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Andrew McCreight

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Via Email: andrew.mccreight@ottawa.ca

**RE: 1950 Scott Street and 312 & 314 Clifton Road
Planning Rationale Addendum**

Dear Mr. McCreight,

In response to the technical circulation comments dated December 4, 2018, Fotenn is providing this Addendum to the Planning Rationale to provide additional clarification on matters pertaining to the Zoning By-law Amendment application for the properties municipally known as 1950 Scott Street and 312 / 314 Clifton Road. The Addendum provides further details on the Section 37 calculations, an analysis of the proposal against current urban design guidelines, and revised details for the requested Zoning By-law Amendment.

Section 37 Calculation

The drawings illustrating As-of-Right allowances for buildings under the Zoning By-law were prepared as a preliminary exercise to determine an anticipated baseline for permitted development on the three component properties. The calculations were intended to provide a general sense of the As-of-Right allowances, and were not anticipated to be used for the purpose of a final analysis.

The calculations were based on the performance standards in the prevailing zoning framework. The property municipally known as 1950 Scott Street is currently zoned Residential Fifth Density Subzone B, Exception 1195, Maximum Building Height 18 Metres (R5B[1195] H(18)), while the two properties at 312 and 314 Clifton Road are zoned Residential Third Density Subzone R (R3R).

Assumptions Used:

- / 1950 Scott Street: Proposing a hypothetical mid-rise apartment building
 - o Setbacks as per the zoning provisions
 - o Building height: 18 m (5 storeys)
- / 312 / 314 Clifton Road: Proposing a hypothetical three-unit dwelling on each parcel
 - o Setbacks as per the zoning provisions
 - o Building height: 10.7 m (3 storeys)
- / A 17% deduction was applied for all three parcels to account for common areas. This rate is based on the sample rate indicated in the Section 37 Guidelines, but may be adjusted in the final analysis.

Urban Design Guidelines for High-Rise Buildings (2018)

The proposed development meets several of the 2018 Urban Design Guidelines for High-Rise Buildings. The proposal:

- / Respects and enhances the existing and planned views and vistas through the placement of the building, height transitions, setbacks and stepbacks, and landscaping;
- / Respects and enhances the overall character of the existing and planned urban fabric and the skyline by maintaining a harmonious relationship with the neighbouring buildings through means such as height transition, built form design, fenestration patterns, colour, and materials without necessarily being the same.
- / Relates the height and scale of the proposed building to the existing context and provides variations;
- / Include base buildings that relate directly to the height and typology of the existing or planned streetwall context;
- / Is sited on a lot with a regular shape to allow for a design that incorporates effective transition measures;
- / Abuts the public realm on two sides;
- / Is sited on a lot with a lot area of 2,181 square metres;
- / Enhances and creates the overall pedestrian experience in the immediate surrounding public spaces through the lower portion of the building, which fits into the existing urban fabric, animates existing public spaces, and frames existing views;
- / Enhances and creates the image of a community and a city through the design of the upper portion of the building, which includes a top that respects and enriches the urban fabric and skyline;
- / Places the base of the building to form a continuous building edge along the street, and aligns the façades of the base with adjacent building façades;
- / Incorporates a base of three storeys, which respects the surrounding context condition through setbacks and architectural articulation;
- / Matches the height of the base portion of the building with the adjacent lower-scale buildings, while providing a transition in height on the base through setbacks and architectural articulation;
- / Features an appropriate variety of textures and building materials;
- / Features highly transparent materials on the ground floor to animate the streetscape;
- / Includes a tower floorplate of approximately 680 square metres;
- / Includes a tower separation of approximately 27 metres;
- / Steps back the tower 1.5 metres from the base on the east side;
- / Orients and shapes the tower to minimize shadow impacts;
- / Creates a fenestration pattern and applies colour and texture on the façades that are consistent with and complement the surrounding context;
- / The top of the building makes an appropriate contribution to the skyline for a background building, fitting into the overall character and contributing to the harmony of the city skyline;
- / Provides an appropriate sidewalk width around the building;
- / Introduces landscaping and / or residential patios between the sidewalk and the building face to allow for public-private transition;
- / Locates the main pedestrian entrance at the street with a seamless connection to the sidewalk;
- / Incorporates ground-oriented units with useable front entrances, and front amenity spaces on a street with residential character;

- / Provides greater floor-to-ceiling height at the ground floor; and
- / Locates parking underground.

Zoning Details

The table below presents a revised evaluation of the zoning details for the proposed development. Rows marked with a red “X” in the Compliance column indicate mechanisms for which zoning relief is required.

Proposed Zoning: Traditional Mainstreet (TM)

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	3.35 m	✗
Minimum Front Yard Setback	Above 15 metres in height	2 metres from the provided setback	3.35 m (0 m stepback)	✗
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

Zoning Mechanism		Required	Proposed	Compliance
	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 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 4.67 m tower	✓ ✗
Minimum Rear Yard Setback	i) Rear lot line abutting a residential zone	7.5 metres	7.5 m	✓
	ii) Rear lot line abutting	4.5 metres	N/A	N/A

Zoning Mechanism		Required	Proposed	Compliance
	a public laneway			
	iii) For residential use building	7.5 metres	7.5 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	68.2 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</p>	68.2 m	<p>✗</p> <p>✗</p> <p>✗</p>

Zoning Mechanism		Required	Proposed	Compliance
		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		
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 – 7.5 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	Entrance faces Scott Street	✓

Zoning Mechanism	Required	Proposed	Compliance
	at least one active entrance serving each residential or non-residential use occupying any part of the ground floor		
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 (141-12 = 129 x 0.5 = 64.5)	148	✓
Minimum Required Visitor Parking (Area Y)	None for the first 12 units 0.1 per unit after 12 units (141-12 = 129 x 0.1 = 13)	13	✓
Minimum Parking Space Dimensions	Width: Minimum 2.6 metres Length: 5.2 metres	2.6 m x 5.2 m	✓
Permitted Reductions to Parking Space Dimensions	Where located in a parking lot or parking garage containing more than 20 spaces:	Minimum required rate exceeded	✓

Zoning Mechanism	Required	Proposed	Compliance
	<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 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 required corner side yard into a rear yard	Underground	✓
Minimum Number of Bicycle Parking Spaces	<p>0.5 per dwelling unit</p> <p>(141 x 0.5 = 71)</p>	81 spaces	✓
Minimum Required Private Amenity Area	<p>6 square metres per dwelling</p> <p>(141 x 6 = 846 m²)</p>	<p>One balcony per unit</p> <p>Total private amenity space: 1,058.16 m²</p>	✓

Zoning Mechanism	Required	Proposed	Compliance
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	✓

Relief Requested:

- / To permit a front yard setback of 3.35 metres for the entire height of the building, whereas the Zoning By-law requires a maximum front yard setback of 2 metres and an additional setback of 2 metres from the provided setback above 15 metres in height.

The proposed 3.35-metre setback is revised from the previous request for a maximum front yard setback of 5.7 metres. The new requested setback results principally from a revised dimension to the correct property line.

Relief is also requested for the provision requiring an additional 2-metre stepback from the provided setback above 15 metres in height. The tower portion of the proposed building is designed with a setback of 3.35 metres, matching the setback of the podium. While a stepback has been incorporated along the east side of the tower in accordance with guidelines, the unique character of Scott Street does not warrant a stepback. As a single-loaded street, there is no danger of a “canyon effect,” which the stepback requirement is intended to mitigate. A reduced front setback for the tower enables the building to be located as far north as possible, reducing impacts on the existing low-rise residential development to the south.

- / To permit a minimum corner side yard setback of 4.67 metres for the portion of the building above the third storey, whereas the Zoning By-law requires a minimum corner side yard setback of 2 metres beyond the provided setback.

The revised proposal features a 1.67-metre stepback at the fourth storey, consistent with design guidelines. Despite the guidelines recommending 1.5 metres, the Zoning By-law requires a stepback of 2 metres. As the proposed stepback is 0.33 metres short of this requirement, relief from this provision is requested.

- / To permit a maximum building height of 68.2 metres, whereas the Zoning By-law limits building heights to 20 metres.

The Traditional Mainstreet Zone establishes a maximum building height limit of 20 metres, representing a mid-rise building. The proposed development features a high-rise component, aligning

with Official Plan, Secondary Plan, and Community Design Plan (CDP) policies. The requested relief from the maximum building height provision is required to permit the proposal.

- / To permit a landscape buffer of 0 metres abutting a landscape zone, whereas the Zoning By-law requires a 1-metre landscape buffer where a 1.4-metre-high opaque fence is provided.

The proposed landscape buffer meets the intent of the Zoning By-law by providing a 7.5-metre landscape buffer adjacent to the residential zone to the immediate south. However, as driveways are explicitly excluded from the definition of “landscaped areas,” the access to the underground garage along the southern property line encroaches into the required landscape area. The location of the driveway has been determined to be most appropriate from a safety perspective. Relief from the zoning provision is required to permit the proposed design.

Where a 1.4-metre-high opaque fence is provided, the minimum width of a landscape buffer may be reduced to 1 metre. As a fence will be provided along the southern lot line, this alternative performance standard would apply. The provided landscaped area far exceeds this required minimum width.

Additionally, whereas the driveway is located at the southeast corner of the property, the landscaped area is located at the southwest corner, abutting the rear yard of the dwelling to the immediate south (316 Clifton Road). Consequently, the private amenity space in the rear yard of the adjacent dwelling will not be directly impacted by the proposed driveway access ramp.

While not explicitly exempted in the TM Zone provision (Section 197(3)(i)(i)), it is noteworthy that driveways are permitted to cross landscaped buffers in other sections of the Zoning By-law. For example, Section 110(1)(a) specifies that driveways may cross required landscape buffers provided around a parking lot.

As outlined above, and in our original Planning Rationale, it is our professional opinion that the proposed Zoning By-law Amendment is appropriate, represents good planning, and is in the public interest.



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