



## **1950 Scott Street**

Planning Rationale  
Zoning By-law Amendment  
September 25, 2024



Prepared for Morley Hopner

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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Morley Hopner to assess the development proposal as per the current and applicable policies and to prepare a Planning Rationale in support of Minor Zoning By-law Amendment and Site Plan Control applications at the addresses municipally known as 1950 Scott Street, 312 Clifton Road, and 314 Clifton Road (“the subject property”), in the City of Ottawa.

## 1.1 Application Overview

The purpose of the proposal is to formally establish a zoning framework and ensure the development is safe, functional, and an orderly way to develop the subject property.

### 1.1.1 Minor Zoning By-law Amendment Application

The proposed Minor Zoning By-law Amendment would replace the existing Traditional Mainstreet, Urban Exception 2581, Schedule 400, and Holding Zone – **TM[2581] S400-h**, with Traditional Mainstreet, Urban Exception XXXX, Schedule YYY.

The requested Urban Exception seeks the following relief from the existing zoning provisions:

- / Amend Schedule 400 to reflect the requested setbacks and maximum buildings heights as identified on the Site Plan and Zoning Confirmation Report;
- / Reduce required resident parking to zero; and
- / Remove the Holding Zone and the provisions relating to a previous Section 37 of the Planning Act agreement and replace with a Community Benefits Charge agreement.

### 1.1.2 Site Plan Control Application

A Site Plan Control application is being submitted to permit the development of a 22-storey mixed-use building and associated amenity space and sub-grade parking. The Site Plan Control application process will review the proposal to ensure that it is a safe, functional, and orderly way to develop the subject property.

## 1.2 Application History

A previous Zoning By-law Amendment application was submitted to the City of Ottawa in 2019 to develop a 20-storey residential building. The proposal included 141 dwellings, 161 automobile parking spaces, 158 bicycle parking spaces, and 1,860 square metres of amenity space. The Zoning By-law Amendment was approved on August 22, 2019 at Planning Committee. The approved amended zoning for the subject property was TM[2851]-h S400. The holding provision required a Section 37 agreement to be registered and paid prior to releasing the holding zone.

In the interim between the approval of the previous development application and the requested Zoning By-law Amendment and Site Plan Control applications the Planning Act, Provincial Policy (Planning) Statement, Official Plan, and Secondary Plan have been updated. Consequently, the planning policy that regulates development on the subject property has evolved over time to provide opportunities for greater levels of intensification than what has been approved.

The present proposal looks to add an additional two-storeys in height, as well as increase the podium from three-storeys to four-storeys and increase the number of dwellings from 140 to 244 dwelling units. Given the degree to which the proposed development has changed in light of the planning policy context, it is appropriate to require that any future development applications be understood as entirely new development proposals which are subject to the existing obligations identified in all relevant planning documents. As such, as noted in Section 1.1, it is requested the former Section 37 provision of the former Planning Act be superseded by an agreement to provide a Community Benefits Charge agreement in line with the contemporary policies and obligations for future development. Regarding the changes in built form, these are rationalized throughout the remainder of this Planning Rationale.

### 1.3 Public Consultation Strategy

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

#### **Notification of Ward Councillor, Councillor Jeff Leiper**

- / The Ward Councillor will be notified by the City of Ottawa’s “Heads Up” e-mail once the application is received.

#### **Notification to residents and local registered Community Association(s)**

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

#### **Planning Committee Meeting Advertisement and Report Mail out to Public**

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



# 2.0 Site and Surrounding Area

## 2.1 Subject Property

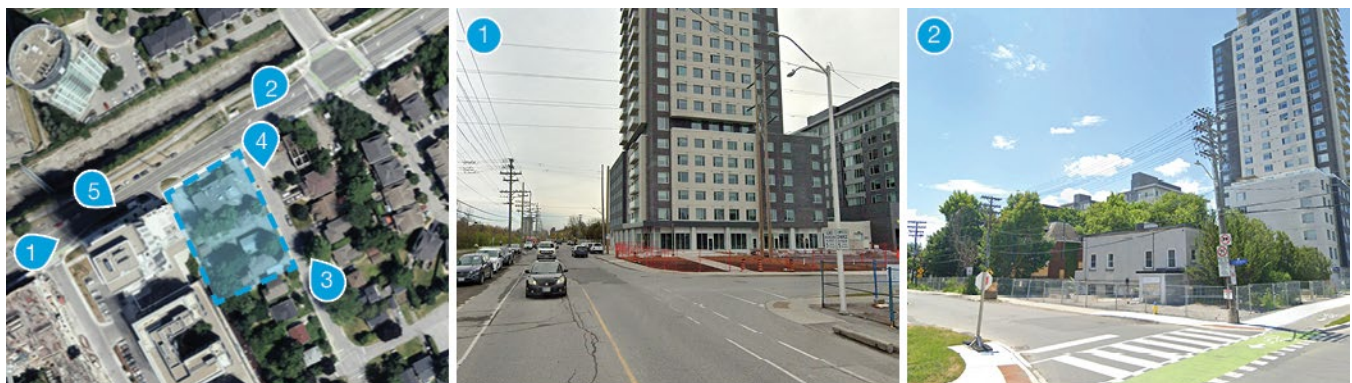
The subject property is comprised of three parcels, known municipally as 1950 Scott Street, 312 Clifton Road, and 314 Clifton Road. Legal descriptions for the parcels are:

- / 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 square metres. The component parcels of the subject property are currently developed with a vacant 1.5-storey building that was previously used by the International Buddhist Progress Society of Ottawa (1950 Scott Street), a vacant three-storey detached dwelling (312 Clifton Road), and a vacant two-storey detached dwelling (313 Clifton Road).



Figure 1: Aerial image of the subject property, proximity to rapid transit, and the surrounding area.





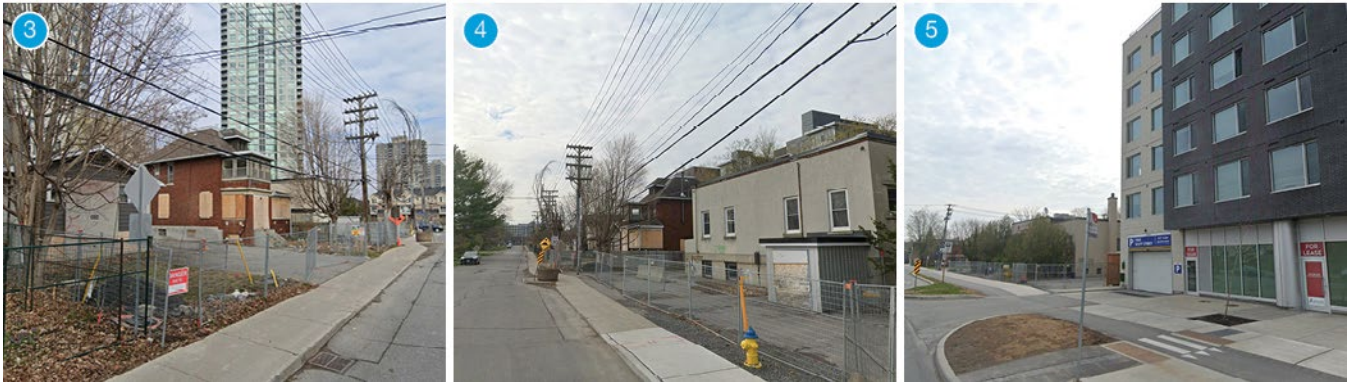


Figure 2: Street views of the subject property and surrounding area from varying locations.

## 2.2 Surrounding Context

Properties along Scott Street are developed with a mix of uses, including residential, commercial, and light industrial (utility) uses. A 24-storey mixed-use building was recently developed at 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. Abutting the subject lands to the south is a recent -4-storey low-rise apartment development.

## 2.3 Community Amenities

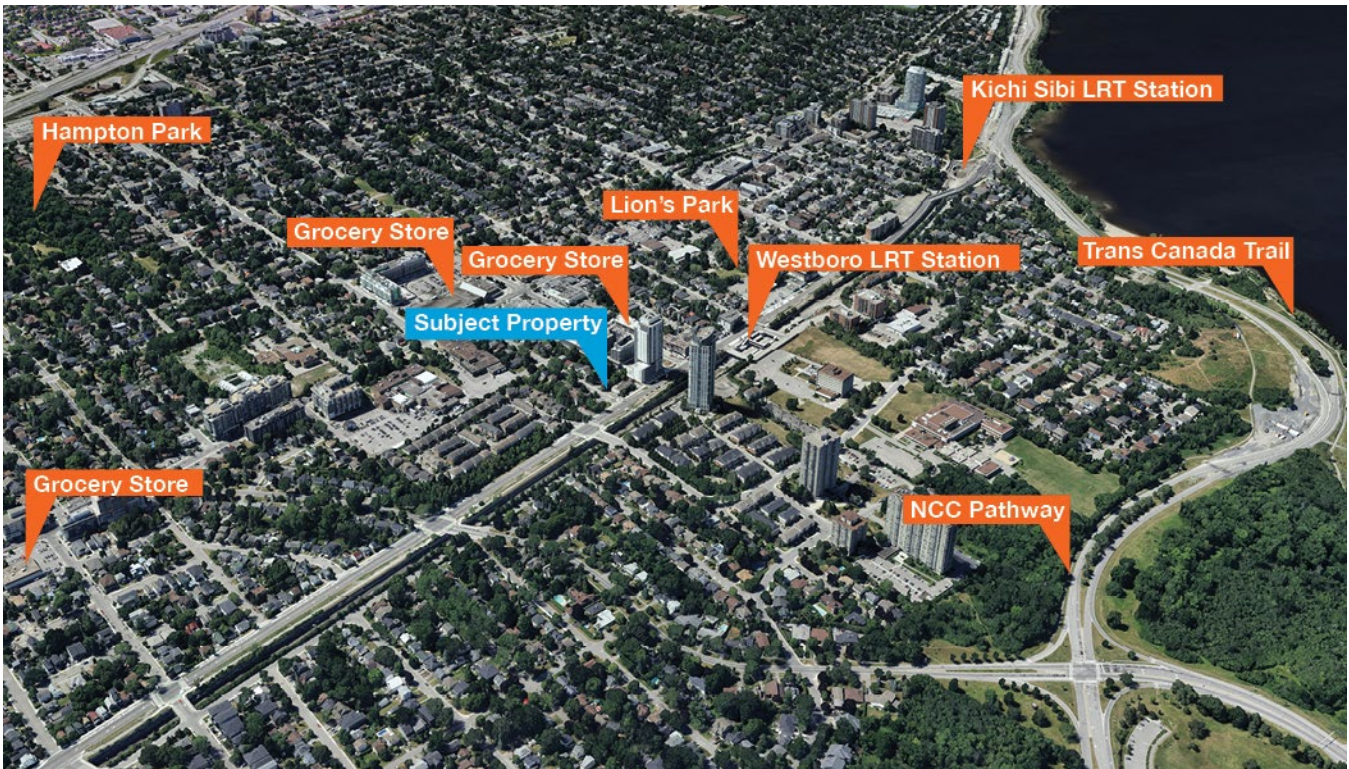


Figure 3: Aerial view identifying amenities in close proximity to the subject property.



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.

## 2.4 Transportation

The site is well-served by the existing road network. As identified on Schedule C4 (Figure 4), Scott Street is designated as an Existing Arterial Road. 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 identified on Schedule C2 (Figure 5).



Figure 4: Schedule C4 – Urban Road Network, City of Ottawa Official Plan.



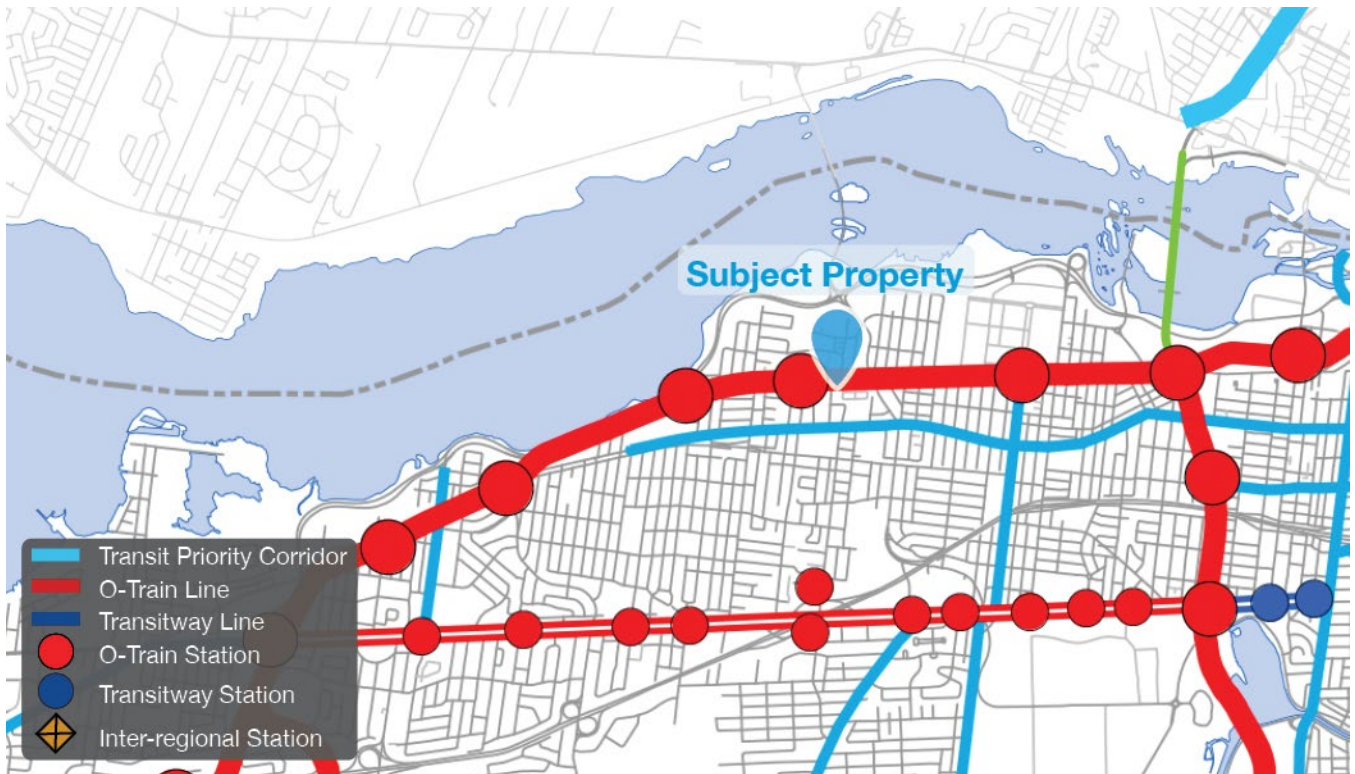


Figure 5: Schedule C2 – Transit Network, City of Ottawa Official Plan.

## 2.5 Cycling and Multi-Use Pathways

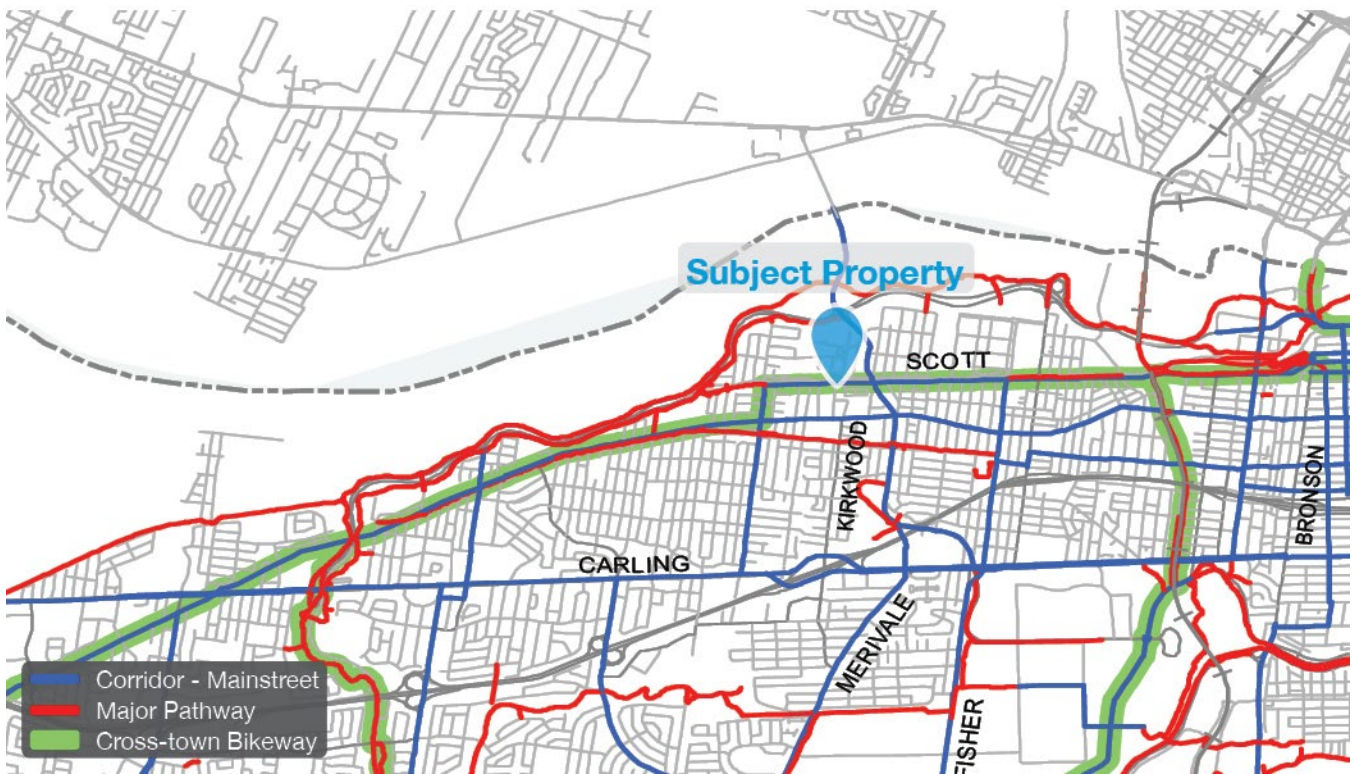


Figure 6: Map 1 – Cycling Network, City of Ottawa Transportation Masterplan.

Many cycling and multi-use pathways are available in close proximity to the subject property, as identified on Map 1 of the City of Ottawa Transportation Masterplan (Figure 6). Many of these corridors run parallel to the Kichi Zibi Mikan 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 Kichi Zibi Mikan Parkway.

## 3.0 Policy and Regulatory Review

### 3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since May 1, 2020, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns which optimize the use of land, resources and public investment in infrastructure and public service facilities.

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

- 1.1.1 Healthy, livable, and safe communities are sustained by:
- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs
  - e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; and
  - i) Ensuring that necessary infrastructure and public service facilities are or will be available.
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- a) Efficiently use land and resources;
  - b) Are 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;
  - e) Support active transportation; and
  - f) Are transit-supportive, where transit is planned, exists or may be developed.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.



- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.
  - b) Permitting and facilitating:
    1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
  - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
  - e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
  - f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.
- 1.5.1 Healthy, active communities should be promoted by:
- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and
  - b) b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources
- 2.1.1 Natural features and areas shall be protected for the long term.

**The proposed development is consistent with the policies of the Provincial Policy Statement. The proposed development on the subject property represents an efficient use of land that has access to existing infrastructure, public facilities, employment, amenities, and services. The subject property provides easy access to the active transportation on the existing network of pedestrian and cycling routes in the area. The proposed development supports transit as the subject property is within 200 metres of the Westboro Rapid Transit station and in close proximity to local bus routes along Scott Street and several adjacent streets. Finally, the proposed development will contribute to the supply of available housing within the Westboro neighbourhood in a built form that will offer greater variety of housing types.**

## 3.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

### 3.2.1 Strategic Directions

The Official Plan proposes five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

**a) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

**b) By 2046, the majority of trips in the city will be made by sustainable transportation.**

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

**c) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

**d) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

**e) Embed economic development into the framework of our planning policies.**

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

### 3.2.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

**The Strategic Directions and Cross-Cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.**

### 3.2.3 Transect Policy Area

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



Figure 7: Schedule A – Transect Policy Area, City of Ottawa Official Plan.

As identified on Schedule A of the City of Ottawa Official Plan (Figure 7), the subject property is in the **Inner Urban Transect**, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban. The Official Plan anticipates the Inner Urban transect to continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.

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

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

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

- a) Proximity and access to frequent street transit or rapid transit;
- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and
- c) Resolution of any constraints in water, sewer and stormwater capacity

**The proposed development meets all the requirements for high-density development. The development is 200 metres walking distance from a rapid transit station, meets the provisions outlined in the Urban Design Guidelines for High-Rise Buildings (See Section 3.6), and has no constraints with regard to servicing capacity.**



- 5.2.1.4 The Inner Urban Transect shall continue to develop as a mixed-use environment, where:
- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
  - b) Small, locally oriented services may be appropriately located within Neighbourhoods;
  - c) Existing and new cultural assets are supported, including those that support music and nightlife;
  - d) Larger employment uses are directed to Hubs and Corridors; and
  - e) Increases in existing residential densities are supported to sustain the full range of services

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

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

- 5.2.2.1 In the Inner Urban Transect, the Zoning By-law shall prohibit new automobile-oriented land uses and development forms, including but not limited to:
- a) Automobile service stations;
  - b) Automobile dealerships, except automobile showrooms entirely contained within a building; or
  - c) Drive-through facilities.

**The proposed development will include the removal of a surface parking lot that fronts onto Scott Street and will help with the promotion of transit by adding density within 200 metres of the Westboro Transit Station.**

- 5.2.2.2 The transportation network for the Inner Urban Transect shall:
- a) Prioritize walking cycling and transit; and
  - b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users

**The proposed development prioritizes transit through its locating of higher density within close proximity to a rapid transit station. Additionally, all parking is located below grade to mitigate automobile conflicts with pedestrians and cyclists.**

- 5.2.2.3 Motor vehicle parking in the Inner Urban Transect shall be managed as follows:
- a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
  - b) No parking shall be required as a condition of development within Hubs;
  - c) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and
  - d) Where new development is proposed to include parking as an accessory use, such parking:
    1. Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;

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

**All parking is located underground, while the limited above ground temporary spaces are specifically for servicing and deliveries to the proposed buildings. Further, the exterior amenity area located at the interior of the development, which minimizes the interaction of motor vehicles and pedestrians on the subject property.**

### 3.2.4 Urban Designation and Overlay

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



Figure 8: Schedule B2 – Inner Urban Transect, City of Ottawa Official Plan.

As identified on Schedule B2 (Figure 8), the subject property is designated as a **Mainstreet Corridor**. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate.

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

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

- 6.2.1.2 Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:
- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
  - b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
  - c) For sites generally of greater than one hectare in area or 100 metres in depth:
    - i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
    - ii. Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and,
  - d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

**The proposed development looks to locate a 22-storeys mixed-use building along a segment Scott Street which is designated both an Arterial Mainstreet and Mainstreet Corridor. The portion of the building which interfaces with surrounding low-rise residential properties, located on Clifton Road, has a height of four-storeys which matches the height the development which is proposed to abut the subject property. By providing a low-rise built form to the abutting properties the proposed development will ensure an appropriate transition between the two building typologies.**

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

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

**The proposed development includes at-grade commercial, as well as an exterior amenity space within the interior of the subject property, which provides at-grade activation and amenity space.**

### 3.2.5 Growth Management Framework

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

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

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



- / To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

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

### Designate Sufficient Land for Growth

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

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

### Support Intensification

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

**The proposed development looks to replace the current low intensity, commercial use and the small number of dwelling units for an intensified, more efficient use of the property, which includes a total of 244 dwelling units.**

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

**The subject property is designated as a Mainstreet Corridor in the Inner Urban Transect. The Official Plan's height category classifies the subject property as suitable for "Low-rise and Mid-rise and High-rise: minimum 2 storeys and maximum 40 storeys dependent on road width and transition".**

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

**The subject property is located within a Mainstreet Corridor and the proposed development looks to contribute to the intensification of an area designated for greater density. Further, the development of 244 additional dwelling units will contribute to the vitality and sustainability of the goals of a 15-minute neighbourhood in the area.**

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

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

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

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

**A portion of the subject property was previously used as a low-density local community facility. The proposed development replaces the use with a mixed-use high-rise building which support the City's intensification and sustainable and resilient design goals and targets.**

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

**The proposed development will diversify and increase the variety of dwelling units in the neighbourhood. The unit mix contemplates a combination of studio, one bedroom, two bedroom, and two bedroom plus den units, as well as meets the requirement for large dwelling units.**

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

**Per Table 3a, the minimum area-wide density requirement for Mainstreets is 120 people and jobs per gross hectare, and the minimum residential density requirement for intensification for Mainstreets is 120 dwellings per net hectare. The proposed development's residential density of 1121 units per hectare (244 dwelling units on a 0.21 hectare lot) exceeds the Official Plan's density requirements. The proposed development's residential density also meets the Target Residential Density Range for Intensification for the Inner Urban Transect of 60 to 80 dwellings per net hectare.**

### 3.2.6 Urban Design

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

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

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

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

#### Promote design excellence in Design Priority Areas

4.6.15 Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

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

- b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

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

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

- 4.6.2.3 Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:
- a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and
  - b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.

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

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

- 4.6.3.1 Development projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture.

**The proposed development will provide improved landscaping, and increase the publicly available streetscape for pedestrians along the Scott Street frontage.**

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

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

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

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

**As demonstrated throughout Section 3 of this rationale, the proposed development meets all relevant policies with regard to the Corridors designation. The proposed development, in combination with the planting strategy effectively frame the streetscape and offer a setback that presents additional public space to further animate the street in front of the subject property.**



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

**The proposed development will internalize, where possible, all servicing and loading areas. The vast majority of the proposed parking is located underground, and the small amount of surface parking is shielded from public view by the eastern podium fronting Clifton Road.**

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

- 4.6.6.1 To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:
- a) Between existing buildings of different heights;
  - b) Where the planned context anticipates the adjacency of buildings of different heights; and
  - c) Within a designation that is the target for intensification, specifically:
    - i. Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
    - ii. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

**The proposed development is located within a Corridor and within 200 metres of the Westboro Rapid Transit Station. Further, the development is located in an evolving area that is characterized by high-rise buildings. The proposed design provides a reduced height relative to buildings in closer proximity to the Westboro Rapid Transit Station.**

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

**The proposed development design contemplates reducing height from 22-storeys to 4-storeys across the site generally from both the Mainstreet Corridor and Rapid Transit Station. Further, the tower was designed with a small floorplate to mitigate casting shadows on the surrounding area. Finally, subject property is located within an Evolving Overlay, which projects future development will become more dense overtime. This development is in line with the policy advocating for the future density in the area.**

- 4.6.6.4 Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential.
- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
  - b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

**Amenity space will be provided in the form of 1,298 square metres of private balcony space. An additional 714 square metres of common amenity space is found throughout the building. The total 2,012 square metres of amenity space exceeds the required 1,374 square metres by almost 50%.**

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

**The proposed development contemplates a tower setback of 11.6 metres from the interior property line, which exceeds the requirement, as per Section 77 of the Zoning By-law.**

### 3.3 Richmond / Westboro Secondary Plan

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

#### 3.3.1 Overlying Objectives and Principles

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

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

**The proposed development looks to add an appropriate level of densification given the subject property's location in proximity to the Westboro Transit Station, its location on an Arterial road, and a Mainstreet Corridor designation within the context of existing taller high-rise development. Further, the design proposes the towers be set back on four and six-storey podiums to present a human scale interface to pedestrians on the street. Ample tower separation distance between buildings in combination with a ground level exterior amenity space create a compatible human scale to the provided level of densification.**

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

**The proposed development will not remove any parkland or green space. Alternatively, the proposal improves the level of plant material on the subject property as identified on the accompanying Landscape Plan.**

- / Distinctive Neighbourhoods
  - Define the distinct urban character of each sector of Richmond Road

**The proposed development will provide a building with ample fenestration and high-quality materials, in addition to a high level of plant material and improved tree canopy.**

#### 3.3.2 Richmond Road and Scott Street Traditional Mainstreets Policy Area

As demonstrated in Figure 9, the subject lands are located within Sector 5 – Scott Street and the Westboro Transitway Station Area of the secondary planning area. The policies for this Planning Area Sector state that Council will:

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

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

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 4.2.2 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.

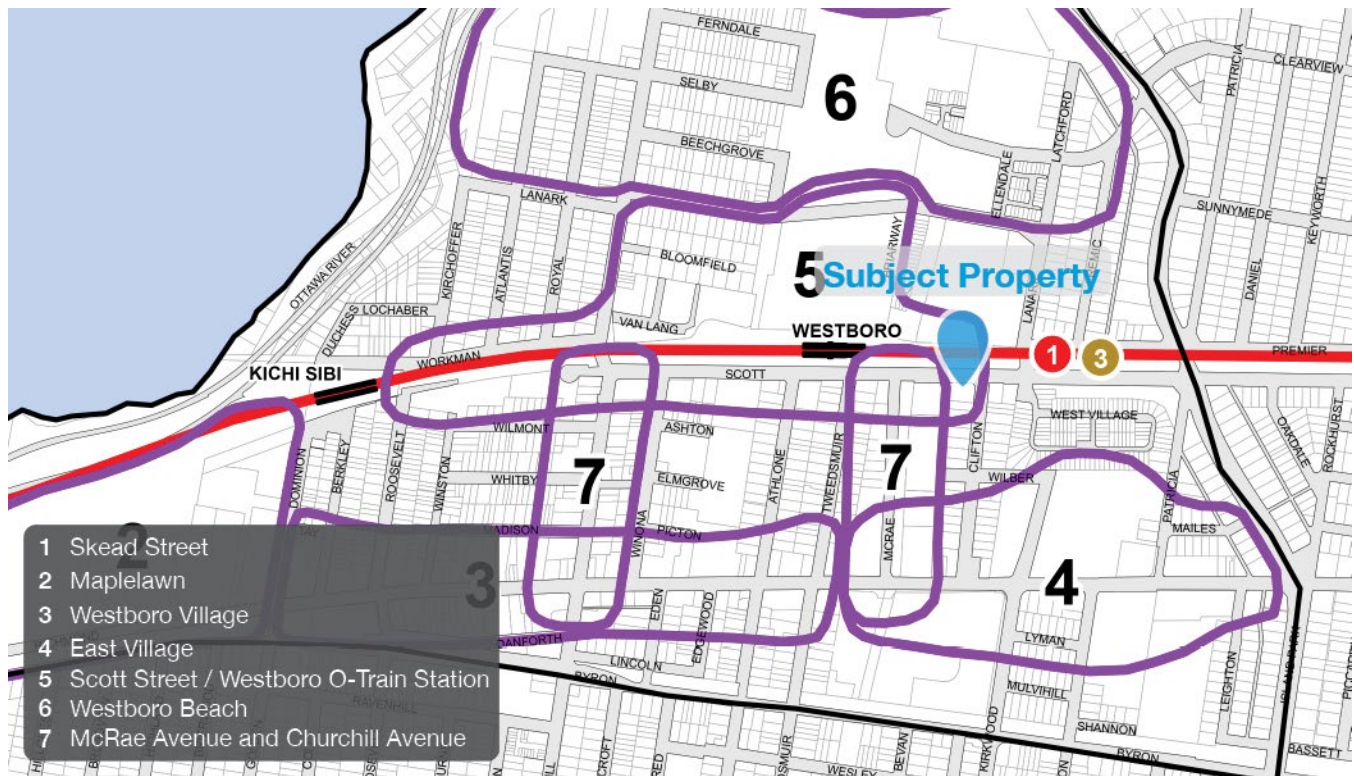


Figure 9: Schedule A – Planning Area Sectors, Richmond Road / Westboro Secondary Plan.

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 provides a cultural asset, and is located on a corner lot, at a transit stop or station, or is located at a prominent location, such as a major destination, an important public space, the termination of a vista or view, or a unique natural setting;
- / The development incorporates facilities, amenities, or services that support the goals for Mainstreet Corridors as per the Official Plan including the provision of wider sidewalks or other public realm improvements consistent with Section 4.6.3; and
- / Where the application of the provisions of Section 4.6 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 22 storeys, with a four-storey built form at the southern end 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 200 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.**

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

### 3.4 Urban Design Guidelines for Development Along Traditional Mainstreets

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

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

#### Streetscape

- Guideline 1** Align streetwall buildings with the existing built form or with the average setback of the adjacent buildings in order to create a visually continuous streetscape.
- Guideline 2** Plant clusters of trees on the flanking residential streets, where they meet the mainstreet, for additional greenspace.

#### Streetscape

- Guideline 4** Use periodic breaks in the street wall or minor variations in building setback and alignment to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk.
- Guideline 6** Create attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards, outdoor cafés, seating and decorative pools or fountains
- Guideline 8** Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned, buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias etc.

### Built Form

- Guideline 11** Use clear windows and doors, to make the pedestrian level facade of walls facing the street highly transparent and locate active pedestrian-oriented uses at-grade.
- Guideline 12** Set back the upper floors of taller buildings to help achieve a human scale and more light on the sidewalks.
- Guideline 16** Highlight buildings on corner sites, where two public streets intersect, with special treatment such as a corner entrance. Continue the same level of architectural detailing around both sides of the building.

### Pedestrian and Cyclists

- Guideline 20** Design pedestrian walkways of materials such as concrete or unit pavers that are easily maintained for safety.
- Guideline 23** Locate surface parking in the rear yard with vehicular access off side streets and laneways.

### Servicing and Utilities

- Guideline 37** Share service and utility areas between different users within a single building or among different buildings.
- Guideline 38** Enclose all utility equipment within buildings or screen them from both the traditional mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks, ramps, air conditioner compressors, utility meters and transformers.
- Guideline 39** Supplement street lighting where necessary with lighting affixed to the buildings in order to accentuate and animate buildings and spaces.
- Guideline 41** Provide lighting that is appropriate to the street character and mainstreet ground-floor use, with a focus on pedestrian areas.

## 3.5 Transit Oriented Development Guidelines

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

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

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

### Land Use

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

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

### Layout

- Guideline 6** Create pedestrian and cycling "short cuts" that lead directly to transit. Pathways require a minimum 6-metre right-of-way.
- Guideline 10** Orient buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles.

### Built Form

- Guideline 11** Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.
- Guideline 14** Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.
- Guideline 15** Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing.

### Pedestrians and Cyclists

- Guideline 16** Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit.
- Guideline 17** Use different materials such as concrete for crosswalks or treatments such as painted patterns to provide visual identification of pedestrian routes for motorists.
- Guideline 28** Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences.

### Vehicles and Parking

- Guideline 35** Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side.
- Guideline 36** Design access driveways to be shared between facilities. This helps to improve the pedestrian environment by limiting the number of depressed curbs across public sidewalks and reduces potential points of conflict between pedestrians and vehicles.
- Guideline 37** Provide areas where motorists, including taxis, can drop off or wait for transit passengers. Passengers require a direct connection to the transit station.



- Guideline 38** Design and locate parking lots and internal roads to minimize the number of vehicle crossings over primary pedestrian routes.
- Guideline 39** Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping.
- Guideline 43** Locate loading areas off the street, behind or underneath buildings. Avoid routing deliveries through parking areas and across primary pedestrian, transit and cyclist routes.

### Streetscape and Environment

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

## 3.6 Urban Design Guidelines for High-Rise Buildings

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

These guidelines seek to highlight ways to:

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

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

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

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

### Context

- 1.14** The lot should be in regular shape to allow for a design that incorporates effective transition measures.
- 1.15** The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.

- 1.16** When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back.
- 1.18** A proposal to accommodate a high-rise building over 30-storeys in height will require a larger lot to meet the required greater separation distances.

### Built Form

- 2.1** Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which (a) fits into the existing urban fabric, animates existing public spaces, and frames existing views.
- 2.2** Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that (b) respects and/or enriches urban fabric and skylines.
- 2.3** Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:
- a) A high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives;
  - b) A high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment.
- 2.13** Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):
- / In the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution.
- 2.15** The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street.
- 2.17** The minimum height of the base should be 2 storeys.
- 2.23** The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.
- 2.24** Encourage small tower floor plates to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into interior spaces:
- a) The maximum tower floor plate for a high-rise residential building should be 750m<sup>2</sup>; and
  - b) Larger tower floor plates may be considered in suburban locations with design features to mitigate shadow and wind impacts, maintain sky views, and allow for access to natural lights.
- 2.29** Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening sky views.

- 2.35** The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.
- 2.36** Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.

### Pedestrian Realm

- 3.1** Provide a minimum 6m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area.
- 3.10** Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.
- 3.12** Animate the streets, pathways, parks, open spaces, and POPS by (c) providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time.
- 3.14** Locate parking underground or at the rear of the building.
- 3.16** Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.
- 3.17** When they are not internalized, screen servicing, loading, and required utilities from public view and ensure they are acoustically dampened where possible.
- 3.18** Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm.
- 3.19** Recess, screen, and minimize the size of the garage doors and service openings visible from streets and other public spaces.

**As identified in Sections 3.4, 3.5, and 3.6, the proposed development meets the majority of design guidelines of each policy document. Most importantly, the proposed development appropriately designed development that provides adequate separations between both towers and abutting low-rise residential buildings, animates the Mainstreet Corridor, and provides a functional and attractive building in an area planned for high levels of intensification.**

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

### 3.7.1 Existing Zoning

The subject property is currently zoned Traditional Mainstreet, Urban Exception 2581, Schedule 400, and Holding Zone – **TM[2581] S400-h**. The purpose of the TM zone is as follows:

- / Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;
- / Foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;
- / Recognize the function of Business Improvement Areas as primary business or shopping areas; and



- / Impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses

**Permitted uses include:**

- |                                |  |                              |
|--------------------------------|--|------------------------------|
| / apartment dwelling, low rise | / apartment dwelling, mid rise         | / bed and breakfast          |
| / dwelling units               | / group home                           | / home-based business        |
| / home-based day care          | / retirement home                      | / retirement home, converted |
| / rooming house                | / community health and resource centre | / convenience store          |
| / community centre             | / day care                             | / diplomatic mission         |
| / library                      | / instructional facility               | / office                     |
| / restaurant                   | / retail food store                    | / retail store               |



Figure 10: Zoning map of subject property and surrounding area.

**Urban Exception 2581 includes the following provisions:**

- / Table 197(c) does not apply.
- / Table 197(i)(i) does not apply to an area used for driveway or parking garage access.
- / Minimum required yard setbacks, building setbacks, and maximum permitted building heights as per Schedule 400.
- / Maximum building heights of S400 do not apply to permitted projections under Section 65.
- / Despite Table 111A(a)(b)(c), the minimum number of bicycle spaces required is 1.0 per dwelling unit or rooming unit.

- / Despite Table 103 (a) and (b), the maximum number of parking spaces permitted is 1.15 per dwelling unit (combined total of resident and visitor parking).
- / Up to six parking spaces may be provided as tandem parking accessed from a drive aisle.
- / A holding symbol is placed on the property and that holding symbol may only be removed once the Section 37 Agreement, or similar development agreement, has been executed, which must occur prior to Site Plan Control approval.

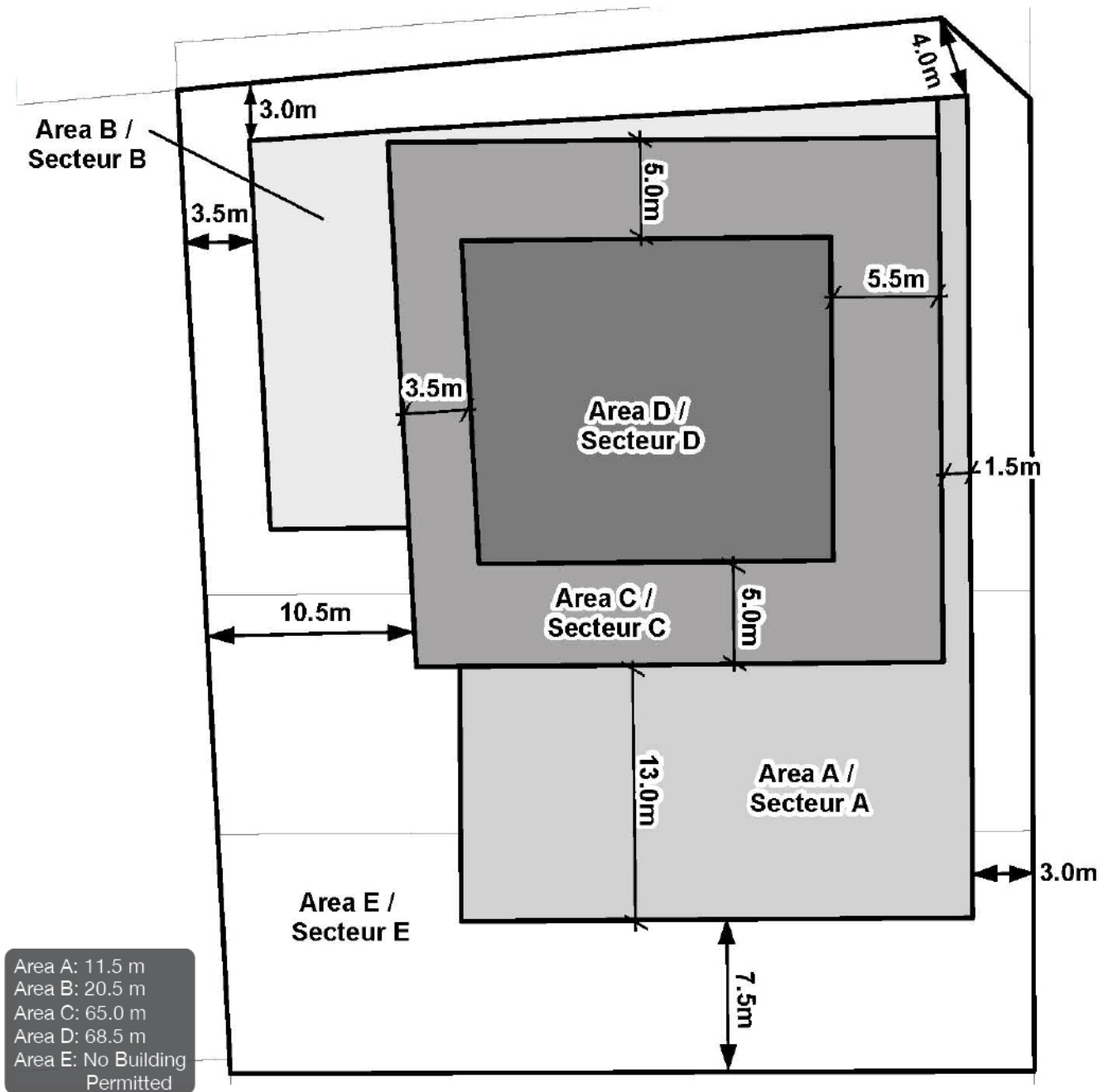


Figure 11: Schedule 400 of the Ottawa Zoning By-law (2008-250)

The following provisions dealing with Section 37 authorization apply:

1. Pursuant to Section 37 of the Planning Act, the height and density of development permitted in this by-law are permitted subject to compliance with all of the conditions set out in this by law including the provision by the owner of the lot of the facilities, services and matters set out in Section 16 of Part 19 hereof, to the City at the owner's sole expense and in accordance with and subject to the agreement referred to in 2. below of this by-law.
2. Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of the Planning Act securing the provision of the facilities, services or matters set out in Section 16 of Part 19 hereof, the lands are subject to the provisions of this By-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the provisions of this by-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities.
3. Wherever in this by-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the Planning Act, then once such agreement has been executed and registered, such conditional provisions shall continue.

The following table summarizes the proposed development's compliance against the existing TM[2581] S400-h zone. Areas of non-compliance are noted with an "X".

Zoning Mechanism	Required	Proposed	Compliance
<b>Lot Area</b>	No minimum	2,181 square metres	✓
<b>Lot Width</b>	No minimum	38.95 metres	✓
<b>Front Yard Definition</b>	A lot abutting Scott Street must be treated as though it fronts that street.	Front yard along Scott Street	✓
<b>Maximum Front Yard Setback</b>	Does not apply	4.0 metres	✓
<b>Minimum Front Yard Setback</b>	3.0 metres <i>Podium</i>	4.0 metres	✓
	5.6 metres <i>Tower</i>	5.5 metres	X
	9.0 metres <i>Mech. Penthouse</i>	9.1 metres	✓
<b>Minimum Interior Side Yard Setback</b>	3.5 metres <i>Podium</i>	3.8 metres	✓
	10.5 metres <i>Tower</i>	10.6 metres	✓
	14.0 metres <i>Mech. Penthouse</i>	17.7 metres	✓
<b>Minimum Corner Side Yard Setback</b>	3.0 metres <i>Podium</i>	3 metres	✓
	4.5 metres <i>Tower</i>	4.6 metres	✓
	10.0 metres <i>Mech. Penthouse</i>	4.6 metres	X

Zoning Mechanism		Required	Proposed	Compliance
<b>Minimum Rear Yard Setback</b>		7.5 metres <i>Podium</i>	4.5 metres	X
		20.5 metres <i>Tower</i>	20.6 metres	✓
		25.5 metres <i>Mech. Penthouse</i>	20.6 metres	X
<b>Maximum Building Height</b> <i>Areas as per Schedule 400</i>		11.5 metres <i>Area A</i>	14.0 metres	X
		20.5 metres <i>Area B</i>	19.4 metres	✓
		65.0 metres <i>Area C</i>	67.5 metres	X
		68.5 metres <i>Area D</i>	68.5 metres	✓
<b>Minimum Width of Landscaped Area</b>	Abutting a residential zone	Does not apply	1.0 metres	✓
	In all other cases	No minimum	0 metres	✓
<b>Minimum Driveway Width</b>		3 metres for parking lots with less than 20 parking spaces  6 metres for parking lots with 20 or more parking spaces	6 m	✓
<b>Facade Requirements</b>		The facade 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	✓
<b>Permitted Projection for Covered or Uncovered Balcony</b>		Above 0.6 metres above adjacent grade: 2 metres, but no closer than 1 metre from any lot line	Varies	✓
<b>Maximum Permitted Parking</b> <i>Combined resident and visitor</i>		1.15 / dwelling (281)	91 spaces <i>66 residential 25 visitor</i>	✓
<b>Minimum Parking Space Dimensions</b>		Width: 2.6 metres Length: 5.2 metres	2.6 x 5.2 metres	✓
<b>Permitted Reductions to Parking Space Dimensions</b>		Where located in a parking lot or parking	1 2.6 x4.6m stall	✓



Zoning Mechanism	Required	Proposed	Compliance
	garage containing more than 20 spaces:  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  (Except where abutting a wall, column, or other obstruction)		
<b>Minimum Drive Aisle Width</b>	For an aisle serving parking spaces angled at between 56 and 90 degrees: 6.0 metres	6 m	✓
<b>Location of Parking in TM Zone</b>	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	✓
<b>Minimum Number of Bicycle Parking Spaces</b>	1.0 / dwelling (244)	245 spaces	✓
<b>Minimum Required Amenity Area</b> <i>Total</i>	1,464 square meters <i>6 square metres / dwelling</i>	1,968 square metres	✓
<b>Minimum Required Communal Amenity Area</b>	732 square metres <i>3 square metres / dwelling</i>	799 square metres	✓

As identified in the table above, the proposed development adheres to the general intent of the Traditional Mainstreet zone, which is to promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit, and automobile.

### 3.7.2 Proposed Zoning Amendment

A Zoning By-law Amendment is proposed to rezone the subject property from Traditional Mainstreet, Urban Exception 2581, Schedule 400, with an associated Holding Zone – **TM[2581] S400-h** to Traditional Mainstreet, Urban Exception XXXX, Schedule YYY – **TM[XXXX] SYYY**.

The purpose of the Zoning By-law Amendment is to provide relief from the following provisions:

#### **Amend Schedule 400 to reflect the requested setbacks and maximum buildings heights as identified on the Site Plan**

- / Whereas Schedule 400 on the Zoning By-law presently provides required setbacks and maximum building heights for the subject property, the proposed amendment would replace the existing Schedule with a new

Schedule that reflects the setbacks and building heights of the proposed development as identified on the accompanying Site Plan.

- The proposed amendment to Schedule 400 is appropriate attributable to the fact that the relief requested represent a limited deviation from the existing Schedule.
- Regarding the proposed building heights, the overall height of the building has increased from to 72 metres from the permitted 68.5 metres. The 3.5 metre increase in height does not represent an impactful change to the experience of pedestrians at-grade. Further, the proposed building height remains lower than the abutting 24-storey building located at 1960 Scott Street. As per Section 6.2 of the Official Plan, buildings should descend in height as they get further from a rapid transit station. This remains the case, even with a proposed increase in building height.
- Regarding the additional podium height, the proposed development contemplates a four-storey podium whereas the Schedule heights would permit a 3-storey podium. The function of a podium is to better provide a transitional massing between a high-rise building and surrounding low-rise development. Within the context of the abutting buildings to the subject property on Clifton Road, the parcels (316, 320, 324, 328, and 332 Clifton Road) have been recently approved to permit a maximum height of 12 metres (as per Urban Exception 2706). The transition between the proposed podium height of 13.6 metres and the abutting 12 metre built form represents an appropriate transition in height.
- Regarding the deviation in setbacks, the proposed development looks to provide a 5-metre setback whereas Schedule 400 requires a 7.5 metre setback. The impacts from reducing the setback from 7.5-metres to 5-metres is mitigated due to the fact that the proposed podium of 13.6-metres and the abutting 12-metre building will be similar in height. Further, the minimum collective distance between future development on the interfacing properties will be at least 7.5 metres (5-metre setback on the subject property plus a 2.5-metre setback at 316 Clifton Road).
- Regarding the setbacks pertaining to the mechanical penthouse, the requested relief is minor and will not impact the experience of pedestrians at-grade or provide greater shadow impacts on surrounding properties.

**Reduce required Residential Parking to zero, whereas the existing parking rate is a maximum (combined resident and visitor) 1.15 per dwelling**

- / Whereas the require parking rate is to a maximum 1.15 combined resident and visitor parking, the proposed amendment would reduce the resident parking to zero and provide resident parking at the rate identified on Schedule 1A, Area Y, which is 0.1 spaces per dwelling
  - The requested reduction in parking is appropriate given the location of the subject property relative to the Westboro Rapid Transit Station. Section 4.1.4 of the Official Plan concerns the shift towards sustainable modes of transportation. Policy 2 aims to minimize and gradually reduce the total land area of the City consumed by surface parking and provides guidance on the reduction or elimination of minimum parking requirements and/or the introduction of maximum parking limits, in strategic locations, including:
    - Hubs and Corridors;
    - Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations;
    - Within a 300 metre radius of 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit Route; and,
    - Other areas determined by Council.
  - The subject property is located 200 metres from the Westboro LRT station on Scott Street, which is identified as a Transit Priority Corridor as well a Mainstreet Corridor. Due to the proximity of the subject site to both the LRT and local bus network, as well as the multi-use pathways along the Transitway, the subject site is well serviced by transit and alternative modes of transportation.
  - Further, the proposed relief is inline with the Draft Zoning By-law which would reduces require resident parking to zero as of right.

**Remove the Holding Zone and the provisions relating to a previous Section 37 of the Planning Act agreement and replace with a Community Benefits Charge agreement relating to the proposed development**

- / Whereas the existing Urban Exception stipulates that a holding symbol will be placed on the subject property and only removed once the established Section 37 agreement has been executed, the proposed amendment would remove the holding zone and its Section 37 obligations and be replaced with a Community Benefits Charge agreement.
  - In September 2022 City Council, as a result of the Government of Ontario's More Homes, More Choice Act, 2019 (Bill 108), Plan to Build Ontario Together Act 2019 (Bill 138), and COVID-19 Economic Recovery Act 2020 (Bill 197), replaced the former Section 37 of the Planning Act with the existing Community Benefits Charge By-law. As a consequence, the former provisions and calculations to provide additional density in exchange for community benefits is no longer in effect. The Community Benefits Charge that superseded the previous Section 37 policy provides a more equitable tool to increase amenities in the broader community by charging all development an established rate based on land as opposed level of intensification above as-of-right permissions.
  - Attributing to the fact that the former Section 37 policy is no longer enforceable for new development applications, the requested Zoning By-law Amendment should be obligated to fulfill the requirements of the Community Benefits By-law which replaced the former Section 37 agreement.
  - Further, as noted in the Planning Act when the former Section 37 policy was in effect – Any agreement entered into under this section may be registered against the land to which it applies and the municipality is entitled to enforce the provisions thereof against the owner and, subject to the provisions of the Registry Act and Land Titles Act (37.4). Given that no Site Plan Agreement has been registered, the former Section 37 agreement has yet to be fully executed and is yet to be in full effect.

## 4.0 Conclusion

It is our professional Planning opinion that the applications for a Minor Zoning By-law Amendment and Site Plan Control for 1950 Scott Street are appropriate, represent good planning, and are in the public interest.

- / The proposed development is consistent with the **Provincial Policy Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and contributes to the range of housing options available in the community.
- / The proposed development conforms to the **Official Plan's** vision for managing growth in the urban area and meets the policies for infill and intensification in the areas in close proximity to Rapid Transit Stations.
- / The proposed development meets the **Urban Design** and **Growth Management Framework** objectives, principles, and policies in Sections 4.6 and 3 of the Official Plan.
- / The proposed development responds strongly to the associated **Urban Design Guidelines** by proposing appropriately designed infill that is sensitive to its planned context and intensifies the site in manner that is consistent with Official Plan density targets.
- / The proposed development broadly aligns with the uses and built form identified in the Richmond Road and Scott Street Traditional Mainstreets Designation Policy Area of the **Richmond Road/Westboro Secondary Plan**.
- / The proposed **Zoning By-law Amendment** would apply a modified Traditional Mainstreet zoning to the subject property as well as associated Schedule, which will ensure efficient development patterns of a suitable scale and density which are **in keeping with Official Plan and Secondary Plan policies for the subject property**.
- / The proposed development is **supported by technical studies and plans** submitted as part of this application.

Sincerely



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Planner



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Partner