respect to redevelopment, intensification and modal share.

The signalized Scott/Lanark and unsignalized Scott/Clifton intersections are projected to operate similar to existing conditions. While pedestrian Level of Service (LoS) 'A' is not achieved due to low effective walk time for pedestrians crossing north-south at the signalized Scott/Clifton intersection, bicycle level of service meets the target BLoS 'A' and the additional transit trips generated are expected to be accommodated by the future LRT line. Given the site's adjacency to transit and active transportation facilities, the provision of visitor parking at slightly below the City's minimum rate is expected to be sufficient.

Site access on Clifton Road is projected to operate 'as a whole' with a LoS 'A' through the horizon years.

4.4 Noise / Vibration Study

Gradient Wind Engineering Inc. prepared an Environmental Noise and Vibration Feasibility Assessment for the proposed development in May 2018. The report finds that residential units on the north side of the building adjacent to Scott Street and the forthcoming LRT will be most affected by noise impacts.

The report concludes that select construction approaches and materials will be required for parts of the building where noise levels exceed 65 dBA. In addition, the development will require central air conditioning to allow occupants to keep windows closed and maintain a comfortable living environment. A Warning Clause will be required on all Lease, Purchase and Sale Agreements.

The Assessment also investigates vibration impacts from the LRT, and concludes that the predicted vibration levels are below the criterion of 0.10 mm/s RMS, so no mitigation will be required.

4.5 Wind Analysis

Gradient Wind Engineering Inc. prepared a Pedestrian Level Wind Study for the proposed development in May 2018. The study team performed a computer simulation of the wind impacts of the proposed development, concluding that all grade level areas within and surrounding the development site will be acceptable for the intended pedestrian uses on a seasonal basis.

Additionally, the report notes that the proposed amenity terrace on the top level of the building will experience calm and suitable wind conditions appropriate for sitting and more sedentary activities during the summer months without the need for mitigation.

4.6 Phase 1 Environmental Site Assessment

Paterson Group completed a Phase I Environmental Site Assessment (ESA) for the subject property in April 2018. The report notes that development on the subject property dates to 1928, with residential and commercial uses developed over time.

As Paterson is in the process of filing a Record of Site Condition (RSC) with the Ministry of Environment and Climate Change for the redevelopment of the adjacent property to the west, and was previously responsible for the filing of an RSC for the residential property to the southwest. Based on the research performed for these files, the properties are not considered to represent areas of potential environmental concern.

Based on these findings, the report concludes that a Phase II ESA is not required.

5.0 CONCLUSIONS

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

The proposal 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, and meets the policies for Traditional Mainstreets. The proposal responds to its context by continuing the existing and planned built form along Scott Street, as well as ensuring a built form transition along the street. The development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

Additionally, the applicable zoning on the subject property is generally misaligned with the Traditional Mainstreet Official Plan policy designation. Furthermore, the maximum building height in the prevailing zone is inconsistent with the Richmond Road / Westboro Secondary Plan, which allows higher building heights where high-rise buildings prevail or where there is an opportunity to support rapid transit.

The proposed development meets several of the applicable requirements for the TM Zone, which is more appropriate for the subject property.

The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.

Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,



Jaime Posen, MCIP RPP
Planner



Brian Casagrande, MCIP RPP
Director, Planning + Development