



2070 Scott Street

Planning Rationale for Zoning By-law
Amendment and Site Plan Control
Application

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1.0 INTRODUCTION

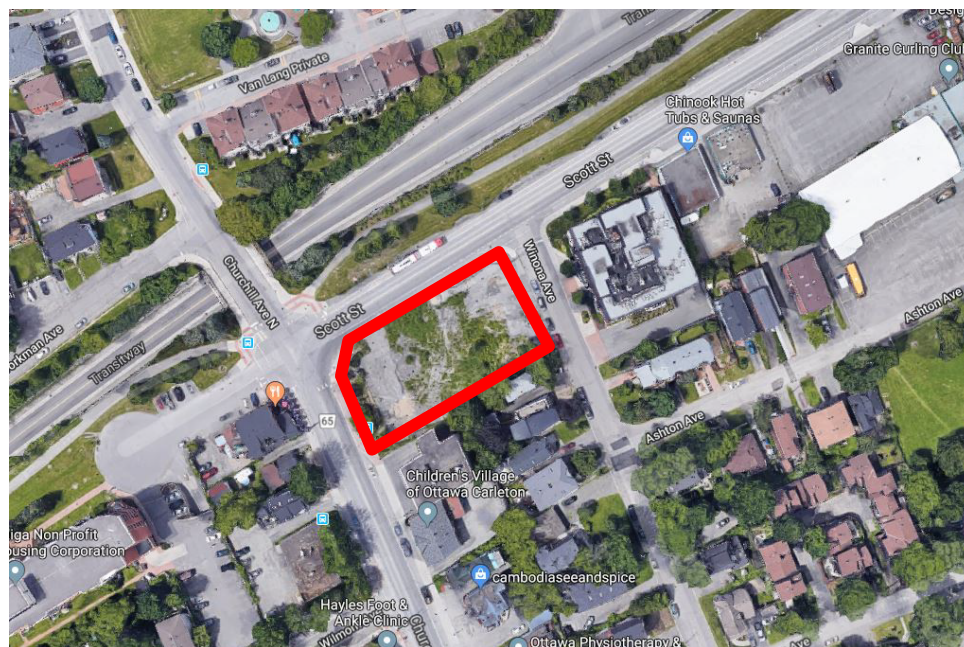
This planning rationale has been prepared in support of an application by Azure Urban Developments for a Zoning By-law Amendment and Site Plan Control application for the property known as 2070 Scott Street. The property is located at the southeast corner of Scott Street and Churchill Avenue in the City of Ottawa.

The development application proposes a 23-storey mixed-use tower. The proposed development will have a total of 241 units split between three townhouses on the ground floor, the remaining residential units in the podium and tower, and four retail spaces on the ground floor. A proposed mix of outdoor private amenity space and retail amenity space is provided through building step-backs at key corners and on the rooftops of building step-backs. The residential tower steps back at the second and sixth floors in order to create transition to the adjacent residential dwelling on Winona Avenue.

2.0 SITE LOCATION, SITE CONTEXT, TRANSPORTATION AND DEVELOPMENT PROPOSAL

2.1 SITE LOCATION AND CONTEXT

The site is located at the corner of Churchill Avenue, Scott Street and Winona Avenue in Ottawa's Westboro neighbourhood, Kitchissippi ward, as shown in Figure 1. The property is legally described as Part of Lots 15, 16 and 17, Plan 37, Part 4 Plan 4R18177, Ottawa. The site has approximately 60 metres of frontage along Scott Street and a depth of approximately 31 metres, with a total area of approximately



2105 m². The property is currently vacant, the previous buildings on site have been demolished in anticipation of future development.

Figure 1 – Site Location.

2070 Scott Street is a corner lot bound by Churchill Avenue North, Scott Street and Winona Avenue. The property is currently vacant,



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occupied by scrubby vegetation. Scott Street is experiencing huge amounts of transition from low-rise infill dwellings and automobile-oriented uses to mixed-use high-rise developments. These changes are a response to the area's proximity to the Westboro Transit Station, future LRT station, Westboro Village and the commercial and retail hub along Richmond Road. High-rise developments that have been approved, developed or are in the planning process include 1960 Scott Street, 1950 Scott Street, 315 Tweedsmuir Avenue, 320 McRae Avenue and 1976 Scott Street.

North: North of the site is Scott Street, an east-west arterial Mainstreet stretching from Churchill Avenue to Bayview Road. North of Scott Street is an existing multi-use pathway and linear park, as well as the Westboro Transitway Station and associated rail infrastructure. The Westboro LRT Station is approximately 250 metres from the north-east corner of the site. The neighbourhood north of Scott Street is characterized by low-rise single detached dwellings with associated park space.

East: East of the site is Winona Avenue, a north-south local street that connects from Scott Street to Richmond Road. Opposite the site is a residential condominium building of five storeys at the corner of Winona Avenue and Scott Street. The neighbourhood east of the site is a mix of low-rise single and detached dwellings, light industrial and commercial uses. The Westboro Transit Station is north-east of the site. The Scott Street building fabric is changing and is seeing recent approvals for high-rise buildings as a result of the planned conversion of the transitway to light rail stations, such sites include 1950 and 1960 Scott Street.

South: South of the site are predominantly low-rise residential dwellings with some low-rise apartment dwellings, gradually transitioning into mixed-use and commercial units near Richmond Road. The neighbourhood does not have a defined street fabric or edge, with a range of front yard setbacks that are not consistent and are a mix between building frontages and surface parking lots for low-rise apartment dwellings.

West: West of the site is Churchill Avenue, a general mixed-use area. The area has a range of single-detached, low- to mid-rise apartment dwellings and commercial units.

2.1.1 Community Context

The site is located in close proximity to several community amenities as shown in Figure 2. These amenities include:

- Westboro Light Rail Transit Station
- Multi-use pathways and cycling routes along Scott Street and the Sir John A Macdonald Parkway
- Public Parks
- Retail shopping and commercial uses
- Restaurants
- Schools and other community uses



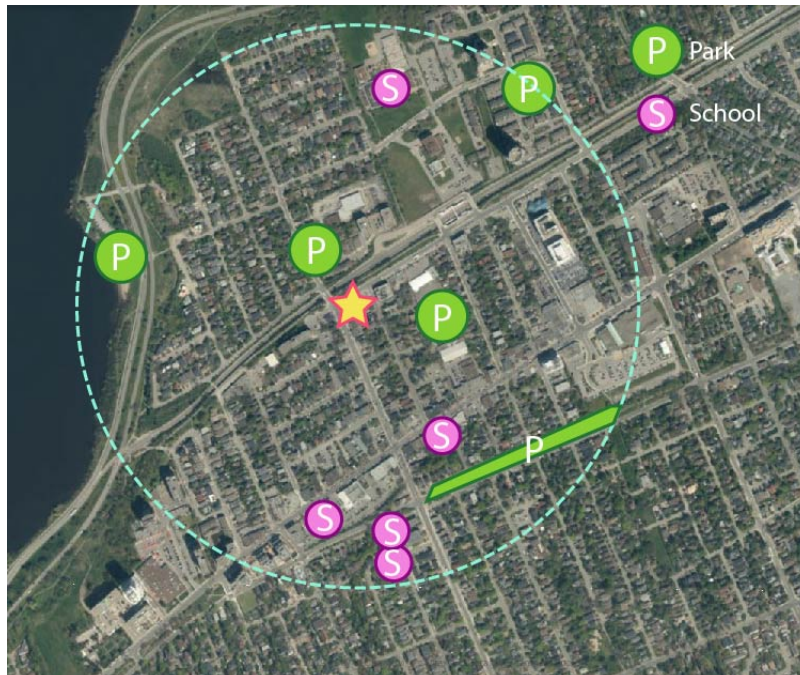


Figure 2 – Community Amenities within 600 metres of the Site.

2.1.2 Transportation Network

Roads

The site is well serviced by the existing road network. The site is directly serviced by Churchill Avenue, Scott Street and Winona Avenue. Churchill Avenue (north of Richmond Road) and Scott Street are designated as arterial roads, shown on Figure 3 of Schedule E – Urban Road Network from the City of Ottawa Official Plan.



Figure 3 – Schedule E – Urban Road Network, Official Plan.

Churchill Avenue is a two-lane, north-south Arterial roadway. Currently there is on-street parking on both sides of Churchill and the street is serviced by OC Transpo bus routes. Scott Street is a four-lane, east-west Mainstreet with on-street parking in some locations and currently serves as a major bus route serving the Westboro Transitway Station but bus traffic will be

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reduced upon the commencement of the LRT Line. Winona Avenue is a two-lane, north-south local street with on-street parking.

Transit Network

The site is served by numerous OC Transpo routes within the Westboro Transitway Station located northeast of the site. Westboro Station is approximately 250 metres from the site and is planned to open as the new Light Rail Transit (LRT) Station. The opening of the LRT will initiate the planning for Phase 2 to extend the LRT line further east, west, and south.



Pathways

There are many cycling and multi-use pathways available in close proximity to the site (Figure 4). Scott Street is identified as an on-road cycling route, there is also a multi-use pathway system on the north side of Scott Street and the Sir John A Macdonald Parkway provides additional multi-use pathways.

Figure 4 – Schedule C Primary Urban Cycling Network.

2.2 DEVELOPMENT PROPOSAL

Azure Urban Developments is proposing to construct a 23-storey mixed-use building with 241 residential units and 434 m² of at grade retail uses. (Figure 5). The building steps back at various floors to provide transition to the adjacent residential street Winona Avenue. The tower portion of the building is sited on the most northern edge of the site while providing a step-back at the second floor and another step-back at the sixth floor on the south side of the building to provide a 7.5 metre setback from the tower to the adjacent residential property on Winona Avenue (Figure 7).

The development would have a total of 241 residential units and 516 m² of retail space at grade facing Churchill Avenue and Scott Street. The residential units are broken down between: 86 1-bedroom, 16 1-bedroom + den, 23 2-bedroom, 53 2-bedroom + den, 26 3-bedroom, 34 studio's, and 3 townhouses. The ground floor of the building will include a lobby, co-work/play space, garbage and moving room, townhouse units and retail spaces.

The development proposes a total of 144 parking spaces, provided in four levels of underground parking with access to the ramp for the underground parking facility located off Winona Avenue. The ramp is covered and is located opposite the underground parking ramp for 323 Winona Avenue, east of the site,



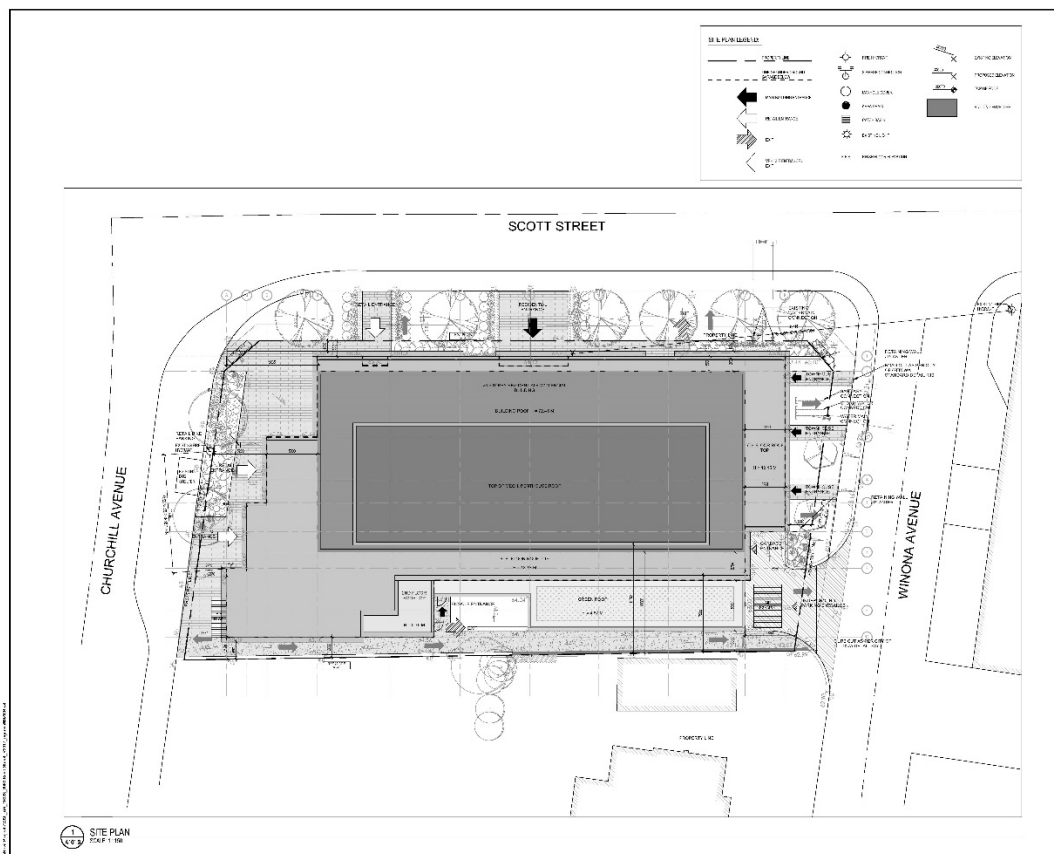
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to reduce traffic conflicts. Bicycle parking will be provided in a convenient location in the garage, providing 123 spaces; two additional parking spaces for the retail uses will be provided on the surface outside the building.

The design provides for a total of 1,446 m² of amenity space for the development. There is a communal outdoor 'rooftop' amenity area located on the sixth floor, of approximately 90 m² and 90 m² of indoor communal amenity space. There is space on the ground floor at the corner of Churchill and Scott for a plaza for retail uses. This corner plaza will provide a strong design statement at grade. Landscaping is proposed along Churchill, Scott and Winona Avenue to provide natural drainage and animate the pedestrian experience.

Active entrances will be located on Churchill, Scott and Winona. The retail active entrances will be along Churchill Avenue to enhance the street's mixed-use character, with one retail entrance off Scott Street. The main residential entrance/lobby is from Scott Street and will have visible signage to indicate the entrance/lobby. The 3 townhouse units will have individual entrances to each unit from Winona Avenue.

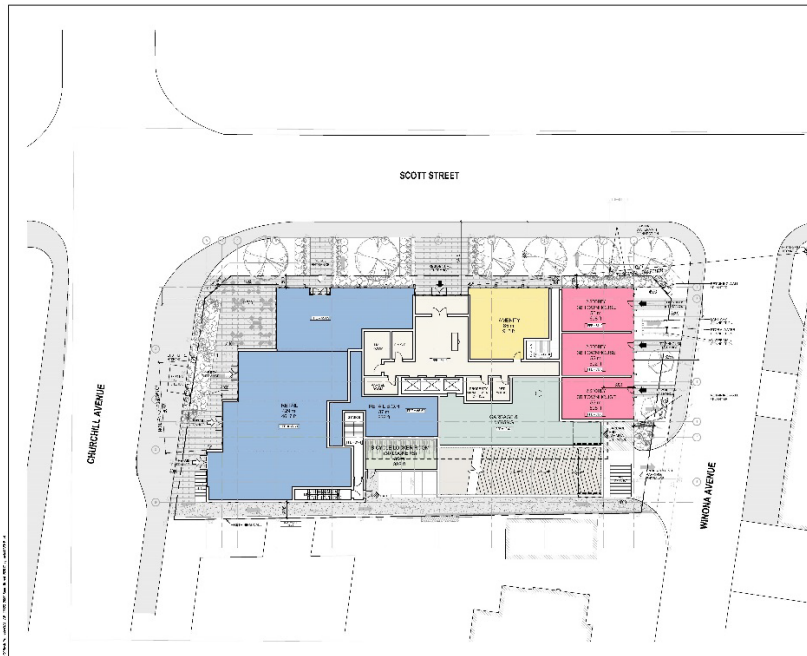
The proposed development will be on full municipal water and sewer systems. Stormwater management is to be handled through a series of storage cistern.



Site Plan



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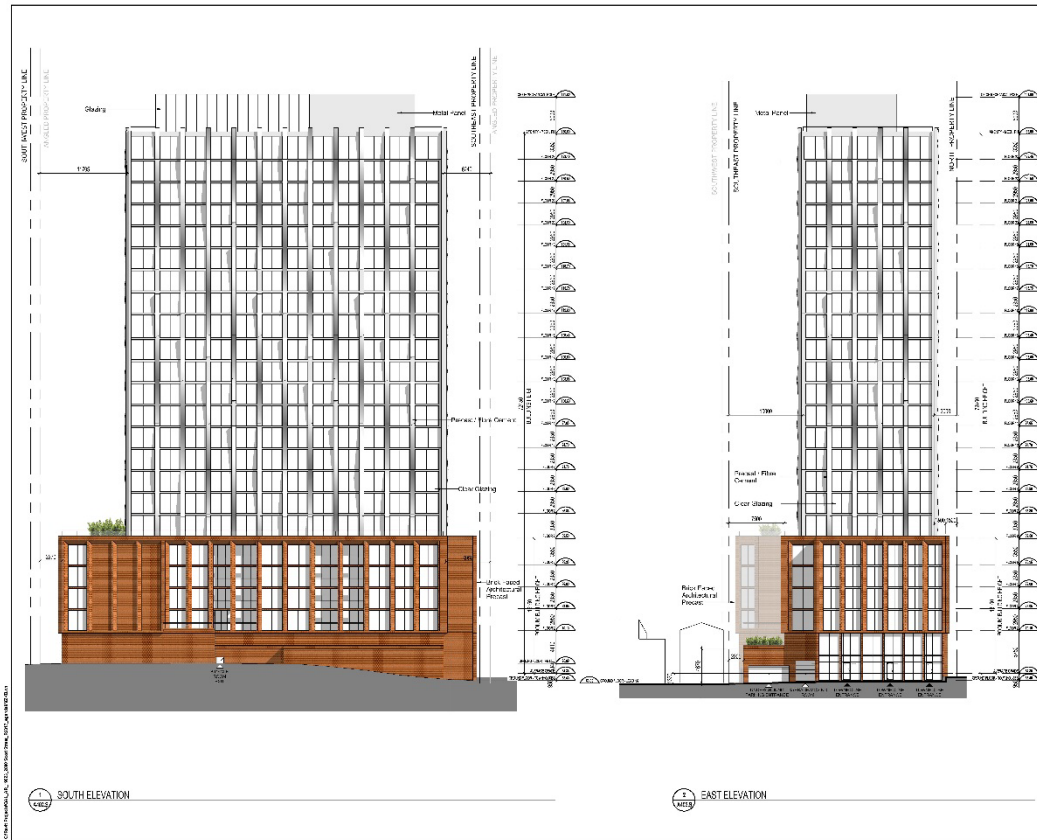


Ground Floor Plan



Elevations





Figures 5-8 – Site Plan and Elevations.



3.0 POLICY AND REGULATORY FRAMEWORK

3.1 PROVINCIAL POLICY STATEMENT 2014

The Provincial Policy Statement 2014 (PPS) provides policy direction on land use planning and development matters of provincial interest. Under Section 3 of the Planning Act, decisions affecting planning matters “shall be consistent with” the PPS. A main objective of the PPS is to build strong communities, promote efficient use of land, existing infrastructure, and existing public facilities. The PPS is a guide for all development by encouraging the inclusion of an appropriate range and mix of housing, land uses and employment opportunities.

There are a number of policies that directly influence planning of lands within the site, these policies are found in Sections 1.1 and 1.6 of the PPS and specifically focus on:

- Policy 1.1.1.b) promotes healthy, liveable and safe communities that are sustained by accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs.
- Policy 1.1.1.c) avoiding development and land use patterns which may cause environmental or public health and safety concerns.
- Policy 1.1.1.e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.
- Policy 1.1.1.g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems and public service facilities are or will be available to meet current and projected needs.
- Policy 1.1.3.1 advises that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.
- Policy 1.1.3.2 and 1.1.3.3 provides policies that support intensification where it can be accommodated with sufficient infrastructure. Municipalities are called upon to identify appropriate locations for intensification.
- Policy 1.6.2 states that municipal sewage and water services are the preferred form of servicing in settlement areas.

These policies contributed to the development of the site plan and the proposal is consistent with the PPS for the following reasons:

- The proposed development provides intensification on a vacant lot in close proximity to an LRT Station. The lot is very well located with frontage on 3 streets, 2 of these streets are commercial in character and Winona Avenue is a residential street.



- The development will support Ottawa's new LRT system by providing intensification in close proximity (approximately 250 metres) to the Westboro LRT Station.
- The development will provide a variety of residential unit sizes and density that contributes to a more sustainable urban land use pattern and contribute by providing a range of rental residential units in a mixed-use development.
- Lastly, the building height and massing complements the surrounding and future built form and contributes to the character and skyline of the Westboro neighbourhood.

3.2 CITY OF OTTAWA OFFICIAL PLAN

The City of Ottawa Official Plan (OP) provides a comprehensive vision and policy framework for managing the future growth of the City and direction in its physical development to the year 2036. The current Official Plan was adopted by Council in January 2017 and is partially under appeal to the Ontario Municipal Board. The Official Plan implements the Provincial Policy Statement.

Section 2 Strategic Directions

Section 2 of the Official Plan provides strategic directions for the growth and development of the City and its future. The directions for the City to manage growth are:

- Direct growth to the urban area where services exist or where they can be provided efficiently;
- 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" and,
- "create complete communities with a good balance of facilities and services to meet people's everyday needs, including...a variety of housing, and places to work and shop."

Growth within the urban area will be directed to locations that have significant development potential, including those lands designated as Mainstreets. The City supports mixed use development along Mainstreets, particularly lands that are within 600m of a rapid transit station which have the potential to develop as compact, mixed-use and pedestrian-friendly nodes.





Section 3.6.3 Mainstreets

Mainstreets offer “significant opportunities in the city for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment.” The Official Plan encourages intensification along Mainstreets. The permitted uses on Traditional Mainstreets include retail, service commercial uses, offices and residential. The City is committed to development on Mainstreets and will consider them to be priority locations for increased height and density provisions.

Figure 9 – Schedule B Urban Policy Plan.

Section 2.5.1 and 4.11 Urban Design and Compatibility

Section 2.5.1 and 4.11 – The site will be evaluated based on the urban design and compatibility criteria established in Sections 2.5.1 and 4.11. The neighbourhoods character and context are to be respected through new development while allowing flexibility in overall site design and built form. Criteria assist in evaluating a proposed development and the compatibility of the new development with the surrounding community.

Compatible development is defined in the OP as “development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless 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 surrounding it”.

The proposed development has located the tallest portion of the building at the northwest corner of the site, away from the adjacent low-rise properties along Winona Avenue. The introduction of a six-storey podium provides sufficient transition from the evolving high-rise character of Scott Street to the low-rise community to the south. Additionally, the building steps-back at the second storey and sixth storey to effectively transition down to the adjacent neighbourhood.

Section 2.5.1

The City’s urban design objectives and principles are found in Section 2.5.1 of the OP. The proposed development supports the seven design objectives and principles as noted below:



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Design Objective 1 – To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposed development provides an opportunity to contribute and enhance the urban fabric, built form, street fabric and overall identity along Scott Street and Churchill Avenue in the Westboro Village. The area is in transition as a response to the future LRT line, connecting Westboro Village to the urban core and further eastward and southward. The area is developing a distinct identity and is strategically located in close proximity to the Westboro Station.

Design Objective 2 – To define quality public and private spaces through development.

The proposed site design includes various building step-backs, landscape plantings, indoor rooftop amenity area and an outdoor amenity area that will clearly define and connect the public and private spaces. New trees and landscape features are proposed, achieving an improved pedestrian-focused public realm. The building step-backs along Churchill Avenue will provide visual interest to the public realm and provides additional pedestrian space near the transit stop, complete with additional landscape plantings to enhance the pedestrian experience. The proposed development will establish a street edge at the prominent corner of Churchill Avenue and Scott Street through landscaping elements and the activity of several retail storefronts facing Churchill Avenue and Scott Street. The Churchill/Scott corner will act as a gateway along Churchill Avenue to the retail shopping district along Richmond Road.

Design Objective 3 – To create places that are safe, accessible and are easy to get to, and move through.

The proposed development will provide accessible access to the building entrances from the sidewalk and parking garage. The entrance to the underground garage has been located to align with the entrance across Winona Avenue to the underground garage of the 5 storey apartment building. The landscape and architectural treatments will include signage, lighting and will consider the safety of all users. Residential units provide passive surveillance of adjacent areas.

Design Objective 4 – To ensure that new development respects the character of existing areas.

The proposed development of 2070 Scott Street respects the character of the existing area and the proposed character of varying heights and uses will enliven the public realm for pedestrians and define the street edge along Churchill Avenue, Scott Street and Winona Avenue. Directly north of the site is Scott Street, and a linear greenway with multiuse pathway that extends west between Scott Street and the Transitway trench. Further north of the site is the LRT line and a residential neighbourhood. East of the site is the changing Scott Street street edge. Scott Street has seen many development applications seeking to increase height and density as a response to the Westboro LRT Station, to support the TOD initiatives set out by the City's Official Plan. Some recently approved developments include the 22-storey mixed-use tower at 1960 Scott Street, and the 21-storey mixed-use tower at 1950 Scott Street.

South of the site is a low-rise residential neighbourhood, transitioning to mixed-use closer to Richmond Road. South along Churchill Avenue is a mix of two to four-storey retail, commercial, office and mixed-use buildings. To ensure that the new development respects the character of these areas, the building provides a significant transition to the rear lot line by stepping the building back at the 6th and 2nd storey.



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Retail uses are proposed along the Churchill and Scott Street frontages to transition into the mixed-use nature of Churchill Avenue.

West of the site is the future Dominion LRT Station, low- to mid-rise residential and a mix of commercial, retail and office uses. Scott Street terminates at the intersection of Churchill Avenue and the multi-purpose pathway north of the site extends along the transit line. Westboro Beach and the Sir John A Macdonald Parkway are further west, providing access to greenspace and recreational activities.

Design Objective 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 proposal includes a variety of unit types that would accommodate the needs of a range of people with varying incomes and lifestyles. The retail units and co-working space on the ground floor are able to adapt to future circumstances.

Design Objective 6 – To understand and respect natural processes and features in development design.

The design respects the existing trees on adjacent properties through building setbacks along the rear, adjacent to the low-rise neighbourhood to the south. The landscape design for the development seeks to increase the natural stormwater permeation into the ground through tree planting, planting beds and pavers. The Landscape Plan makes use of native species, trees to increase urban forest and mitigate urban heat island effect.

Design Objective 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 will benefit from the on-road cycling facility on Scott Street and the close proximity to the Westboro Transitway Station to allow convenient access to low-carbon transportation modes. The site is also in close proximity to the east-west multiuse pathway and the Sir John A Macdonald Parkway. The development includes bicycle parking on the ground floor in a dedicated bicycle parking room for the future residents of the building, which helps to reduce the carbon footprint. Generally, higher density dwelling types reduce per capita energy requirements and carbon emission.

Section 4.11 Urban Design and Compatibility

Policies in Section 4.11 of the Official Plan reference the review of permission for high-rise buildings. High-rise buildings may be considered on Traditional Mainstreets where the property is within 600m of a rapid transit station and the Secondary Plan acknowledges that there are significant opportunities to support transit by providing a pedestrian and transit-oriented mix of uses. The subject property is within 250 metres of the Westboro LRT station.



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The following reviews the compatibility of the proposed development against the evaluation criteria.

Views

The Design Brief will demonstrate how the proposed development will fit with the existing skyline. The site is not within the view cones in Annexes 8A through 8D and will not impact views to and from the parliamentary precinct.

Building Design

The proposal represents good building design as will be demonstrated in the Design Brief, (submitted separately) and through the review of several Design Guidelines in Section 3.3 to 3.7 of this report. The building is compatible with the surrounding areas and uses building materials, colours, setbacks, transition and façade treatments that would contribute to a successful neighbourhood integration and compatibility.

The principal façade and entrance to the building are oriented towards the street, providing active entrances along Churchill Avenue, Scott Street and Winona Avenue. Architectural elements are used to accentuate main building entrances. The building is set back along Churchill Avenue, near a transit stop, to accommodate for high levels of pedestrian traffic and provide efficient flow. Landscape features, planters and trees are planned to provide a pleasant pedestrian experience. Signage and amenity spaces and rooftop mechanical equipment are incorporated into the design and massing of the upper floors of the building.

Massing and Scale

The prevailing pattern of development along Scott Street is changing as a result of recently approved and constructed developments. Scott Street has been approved for multiple mixed-use high-rise developments that will support the extension of the LRT Confederation Line. These developments are within 600 metres of the LRT stations and they will provide much needed rental housing in close proximity to Ottawa's downtown. Recent towers which have been approved are 1960 Scott St, 1950 Scott St, 178 Carruthers Avenue and area above 20 storeys in height. This new development will support commercial activity along Richmond Road. The proposed development is consistent with the evolving Scott Street building character. The proposed development provides setbacks and transition to the adjacent residential community that are consistent with developments along Scott Street. The building step-backs provide transition to the adjacent residential properties.

A shadow and wind analysis has been completed as part of this application and concludes that wind conditions over most pedestrian sensitive grade level locations within and surrounding the site will be acceptable for the intended uses on a seasonal basis. Mitigation is recommended in the form of recessed entrance locations wind barriers and/or canopies.

The building height transitions into the adjacent low-rise residential neighbourhood, as shown in Figures 5-8. The bulk of the building mass is focused on the north edge of the site and transitions down to the 6th and 2nd storey building portions, fitting with the low-rise dwellings and mixed-use building south of the site.



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Further analysis of the building massing and scale are discussed in the review of Urban Design Guidelines for High-Rise Buildings and in the Design Brief.

High-Rise Buildings

The design of the building will prioritize pedestrian comfort, safety and usability as it is a prominent corner with high pedestrian traffic and is in close proximity to Westboro Station. The private outdoor amenity area spaces are located on the south-west corner of the building on the 6th floor, the private indoor amenity areas are located on the ground floor, 6th floor, and top-floor penthouse. The views to and from Parliament Hill and the Centre block will not be impacted, as the development is not within one of the view cones as indicated in Annexes' 8A through 8D. The building transition to the adjacent south neighbourhood has been designed to reduce impacts on privacy. Balconies are provided for units facing south but balconies are only provided in the base (4-6 storeys) of the building, balconies are not provided through floors 7 to 23.

The proposed building contains a podium, middle and top; the context, design and character are elaborated in the review of the Urban Design Guidelines for High-Rise Buildings later in this report. The middle portion of the building steps back from the south property line to provide adequate transition from the adjacent residential neighbourhood. Additionally, the middle steps-back above the 6th floor podium throughout the building to reduce impacts on the public realm.

The building massing has been shifted as far north as possible to reduce impacts on adjacent properties and to focus the height of the building towards the intersection of Churchill Avenue and Scott Street.

Outdoor Amenity Areas

The Site Plan and Landscape Plan show the proposed design of these areas as well-laid out and thoughtful areas that include terracing, transitions, screening, landscaping and lighting. An outdoor terrace is proposed on the 6th floor with indoor amenity space for residents.

Public Art

Public art is not proposed at this time.

Design Priority Areas

The site is not located within a Design Priority Area but principles of the guidelines for intensification have been used to development the proposed design.

First Nations Peoples Design Interests

The development does not fall within a public lands project which calls for the engagement of First Nations.

A Design Brief will be submitted as a stand-alone document to review the relevant architectural context and design.



3.3 RICHMOND ROAD / WESTBORO COMMUNITY DESIGN PLAN

The Community Design Plan (CDP) was approved by Council in 2007, it establishes the long-term growth and development of the Richmond-Road/Westboro area and provides guidelines for decision-making on land use planning matters and sets out the community's priorities for the future. Section 6 of the CDP divides the Richmond/Westboro planning area into Sectors for land use strategy and appropriate building scale. The site is located in two sections – Sector 7: Scott Street and Westboro Transitway Station Area and Sector 9: McRae Avenue and Churchill Avenue as seen in Figure 10.



Figure 10 – Richmond Road / Westboro Community Design Plan Sector 7 and 9.

Sector 7: Scott Street and the Westboro Transitway Station Area – The land use strategy provides recommendations on each sector's land use character, maximum building heights and appropriate building scale and development potential. The CDP envisions the south side of Scott Street to evolve from an industrial auto-oriented, pedestrian-unfriendly landscape to a mixed-use environment where people can both live and work. New infill development will need to ensure that an appropriate transition is provided with the adjacent residential community. Due to the proximity to the transit station, there is opportunity to include ground floor commercial, which can include employment uses, such as offices.

Sector 9: McRae and Churchill – This sector seeks to redevelop the stretch of Churchill from Scott Street to Richmond Road as a mixed-use street, including employment/office uses to link Westboro



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Village, Scott Street and the Transitway station. The CDP anticipates this area will develop slowly and residential, commercial and mixed-use development will be permitted granted the commercial uses do not affect development of Traditional Mainstreet uses. Appropriate transition will need to be provided for the existing residential community to the south.

It should be noted that the CDP predates Ottawa's approval of Stage 2 Light Rail extension to Westboro, Dominion and Cleary Stations. In anticipation of the extension of Line 1, several mixed-use high-rise developments have been approved along the corridor. Therefore, the Secondary Plan, below, provides greater flexibility for redevelopment opportunities on land designated Traditional Mainstreet and in proximity to rapid transit stations to foster transit-oriented development.

3.4 RICHMOND ROAD / WESTBORO SECONDARY PLAN

The Richmond Road / Westboro Secondary Plan was adopted by Council in 2009 and was implemented by Official Plan Amendment 70. The Secondary Plan provides policy direction for the future development of the Richmond Road / Westboro area. The approved vision for Richmond Road / Westboro is to become an attractive and viable place for all who shop, work or live in the area.



Figure 11 – Sectors of Richmond Road / Westboro Secondary Plan.



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The planning area is divided into nine sectors. The site is located in Sector 5 – Scott Street and Westboro Transitway Station Area and in Sector 7 – McRae Avenue and Churchill Avenue as shown in Figure 11.

The Secondary Plan directs intensification on Scott Street and next to Transitway stations.

Redevelopment and infill are encouraged on Scott Street in order to optimize the use of land through increased building height and density. The Secondary Plan generally supports building heights in the range of four to six storeys, with greater building heights to 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.*

The Richmond Road/Westboro Community Design Plan was adopted by City Council in 2007. Since then, other Council-approved studies have been completed that reflect the current policy framework and urban design directives for growth and development around transit stations.

- *The proposed building height conforms with prevailing building heights or provides a transition between existing buildings.*

The proposed building height conforms with prevailing building heights and provides a transition between existing buildings. Many sites along Scott Street in proximity to Westboro Station (such as 1950 and 1960 Scott Street) exceed the building heights stated in the Secondary Plan to support Transit -Oriented Development initiatives along Line 1.

With respect to the proposed development, the transition into the adjacent residential neighbourhood to the south has been considered carefully; the building provides significant setbacks at the second and sixth storey to appropriately transition into the neighbourhood. As well, three townhouse units are located along the podium on Winona Avenue, complementing the street's ground-oriented character. The proposed ramp into the underground parking facility has been located in line with the development opposite the site for consistency and minimal impact to traffic. The tower portion of the building has been located as far north towards Scott Street as possible to reduce potential impacts on the adjacent residential neighbourhood.

- *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 proposed development is on a corner lot at Scott Street's westernmost terminus, creating a gateway location to Scott Street, Westboro Village and nearby Westboro Station. Scott Street is evolving to a higher density node (as is evident by the multiple planning applications) to support Transit-Oriented Development with greater densities, improved public realm and mix of uses.

- *The development incorporates facilities, services or matters as set out in Section 2.5.1 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.*



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The proposed development will be subject to a Section 37 Development Agreement under the *Planning Act*. The development incorporates facilities, services or other matters as set out in Section 2.5.1 of the Official Plan with respect for increased building height.

- *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 development meets the applicable provisions of Section 2.5.1 and 4.11 of the Official Plan for additional height as described in the earlier policy review.

3.5 WESTBORO - DOMINION PLANNING STUDY

The ongoing Westboro – Dominion Planning Study is being prepared to review planning policies and zoning for lands near the Westboro and Dominion Stations. The proposed development is within the Study's boundary area. The review focuses on:

- Maximum building heights on Scott Street and Richmond Road, and
- Density and urban design standards for development throughout the neighbourhood.

This study is being undertaken in response to recent development pressure close to Westboro and Dominion Stations. The Study will not replace the Richmond Road / Westboro Secondary Plan; but may review, amend and/or expand the policies in the Secondary Plan as they relate to the lands covered in this Study.

The Westboro – Dominion Planning Study will address the following questions and gaps in the Secondary Plan:

- What is the maximum building height that should be considered for buildings on Richmond Road and Scott Street, and under what circumstances could that height be allowed?
- How should development occur in the residential interior of the study area?
- What urban design standards should apply throughout the study area?
- What is the vision for 250 Lanark Avenue?

A discussion paper further elaborating on these discussion points has been prepared. Public engagement is planned through November 2019 and circulation of final zoning proposals in late fall/winter 2019, a report will be brought to Planning Committee in early 2020.



3.6 URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG TRADITIONAL MAINSTREETS

The Urban Design Guidelines for Development Along Traditional Mainstreets was approved by Council in 2006. The objectives of these Guidelines are to:

- Promote development that will enhance and reinforce the recognized or planned scale and character of the streets.
- Promote development that is compatible with and complements its surroundings.
- Achieve high-quality built form and strengthen building continuity along Traditional Mainstreets.
- Foster compact, pedestrian-oriented development linked to street level amenities.
- Accommodate a broad range of uses including retail, services, commercial uses, offices, resident and institutional uses where one can live, shop and access amenities.

The guidelines that apply to the proposed development are:

- **Guideline 1** – The site is located on the entirety of the corner of Churchill Avenue, Scott Street and Winona Avenue, it provides a consistent setback.
- **Guideline 2** – Trees and plantings will be located along Churchill Avenue, Scott Street and Winona Avenue where appropriate considering underground utilities, bus stops, and building entrances.
- **Guideline 3** – The proposed development will create a visually continuous streetscape while ensuring generous pedestrian space at grade.
- **Guideline 4** – Periodic breaks in the façade are incorporated into the design of the building to add interest to the streetscape.
- **Guideline 7** – The proposed trees will be coordinated with below-grade utilities.
- **Guideline 8** – The proposed building will be rich in architectural detail through reflection of historic use of red brick and will respect the rhythm and pattern of the existing neighbourhood to the south.
- **Guideline 9** – The building steps back at the 2nd and 6th floor concentrating the bulk of the height to the north to maximize privacy to the adjacent properties.
- **Guideline 11** – The retail and commercial uses on the ground floor of the development will utilize transparent glazing to facilitate an active pedestrian environment.
- **Guideline 12** – The building is setback at the 2nd floor at the rear to provide transition and setback at the 6th storey to allow more light onto the street and enhance the visual prominence of the podium.
- **Guideline 13** – Residential apartment units are located above the second floor with a common access from Scott Street. Townhouse units have direct access from the ground level.
- **Guideline 14** – The building is located at the intersection of Churchill Avenue and Scott Street, this intersection can be regarded as a 'gateway' to the Scott Street neighbourhood and Westboro Village.
- **Guideline 15** – Adequate sunlight will be provided depending on the time of year and time of day.
- **Guideline 16** – The proposed building is on a corner site and will have a corner feature of retail patio space and landscape treatment. Similar architectural detailing will be used on other building facades.
- **Guideline 18** – A large bicycle parking area may be located in the building on the ground floor.
- **Guideline 19** – Main doors for the residential apartments are located off Scott Street, directly accessible from the sidewalk. The retail and commercial front doors are off Churchill Avenue and the front doors for the townhouse units are off Winona Avenue.



- **Guideline 20** – Pedestrian walkways are designed using pavers of material that are easily maintained.
- **Guideline 22** – Shared underground parking is provided for residential units, retail, and commercial units.
- **Guideline 27** – Vehicle parking has been limited due to Westboro Station.
- **Guideline 28** – The plant material selected for the Landscape Plan takes into consideration the urban environment and native species are selected when appropriate.
- **Guideline 30** – Trees are planted between 6 to 8 metres apart.
- **Guideline 35** – Visual clutter will be either reduced or eliminated when possible.
- **Guideline 37** – Moving and utility areas are located interior to the building.

3.7 URBAN DESIGN GUIDELINES FOR HIGH-RISE BUILDINGS

Ottawa City Council adopted the Urban Design Guidelines for High-Rise Buildings in 2018. The guidelines apply to all proposed high-rise development throughout the City in order to promote and achieve appropriate high-rise development. The guidelines address the following components: Context, Built Form, Pedestrian and Public Realm, Open Space and Amenities, Environmental Considerations, Site Servicing and Parking and Utilities.

The proposed development meets the following applicable guidelines:

- **Guideline 1.4** – The Design Brief will provide further in-depth analysis determining if the proposal is a landmark or background building.
- **Guideline 1.9a** – The proposed development respects the existing and planned views and vistas of the area through building placement, transition into the adjacent neighbourhood and use of building material.
- **Guideline 1.9b** – The design of the building prioritizes the transition into the adjacent neighbourhood. This is demonstrated through building step-backs from the 23rd, 6th and 2nd storeys. As well, the building material, colour, material and fenestration patterns provide a visually appealing building.
- **Guideline 1.12** – The design of the podium respects and relates the existing building east of the site and contributes to providing a consistent street-edge.
- **Guideline 1.13** – An angular plane has been used to inform the initial building design regarding transition and building orientation.
- **Guideline 1.14** – The configuration of the lot allows for effective transition.
- **Guideline 1.15** – The lot abuts the Scott Street and Churchill Avenue public realm and is surrounded by public streets on three sides.
- **Guideline 1.17** – The design of the height transition provides a 7.5m separation distance between the tower and the closest residential property. Additionally, the building steps-back at the 6th and 2nd floor to effectively transition into the neighbourhood.
- **Guideline 2.1** – The proposal will define the street edge and create additional urban fabric along Scott Street. Building step-backs along Churchill Avenue provide additional space to the public realm and the landscape plan enhances the pedestrian experience.



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- **Guideline 2.2** – The design of the upper portion of the building provides a visually striking architectural building through the use of building material, colour and articulation that will enrich the urban fabric and skyline.
- **Guideline 2.3** – The building provides a base, middle and top to provide a visually interesting building.
- **Guideline 2.13** – The proposed building forms a continuous building edge along all three streets.
- **Guideline 2.14** – Additional building step-backs are present along Churchill Avenue to accommodate retail uses, transit stops, heavy pedestrian traffic and the important corner of Churchill Avenue and Scott Street.
- **Guideline 2.17** – The height of the base of the building is greater than two storeys.
- **Guideline 2.19** – The development provides a base that is consistent with existing building heights, effectively demonstrated through the inclusion of townhouse units along Winona Avenue and building step-backs at the 6th and 2nd storeys.
- **Guideline 2.20** – The architectural articulation breaks up the façade of the building. Additionally, multiple entrances are provided on all three street-fronting building faces.
- **Guideline 2.21** – High-quality and durable building materials will be used. The contrasting building materials between the tower and base of the building will provide visual interest.
- **Guideline 2.23** – The ground floor will be well animated through the townhouses along Winona Avenue, the main residential entrance and retail entrance along Scott Street and several retail entrances along Churchill Avenue.
- **Guideline 2.24** – The building massing seeks to minimize the impact of shadow, wind and loss of light on adjacent areas.
- **Guideline 2.29** – The building step-back from the property line to the base of the building is 7.5m.
- **Guideline 2.31** – The building is oriented and shaped to minimize shadow and wind impacts and provide an effective transition to adjacent residential areas.
- **Guideline 2.33** – The building materials and fenestration pattern will complement the surrounding context.
- **Guideline 2.35** – The top exists as a termination of the continuous middle portion of the tower.
- **Guideline 2.36** – The mechanical and service equipment have been designed to be accommodated in the top portion of the building.
- **Guideline 3.4** – A retail patio space is provided at the corner of Churchill Avenue and Scott Street.
- **Guideline 3.8** – A pathways is provided along the rear of the property for bicycle access into the bicycle parking room, as well as providing a link between Churchill Avenue and Scott Street.
- **Guideline 3.10** – The main residential entrance is located off of Scott Street and through the use of pavers, landscaping and signage, will clearly indicated the main entrance and provide a seamless connection.
- **Guideline 3.12** – Churchill Avenue and Scott Street will be animated through various retail entrances.
- **Guideline 3.14** – The parking will be provided in an underground parking facility.
- **Guideline 3.16** – The loading and servicing area is integrated into the building.
- **Guideline 3.18** – The servicing and parking entrance is located at the rear of the building.
- **Guideline 3.20** – Finish will be reviewed through the Site Plan process.
- **Guideline 3.22** – The landscape design integrates the adjacent transit stop along Churchill Avenue.



- **Guideline 3.23** – The development implements the streetscape design visions and policies of the CDP and Secondary Plan whenever possible.
- **Guideline 3.25** – The design implements the City’s Accessibility Design Standards.
- **Guideline 3.27** – A wind and shadow analysis has been prepared as part of this application.
- **Guideline 3.31** – Pedestrian-scale lighting, signage and street numbering has been included.

3.8 TRANSIT-ORIENTED DEVELOPMENT GUIDELINES

Ottawa City Council approved the Transit-Oriented Development Guidelines in 2007. These guidelines are to be applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station. These guidelines are used to provide direction on rezoning applications and to complement approved secondary plans and community design plans.

The guidelines provide a “more integrated approach that blends transit with urban planning and will be particularly important as the City expands its rapid transit network with a focus on increasing transit ridership when opportunities for Transit-Oriented Development (TOD) are presented.” TOD is described as “a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use.”

The following TOD guidelines apply to the proposed development:

- **Guideline 1** – The site is located approximately within a 250m walking distance from Westboro Station. The proposed mixed-use development includes retail, commercial and residential land, supportive of transit ridership. The mix of uses would generate travel outside of peak travel times and extend hours of activity throughout the day and week.
- **Guideline 2** – The proposal includes uses that are transit supportive, as described in Guideline 1.
- **Guideline 3** – The development will create a multi-purpose destination for transit users, residents, and the community through the proposed mix of retail, commercial and residential uses.
- **Guideline 7** – The siting of the building is located as far north as possible and will facilitate ease of walking to public transit. The multiuse pathway north of Scott Street connects to surrounding NCC paths, the Westboro Station and pedestrian sidewalks.
- **Guideline 8** – The site is located approximately 250m from Westboro Station and approximately 490m from Dominion Station.
- **Guideline 9** – Attention has been made to provide an appropriate buffer and transition into the adjacent low-rise residential neighbourhood along Winona and general mixed-use area along Churchill. The proposed development provides building step backs at the 6th and 2nd storeys to the residential buildings along Winona Avenue.
- **Guideline 11** – A step back is proposed at the 6th storey along Scott Street so that the overall scale and massing of the building will be minimized and maintain a human scale for pedestrians.
- **Guideline 14** – Architectural detailing and façade treatment is proposed from the 2nd to 6th floors using brick to provide visual interest. The ground floor is proposed to accommodate retail uses which will have windows and other building materials and front entrances are oriented towards the street.
- **Guideline 15** – The ground floor will be animated with transparent glazing and doors.



- **Guideline 28** – Retail uses are proposed for the ground floor of the building.
- **Guideline 29** – Surface bicycle parking and underground bicycle parking is proposed for the site.
- **Guideline 32** – As the site is located in close proximity to the Westboro LRT Station and is on a Traditional Mainstreet, the proposed amount of parking is sufficient.
- **Guideline 34** – The proposed uses enable the sharing of parking for uses at different times of the day.
- **Guideline 36** – There is a shared driveway to the underground parking facility for the retail, commercial and residential uses.
- **Guideline 38** – The proposed development includes an underground parking facility with one access point to minimize impact on pedestrian routes.
- **Guideline 39** – The proposed development includes an underground parking facility which will not be seen from the street.
- **Guideline 52** – A Landscape Plan will be prepared at the time of the planning application.
- **Guideline 56** – The design of signage for the development will respect the building scale and architectural features of the building and streetscape.

3.9 COMPLETE STREETS OTTAWA

Design Guidelines for Complete Streets were completed in October 2015 and is supplemental to the Traffic Impact Assessment Guidelines completed by the City. The guidelines provide information on how to safely integrate multiple modes of transportation together. Complete streets incorporate the physical elements of a street to offer safety, comfort, and mobility for all users, regardless of age, ability, or mode of transportation.

Complete streets accommodate multiple modes of transportation, incorporate context-sensitive design principles, and can be used as a tool to improve neighbourhoods and support liveability. Each mode, such as pedestrian, bicycle, transit, truck, and vehicular, have different levels of service. Each level of service assesses different degrees of comfort, timing, level of risk/stress, movement, reliability, and utilization. Each service tool is measured differently and do not necessarily cover the same spectrums of conditions.

The proposed development will be evaluated in conjunction with the Traffic Impact Assessment to ensure that all modes of transportation can safely, effectively, and comfortably move throughout the proposed development.



4.0 ZONING BY-LAW

The site is zoned Traditional Mainstreet as illustrated in Figure 12. The general intent of the TM Zone is to:

- Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use building but excluding auto-related uses
- Foster and promote compact, mixed-use, pedestrian-oriented development that provide 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 the surrounding land uses.

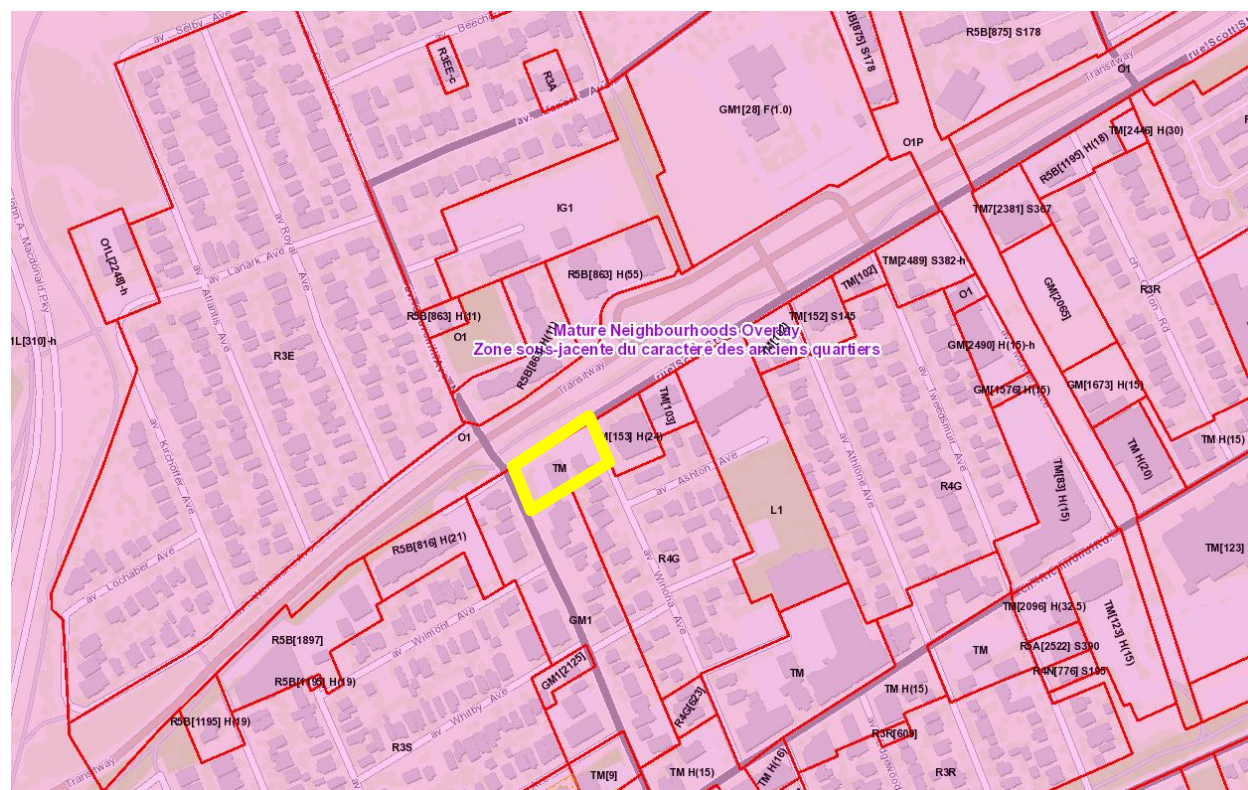


Figure 12 – Zoning.



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The following table provides a summary of the existing and proposed zoning requirements:

Table 1 – Zoning Provisions 2070 Scott Street TM Zone

Zone Provision		Required	Proposed	Compliance
Minimum Lot Area (m²)		No minimum	N/A	✓
Minimum Lot Width (m)		No minimum	N/A	✓
Maximum Building Height (m)	Where the building height is greater than 15m, at and above the fourth storey or 15m whichever is lesser a building must be setback a minimum of 2m more than the provided setback from the front lot line and corner side lot line	20	72.45	✗
Maximum Front Yard Setback (m)		2	1	✗
Minimum Corner Side Yard Setback (m)	3m, except for any part of a building above 15m for which an additional 2m setback must be provided	5	2.1	✗
Minimum Interior Side Yard Setback (m)		No minimum	N/A	✓
Minimum Rear Yard Setback (m)		7.5	7.5	✓
Maximum Floor Space Index		No maximum	N/A	✓
Minimum Landscape Area	Abutting a residential zone	3m, may be reduced to one metre where a minimum 1.4m high opaque fence is provided	2	✗



	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	N/A A pathway is provided.	✓
Total Amenity Area (m²)		6m ² /unit = 1,446	1,446	✓
Amenity Space Minimum Of 50% as Communal, at Least 1 Aggregated Area Min. of 54m² (m²)		723	269	✗
Maximum Residential Parking Requirements Near Rapid-Transit Stations	High-Rise Dwelling: 1.75/unit (resident and visitor combined)	1.75/unit = 401	115	✓
Maximum Retail; Retail Food Store Parking Requirements Near Rapid-Transit Stations		1.0/100m ² of GFA	6	✓
Minimum Parking Requirements for Residential Units	First 12 units excluded	0.5/unit = 115	115	✓
Minimum Visitor Parking		0.1/unit = 23	23	✓
Bicycle Parking		0.5/unit = 121	121	✓
Commercial /Retail Bicycle Parking		1/250m ² of GFA	2	✓
Minimum Driveway Width for Parking Garage Aisles (m)		6	6	✓



Maximum Driveway Width for Parking Garages (m)	With 20 or more parking spaces	6.7	6	✓
Minimum Perpendicular Parking Space Size (m)		2.6 x 5.2	2.6 x 5.2	✓
Minimum Bicycle Parking Space Dimensions, Horizontal (m)		0.6 x 1.8	0.6 x 1.8	✓
Minimum Bicycle Parking Space Dimensions, Vertical (m)		0.5 x 1.5	N/A	✓
Permitted Projections Above the Height Limit	<p>The maximum height limits do not apply to the following structures:</p> <ul style="list-style-type: none"> - Mechanical and service equipment penthouse, elevator or stairway penthouses - Communication transmission and distribution towers forming part or all of a utility installation - Landscape areas, roof-top gardens and terraces and associated safety guards and access structures - Parapets, architectural features 			

5.0 PUBLIC CONSULTATION STRATEGY

A community meeting was held in early July to present the plans for development. Councillor Leiper hosted the meeting and there were about 25 residents in attendance as well as the applicant and project team. Comments about the design of the tower were generally favorable and there was not strong opposition to the proposed height of the building. Residents were concerned about increased parking from the development and more congestion/people in the Westboro area.

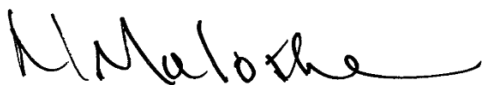
Public consultation will continue through the approvals process. It is anticipated that Councillor Leiper will host another community meeting and the applicant Azure Urban Developments is prepared to meet with the community to discuss issues and mitigation measures.



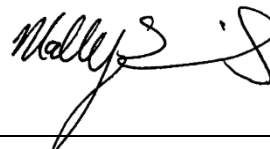
6.0 CONCLUSION

It is our professional opinion that the proposed development represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development is consistent with the Provincial Policy Statement which promotes efficient and appropriate development on lands within the urban boundary.
- The proposal maximizes an infill opportunity in the Mainstreets area where services are readily available. The proposal promotes intensification on a site where public transportation is readily available and promotes densities that contribute to a more sustainable land use pattern.
- The proposed development will provide a range and mix of residential housing types.
- The proposed development achieves the goals, policies and objectives of the Official Plan, specifically the applicable policies of Mainstreets, Section 3.6.3.
- The development achieves the vision of Section 2 of the Official Plan – Strategic Directions as it is intensifying a site in close proximity to a transit station with built form that is compatible with the directions in the Official Plan.
- The proposed development is high-density mixed-use supported by transit. The proposed development maximizes the potential of an under-utilized site. It will contribute to the Scott Street streetscape by introducing active at-grade uses.
- The proposed development achieves a good fit within the Scott Street / Richmond Road Secondary Plan's planned function and represents good planning and is in the public interest.



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