

# Planning Rationale

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## 1994 Scott Street Official Plan and Zoning By-law Amendments

Prepared for:  
Park River Properties

December 12, 2025

Prepared by:  
Stantec Consulting Ltd.

Project/File:  
160401962



Source: Roderick Lahey Architects Inc.





## Revision Schedule

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date
1	Final Draft	B.W.	10/28/25	S.W.	10/31/25	M.S.	11/10/25
2	For Submission	B.W.	12/12/25				

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## **Executive Summary**

Stantec Consulting Ltd. (“Stantec”) are retained by Park River Properties (the “Owner”) for preparation of this Planning Rationale Report in support of concurrent Official Plan and Zoning By-law Amendment applications (the “proposal”). The applications are for the purpose of establishing entitlements to facilitate the future redevelopment of four assembled portions of land into a transit-oriented community consisting of low- to high-rise buildings of primarily residential use, parkland, and well-connected public realm space. The assembled lands (the “site”) are located immediately south of Westboro Station with frontage on Scott Street, Tweedsmuir Avenue, and Athlone Avenue. The site is designated Mainstreet Corridor and Neighbourhood on Schedule B2 of the Official Plan, and zoned Traditional Mainstreet, Exception 102 and Residential Fourth Density Zone, Subzone UB.

The intent is for these parcels to be developed in the future either concurrently or in separate phases. A conceptual development plan has been prepared in support of the vision and the proposed applications, and serves, in part, to rationalize the requested approvals. The vision for the site reflects a type of large-scale redevelopment contemplated by the Official Plan, though the current policy framework and zoning applicable to the site are not conducive to supporting the vision. Accordingly, the proposal will seek to amend the Richmond Road / Westboro Secondary Plan and Zoning By-law 2008-250 to permit the site-specific uses and design standards necessary for advancing the vision. Specifically, two of the four portions of land will be subject to the proposed Official Plan Amendment, whereas the entire site will need to be rezoned to four site-specific zones including schedules and exceptions.

The proposal was first introduced to City development review staff in late 2023. Initial feedback through that process was used to refine the approvals approach. From there a formal pre-application consultation (December 8, 2023 - File No.: PC2023-0346) and informal presentation to the Urban Design Review Panel (January 10, 2025) took place, with refinements to the concept development occurring after each process. The concept development plan submitted in support of the proposal is the result of a multi-year process of consultation and design review and refinement.

This report reviews the applicable land use planning policy and regulatory framework to demonstrate the proposal is consistent with the Provincial Planning Statement and that it conforms and complies with the general intent and purpose of the Official Plan and Zoning By-law. It is our opinion that the proposal represents good land use planning that is timely, appropriate, and in the public interest; therefore, we recommend approval of the requested amendments.





# 1 Context Analysis

## 1.1 Site Context

The subject site consists of four portions of assembled land under the control of single ownership. Each portion of land is contiguous and separated only by local public streets, being Tweedsmuir Avenue and Athlone Avenue. The portions of land are described herein as Parcels A1, A2, B and C, and are further detailed in Table 1, the survey excerpt in Figure 1, and the GeoOttawa excerpt in Figure 2.

All properties making up the site currently contain low-density residential building typologies with the exception of 1994 Scott Street, which contains a single-storey office building previously used for commercial purposes (moving company). Based on aerial imagery available through GeoOttawa, it appears the existing buildings on the site have existed since at least 1958, with the exception of any infill redevelopment that has occurred since (e.g., 318-320 and 323-327 Tweedsmuir Avenue).

The properties consist of lots from Registered Plan 263 and are all of a regular shape with the exception of 1994 Scott Street and 306 Tweedsmuir Avenue, which are abutting properties of irregular shape due to the angle of the property line relationship with the Scott Street right-of-way (ROW).

Table 1. Site context

Site		Approximate Area (m2)	
Parcel	Municipal Address and Existing Land Use	Parcel	Site
A1	1994 Scott St. (office)	2,265.4	7,733.7
	306 Tweedsmuir Ave. (residential)		
	314 Tweedsmuir Ave. (residential)		
	316 Tweedsmuir Ave. (residential)		
	318 Tweedsmuir Ave. (residential)		
	320 Tweedsmuir Ave. (residential)		
324 Tweedsmuir Ave. (residential) – partial / split with A2			
A2	324 Tweedsmuir Ave. (residential) – partial / split with A1	1,332.9	
	328 Tweedsmuir Ave. (residential)		
	327 Athlone Ave. (residential)		
B	322 Athlone Ave. (residential)	1,650.3	
	326 Athlone Ave. (residential)		
	330 Athlone Ave. (residential)		
C	317 Tweedsmuir Ave. (residential)	2,485.1	
	321 Tweedsmuir Ave. (residential)		
	323 Tweedsmuir Ave. (residential)		
	327 Tweedsmuir Ave. (residential)		
	333 Tweedsmuir Ave. (residential)		
	335 Tweedsmuir Ave. (residential)		





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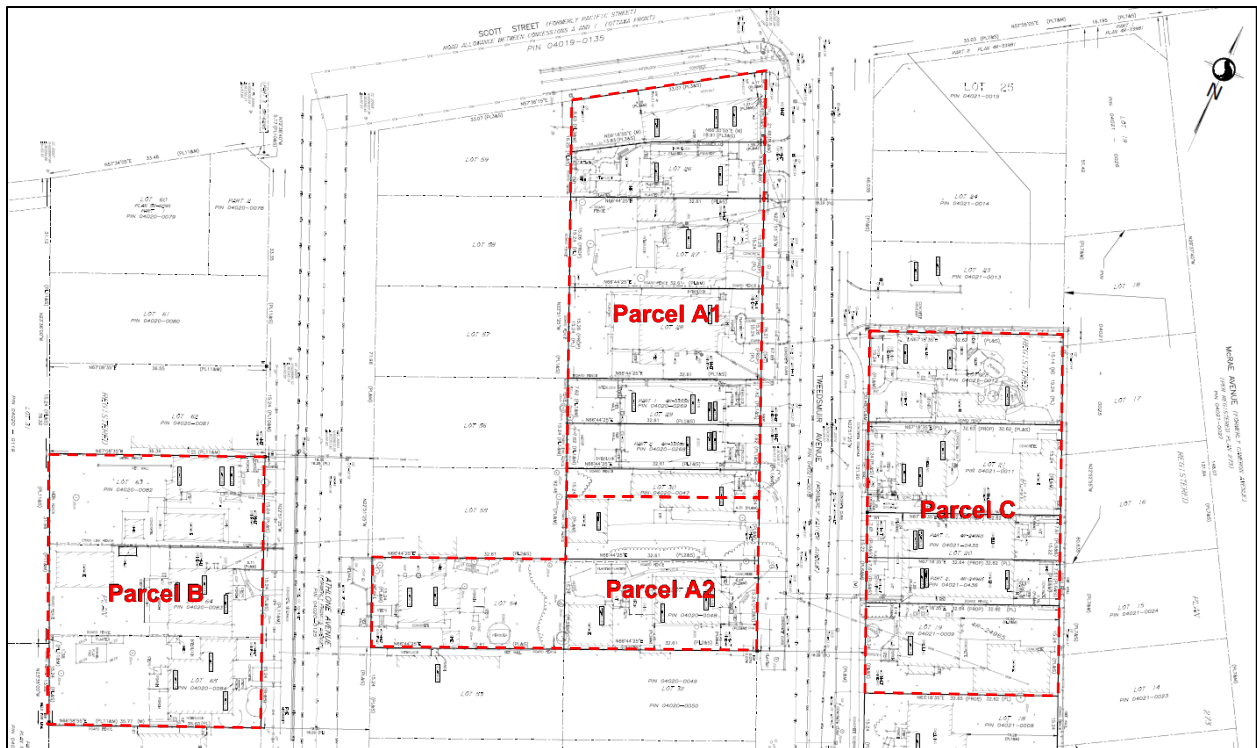


Figure 1. Marked-up excerpt of topographic survey prepared 09.05.2024 (Stantec Geomatics Ltd.)



Figure 2. Site context (GeoOttawa 2022 aerial imagery)





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Table 2. Regulatory Framework

Parcel and Municipal Address	Zoning By-law 2008-250	Official Plan	
		Volume 1	Volume 2A – Richmond Road / Westboro Secondary Plan
<b>PARCEL A1</b> 1994 Scott St. 306 Tweedsmuir Ave. 314 Tweedsmuir Ave. 316 Tweedsmuir Ave. 318 Tweedsmuir Ave. 320 Tweedsmuir Ave. 324 Tweedsmuir Ave.	TM[102] TM[102] R4UB R4UB R4UB R4UB R4UB	Schedule B2 – Inner Urban Transect: Mainstreet Corridor Schedule B2 – Inner Urban Transect: Mainstreet Corridor	Schedule A – Planning Area Sectors: 5 and NA  Schedule C – Maximum Building Height: 4 to 6 storeys and unspecified (assumed low-rise)
<b>PARCEL A2</b> 324 Tweedsmuir Ave. 328 Tweedsmuir Ave. 327 Athlone Ave.	R4UB R4UB R4UB		
<b>PARCEL B</b> 322 Athlone Ave. 326 Athlone Ave. 330 Athlone Ave.	R4UB R4UB R4UB	Schedule B2 – Inner Urban Transect: Neighbourhood subject to Evolving Neighbourhood Overlay	Schedule A – Planning Area Sectors: NA but nearest 5  Schedule C – Maximum Building Height: unspecified (assumed low-rise)
<b>PARCEL C</b> 317 Tweedsmuir Ave. 321 Tweedsmuir Ave. 323 Tweedsmuir Ave. 327 Tweedsmuir Ave. 333 Tweedsmuir Ave. 335 Tweedsmuir Ave.	R4UB R4UB R4UB R4UB R4UB R4UB	Schedule B2 – Inner Urban Transect: Neighbourhood subject to Evolving Neighbourhood Overlay	Schedule A – Planning Area Sectors: NA but nearest 5  Schedule C – Maximum Building Height: unspecified (assumed low-rise)
Additional Notes: 1) Schedule C16 – Road Classification and Rights-of-Way Protection <ul style="list-style-type: none"> <li>– Scott Street (Arterial): 26 m protected ROW</li> <li>– Tweedsmuir Avenue (Local): 18 m protected ROW (unspecified)</li> <li>– Athlone Avenue (Local): 18 m protected ROW (unspecified)</li> </ul>			

## 1.2 Surrounding Context

The site is located within the Westboro neighbourhood of the City of Ottawa and is situated within Ward 15 – Kitchissippi. More specifically, the site is located south of Scott Street and directly across from Westboro Station, which currently operates with rapid bus service and is being converted to light rail transit (LRT) as part of the O-Train Line 1 West Extension project, with an estimated completion date in 2026. The following existing land uses and features surround the site:

North Scott Street (arterial road); Westboro Station; office and low to high density residential.

South Low density residential along Tweedsmuir and Athlone Avenues (local roads); Richmond Road (arterial road) consisting of a mix of commercial and residential.

East Low to high-rise residential and mixed-use; McRae Avenue (local road); mid to high-rise mixed-use





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West Former Granite Curling Club (zoned for 40-storey building height); Lion's Park; low to medium density residential; Winona Avenue (local road).

Figures 3 to 5 consist of a location plan and surrounding context, whereas Figure 6 and Table 2 identify the location of recently approved, under construction, and occupied developments of high-density residential nature that are proximate to the site.

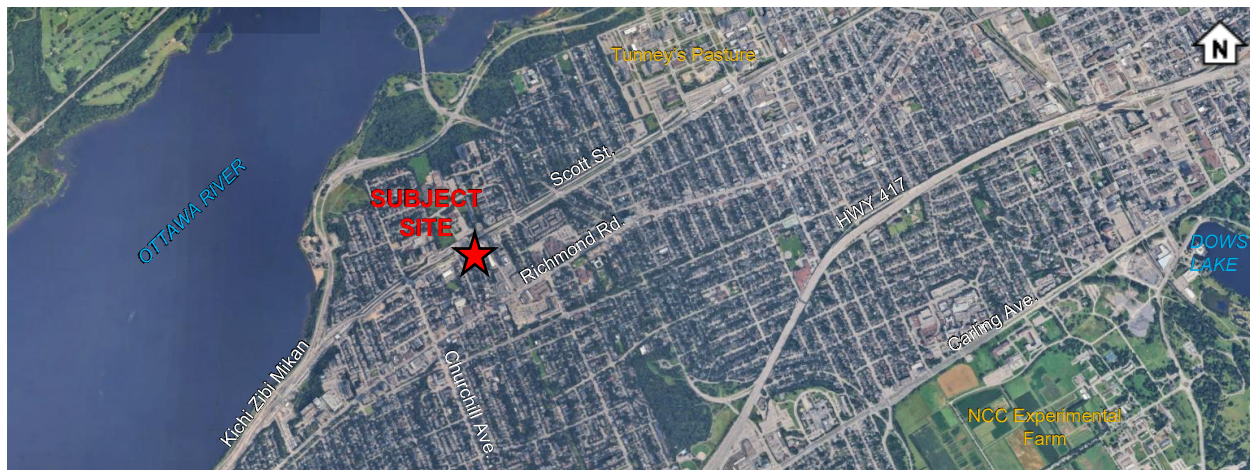


Figure 3. Location plan (Google Earth)

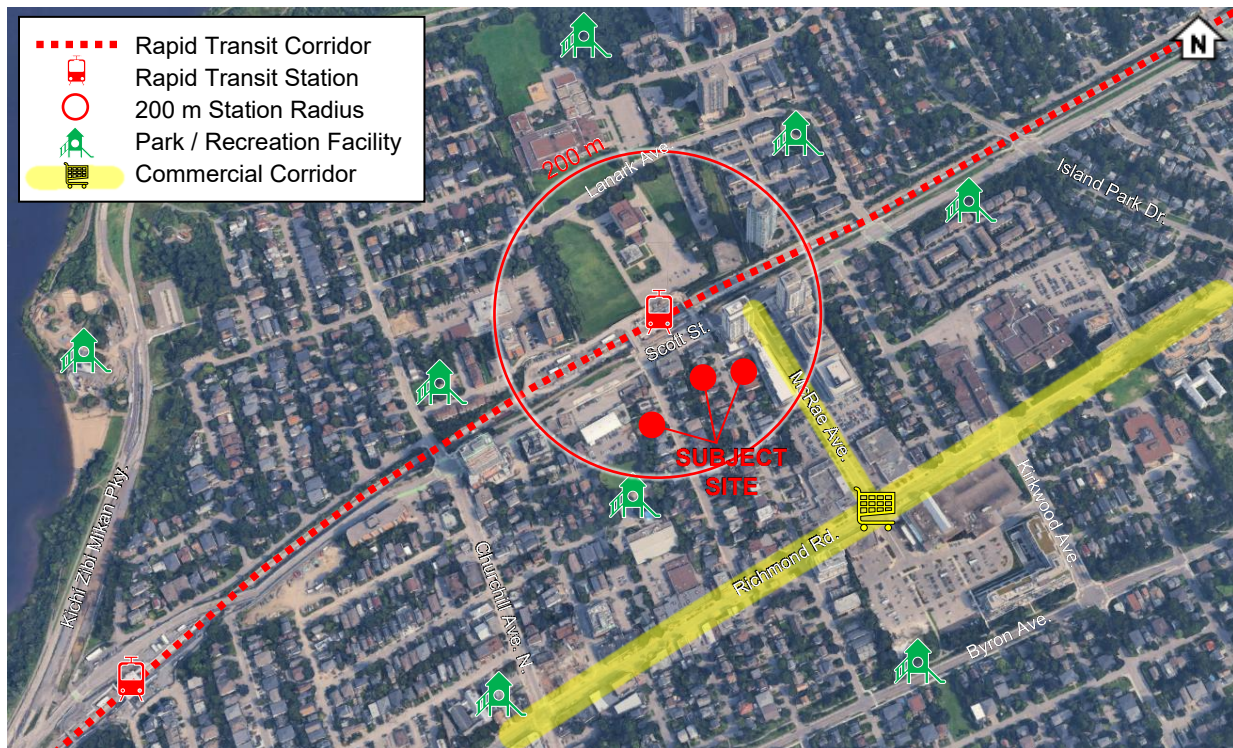


Figure 4. Surrounding context (Google Earth)





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Figure 5. Surrounding context (Google Earth)

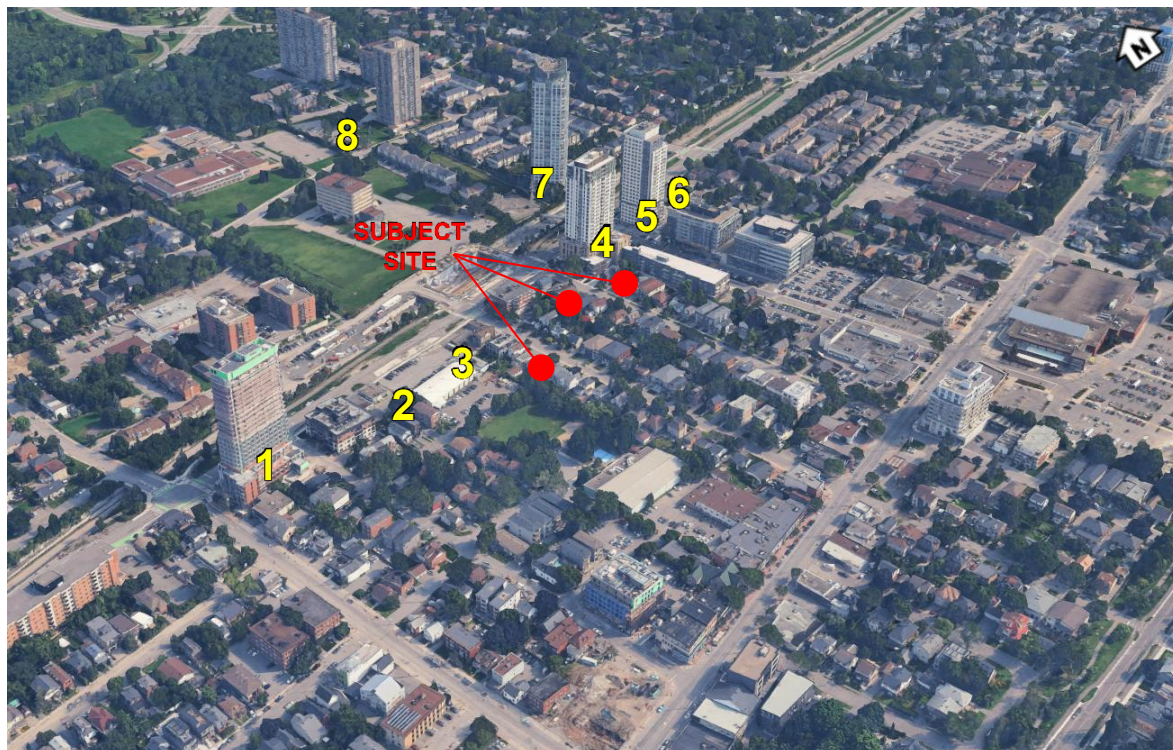


Figure 6. Surrounding development context (Google Earth)





*Table 3. Surrounding development context*

Location	Details	Status
(1) 2070 Scott St. and 328 Winona Ave.	25 storey mixed use building with 264 dwelling units, 144 underground parking spaces, 123 bicycle spaces, and ground-level retail.	Under construction
(2) 295, 299, 301 Ashton Ave. and 2046 and 2050 Scott St.	30 storey mixed use building with 341 dwelling units, 210 underground parking spaces, 172 parking spaces, 2 commercial units at grade.	Site Plan Control Application – File Pending Date Received: 2021-03-19 Status Date: 2022-12-21
(3) 314 and 318 Athlone Ave. and 2006, 2020, 2026 Scott St.	Two 40 storey residential buildings, with a total of 856 units. The development will include a total of 418 parking spaces, and 630 bicycle parking spaces.	Site Plan Control Application – File Pending Date Received: 2023-02-23 Status Date: 2023-11-17
(4) 320 and 315 McRae Ave.	Low to high-rise (4 to 26 storeys) mixed use building with 318 dwelling units, 181 below-grade vehicle parking spaces, 163 bicycle spaces, and ground-level retail.	Occupied
(5) 1960 Scott St.	25 storey mixed-use building with 277 dwelling units.	Occupied
(6) 1950 Scott St.	22 storey mixed-use building with 243 dwelling units.	Under construction
(7) 38 Metropole Priv.	32 storey residential building with 152 dwelling units.	Occupied
(8) 200 Clearview Ave.	25 storey residential building, consisting of 187 dwelling units, 232 resident parking spaces, 18 visitor parking spaces, and 217 bicycle parking spaces, and 2,500 square meters of total amenity space.	Site Plan Control Application – File Pending Date Received: 2024-10-30 Status Date: 2025-02-18

### 1.2.1 Road and Pedestrian Network

The site is located in an area that is well-served by existing transportation infrastructure. The site contains frontage on an Arterial and two Local Roads, is directly across from Westboro Station, is adjacent to Lion's Park, and is a short distance from Richmond Road to the south, Island Park Drive to the east, and Kichi Zibi Mikan Parkway to the north.

Figures 7 and 8 include excerpts of Schedules C4 and C2 of the Official Plan, which together, illustrate the site's relationship to the road and transit networks. Schedule C3 of the Official Plan identifies Major Pathways to the west (Scott Street), north (Kichi Zibi Mikan Parkway), and south (Byron Linear Tramway Park and Byron Avenue) of the site. Figure 9 includes an excerpt from the Crosstown Bikeway Network of the Transportation Master Plan (TMP) which identifies Scott Street and the nearby Island Park Drive as Crosstown Bikeways, with the NCC parkway lands to the north including Other Major Multi-Use Pathways.





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Figure 7. Schedule C4 - Urban Road Network

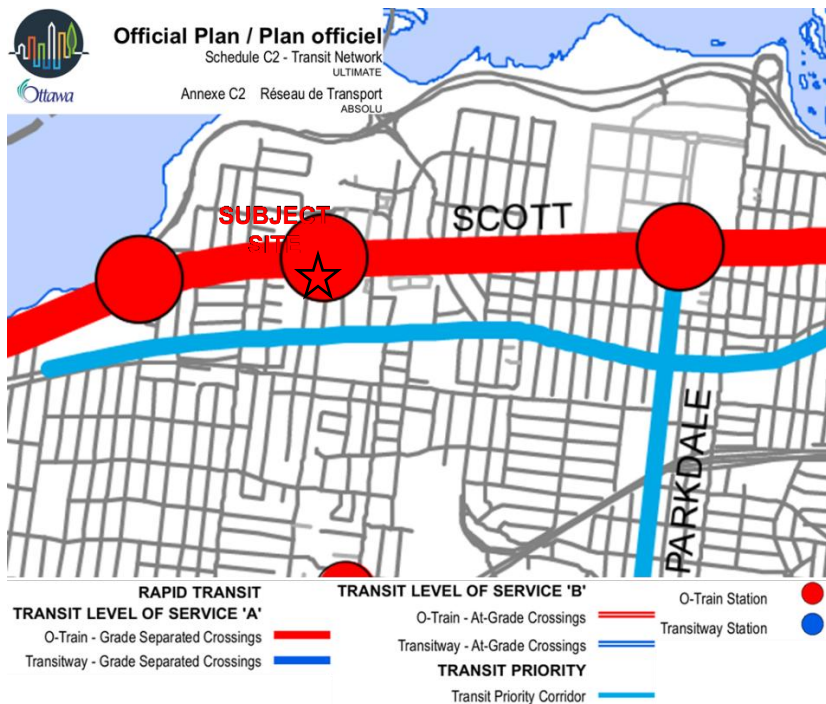


Figure 8. Schedule C2 - Transit Network







Figure 9. Crosstown Bikeway Network of the Transportation Master Plan

### 1.2.2 Neighbourhood Amenities

The site is in close proximity to a wide range of neighbourhood amenities, including, but not limited to the following, all of which are within 800 metres (approximately 10-minute walk):

- Parks, open space, and community centres: Lion's Park, Roy Duncan Park, Mahoney Park, Heather Crowe Park, Westboro Beach, Riverside Terrace Park, Remic Beach Complex, NCC waterfront, Rockhurst Park, Byron Linear Tramway Park, Recreation Trail (Hydro Corridor), Churchill Seniors Recreation Centre
- Schools and day cares: Ecole Provinciale Eleves Sourd, Centre Jules-Léger, Hilson Avenue Public School, Kids & Company Ottawa Westboro, Churchill Alternative, Concierge Plus, Westboro Montessori School, Westboro Village Co-Operative Preschool Inc., Children's Village of Ottawa Carleton
- Commercial, retail, service-based, and restaurant uses: Farm Boy, Real Canadian Superstore, Natural Food Pantry, Pure Kitchen, Fratelli Westboro, Batter Up Bakery, Equator Coffee, MEC, Bushtukah, Ottawa Gymnastics Centre, The Ottawa Conservatory Vocal & Dance, Pure Yoga Ottawa, Ottawa Physiotherapy and Sports Clinics – Westboro, Wellness House Chiropractic and Massage Therapy, Athletic Kneads, Westboro Animal Hospital

## 2 Proposal

The proposal is for concurrent Official Plan and Zoning By-law Amendment applications to establish entitlements for facilitating the redevelopment of four assembled portions of land into a transit-oriented community consisting of low- to high-rise buildings of primarily residential use, parkland, and well-connected public realm space.





## Planning Rationale

The proposal is rooted in a vision to see coordinated redevelopment immediately south of Westboro Station, which contrasts with the isolated and disjointed manner in which redevelopment along Scott Street has generally proceeded in recent years. To advance the vision the owner has assembled four portions of land, each of contiguous property consisting of 18 total lots (previously described as Parcels A1, A2, B and C). The intent is for these parcels to be developed in the future either concurrently or in separate phases. A conceptual development plan has been prepared in support of the vision and the proposed applications, and serves, in part, to rationalize the requested approvals.

The vision reflects a type of large-scale redevelopment contemplated by the Official Plan, though the current policy framework and zoning applicable to the site are not conducive to supporting the vision. Accordingly, the proposal will seek to amend the Richmond Road Westboro Secondary Plan and Zoning By-law 2008-250 to permit the site-specific uses and design standards necessary for advancing the vision. Specifically, two of the four portions of land will be subject to the proposed Official Plan Amendment, whereas the entire site will need to be rezoned to four new zones with site-specific exceptions.

The proposal was first introduced to City development review staff in late 2023, with initial feedback used to refine the approvals approach. From there a formal pre-application consultation (December 8, 2023 - File No.: PC2023-0346) and informal presentation to the Urban Design Review Panel (January 10, 2025) took place, with refinements to the concept development occurring after each process. The concept development plan submitted in support of the proposal is the result of a multi-year process of consultation and design review and refinement. The below two subsections go into further detail on the proposed conceptual development and Official Plan and Zoning By-law Amendments.

## 2.1 Proposed Conceptual Development

The conceptual development consists of low- to high-rise buildings of primarily residential use, parkland, and public realm space. Table 4 provides a breakdown of the development statistics for each of the four parcels (A1, A2, B, and C) whereas Figures 10 to 14 contain excerpts of the concept site plans prepared for each building and the overall site, and Figures 15 to 17 contain excerpts of conceptual architectural renderings that include the proposal and approved conceptual high-rise buildings to its west.

*Table 4. Conceptual development overview*

Parcel / Building	Parcel Area	Building Height	Land Use Yield	Amenity Area	Parking
A1	2,265.4 m <sup>2</sup>	Tower: 40 storeys (136m) + penthouse (6.5m)  Podium: 10 storeys + mezzanine	Dwelling Units: 555 Commercial GFA: 444.5 m <sup>2</sup>	Total: 3,340 m <sup>2</sup> Total Private: 1,360 m <sup>2</sup> Total Communal: 1,980 m <sup>2</sup>	Vehicle: 313 (P1-P6) - 264 resident (0.48 / DU) - 30 visitor (0.05 / DU) - 19 commercial  Bicycle: 552 (542 interior, 10 exterior) - 550 residential (0.99 / DU) - 2 commercial
A2	1,332.9 m <sup>2</sup>	Building: 4 storeys (15m) + penthouse (4.5m)	Dwelling Units: 43	Total: 510 m <sup>2</sup> Total Private: 270 m <sup>2</sup> Total Communal: 240 m <sup>2</sup>	Vehicle: 0  Bicycle: 67 (65 interior, 2 exterior) - 67 residential (1.55 / DU)
B	1,650.3 m <sup>2</sup>	Tower: 29 storeys (99m) + penthouse (4.5m)  Podium: 5 storeys + mezzanine	Dwelling Units: 290	Total: 2,205 m <sup>2</sup> Total Private: 870 m <sup>2</sup> Total Communal: 1,335 m <sup>2</sup>	Vehicle: 144 (P1-P5) - 116 resident (0.4 / DU) - 28 visitor (0.1 / DU)  Bicycle: 332 (318 interior, 14 exterior) - 332 residential (1.14 / DU)





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C	2,485.1 m <sup>2</sup>	Tower: 29 storeys (99m) + penthouse (4.5m)  Podium: 5 storeys + mezzanine	Dwelling Units: 318	Total: 4,325 m <sup>2</sup> Total Private: 2,880 m <sup>2</sup> Total Communal: 1,445 m <sup>2</sup>	Vehicle: 152 (P1-P4) - 122 resident (0.38 / DU) - 30 visitor (0.1 / DU)  Bicycle: 322 (interior) - 322 residential (1.01 / DU)
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As the proposal is limited to an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) there will be no associated dedication or cash-in-lieu of parkland at this point in the development process. However, the proposal does contemplate the dedication of approximately 10% of the total site area (9.91% / 780.4 m<sup>2</sup>) as parkland with the provision of a concept park space at the southern end of Parcel C.

The matter of parkland was discussed through pre-application consultation with City staff, and although the original vision the owner had was for a linear park providing an east-west connection between Lion's Park and McRae Park, City Parks and Facility Planning Services (PFPS) preferred a single consolidated park space to maximize utility. Accordingly, the south end of Parcel C is suggested for parkland in the conceptual development, and presents opportunity for potential consolidation with McRae Park. To maintain the original vision of the owner, mid-block connections are contemplated between Tweedsmuir Avenue and Athlone Avenue (Parcel A2), and then between Athlone and Lions Parks (Parcel B), which together would serve to link Lyon's Park with the conceptual parkland space on Parcel C.

Additional public realm space has been shown within all parcels, but most so in Parcel A1 (Figure 10) along its Scott Street frontage where it presents to Westboro Station. This space is appropriate for a privately owned public space (POPS), and the proposal contemplates this with a conceptual POPS of 330 square metres in size. The mix of hard and soft landscaping elements have been laid out in a manner that supports visual interest and public traffic across the front and corner side of the site while maintaining a sense of separation from spaces more proximate to the ground floor façade. The intent here is to support various site uses and conditions within the public realm, including opportunity for patio space and passive seating with subtle buffering from the noise and activity of Scott Street and Westboro Station. The details of how these spaces will ultimately be developed would come as part of a future Site Plan Control application process, though significant design work has gone into the conceptual development to demonstrate the intended vision.

Other publicly accessible spaces being proposed includes two mid-block connections that provide an efficient connection between Lion's Park and the proposed park, with landscaped crossings at Athlone Avenue and Tweedsmuir Avenue. Approximately 150 m<sup>2</sup> of space along the southern end of Parcel B and 185 m<sup>2</sup> of space along the southern end of Parcel A2 is reserved for publicly accessible pathways that include seating and are flanked by private landscaping and amenity space. The intent is for the privately owned public spaces (e.g., Scott Street POPS and the two mid-block connections) to serve as in-kind contributions towards any future Community Benefits Charge requirement.

A total of 42 distinct trees exist on site (5 trees picked up on survey were missing at the time the inventory was completed), and the conceptual development contemplates 20 being retained, 32 being removed, and 65 new trees being planted (16 on Parcel A1, 13 on Parcel A2, 15 on Parcel B, and 21 on Parcel C).

















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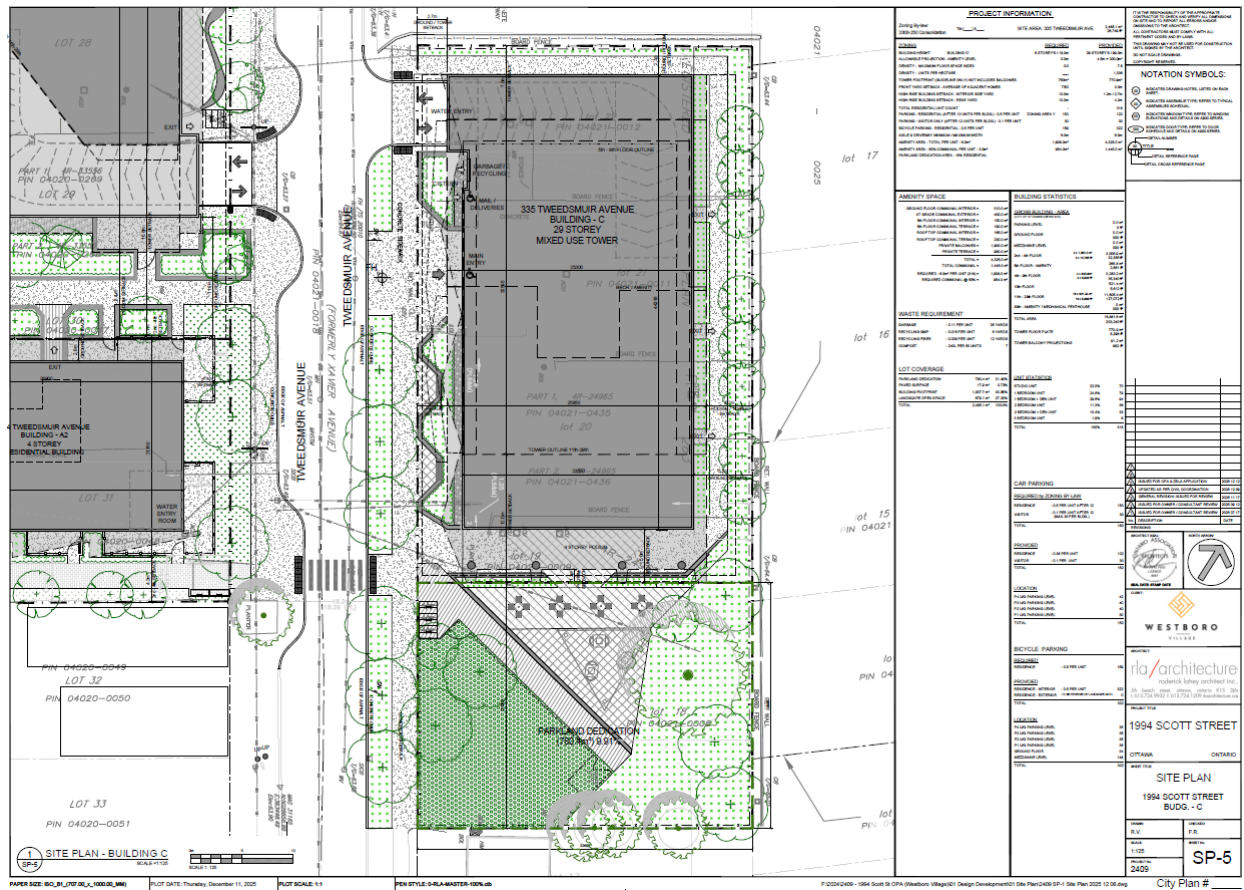


Figure 13. Concept site plan for Building C (Roderick Lahey Architect Inc.)









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Figure 15. Conceptual rendering facing south and north (Roderick Lahey Architects Inc.)





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Figure 16. Conceptual rendering facing south (Roderick Lahey Architects Inc.)





## Planning Rationale



Figure 17. Conceptual rendering from Lion's Park and of the proposed conceptual park (Roderick Lahey Architects Inc.)





## **2.2 Proposed Official Plan and Zoning By-law Amendments**

The proposal includes OPA and ZBA applications to establish high density land use permissions in support of the proposed conceptual development, which will position the site for future redevelopment by way of a Site Plan Control application process.

The OPA is required to define Parcels B and C as Mainstreet Corridor in the Richmond Road / Westboro Secondary Plan (the “SP”). The amendment will then allow those portions of the subject site to be considered for high-rise building heights under other existing policies of the OP and SP. The OPA is needed in order to support the building heights contemplated on Parcels B and C of the conceptual development, which are each 29 storeys in height. Buildings A1, B, and C all contain mezzanines (for bicycle storage) and rooftop projections (include amenity space) that do not count towards their maximum proposed building heights under the OP, as the OP is silent on such features and defers to the Zoning By-law to regulate them.

Parcels A1 and A2, which are contiguous, are designated Mainstreet Corridor given the frontage on Scott Street, and so the conceptual development contemplated for these parcels (A1 in particular) is already supported by OP policy. Parcels B and C do not have direct frontage on Scott Street, however, the lands separating them from Scott Street contain and are approved for high-rise development, and so the high-rise conceptual development for those parcels reflects a continuity of high-rise character extending from Scott Street and the adjacent Westboro Station. Section 3 of this report provides detailed rationale for the proposed OPA, including analysis of why the entirety of Parcels A1 and A2 are designated Mainstreet Corridor.

The intent for the proposed ZBA is to rezone the entire site to four separate zones, with Parcels A1, B, and C being a Traditional Mainstreet – TM type zoning with site-specific exceptions and schedules that will detail the permitted performance standards. This approach is typical for the context of the proposal and has been utilized on adjacent sites that bookend the subject site (refer to TM[2489] S382 and TM[2829] S465-h). Parcel A2 would be rezoned to include a site-specific exception with its R4UB parent zone being maintained.

The primary focus for the ZBA is to ensure the concept development can be accommodated by the land use and built form permissions being requested. Certain details of site development, as they relate to zoning, would be assessed in more detail at the time of a future Site Plan Control application process. Nonetheless, the concept development has gone through an extensive design process in response to pre-application feedback and market conditions, and provides sufficient detail for rationalizing appropriate changes to the site’s zoning. Section 4 provides rationale and analysis for the proposed ZBA.

## **3 Policy Review and Justification**

The following subsections contain a detailed review and justification of applicable policies and guidelines in support of the proposed OPA and ZBA. Specifically, the following documents have been reviewed:





- Provincial Planning Statement 2024;
- City of Ottawa Official Plan;
- Richmond Road / Westboro Secondary Plan;
- Richmond Road / Westboro Community Design Plan;
- Transit-Oriented Development Guidelines;
- Urban Design Guidelines for High-rise Buildings; and,
- Urban Design Guidelines for Development along Traditional Mainstreets.

### 3.1 Provincial Planning Statement 2024

The 2024 Provincial Planning Statement (PPS) was issued under Section 3 of the *Planning Act* and came into effect October 20, 2024. The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

Ontario's land use planning framework, and the decisions that are made, shape how our communities grow and prosper. A prosperous and successful Ontario will also support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity.

Municipal official plans are the most important vehicle for implementation of the PPS and for achieving comprehensive, integrated and long-term planning. Zoning and development permit by-laws are also important for the implementation of the PPS and should be forward looking and facilitate opportunity for desirable development.

The below review demonstrates that the proposal is consistent with the applicable policies of the PPS.

#### 2.1 Planning for People and Homes

2.1.6. *Planning authorities should support the achievement of complete communities by:*

*a) accommodating an appropriate range and mix of land uses, housing options, [...] employment, [...] institutional uses [...], parks and open space, and other uses to meet long-term needs.*

The proposal will facilitate additional housing and parkland opportunities to meet long-term needs.

#### 2.2 Housing

2.2.1 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*





## Planning Rationale

*2.2.1.b) permitting and facilitating:*

*2.2.1.b)1 all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents [...]; and*

*2.2.1.b)2 all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

*2.2.1.c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*

*2.2.1.d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

The proposal seeks to achieve intensification on what are currently low-density lands adjacent a major rapid transit station.

### **2.3 Settlement Areas and Settlement Area Boundary Expansions**

#### **2.3.1 General Policies for Settlement Areas**

*2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

*2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

*2.3.1.2.a) efficiently use land and resources;*

*2.3.1.2.b) optimize existing and planned infrastructure and public service facilities;*

*2.3.1.2.c) support active transportation;*

*2.3.1.2.d) are transit-supportive, as appropriate; and [...]*

*2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

*2.3.1.4 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

The proposal represents an efficient use of land and resources within an area intended for intensification as part of supporting rapid transit, active transportation, and housing objectives. The direction provided above in Subsection 2.3.1 is clear and consistent throughout the PPS, in that planning authorities, such





## Planning Rationale

as the City of Ottawa, shall support intensification and redevelopment in strategic growth areas, such as the major transit station area surrounding Westboro Station. These are the areas in a city where growth and development is to be focused to help support the achievement of complete communities –Subsection 2.4.1 expands on this direction below.

### **2.4 Strategic Growth Areas**

#### *2.4.1 General Policies for Strategic Growth Areas*

*2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*

*2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*

*2.4.1.2.a) to accommodate significant population and employment growth; [...]*

*2.4.1.2.c) to accommodate and support the transit network [...];*

*2.4.1.3 Planning authorities should:*

*2.4.1.3.a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*

*2.4.1.3.b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*

*2.4.1.3.c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*

The proposal is comprised of a compact, high-density built form, and will assist the achievement of a complete community within a strategic growth area. The proposal aligns with the type and scale of development existing, approved, and proposed within the immediate area surrounding Westboro Station, and has consideration for transition of built form to the residential area to the south. The direction provided above in Subsection 2.4.1 is clear that in order to support the achievement of complete communities, planning authorities should permit development and intensification in strategic growth areas such as the lands surrounding Westboro Station, as these are areas that should be planned to accommodate significant population growth, which aids in supporting public transit and infrastructure investments.

### **2.4 Strategic Growth Areas**

#### *2.4.2 Major Transit Station Areas*

*2.4.2.1 Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800metre radius of a*





## Planning Rationale

*transit station and that maximizes the number of potential transit users that are within walking distance of the station.*

*2.4.2.2 Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:*

*2.4.2.2.b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit;*

*2.4.2.3 Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:*

*2.4.2.3.a) planning for land uses and built form that supports the achievement of minimum density targets; and [...]*

*2.4.2.6 All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:*

*2.4.2.6.b) infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and [...]*

### **6.1 General Policies for Implementation and Interpretation**

*6.1.12 Density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Provincial Planning Statement or any other provincial plan.*

On June 25, 2025, Ottawa City Council approved Official Plan Amendment 46 which, among other things, introduced the delineation of Major Transit Station Areas (MTSAs) on Schedule C1, as required for by the PPS. The subject site is located within the Westboro MTSA. According to Document 4 of the OPA 46 City Council file number, the Westboro MTSA has a planned density matching the minimum target density of 18,800 people and jobs per hectare. It is noted the PPS states a minimum target density and that it encourages municipalities to go beyond minimum targets, where appropriate. The proposal will facilitate intensification immediately south of Westboro Station (BRT converting to LRT), which will assist the City in meeting and exceeding the minimum density target through an efficient form of intensification that makes wise use of land and resources. The City's OP is reviewed further in the following section of this report.

### **2.9 Energy Conservation, Air Quality and Climate Change**

*2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*

*2.9.1.a) support the achievement of compact, transit-supportive, and complete communities; [...]*

The proposal will support the achievement of a compact, transit-supportive, and complete community.





### **3.9 Public Spaces, Recreation, Parks, Trails and Open Space**

*3.9.1 Healthy, active, and inclusive communities should be promoted by:*

*3.9.1.a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*

*3.9.1.b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range 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; [...]*

The proposal contemplates parkland and pedestrian linkages to support meaningful connectivity to and through the site.

## **3.2 Official Plan, 2022**

Ottawa's Official Plan, 2022, as amended, (the "OP") is a legal document adopted under the authority of the Ontario Planning Act. Municipal Official Plans are required to contain goals, objectives and policies in order to manage and direct physical change and the effects on the social, economic, built and natural environments. Ottawa's OP contains the City's goals, objectives and policies to guide growth and manage physical change to 2046.

Save and except the proposed amendment to policy in the SP, the proposed OPA and ZBA conform with the general intent and purpose of the OP as demonstrated through the below review.

### **3.2.1 Strategic Directions**

Section 2 – Strategic Directions of the OP contains two subsections, which include five overarching policy moves and cross-cutting issues. Together, these subsections identify high-level policy objectives with the intent of recognizing and addressing existing and anticipated challenges and opportunities to making Ottawa the most livable mid-sized city in North America over the planning horizon of the OP. The below review demonstrates the proposal's conformity with the general intent and purpose of highlighted Section 2 policies.

#### **2.2.1 Intensification and Diversifying Housing Options**

*[...] Intensification is about guiding the evolution of neighbourhoods into complete 15-minute neighbourhoods, which includes ensuring that the services, parks, recreational facilities, public spaces, infrastructure and other elements of a complete neighbourhood, are keeping up with the increases in population. [...]*

**Policy Intent:**





## Planning Rationale

*1) Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods*

*[...] This Plan envisions directing residential intensification towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk. This direction will support an evolution of these areas towards becoming 15-minute neighbourhoods. [...]*

*2) Provide housing options for larger households*

*[...] Smaller dwelling units in the form of one- and two-bedroom apartments will continue to be located adjacent to transit stations, within commercial clusters, along corridors with transit stops and commercial services and within Neighbourhoods. [...]*

*3) Improve public amenities and services*

*[...] To support the City's strategy to achieve a 60 per cent intensification target by 2046, the City will:*

*a) Direct residential intensification to Hubs, Corridors and residential Neighbourhoods within a short walking distance of those Hubs and Corridors;*

*d) Protect and enhance the urban tree canopy and provide equitable access to greenspace that will provide shade and opportunities to promote mental and physical health and well-being;*

*f) Provide guidance on the appropriate integration of new and different types of housing with the desirable character of the surrounding neighbourhood so that development opportunities are more welcoming to the existing neighbourhood;*

The proposal shows consideration for the above policy intentions on intensification and 15-minute neighbourhoods by:

- directing the highest level of proposed intensification nearest the Westboro Station and the Scott Street Mainstreet Corridor;
- supporting a range of dwelling unit sizes that consist primarily of one and two bedroom units;
- providing opportunity for dedicated greenspace (e.g., private landscaping and public park) and to enhance the urban tree canopy along site frontages (potential for a net increase of 53 trees); and,
- designing for transition to and integration with the existing and proposed character through yard setbacks, building stepbacks, and building form (e.g., Building A2). The surrounding existing and proposed character consists of high-density, high-rise along Scott Street and evolving low-rise further south.

### 2.2.2 Economic Development

#### **Policy Intent:**





## Planning Rationale

*5) [...] Commercial services are an important element for 15-minute neighbourhoods that provide residents, workers and tourists with their daily and weekly needs. [...]*

The proposal provides for dedicated commercial space at grade in Building A1, with additional opportunity for it in Buildings B and/or C.

### **2.2.3 Energy and Climate Change**

#### **Policy Intent:**

*1) Plan a compact and connected City*

*[...] Given 90 per cent of the city's total emissions originate from the building and transportation sectors, higher-density development will be encouraged in areas that are close to transit and within walking distance of a wide range of services. Promoting compact urban built form with a mix of land uses and housing options will ensure both energy efficient and sustainable patterns of development over the long term.*

The proposal is for high-density development proximate to transit and a range of services along Scott Street, Richmond Road, and McRae Avenue.

### **2.2.4 Healthy and Inclusive Communities**

#### **Policy Intent:**

*1) Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities*

*Healthy, walkable, 15-minute neighbourhoods are compact, well-connected places with a clustering of a diverse mix of land uses; this includes a range of housing types and affordability, shops, services, access to food, schools and local child care, employment, greenspaces, parks and pathways. They are complete communities that support active transportation and transit [...]. 15-minute neighbourhoods allow people to walk to meet their daily or weekly needs by bringing destinations closer together. They enable easy, safe and enjoyable connections between destinations. [...]*

#### **Components:**

*b) Population levels and residential densities that support local shops and services;*

*c) Public service facilities such as parks and public spaces [...].*

*d) Neighbourhood retail and commercial services in order to reduce travel time for daily needs and provide jobs and other economic opportunities for residents;*

#### **Sustainable Mobility:**





## Planning Rationale

*a) Shaded pedestrian and cycling-friendly streets and pathway networks connecting residents to amenities and services that provide a viable alternative to the use of a private automobile;*

*b) Safe and convenient environments for children and youth to play, and to walk, cycle or take transit to school; and*

*c) Safe and convenient access to transit.*

### **Urban Design:**

*a) High-quality, human scale urban design that creates a sense of place. This includes a vibrant public realm, with streets, trees, gathering places and local amenities that are shaded and green.*

*b) A public realm that fosters social connections by inviting people to be in, rather than only travel through places, in all seasons.*

The proposal shows consideration for the above policy intentions on intensification and 15-minute neighbourhoods by:

- directing the highest level of proposed intensification nearest the Westboro Station (BRT converting to LRT) and the Scott Street Mainstreet Corridor, which will help contribute to the critical mass necessary to support transit and local business;
- Providing at-grade space for neighbourhood retail and commercial services; and,
- Creating at-grade public realm space, pedestrian connections, and parkland that support amenity, tree planting (potential for a net increase of 53 trees), street furniture, safety, and convenience.

### **2.2.6 Culture**

#### **Policy Intent:**

*1) Create spaces and places for culture to live, grow and innovate*

*2) Reinforce neighbourhood and place identity through architecture and urban design*

*3) Promote the arts as an important element of placemaking*

The proposal includes detailed conceptual development consisting of visually interesting building forms and attractive public realm spaces. The public realm spaces present opportunity for cultural imprints through landscaping, artwork, and programming, with the POPS in front of Building A1 presenting the most significant opportunity for placemaking given its space and relationship to the abutting ROWs and adjacent rapid transit station. Detailed architecture and landscaping will be determined through a future Site Plan Control application process, which will include community input on placemaking opportunities.





### 3.2.2 Growth Management Framework

Section 3 – Growth Management Framework of the OP contains policies on how the city will manage growth to the year 2046. The section notes that the intent is for the majority of growth over this period to eventually be accommodated through intensification, with target areas for that growth being Hubs and Corridors supported by higher order transit and the majority of services and amenities.

The population projections the Growth Management Framework relied on when the OP was approved are lower than the projections released by the Ministry of Finance (MoF) in August 2025. The PPS states that planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance. As shown below in Table x, it is clear that additional growth needs to be planned for in order to keep up with MoF population projections and maintain consistency with the PPS.

*Table 5. Ministry of Finance population projections (City of Ottawa Official Plan projections; Ministry of Finance population projections)*

Year	Current OP	MoF August 2025	Difference	
2026	1,142,000	1,187,777	45,777	4%
2031	1,219,000	1,273,587	54,587	4.5%
2036	1,292,000	1,372,968	80,968	6.3%
2041	1,355,000	1,474,765	119,765	8.8%
2046	1,410,000	1,578,796	168,796	12%

Subsection 3.2 contains policies for supporting intensification, with the below review demonstrating how the proposal conforms with the general intent and purpose of highlighted policies from that subsection.

*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. [...].*

As with the density targets of the PPS, the OP's minimum densities are a baseline threshold that should be met and exceeded in order to support the wise and efficient use of land and resources.

*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 (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.*

The subject site represents an area intended for the vast majority of residential intensification, as it is a 15-minute neighbourhood consisting of Corridor and Neighbourhood designated land immediately south of a rapid transit station and employment uses, one kilometre west of a major federal government





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employment campus (Tunney's Pasture), and proximate to mainstreet and open space uses. The City's growth management framework has ambitious intensification goals that increase over time to support balanced growth in response to provincial policy direction and local needs. As detailed in Table 4, a more current picture of these needs suggests greater levels of intensification are required. Supporting intensification on TOD sites across the City is critical for achieving the OP's intensification targets and reducing reliance on outward growth.

*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 proposal is supported by an adequacy of services report which demonstrates it is feasible to service the conceptual development. Applicable transect policies have been reviewed in Section 3.2.1 of this report.

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

The proposal consists of one low-rise and three high-rise buildings which will include a total of 1,206 dwelling units consisting of the following unit mix: 16 three-bedroom units, 63 two-bedroom plus units, 180 two-bedroom units, 186 one-bedroom plus units, 461 one-bedroom units, and 300 studio units. The floorplates and layouts of each building offer a variety in unit layouts and sizes.

*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.*

Table 3A identifies Mainstreets as requiring a minimum of 5% of dwelling units to be large household dwellings (units of 3 or more bedrooms or of an equivalent floor area). As the intent is for the OPA to amend the Secondary Plan to identify the entire site as Mainstreet Corridor and to permit the conceptual development being proposed, it is appropriate to apply the minimum large household requirement to all three parcels. The proposed conceptual development includes a total of 16 three-bedroom dwelling units (Building A1 = 6, Building B = 4, Building C = 6) and 88 one and two-bedroom dwelling units equivalent in size to a three-bedroom unit ( $\geq 850$  square feet), which results in 8.6% of the total unit mix. The final unit mix and floor layout will be determined through a future Site Plan Control application process, and the intent at that time will be to maintain conformity with the minimum large household dwelling requirement.

Table 3A also identifies a minimum residential density of 120 dwelling units per net hectare for Mainstreets. It is noted that this minimum density is not consistent with the minimum target established in





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the PPS, which is 160 residents and jobs combined per hectare for an area of 500 to 800 metres around a rapid transit station, whereas the site is immediately across Scott Street from Westboro Station. The proposed density for the site is 1,555 dwelling units per hectare (1,206 dwelling units divided by 7,733.7 square metres in total area), which meets the minimum requirement.

*3.2.14) An amendment or minor variance to the Zoning By-law shall be required for any increase in height within the height categories, provided the proposed increase is in the same height category. An increase in height to permit a building in a taller height category requires an amendment to this Plan or secondary plan where applicable, in addition to the amendment to the Zoning By-law.*

The proposed OPA seeks to have the Secondary Plan identify Parcels B and C as Corridor Mainstreet – Parcels A1 and A2 are already designated Corridor Mainstreet in accordance with Volume 1 of the OP. Table 7 and Policy 5.2.3(2) of the OP provide height permissions of up to 40 storeys for Corridor Mainstreet lands within the Inner Urban Transect. The proposal also includes a ZBA which will serve to implement Traditional Mainstreet zoning over the majority of the site to permit the proposed conceptual development for Parcels A1, B, and C. Parcel A2 would be rezoned to include a site-specific exception with its R4UB parent zone being maintained.

### 3.2.3 Transects

The entire site is located within the Inner Urban Transect on Schedule B2 of the OP (see Figure 18). Section 5.2 of the OP contains policies for the Inner Urban Transect with relevant excerpts reviewed below. This review demonstrates how the proposal conforms with the general intent and purpose of highlighted policies of subsection 5.2.

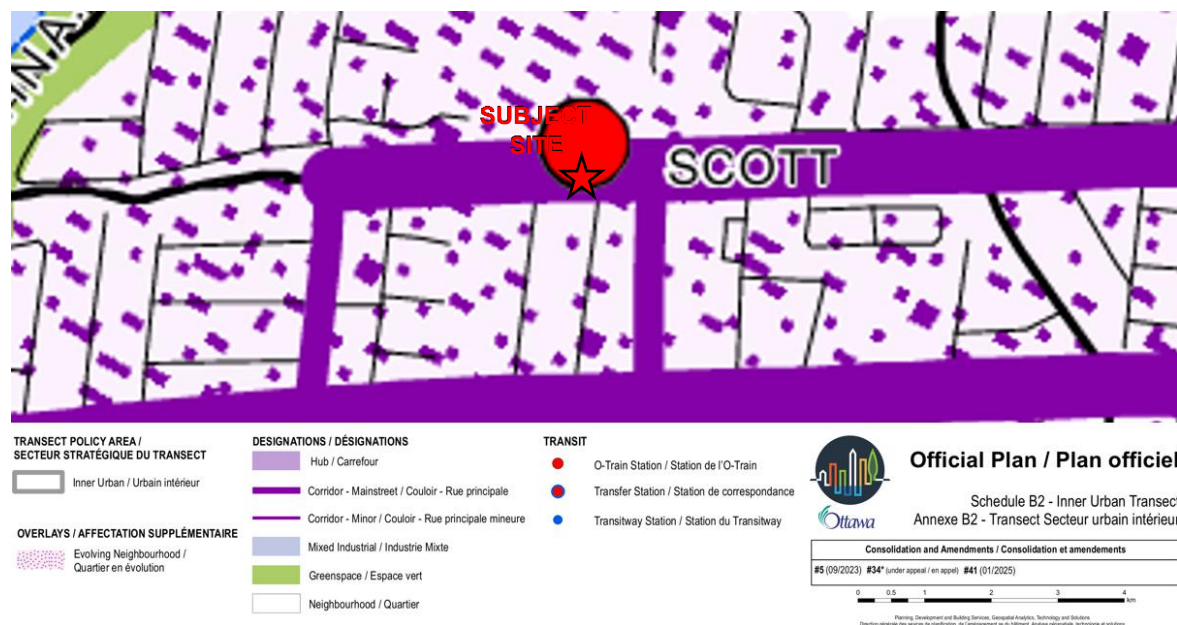


Figure 18. Excerpt of OP Schedule B2





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

*5.2.1.2) In the Inner Urban Transect, the City shall support the development of large parcels and superblocks into fully urban districts and integrated neighbourhood centres, including:*

*c) Requiring that the development of such parcels introduce permanent and high-quality public pedestrian networks within the site through easements and public streets, and to orient new buildings to such networks and to public streets.*

The proposal consists of four large parcels of assembled land situated immediately south of Westboro Station. The proposed conceptual development for the noted parcels includes a new park, two mid-block pedestrian connections, and a POPS, all of which will be complemented by streetscape enhancements. The proposal will help to establish, and provide continuity of, 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 proposal consists of high-density, high-rise development that is immediately south of Westboro Station, is adjacent to similar densities constructed and approved along Scott Street, and is feasible from a servicing capacity perspective.

Proposed building heights and massing has consideration for design policies of the OP, which are reviewed in greater detail later in this section.

*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;*

*e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).*

Parcels A1 and A2 are designated Mainstreet, and the proposal includes redesignation of the other two parcels from Neighbourhood to Mainstreet. The site will help support the growth of a 15-minute neighbourhood in this area of Westboro through redevelopment that introduces high-density housing and at-grade commercial space, parkland, pedestrian infrastructure, and public realm space immediately south of Westboro Station.





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*5.2.1.5) The Inner Urban area is planned for mid- to high-density, urban development forms where either no on site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:*

*b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches; and*

*c) Further to the above, development applications may be required to:*

*i) Reduce the number and/or width of private approaches on a site;*

*ii) Re-use existing private approaches; or*

*iii) Relocate and/or combine existing private approaches with no net increase in number or width.*

The conceptual development looks to significantly reduce the number and width of private approaches on site from what currently exists, and to enhance those areas with programmable public realm space, active mobility infrastructure, landscaping, and opportunity for short-term convenience parking. Each high-rise parcel is planned for a single access to underground parking (three total private approaches, and none for Parcel A2), whereas 19 private approaches currently exist on the subject lands and serve private driveways of varying widths and depths.

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

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

*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*

No on-site surface parking is proposed. Short-term convenience parking is anticipated to be provided along Tweedsmuir Avenue as part of any future Site Plan Control application process.

### **5.2.3 Provide direction to the Hubs and Corridors located within the Inner Urban Transect**

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

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

*b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres, generally up to 9 storeys except where a secondary plan or area-specific policy specifies different heights; and*





*c) In all cases:*

*i) The wall heights directly adjacent to a street, and the heights of the podiums of High-rise buildings, where permitted, shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and*

*ii) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.*

Scott Street, being a Mainstreet Corridor, has a protected ROW of 26 m per Schedule C16, and when included with the abutting Transitway, results in a ROW of over 60 m. All three parcels contemplating high-rise development are of sufficient size and shape to allow for transition with high-rise building heights. Of those three parcels, only Parcel A1 has direct frontage on Scott Street and is definitively designated Mainstreet Corridor, whereas Parcels B and C are separated from Scott Street by existing and approved high-rise development. The proposed OPA will serve, in part, to recognize Parcels B and C as land designated Mainstreet.

The podiums heights of the conceptual development are generally proportionate to the abutting public streets, with heights of 10 storeys for Building A1 (equivalent to approximately 30 m whereas Scott Street is 26 m plus the width of the Transitway) and 5 storeys for Buildings B and C (equivalent to approximately 15 m whereas Athlone Avenue and Tweedsmuir Avenue are 18 m).

**5.2.3.4) All buildings along Mainstreets or Minor Corridors shall have active entrances facing the Mainstreet or Minor Corridor, regardless of use.**

The proposal contemplates active entrances facing public streets for all high-rise buildings.

### 3.2.4 Urban Designations

The Mainstreet Corridor designation is tied to Scott Street (see Figure 18), being an Arterial Road with a protected ROW of 26 metres. Subsection 6.2 of the OP contains policies for the Urban Designations of Mainstreet and Minor Corridors, with relevant excerpts reviewed below. This review demonstrates how the proposal conforms with the general intent and purpose of the highlighted policies of subsection 6.2.

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

**6.2.1.1) Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:**

**a) Generally, a maximum depth of:**

**i) In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;**





## Planning Rationale

*ii) In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;*

*iii) Where part of a lot lies beyond the maximum depths specified in Policies i) and ii), that part of the lot is excluded from the Corridor designation; and*

*iv) Despite Policy iii) above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;*

*b) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block; and*

*c) Despite a) and b), where a secondary plan defines a Corridor differently, the boundaries in the secondary plan prevail.*

It is acknowledged that Parcel C does not qualify as Mainstreet Corridor despite being approximately 70 metres from Westboro Station and being separated from Scott Street (the associated Mainstreet) by a high-rise development. The proposed amendment to the SP will serve to define Parcel C as Mainstreet Corridor, which will result in Policy 6.2.1.1.c being applicable.

Parcels A1 and A2 combined are contiguous and abut the Mainstreet Corridor, with the southerly boundary extending approximately 105 m from the centreline of Scott Street, which is well within the maximum extent identified in 6.2.1.1.a.i (220 m). It is noted that the designation can extend an additional 20 m in certain cases, as described in Policy 6.2.1.1.a.iv.

It can be interpreted that a portion of Parcel B qualifies as Mainstreet Corridor in accordance with 6.2.1.1.b and 6.2.1.1.a.i and iv, as detailed below.

- The Corridor block Parcel B is located within extends from Winona Avenue to Athlone Avenue. There is no direction in the OP on how to calculate the average depth of the Mainstreet Corridor for this block, though it is understood the designation extends at least 78.38 m in association with adjacent approvals to the north and east. Using that depth along Athlone Avenue, the side street intersecting with Scott Street and containing Parcel B, the majority of Parcel B would be included in the Mainstreet Corridor. The balance of Parcel B not included in the Mainstreet Corridor designation is approximately 20 m, which can be included in the designation per Policy 6.2.1.1.a.iv.

Since the OP does not provide direction on how the average depth is to be calculated, and given the need to amend the SP for Parcel C, it was determined that Parcel B should also form part of the proposed amendment to the SP.

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





## Planning Rationale

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

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

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

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

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

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

*6.2.1.3) Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:*

*a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;*

*b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or*

*c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.*

*6.2.1.4) Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:*

*a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and*

*b) Vehicular access shall generally be provided from the parallel street or side street.*

The proposal supports and will result in facilitating the following:

- Development where the greatest height and density is close to the corridor (Scott Street) and Westboro Station.
- Parcel A1 has frontage on both the Corridor and side streets, and the design for it achieves an appropriate relationship to Scott Street through the proposed building orientation and design as well as the POPS.





## Planning Rationale

- An enhanced pedestrian circulation network to and through the site (e.g., parkland dedication, POPS, mid-block connections between local streets and Lion's Park).
- Opportunity for at-grade non-residential uses to complement otherwise residential buildings.
- Vehicle access to below-grade parking provided from side streets.
- Appropriate transition to the abutting low-rise neighbourhood to the south (land designated Neighbourhood) through the following:
  - o Parcels A1 and A2: greatest height and density is situated to the north with Building A1. To the east is Tweedsmuir Avenue followed by an existing high-rise building, and to the west is an existing mid-rise building followed by Athlone Avenue and an approved high-rise building. To the south of Building A1 is Building A2, which spans the block between Athlone Avenue and Tweedsmuir Avenue with a low-rise built form. Along the southern edge of Parcel A2 and Building A2 is a proposed east-west mid-block connection. The proposed layout and building forms of Parcels A1 and A2 demonstrate an understanding of the surrounding context by locating the greatest height and density nearest the Corridor and Westboro Station, and providing a downward transition in those design aspects toward the evolving low-rise character to the south.
  - o Parcel B: greatest height and density is situated on the north half of the parcel with Building B, which has an approved high-rise development to its north and west. To the east is Athlone Avenue followed by an existing mid- and low-rise buildings. Transition is provided to the evolving low-rise area to the south by an approximately 19 metre setback between the Building B tower and the south property line of the parcel. At ground level this space will offer a pedestrian connection between Lion's Park and Athlone Avenue, which helps support the overall east-west connection across the four parcels making up the subject site.
  - o Parcel C: greatest height and density is situated on the north half of the parcel with Building C, which has an existing high-rise development to its north and mid-rise to its east. To the west is Tweedsmuir Avenue followed by the transition space between Buildings A1 and A2 on Parcels A1 and A2. Transition is provided to the evolving low-rise area to the south by an approximately 36 metre setback between the Building C tower and the south property line of the parcel. At ground level this space will consist primarily of proposed parkland with a portion reserved for private amenity.

### **6.2.2 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 conceptual development contemplates active ground floor uses, especially for Building A1 along Scott Street.

### 3.2.5 City-Wide Policies

Section 4 of the OP contains city-wide policies relating to specific themes. Themes relevant to the proposal and reviewed in greater detail below include: mobility; housing; parks and recreation facilities; urban design; and, drinking water, wastewater and stormwater management. The reviews in the following subsections demonstrate how the proposal conforms with the general intent and purpose of highlighted policies.

#### 3.2.5.1 Mobility

##### **4.1.2 Promote healthy 15-minute neighbourhoods**

*4.1.2.6) New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.*

*4.1.2.9) Proponents of development shall provide an adequate number of bicycle parking facilities as follows:*

*a) Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and*

*b) Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.*

*4.1.2.11) During the review of development and as part of new road construction and road reconstruction projects, and where feasible through infrastructure renewal works, the City shall require the provision of pedestrian and cycling facilities, consistent with the Safe Systems Approach, as follows:*

*a) Arterials, Major Collectors and Collectors in the Urban area and Villages shall include:*

*i) Sidewalks on both sides;*

*ii) Unidirectional cycling facilities on each side or in limited circumstances bidirectional cycle tracks on one side; and*

*c) Existing Locals in the Urban Area and Villages: sidewalks will be pursued where possible [...].*

*4.1.2.21) The City shall require new development on land adjacent to all Protected Transportation Corridors and facilities shown on Schedule C2 to follow rail safety and risk mitigation best practices to determine appropriate development setbacks. The objective is to ensure that new development has proximity to rail corridors to make good use of urban land but in a way that is compatible with the long-*





## Planning Rationale

*term purposes of the corridors and facilities and to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.*

*b) For rail corridors or segments thereof that fall within the following categories, no setback is required but development will be subject to any setbacks as determined through an O-Train Network Proximity Study. The report may be peer reviewed by an expert third party, at the applicant's expense:*

*i) Transit rail corridors that do not carry freight.*

*ii) Corridors where there is no reasonable prospect of rail freight operations resuming.*

Detailed development will be proposed as part of a future Site Plan Control application process; however, the conceptual development contemplates new and enhanced active transportation infrastructure along Tweedsmuir Avenue, Scott Street, and Athlone Avenue, as well as short-term bicycle parking for visitors and convenient indoor bicycle parking for residents.

Although proximate to O-Train Line 1 West, the site is not within the Development Zone of Influence identified in Annex 2 of the OP and on GeoOttawa. Further, a rail proximity study was not indicated in the Study and Plan Identification List or Feedback Form prepared by the City following the formal pre-application consultation held on December 8, 2023, to discuss the proposal (City File No.: PC2023-0346).

### **4.1.3 Support growth management and a greener and more resilient city**

*4.1.3.1) The street and road network shall support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees and/or shade corridors and contribute to the overall quality of the urban environment.*

The conceptual development contemplates a quality urban environment at-grade that includes infrastructure for multi-modal connectivity and streetscape enhancement through landscaping. Managing growth includes the provision of services and infrastructure to address demand created by new users. The proposal demonstrates consideration for this by ensuring vehicle presence at-grade is solely for access to below-grade parking, that publicly accessible space is provided on all four parcels and is supported by meaningful programming and connections, and that adjacent streetscapes are enhanced with a pedestrian and landscape first approach.

### **4.1.4 Support the shift towards sustainable modes of transportation**

*4.1.4.5) On-street parking, particularly along Corridors and in Neighbourhoods, shall not compromise the provision of safe and convenient infrastructure for people who walk, cycle and use transit.*

*4.1.4.10) Parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:*

*a) Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;*

*b) Including other uses along the street, at grade, to support pedestrian movement;*





- c) Providing landscaping, art, murals or decorative street treatments;*
- d) Minimizing the frontage and visibility of the parking garage from the street, where appropriate; and*
- e) Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.*

The conceptual development looks to significantly reduce the number and width of private approaches on site from what currently exists, and to enhance those areas with programmable public realm space, active mobility infrastructure, landscaping, and opportunity for short-term convenience parking. Each high-rise parcel is planned for a single access to underground parking (three total private approaches, and none for Parcel A2), whereas 19 private approaches currently exist on the subject lands and serve private driveways of varying widths and depths.

### **3.2.5.2 Housing**

#### ***4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city***

- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;*

*4.2.1.2) The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:*

- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and*
- c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.*

Building A2 of the conceptual development contemplates a built form capable of providing missing middle housing near a rapid transit station, and is an appropriate form offering transition from the existing, approved, and proposed high-rise buildings to its north.

### **3.2.5.3 Parks and Recreation Facilities**

#### ***4.4.1 Identify park priorities within Ottawa's growth areas***

*4.4.1.1) The City shall provide parks through the following three mechanisms:*

- a) As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the Planning Act and the City's Parkland Dedication By-law or any successor By-law; or*

*4.4.1.2) All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:*





*b) Prioritize land for parks on-site over cash-in-lieu of parkland. [...]. The land to be conveyed shall, wherever feasible:*

*i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;*

*ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;*

*iii) Be of a usable shape, topography and size that reflects its intended use*

*iv) Meet applicable provincial soil regulations; and*

*v) Meet the minimum standards for drainage, grading and general condition.*

### **4.4.3 Provide new parks in the Downtown Core and Inner Urban transects**

*b) New park sites will be supported in Hubs, Corridors and, when in Neighbourhoods, in the centre of neighbourhoods;*

### **4.4.6 Design parks that contribute to quality of life and respond to climate change**

*4.4.6.1) The design of parks should generally meet each of the following criteria:*

*a) The emphasis on parks will be to provide space for recreational activities;*

*b) Consider potential cultural development opportunities by including performance and cultural gathering spaces, or by reflecting diverse cultural groups through commemoration or park design;*

*c) Consistent with the City's Public Art Policy, opportunities will be explored to select appropriate sites for the installation of new public art in parks;*

*d) Some parks in the Downtown Core and Inner Urban Transects shall be built to withstand the impact of high usage and may require water, lighting and electricity, maintenance, more expensive recreational amenities and event/festival spaces that are of higher cost than that of parks that are less intensively used;*

*e) A preferred minimum of 50 per cent of the park perimeter shall be continuous frontage on abutting streets; Sidewalks shall be provided along the entirety of a park's street frontages in all cases in all transects, and required on local roads that lead directly to parks;*

*f) Where possible, landscape, servicing study and concept plans shall preserve existing mature trees and incorporate additional tree cover in a manner that is consistent with the use of the park and prioritizes shade for users. The tree canopy cover target for parks is 40 per cent, as detailed in Subsection 4.8.2, Policy 2), to be implemented, as appropriate;*





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*g) New park space should be co-located with an existing or proposed park or another element of urban or rural greenspace, where possible; and*

*h) To adapt to climate change, provide cooling amenities in park design such as splash pads, wading pools, shade trees and shade structures, where possible.*

As the proposal is limited to an OPA and ZBA there will be no associated dedication or cash-in-lieu of parkland at this time. However, the proposal does contemplate the dedication of approximately 10% of the total site area as parkland with the provision of a concept park space at the southern end of Parcel C. Precise requirements for parkland will be identified as part of a future Site Plan Control application process, however, the landscape plan prepared in support of the current applications does provide concept-level details to illustrate how the space could be defined and programmed in consideration of direction from the OP, Parks Development Manual, and Parks and Recreation Facilities Master Plan.

The matter of parkland was discussed through pre-application consultation with City staff, and although the original vision of the owner was for a linear park providing an east-west connection between Lion's Park and McRae Park, City Parks and Facility Planning Services (PFPS) preferred a single consolidated park space to maximize utility. Accordingly, the south end of Parcel C is suggested for parkland in the conceptual development, and presents opportunity for potential consolidation with McRae Park to its south east.

### 3.2.5.4 Urban Design

#### 4.6.1 Promote design excellence in Design Priority Area

*4.6.1.1) [...] Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm. They are identified on Schedule C7A and C7B, and include selected areas described in the tiers of priority outlined in Table 5 [...].*

The Scott Street Mainstreet Corridor is a Design Priority Area.

*4.6.1.2) The City shall retain an Urban Design Review Panel (UDRP) as an independent advisory panel who provide objective peer review of both development applications and capital projects. The role of the UDRP is to promote design excellence in Ottawa's Design Priority Areas.*

A previous iteration of the proposal was presented to the UDRP in January 2025. The presentation demonstrated the design evolution which took place since 2023, where an initial concept included three high-rise buildings and one mid-rise building, with heights of 50, 36, and 9 storeys. The presentation included detailed design studies looking at surrounding and immediate context, planning context, scale, form, massing, angular planes, ground planes, cross sections, and shadowing.

Recommendations from the panel were considered in the current proposal, including a reduction in building height for all three high-rise buildings (Building A1 from 41 to 39; Buildings B and C from 33 to 29) and the refinement of public realm spaces and the mid-block connection south of Building A2 (the





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Urban Design Brief prepared in support of the proposal includes design responses to the feedback from the UDRP). A formal presentation to the UDRP will take place following receipt of the first round of circulation comments on the proposed OPA and ZBA applications.

*4.6.1.5) 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 conceptual development includes and considers four season comfort and safety, as well as beauty and interest in its design. The purpose of the subject applications is to establish land use and built form permissions to accommodate the type of development shown in the conceptual development. The level of architectural detail provided in support of the applications is comparable to what would be required in support of a Site Plan Control application process, and the intent of providing this level of detail is to aid in demonstrating the appropriateness of the requested amendments. However, precise design details will be determined as part of a future Site Plan Control application process.

### **4.6.2. 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*

The conceptual development includes high-rise buildings of varying heights and architecture. The skyline of the area south of Westboro Station includes existing high-rise buildings, with a noticeable void to the immediate south where the subject lands are located (see Figures 5 and 6). The proposal, along with other approved high-rise development adjacent the subject lands, will provide a logical filling out of the skyline. In time, the development of these lands as contemplated by the conceptual development will result in a cohesive silhouette comprised of a diversity of building heights and architectural expressions (see the Urban Design Brief prepared in support of the applications which includes skyline renderings).

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

*4.6.3.1) Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways,*





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*trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.*

The conceptual development looks to significantly reduce the number and width of private approaches on site from what currently exists, and to enhance those areas with programmable public realm space, active mobility infrastructure, landscaping, and opportunity for short-term convenience parking. Each high-rise parcel is planned for a single access to underground parking (three total private approaches, and none for Parcel A2), whereas, 19 private approaches currently exist on the subject lands and serve private driveways of varying widths and depths.

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

- a) Fit into their context, providing a meaningful contribution to existing and planned connections;*
- b) Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight heritage elements and provide a comfortable microclimate environment;*
- c) Respond to the needs of the community with consideration for neighbourhood character and local demographics;*
- d) Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;*
- e) Be designed in a coordinated manner with the associated building(s); and*
- f) Bring nature into the built environment, where appropriate.*

*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.*

A guiding design principle of the conceptual development is the provision of well-connected and meaningful, publicly accessible spaces. The conceptual development includes a POPS within Parcel A1 where the interfaces with Scott Street and its intersection with Tweedsmuir Avenue. This space presents the most significant opportunity for placemaking given its relationship to the abutting ROWs and adjacent rapid transit station.

The mix of hard and soft landscaping elements in this space has been laid out in a manner that supports visual interest and public traffic across the front and corner side of Parcel A1 while maintaining a sense of separation from spaces more proximate to the Building A1 ground floor façade. The intent here is to support various site uses and conditions within the public realm, including opportunity for patio space and passive seating with subtle buffering from the noise and activity of Scott Street and Westboro Station. The POPS is complemented by the conceptual park on Parcel C and the mid-block connections on the southernmost portions of Parcels A2 and B, which together support connectivity to and from Lion's Park.





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Ultimate details of how these publicly accessible spaces will be developed would come as part of a future Site Plan Control application process, though significant design work has gone into the conceptual development to demonstrate the intended vision.

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

*4.6.5.1) Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.*

*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.*

*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 site is subject to a Council-approved Community Design Plan (CDP) and various Council-approved Urban Design Guidelines. These documents provide valuable design guidance that has been considered in the conceptual development and are reviewed in later sections of this report.

The conceptual development responds to context and transect area policies, as demonstrated in the review of such policies earlier in this section of the report. Generally, the conceptual development contains buildings that frame the adjacent ROWs with active frontages supporting enhancement of the public realm. Private approaches are kept to a minimum, no surface parking is proposed, and ultimate details on site functions such as loading, waste management, and mechanical equipment would come as part of future a Site Plan Control application process.

### **4.5.6 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**

*4.5.6.1) 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;*
- 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.*

Applicable design guidelines providing direction on transition in building heights are reviewed in later sections of this report. While the Zoning By-law does not contain a specific section relating to transition, it does include provisions in Section 77 and in zone-specific sections that address transition through setback requirements. The proposal includes rezoning the proposed high-rise portions of the site to a Traditional Mainstreet zone with performance standards tailored to the conceptual development on each Parcel. The details of the proposed zoning is described in the Zoning By-law section of this report.

The conceptual development provides for the following tower setbacks to aid in addressing building height transition to neighbouring sites:

Building A1 (Figure 19): This building is situated at the corner of Scott Street and Tweedsmuir Avenue and abuts a low-rise multi-residential building to the west.

- West interior lot line: minimum tower setback of 4.8 metres, which is approximately 7.8 metres from the existing low-rise multi-residential building to the west which is required to be 3 m from the shared property line per Schedule 145 of the ZBL.
- South from Building A2 (low-rise): minimum tower setback of approximately 18.8 metres.





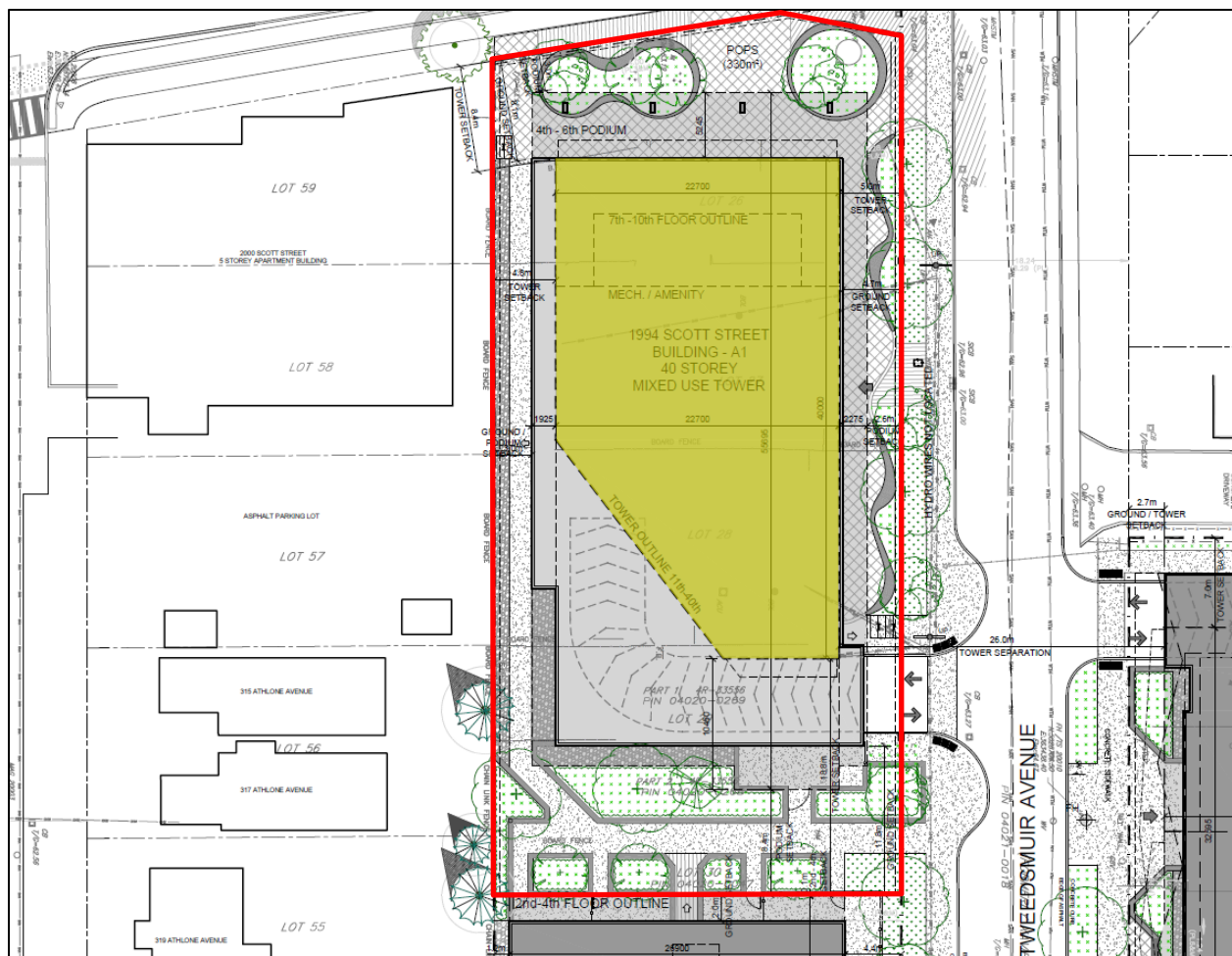


Figure 19. Building A1 tower (yellow hatching) relationship to the Parcel A1 boundary (red outline)  
(Roderick Lahey Architect Inc.)

Building B (Figure 20): The building is situated along the west side of Athlone Avenue and abuts an approved 40 storey mixed use building to the north and west, and an existing low-rise building to the south.

- North interior lot line: minimum tower setback of 2.7 metres, which is approximately 23.2 metres from the approved tower to the north which is required to be 20.5 metres from the shared property line with Parcel B per Schedule 465 of the ZBL.
- West interior lot line: minimum tower setback of 3.8 metres.



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- South interior lot line: minimum tower setback of 19 metres (approximately 20.21 metres from the low-rise dwelling to the south which is required to be 1.2 m from the shared property line with Parcel B per zoning).

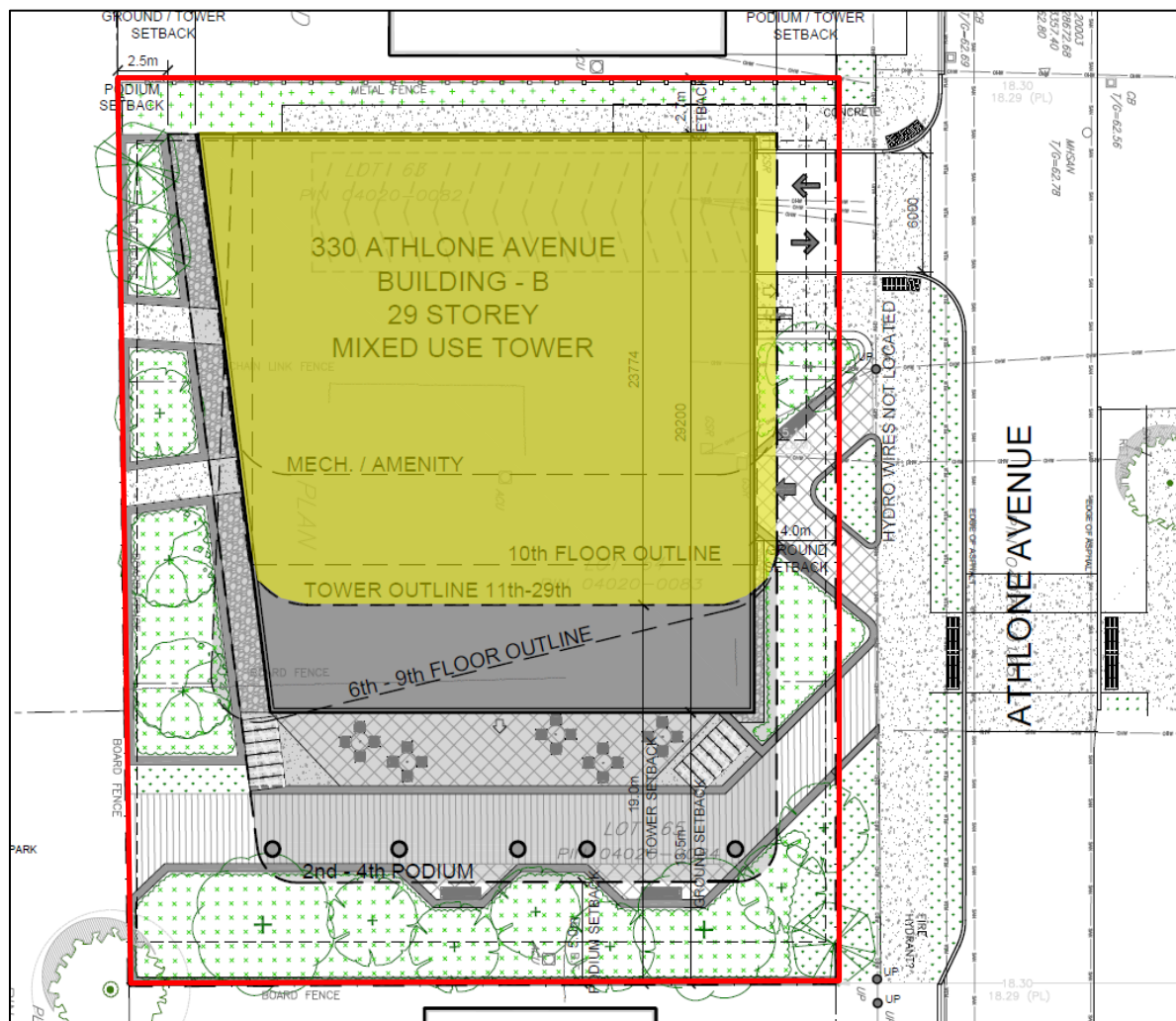


Figure 20. Building B tower (yellow hatching) relationship to the Parcel B boundary (red outline) (Roderick Lahey Architect Inc.)

Building C (Figure 21): The building is situated along the east side of Tweedsmuir Avenue and abuts a 26 storey mixed use building to the north and low-rise residential buildings to the east and south.

- North interior lot line: minimum tower setback of 7 metres (approximately 24.5 metres from the area on the property to the north where a tower is permitted per Schedule 382 of the ZBL).
- East interior lot line: minimum tower setback of 4.2 metres (approximately 10.6 metres from the area on the property to the east where a building is permitted per Schedule 382 of the ZBL).





## Planning Rationale

- South interior lot line: minimum tower setback of 35.9 metres (approximately 12 metres from the proposed conceptual park).

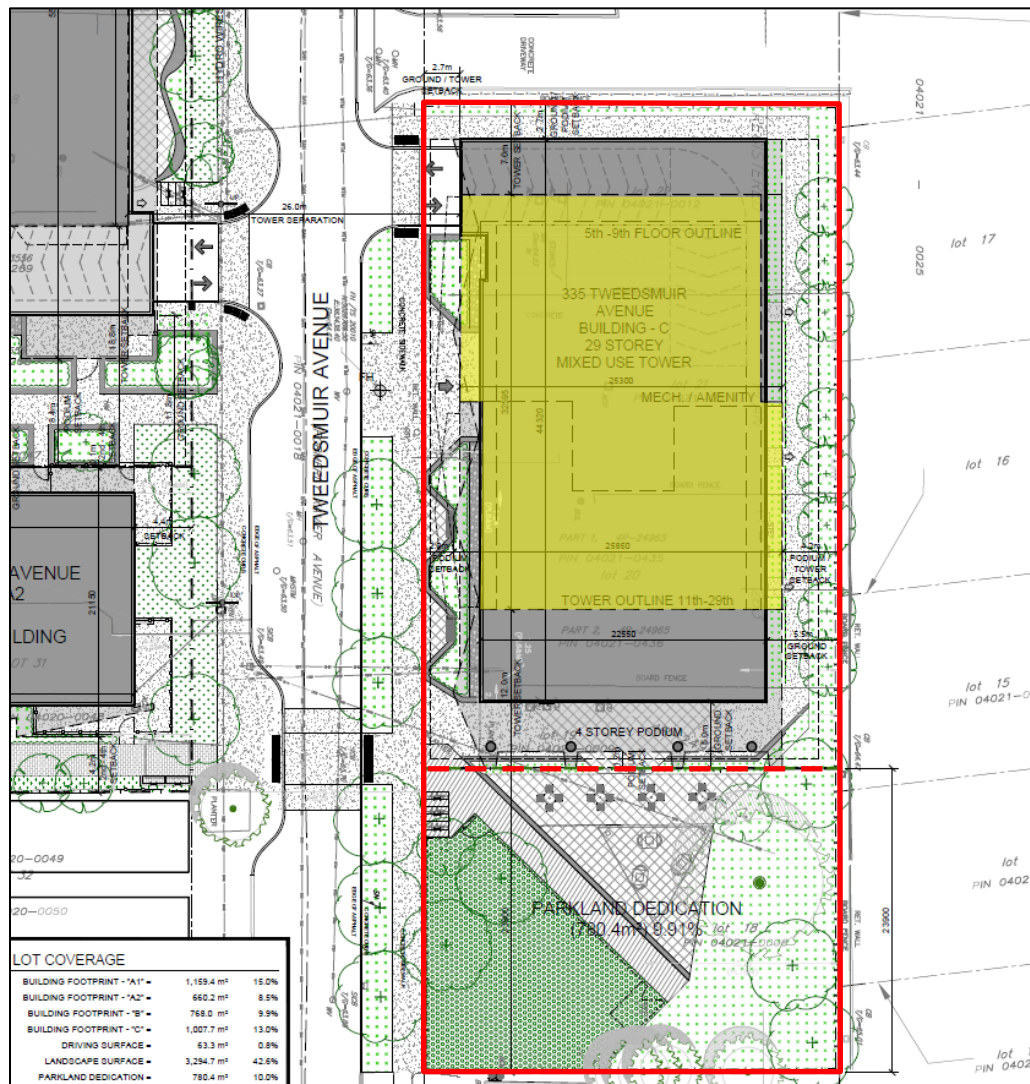


Figure 21. Building C tower (yellow hatching) relationship to the Parcel C boundary (red outline) (Roderick Lahey Architect Inc.)

4.5.6.2) 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 By-law or by other means in accordance with Council-approved Plans and design guidelines.

This policy requires transition between the proposed high-rise buildings and the low-rise buildings on adjacent lands designated Neighbourhood, with the transition to be achieved through the stepping down





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of buildings and setbacks. The application of a fixed angular plane is not required, and design guidelines speaking to angular planes are meant only to provide general guidance. The Urban Design Brief submitted in support of the applications includes 45-degree angular plane studies offering visualization of the transition between the proposed high-rise buildings and the adjacent low-rise properties.

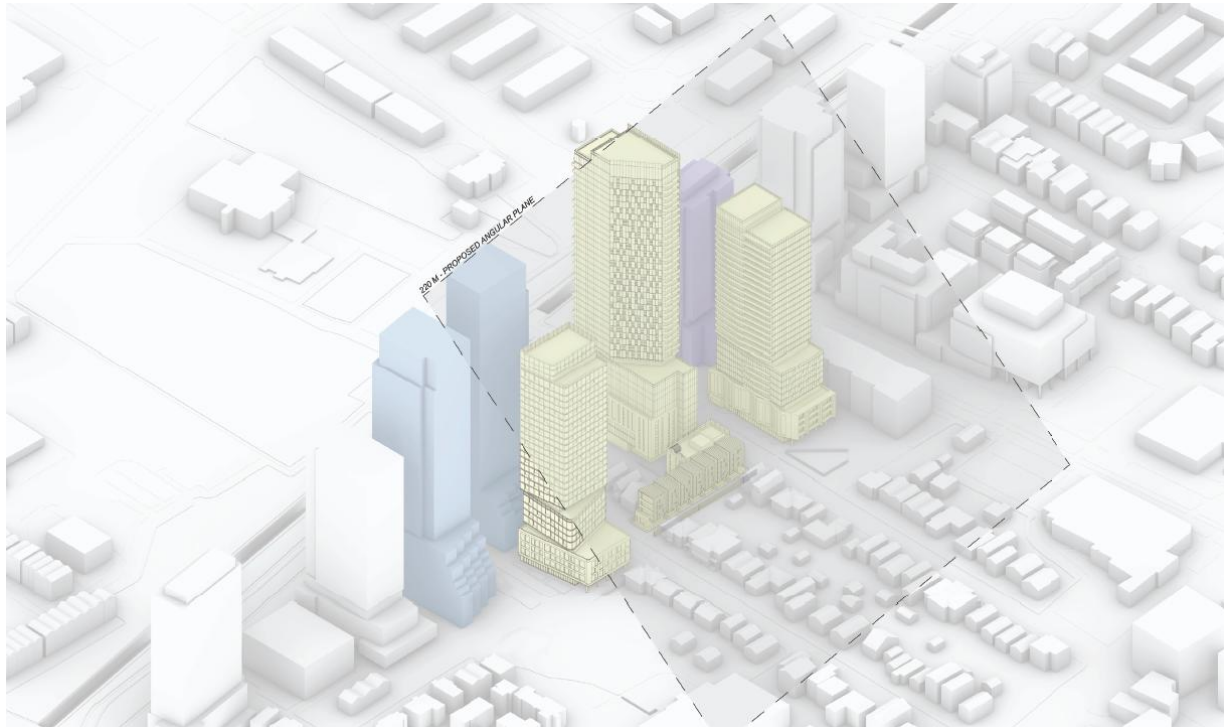
The setbacks identified in the review of Policy 4.5.6.1) above and the proposed podium stepbacks and form help to achieve appropriate transition by reducing building mass and the impact it has on adjacent properties. As tower heights reduce from Building A1 to Buildings B and C, so too does the height of the podiums.

Figures 22 to 24 include excerpts of the angular plane studies prepared by Roderick Lahey Architects Inc. (RLA). The figures include three categories of buildings within the study area, being buildings that are approved and unbuilt (blue), recently completed buildings (purple), and the proposed conceptual buildings (yellow). The following is a description of where the 45-degree angular planes were drawn in each of the three studies:

- Angular Plan Study 1 (Figure 22): The angular plane begins at a 220 metre offset from the centreline of Scott Street, which is an offset associated with the potential area that a Mainstreet Corridor designation can apply per Policy 6.2.1.1.a.i of the OP (may extend a further 20 metres per Policy 6.2.1.1.a.iv). The study shows that none of the proposed, existing, or approved high-rise buildings along this area south of Scott Street pass through the angular plane.
- Angular Plan Study 2 (Figure 23): The angular plane begins at the nearest abutting property line south of the subject site. This study was requested for review by the City's urban design group, and reveals that significant portions of already approved buildings along the south side of Scott Street (in blue) pass through the angular plane.
- Angular Plan Study 3 (Figure 24): The angular plane begins at the south edge of approved 40-storey buildings at 314 and 318 Athlone Avenue and 2006, 2020, 2026 Scott Street (in blue). This angular plane established through approved building heights demonstrates the appropriateness of the proposed building heights from an angular plane perspective.







*Figure 22. Angular Plane Study 1 – beginning 220 metres from Scott Street centreline (Roderick Lahey Architects Inc.)*



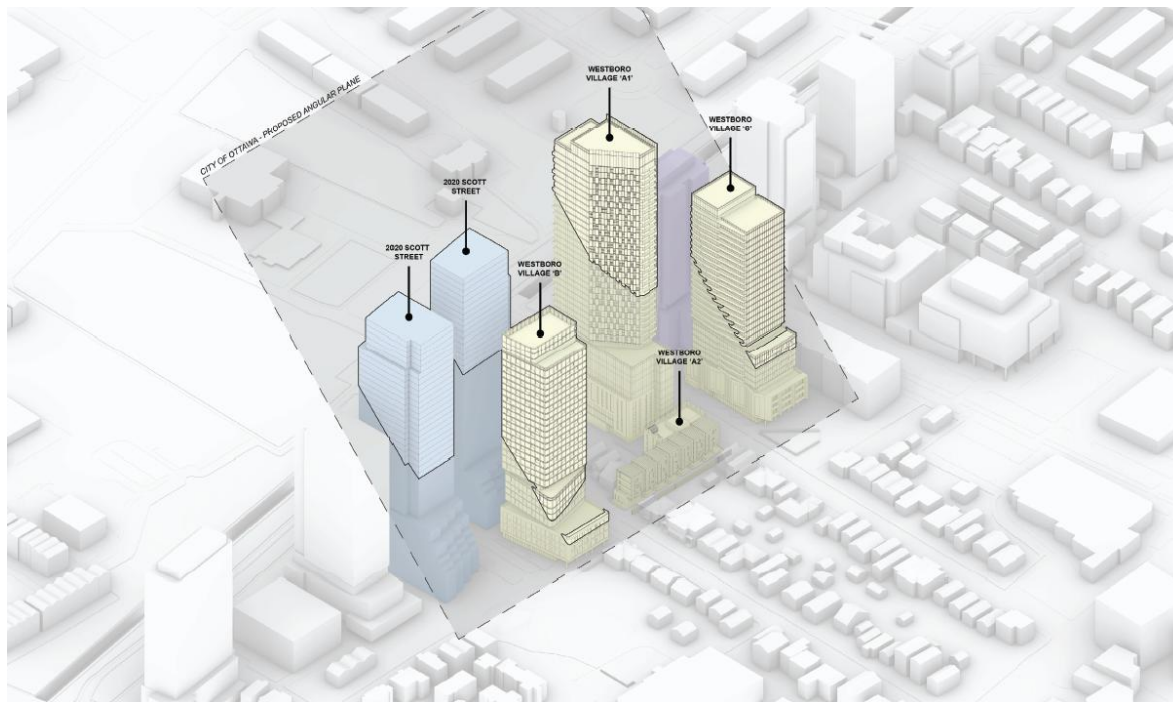


Figure 23. Angular Plane Study 2 – beginning at nearest abutting property line south of the subject site (Roderick Lahey Architects Inc.)

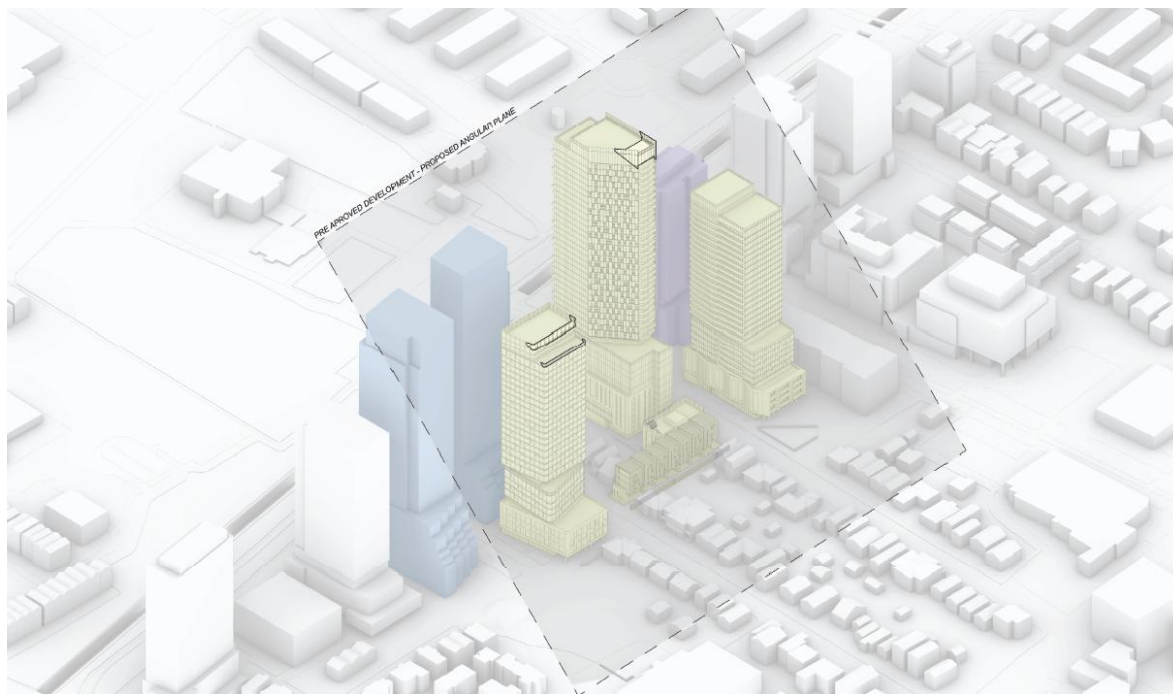


Figure 24. Angular Plane Study 3 – beginning at the south edge of approved 40-storey buildings at 314 and 318 Athlone Ave. and 2006, 2020, 2026 Scott St. (Roderick Lahey Architects Inc.)





## Planning Rationale

*4.5.6.3) Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.*

The lands south of Scott Street between Churchill Avenue and Clifton Road are evolving into a high-rise cluster appropriately located within a 300 metre radius of Westboro Station. Figure 6 and Table 3 of this report identify the existing and approved high-rise developments within this cluster. The subject site represents lands within the cluster that are nearest Westboro Station, and that present appropriate opportunity to round-out the cluster and to achieve the greatest building height within it. The proposal has consideration for the relationship to other high-rise buildings existing and approved within the cluster, and will provide variation in height and architecture. Proposed building height will generally taper downward from Building A1, which is immediately south of Westboro Station. This downward transition occurs on the subject lands with Buildings B and C being 29 storeys, down from the 40 storeys proposed for Building A1.

*4.5.6.4) 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.*

The conceptual development includes a range of amenity allocations, with private amenity offered as balconies in all four buildings and indoor and outdoor communal amenity offered at-grade and throughout each building. The amenity areas have been sized to comply with zoning, and their ultimate design, including any measures to mitigate environmental impacts to outdoor comfort and safety, will be determined as part of a future Site Plan Control application process.

*4.5.6.6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.*

Proposed Building A2 offers a unique design that directly addresses the need for missing middle housing within the Inner Urban Transect. Landscaping, ground-level entrances, and private amenity spaces have been contemplated in the conceptual design of Building A2, and its architecture speaks to the eclectic character of the area's low-rise housing stock.

*4.5.6.8) High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger*





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*floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.*

The conceptual development includes three high-rise buildings (Buildings A1, B, and C) designed to respond to transect area policies and to present well-defined segments and tower floorplates in the general range of 660 – 790 square metres (balcony projections add a slight increase). Building form details are described further below and illustrated in the Urban Design Brief prepared in support of the applications:

### Building A1

- Podium / base: 10 storeys consisting of three similar footprints that vary in response to building features, and that generally reduce in area with as height increases:
  - o Ground floor (includes mezzanine) and floors 2-3: front yard setback to accommodate the POPS.
  - o Floors 4-6: cantilever over a portion of the POPS to create a more comfortable experience and provide architectural interest.
  - o Floor 7-10: floor 7 consists entirely of interior and exterior amenity area, with floors 8-10 consisting of the same footprint.
- Middle: 30 storeys consisting of the same footprint with the exception of Floor 11, which serves as a transition floor from the podium to the tower and includes interior and exterior amenity area.
- Top: Rooftop penthouse provides a reduced exterior wall footprint from lower floors and consists entirely of amenity (interior and exterior) and mechanical area.
- Tower floorplate: 790.6 square metres with balcony projections of 46.2 square metres.

### Building B

- Podium / base: 5 storeys consisting of three similar footprints that vary in response to building features:
  - o Ground floor (includes mezzanine): south interior side yard setback to accommodate at-grade exterior amenity space and a publicly accessible mid-block connection between Lion's Park and Athlone Avenue.
  - o Floors 2-4: cantilever over a portion of the at-grade exterior amenity space to create a more comfortable experience and provide architectural interest.
- Middle: 25 storeys consisting of the same footprint with the exception of floors 5-10. The footprint of floor 5 matches floors 2-4 but the south building wall is stepped back to facilitate height transition and to accommodate an exterior amenity area. Floors 6-9 continue the same exterior wall footprint as floor 5. The footprint of floor 10 matches floors 6-9 but the south building wall is





## Planning Rationale

stepped back to facilitate further height transition and to accommodate an exterior amenity area. Floors 11-29 consist of the same footprint, which is similar to floor 10 but with the south building wall further stepped back.

- Top: Rooftop penthouse provides a reduced exterior wall footprint from lower floors and consists entirely of interior and exterior amenity area as well as mechanical area.
- Tower floorplate: 660 square metres with balcony projections of 37.9 square metres.

### Building C

- Podium / base: 5 storeys consisting of three similar footprints that vary in response to building features:
  - o Ground floor (includes mezzanine): south interior side yard setback to accommodate at-grade exterior amenity space interfacing with the proposed parkland.
  - o Floors 2-4: cantilever over a portion of the at-grade exterior amenity space to create a more comfortable experience and provide architectural interest.
  - o Floor 5: exterior building wall stepbacks on all sides to accommodate exterior amenity area.
- Middle: 24 storeys consisting of three varying footprints. Floors 6-9 are of the same footprint, with floor 10 reducing in area and then floors 11-29 providing a slightly different footprint but similar area as floor 10.
- Top: Rooftop penthouse provides a reduced exterior wall footprint from lower floors and consists entirely of interior and exterior amenity area as well as mechanical area.
- Tower floorplate: 770.9 square metres with balcony projections of 91.2 square metres.

*4.5.6.9) 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.*

*4.5.6.10) Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.*

All three of the proposed conceptual high-rise buildings include tower designs consisting of floorplate areas and orientations that appropriately account for separation distance from existing, proposed, and potential high-rise towers on abutting sites suitably located and shaped to accommodate such





## Planning Rationale

development. Floorplate and tower design are reviewed further in the Urban Design Brief prepared in support of the applications, as well as in the below review of above noted OP policies.

### Building A1

- The project architect (RLA) studied various tower arrangements on Parcels A1 and A2 in relationship to the abutting properties to the west, with the intent to preserve opportunity for a second tower on this portion of the block bound by Tweedsmuir Avenue and Athlone Avenue. Through this study it was determined the most appropriate arrangement to achieve multiple towers on this portion of the block would be to locate the Building A1 tower where proposed, which preserves potential for a future tower to the southwest, with both towers providing adequate separation from each other (20 metres) and from adjacent lot lines and detached dwellings. This study by RLA was shared in a presentation to the UDRP, and the less desirable options are summarized below, with all three options shown in Figure 25 (refer to Urban Design Brief for greater detail).
  - o The study showed this portion of the block is not conducive to side-by-side towers on abutting properties. To do so would require towers on both properties to be of a slender design and to provide little to no stepback from the block framing streets of Tweedsmuir Avenue and Athlone Avenue. Further, side-by-side towers within this block context presents significant impact on design flexibility and project feasibility.
  - o The study showed this portion of the block is not conducive to a northwest and southeast arrangement of towers. The context of the lot fabric and adjacent single detached dwellings means the towers in these locations could not achieve appropriate separation and stepbacks.

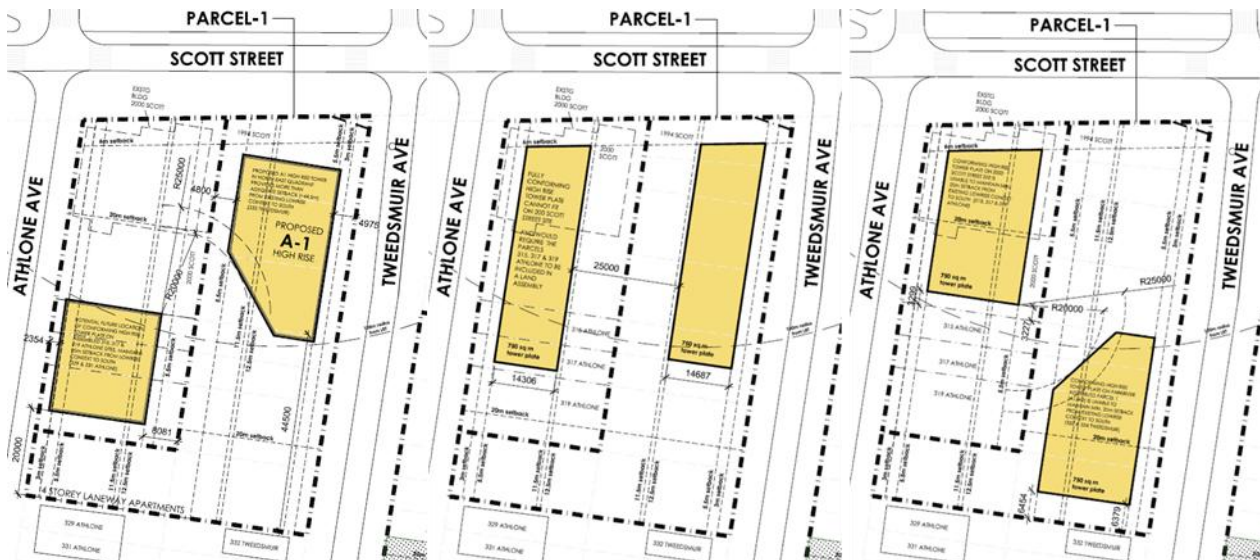


Figure 25. Building A1 tower placement study (Roderick Lahey Architect Inc.)





## Planning Rationale

### Building B

- The only abutting lands appropriate for a tower are to the north, and the zoning of those lands has already been amended to identify a tower location which is approximately 23.2 metres from the proposed conceptual Building B tower.

### Building C

- The only abutting lands appropriate for a tower are to the north and perhaps the east, and these lands have recently been redeveloped with a tower to the north and low-rise podium to the east. The permitted area for a tower to the north results in a separation of approximately 24.5 metres from the proposed conceptual Building C tower, and so the tower setback from the existing tower is expected to be at least that amount.

## 3.2.5.5 Drinking Water, Wastewater and Stormwater Management

### ***4.7.1 Provide adequate, cost-effective drinking water, wastewater and stormwater infrastructure, and assist in meeting growth targets in the urban area***

*4.7.1.23) Applications for new development will demonstrate, to the City's satisfaction, that adequate services are available and can be allocated to support the proposal [...].*

An Adequacy of Services report prepared in support of the proposal demonstrates it is feasible to service the conceptual development with full public services.

### ***4.7.2 Pursue an affordable and sustainable pattern of infrastructure development***

*4.7.2.2) Development in Public Service Areas shall be on the basis of both public water and wastewater services (full services).*

An Adequacy of Services report prepared in support of the proposal appropriately contemplates the conceptual development being on full public services.

## 3.2.6 Richmond Road / Westboro Secondary Plan

The Richmond Road / Westboro Secondary Plan (the "SP") was adopted in 2009 and amended and adopted as part of the new Official Plan in 2021. The SP forms part of Volume 2A of the OP and is derived from the Richmond Road / Westboro Community Design Plan (the "CDP"), which was completed in 2007. The provincial, municipal, and neighbourhood context has changed significantly from when the CDP and SP were first approved to now, with the most notable changes being the following:

- City of Ottawa population growth from approximately 870,250 to 1,100,000;
- Provincial and municipal housing supply and affordability crisis;





## Planning Rationale

- The introduction and expansion of Ottawa's LRT system, including the conversion of Westboro Station from BRT to LRT with completion scheduled for 2026;
- Three new Provincial Policy Statements (2014, 2020, 2024) and one new Official Plan (2022) with increasingly clearer policy directives to support transit-oriented development and intensification;
- Numerous legislative changes to the Planning Act to address barriers to increasing housing supply, especially around rapid transit; and,
- Development and approval of high-rise buildings to the east and west of the site, some of which are on lands situated further from Westboro Station than the subject lands.

Section 2 of the SP contains direction of the SP's unifying vision, overlying objectives, and principles, and states the following:

*The following unifying vision, overlying objectives and principles for the planning area, set out the desired future and broad policy direction for managing growth and achieving the vision over the 20-year timeframe of the secondary plan.*

It is clear from the above statement that the SP was intended to guide growth for a period of 20 years from when its vision was first established in 2007 through the CDP, meaning it is nearing the end of its planning horizon. Coupled with the contextual changes noted above, it is clear that the SP, particularly as it relates to the subject lands adjacent Westboro Station, falls short in recognizing and planning for the growth and evolving conditions around Westboro Station. This reality is in part why planning horizons exist, as plans, like communities, are not meant to exist in perpetuity without undergoing change to adapt to evolving community needs, municipal objectives, and provincial policy directives.

The following review demonstrates how the proposed OPA and ZBA conform to the general intent and purpose of the SP, save and except the policies being amended. The details of the proposed OPA are covered at the end of this section.

### 3.2.6.1 Policy Review

#### **Section 2: Unifying Vision, Overlying Objectives and Principles**

- *Retain all useable public greenspace; increase greenspace where possible*
- *Increase recreational amenities*
- *Ensure the area develops in such a way as to ensure that prioritizes pedestrians and cyclists*
- *Preserve the scale and character of existing neighbourhoods and ensure the compatibility of new development*

#### **2.1 Unifying Vision**





## Planning Rationale

*The planning area, including Westboro Village, will continue to be an attractive and liveable transit-supportive, walkable, 15-minute neighbourhood, with a wide mix of uses including employment, neighbourhood services and facilities, a range of housing types and choices, excellent transit service and well-designed, compact and inclusive development that will enhance the area's diversity and vibrancy. Compatible intensification will occur primarily on appropriate sites on Richmond Road and Scott Street and adjacent to the future Westboro and Kichi Sibi O-Train stations.*

### **2.2 Overlying Objectives and Principles**

#### Objective One: Intensification

*Support intensification at a scale that is compatible with the existing community on appropriate key potential redevelopment sites.*

#### **Policies**

*2.2.1) Preserve the scale and character of established neighbourhoods and minimize any adverse impacts of intensification.*

*2.2.5) Achieve compatible intensification on key redevelopment sites by:*

*a) Providing appropriate setbacks and transition in building heights, including lower heights along the edges of neighbourhoods; and*

*b) Contributing to the restoration of the urban fabric and introducing transit supportive development. The future Westboro O-Train Station area has the greatest potential for intensification in the form of high-rise buildings with appropriate transition to their surroundings, while the future Kichi Sibi O-Train Station has more limited potential; and*

*c) Conforming to the maximum recommended general maximum building height ranges for each sector. High-mid rise and High-rise buildings will be limited to sites that are compatible with adjacent uses, such as the Capital Greenspace, sites that have deeper lots, or sites that have other natural or constructed separations enabling impacts associated with such development to be mitigated and where a step down in height can be provided abutting existing low-rise buildings; and*

*d) Conforming to the CDP design guidelines respecting built form, shared use of facilities, setbacks, relationship of the building to the adjacent neighbourhood's character, other policies of the Official Plan aimed at achieving compatible development while minimizing impacts on adjacent residential neighbourhoods [...];*

*f) Avoiding the creation of a street canyon effect by providing breaks in massing where appropriate or variations in building height, building setback and alignment to add interest to the streetscape and to provide space for activities and trees along the sidewalk.*

The proposal supports opportunity for:





## Planning Rationale

- increased greenspace through parkland dedication and landscaping provided as part of public realm enhancement.
- enhanced active mobility network to and through the site (e.g., POPS designed to work with Scott Street pedestrian infrastructure; mid-block connections between local streets and Lion's Park; reduction of private approaches; connections to proposed parkland dedication).
- intensifying underutilized lands bookended by existing and approved high-rise developments along Scott Street that are immediately south of Westboro Station, in an area specifically identified as having the greatest potential for intensification in the form of high-rise development. The existing neighbourhood includes low, mid, and high-rise development, and the proposal shows compatibility with the scale and character of this context to its east, west, and south as detailed throughout this report and in the Urban Design Brief prepared in support of the applications. The filling in of the site will avoid the creation of a canyon effect between the existing high-rise development to the immediate east of Parcel A1 and the approved high-rise development to the immediate north of Parcel B. Once built out, the site will contribute to the rounding out of a high-rise cluster forming south of Westboro Station, with the heights generally descending further from the station.

### Objective Two: Greenspace Network

*Preserve, enhance and add to the greenspace network that provides access to the Ottawa River and serves local community needs.*

#### **Policies**

*2.2.7) Create a safe and attractive pedestrian and cycle-friendly infrastructure that provides links through the area, to the Ottawa River and to other neighbourhoods.*

*2.2.8) Transform key streets with street tree planting and landscaping to create informal green pedestrian links to the Ottawa River.*

The proposal supports enhancement and expansion of the greenspace and active mobility network by contemplating parkland dedication, increased landscaping along streets, publicly accessible mid-block connections, and a POPS fronting Scott Street.

## **Section 4: Land Designation Policies**

### **4.2 Richmond Road and Scott Street Mainstreet Corridors**

*4.2.2) Redevelopment is supported on Richmond Road and Scott Street, which are designated as Mainstreet Corridors in the Official Plan, in order to optimize the use of land through increased building height and density. Development proposals will be evaluated based on the objectives of this secondary plan and applicable Council approved design guidelines. This secondary plan supports building heights generally in the range of four to six storeys. Greater building heights will be considered in any of the following circumstances:*





## Planning Rationale

*a) Specific building heights are permitted by the Zoning By-law based on the Richmond Road / Westboro Community Design Plan or other Council-approved studies;*

*b) The proposed building height is compatible in scale with, or provides a transition between existing buildings;*

*c) 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;*

*d) 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*

*e) Where the application of the provisions of Section 4.6 of the Official Plan determine that additional height is appropriate.*

The proposed OPA to the SP is to identify Parcels B and C as lands designated Mainstreet Corridor, whereas Parcels A1 and A2 are already designated as such per Volume 1 of the OP. Once Parcels B and C are designated Mainstreet Corridor, all three parcels contemplating high-rise development will qualify for consideration of building height greater than what the SP permits on Schedule C. Policy 4.2.2 of the SP is clear in that greater building height will be considered in “any” of the five circumstances described by clauses a)-e), whereas the proposal demonstrates conformity with four of the five circumstances, as detailed below:

a) The proposal includes a ZBA that will serve to establish building height permissions tailored to the conceptual development for all four parcels.

b) The building heights of the conceptual development are compatible in scale with the existing and approved high-rise buildings within the high-rise cluster south of Westboro Station. These heights range from approximately 25 to 40 storeys, whereas the proposed conceptual development includes high-rise heights of 29 and 40 storeys. The high-rise heights within this cluster generally descend further out from Westboro Station to the east, west, and south.

The conceptual development provides adequate transition through setbacks and stepbacks to existing buildings, as detailed previously in this report and through the Urban Design Brief submitted in support of the applications.

c) The subject site includes land at a prominent location immediately south of Westboro Station. Parcel A1 is located on a corner directly across from Westboro Station and includes a POPS as part of the conceptual development. The POPS serves as an important public space that faces Westboro Station and is connected to the balance of the site through an enhanced pedestrian environment consisting of increased landscaping, mid-block connections, and a new conceptual public park.

d) The conceptual development includes the following: a POPS at the intersection of Scott Street and Tweedsmuir Avenue that accounts for planned ROW work; public realm improvements with a reduction in





## Planning Rationale

private approaches and surface parking, and an increase in landscaping and active mobility infrastructure; two publicly accessible mid-block connections; and, commercial and amenity uses at grade providing opportunity to animate the street front.

e) The applicable policies of Section 4.6 of the OP have been reviewed in this report. Through that review and the contents of the Urban Design Brief prepared in support of the application, it has been demonstrated that additional building height, as contemplated in the conceptual development, is appropriate for the subject site.

### **Section 5: Land Use Strategy and Maximum Building Height Ranges**

*The Richmond Road / Westboro Secondary Plan land use strategy is based on the division of the planning area into distinct sectors as shown on Schedule A - Planning Area Sectors. The strategy sets out policy directives for each sector's land use character and appropriate general building height range. Schedule C - Maximum Building Height graphically depicts the general maximum building height ranges set out by the policies for key potential redevelopment sites in the planning area.*

Schedule C identifies a portion of Parcel A1 as having a maximum permitted building height of 4 to 6 storeys, whereas no maximum permitted building height is assigned to the balance of the subject site.

#### **5.5 Scott Street / Westboro O-Train Station area (Sector 5)**

##### **Scott Street**

*5.5.9) 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 future Westboro and Kichi Sibi O-Train Stations;*

*10) Ensure that new development is generally in the form of high low-rise and low midrise buildings, and is compatible with and provides an appropriate transition to the adjacent low-rise neighbourhood;*

The Sector boundaries are loosely drawn on Schedule A of the SP and do not appear tied to any referable boundaries. It appears portions of all four parcels making up the subject site are located within Sector 5 – Scott Street. Parcel A1 has direct frontage on Scott Street and will support its evolution to a mixed-use live/work environment by providing opportunity for at grade commercial uses. With respect to building height, the proposed OPA is for the purpose of establishing high-rise permissions tailored to the conceptual development for all three parcels contemplating high-rise development.

### **3.2.6.2 Proposed Official Plan Amendment**

The OPA is required to define Parcels B and C as Mainstreet Corridor in the SP. The amendment will then allow those portions of the subject site to be considered for high-rise building heights under other existing policies of the OP and SP. The OPA is needed in order to support the building heights contemplated on Parcels B and C of the conceptual development, which are each 29 storeys in height (mezzanine and rooftop penthouse not forming part of the maximum building height).





## Planning Rationale

Schedule B2 of the OP designates Parcels A1 and A2, which are contiguous, as Mainstreet Corridor given the frontage on Scott Street, and so the conceptual development contemplated for these parcels (A1 in particular) is already supported by OP policy. Parcels B and C do not have direct frontage on Scott Street, however, the lands separating them from Scott Street contain and are approved for high-rise development, and so the high-rise conceptual development for those parcels reflects a continuity of high-rise character extending from Scott Street and the adjacent Westboro Station.

Schedule B2 of the OP designates Parcels B and C as Neighbourhood. The proposed OPA to the SP will change the designation of Parcels B and C to Mainstreet Corridor. This change to the SP will supersede Schedule B2, as OP Policy 6.2.1.1.c states that where a secondary plan defines a Corridor differently, the boundaries in the secondary plan prevail. This approach means Volume 1 of the OP, including Schedule B2, does not require amendment to support the proposed conceptual development, and that the amendment can apply solely to the SP, which itself is embedded within Volume 2A of the OP. The below table identifies the proposed OPA and suggested approach.

Table 6. OPA Summary

Section	Amendment	Purpose
Section 4: Land Designation Policies	Create a new policy under Section 4.2 similar in effect to the below:	Designating the lands making up Parcels B and C of the subject site as Mainstreet Corridor will allow them to qualify for consideration of greater building height under 4.2.2
4.2 Richmond Road and Scott Street Mainstreet Corridors	<i>3) The following lands within 100 metres of Scott Street and 170 metres of Westboro Station are designated Mainstreet Corridor:</i>  <i>317, 321, 323, 327, 333, 335 Tweedsmuir Ave.; 322, 326, 330 Athlone Ave.</i>	

### 3.3 Richmond Road / Westboro Community Design Plan

The site is subject to the Richmond Road / Westboro Community Design Plan (the “CDP”), which is a Council-approved design and visioning document that does not have the same statutory authority under the Ontario Planning Act as the Official Plan.

These documents are influenced by stakeholder participation and are intended to guide change in areas of the city that are targeted for growth and improvement as directed by the Official Plan. Typically, the guidance provided in CDPs translates into Secondary Plans that form part of the Official Plan, such as the Richmond Road / Westboro Secondary Plan, which was reviewed in the previous section. There are not appreciable differences in policy intent between the CDP and SP, and only the SP was updated, albeit with no material difference, as part of the new Official Plan.

The proposal has been demonstrated to conform to the general intent and purpose of the SP, save and except the aspect subject to the proposed amendment. By extension, the proposal shows consideration





for the direction provided in the CDP, which guided the SP and consists of themes that overlap with areas of the OP already reviewed.

### 3.4 Urban Design Guidelines

The purpose of the City's Urban Design Guidelines is to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development within specified areas throughout the City. Where these guidelines apply, their objectives will not necessarily be relevant in all cases or in their entirety. Compliance with the guidelines is not a statutory requirement, as in the case of policies of the Official Plan or regulations of the Zoning By-law, but instead, is encouraged to promote quality design and consistency throughout the City.

There are three specific guidelines that apply to the subject site and proposed conceptual development, which include Transit-oriented Development, High-rise Buildings, and Development along Traditional Mainstreets, all of which are reviewed below. It is noted there is significant overlap in design guidance between the three Guidelines, as well as between the Guidelines and OP policy previously reviewed. The reviews are to be considered along with the material in the Urban Design Brief prepared in support of the proposal.

#### 3.4.1 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines was completed in 2007 with the purpose of providing guidance to assess, promote, and achieve appropriate transit-oriented development ("TOD") within the City of Ottawa. 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, which includes the subject site, as it is located entirely within 170 metres of Westboro Station. The Transit-Oriented Development Guidelines is organized into six themes summarized below.

- Land Use – type and intensity of uses for supporting transit efficiency
- Layout – development, accessibility, and circulation patterns for supporting transit use
- Built Form – place making to establish attractive public realms around transit infrastructure
- Pedestrians & Cyclists – prioritizing the pedestrian experience
- Vehicles & Parking – efficient and safe designs for streets and parking environments
- Streetscape & Environment – attractive sidewalks, walkways, and transit stops

The proposal satisfies the general intent and purpose of the above themes as detailed below.

**Guidelines 1, 3, 8, 28** – The proposed conceptual development provides an appropriate mix of transit supportive land uses which include high density residential, at-grade commercial, POPS, parkland, and active mobility connections. Within proximity to the site are a number of complementary employment,





## Planning Rationale

institutional, commercial, service-based, and open space land uses that together support a 15-minute neighbourhood with reduced reliance on personal automobile use.

**Guidelines 4-10, 16, 36** – The proposed conceptual development consists of the following:

- Two publicly accessible mid-block connections that provide improved access to Westboro Station and between existing and proposed parkland;
- Highest proposed density is located nearest Westboro Station, with height and density generally descending as distance from the station increases and built-form transitions to low-rise;
- Buildings oriented to the street, with Building A1 oriented to Westboro Station and supporting an at-grade POPS; and,
- Significant reduction in private approaches coupled with public realm enhancement through landscaping and active frontages, which together will improve pedestrian experience and reduce conflicts with automobiles.

**Guideline 11** – Building stepbacks are integrated into the podium to maintain a human scale.

**Guideline 12** – The scale and expression of Building A1 is appropriate for providing new views and vistas from the surrounding area, as its located immediately south of Westboro Station and serves as the most suitable location for greatest height within the high-rise cluster evolving south of the station.

**Guideline 13** – Proposed building setbacks from adjacent streets allow adequate opportunity for an enhanced public realm space consisting of landscaping and pedestrian infrastructure.

**Guidelines 14-15** – The conceptual building designs provide architectural variety and allow ample opportunity for glazing along the ground-floor façades.

**Guideline 17** – Mixed material is intended to be used, where possible, to accentuate separate routes for pedestrians and vehicles, and would be detailed through a future Site Plan Control application process.

**Guideline 29** – At least one bicycle stall per unit will be provided as weather protected indoor bicycle parking, with additional bicycle racks to be provided outdoors and detailed through a future Site Plan Control application process.

**Guidelines 36, 37, 39, 43, 44** – The conceptual development looks to significantly reduce the number and width of private approaches on site from what currently exists, and to enhance those areas with programmable public realm space, active mobility infrastructure, landscaping, and opportunity for short-term convenience parking. Each high-rise parcel is planned for a single access to underground parking (three total private approaches, and none for Parcel A2), whereas 19 private approaches currently exist on the subject lands and serve private driveways of varying widths and depths.

**Guidelines 48, 49** – The conceptual development includes public realm space consisting of sidewalks, street trees, and a mix of landscaping with space for street furniture.





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**Guidelines 50, 51** – Exterior lighting will be addressed through the Site Plan Control application process, and will be designed to industry requirements for the proposed uses and built form, with consideration of the impact it will have on the immediate and surrounding area.

**Guideline 52** – Proposed street trees and hard and soft landscaping elements will help to reduce urban heat and contribute to pedestrian spaces with a comfortable microclimate.

**Guidelines 54, 55** – Waste storage will be below-grade and the intent is to reduce the visual impact of utilities on the public realm.

**Guideline 56** – Signage will be designed and installed to industry requirements with consideration for the needs of commercial tenants.

### 3.4.2 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, with the purpose of the guidelines being to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate high-rise development. These guidelines are not intended to be used as an evaluative checklist, nor are all guidelines necessarily applicable.

The context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. There are six objectives of the guideline, which are listed below.

- Address the compatibility and relationship between high-rise buildings and their existing or planned context;
- Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site;
- Encourage a mix of uses and open spaces that contribute to the amenities of urban living;
- Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- Promote high-rise buildings that contribute to views of the skyline and enhance orientation and the image of the city;
- Promote development that responds to the physical environment and microclimate through design.

The proposal satisfies the general intent and purpose of the above objectives as detailed below.

## CONTEXT





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**Guidelines 1.10-1.11** – The site is within a Major Transit Station Area, an area identified for growth in the PPS. Policies reviewed from the OP and SP reinforce this intent, and the proposed conceptual development responds to that by filling out a cluster of appropriately located and approved high-rises immediately south of Westboro Station, with heights that generally descend as distance from the station increases. The conceptual high-rises align with the type and scale of development existing, approved, and proposed within the immediate area surrounding Westboro Station, and have consideration for transition of built form to the residential area to the south.

**Guidelines 1.13-1.18** – All four parcels are appropriately shaped and sized to allow for a design that incorporates effective transition measures. Additionally, all parcels include proposed or abut existing public realm space on at least two sides.

The Urban Design Brief submitted in support of the applications includes an angular plane study which demonstrates how transition between the proposed high-rise buildings and the adjacent low-rise properties is achieved. The proposed building setbacks, podium stepbacks, and form design help to achieve this transition by reducing building mass and the impact it has on adjacent properties. As tower heights reduce from Building A1 to Buildings B and C, so too does the height of the podiums.

### BUILT FORM

**Guideline 2.1** – Building A1 consists of a visually interesting podium design that interfaces with a proposed POPS presenting toward Westboro Station. The POPS serves as an important public space that is connected to the balance of the site through an enhanced pedestrian environment consisting of increased landscaping, mid-block connections, and a new conceptual public park

**Guidelines 2.2-2.3** – The expression of Buildings A1, B, and C will enhance views and vistas from the surrounding area, including O-Train Line 1 and Kichi Zibi Mikan. The visual interest expressed by the high-rises will enhance the skyline and serve a wayfinding function for users of Westboro Station. The distinctive design of these buildings helps to accentuate their base, middle, and top components, and their floorplates and siting are appropriate for the shape, area, and context of the parcels.

**Guidelines 2.15, 2.17, 2.19** – The base of each high-rise building provides an appropriate relationship to adjacent ROWs with heights generally reflective of the ROW width. Building A1 has a base of 10 storeys adjacent a combined ROW of approximately 74 metres (Scott Street and O-Train Line 1). Buildings B and C each have 5 storey bases adjacent local ROWs of approximately 18 metres (Athlone Avenue and Tweedsmuir Avenue). Buildings B and C abut low-rise built form to the south where the scale is not anticipated to change, and their respective bases of 5 storeys generally meet the height permissions of that area.

**Guideline 2.16** – The parcels are of appropriate size for high-rise buildings, and all three high-rises include various stepbacks and forms of articulation, which support the rationale for additional height.

**Guidelines 2.20-2.23** – The ground floors are conceptually designed to be animated and connected to the public realm through entrances, glazing, articulations, and materials. This architecture ensures the





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bases relate well to the vision for the enhanced pedestrian environment, which will include new sidewalks, street trees, and street furniture, where appropriate.

Parcels are of appropriate size for high-rise buildings, and all three high-rises include various stepbacks and forms of articulation, which support the rationale for additional height.

**Guidelines 2.24-2.31** – Tower floorplates are in the range of 660 – 790 square metres, exclusive of balcony projections, which is appropriate for the size and shape of the parcels within the context of the surrounding area. A shadow study and wind study were prepared in support of the applications. The shadows cast by the proposal are negligible when reviewed in the context of approved and existing high-rise buildings within the vicinity. The wind study recommends a detailed mitigation strategy focused around space programming, building elements, and landscaping at the time of a detailed Site Plan Control application, with the following excerpts from the report speaking to rooftop terraces.

- During the typical use period, wind comfort conditions over the amenity terraces serving the proposed development are predicted to be suitable for a mix of mostly sitting and standing during the typical use period (May to October, inclusive) [...].
- The foregoing statements and conclusions apply to common weather systems, during which one area within the vicinity of the subject site may experience wind conditions that approach the wind safety threshold, as defined in Section 4.4. An isolated area within the Level 7 amenity terrace serving Building A1 at the northeast corner of the tower may exceed the wind safety criterion on an annual basis. [...].

**Guideline 2.25** – This guideline on tower separation, as with all guidelines, is meant to provide design guidance, and does not represent a statutory requirement such as a performance standard of the Zoning By-law. Tower separation and transition is discussed in Subsection 3.2.5.4 of this report, where it was demonstrated there is a minimum of 23 metres in separation provided between the proposed conceptual towers and any existing or approved tower. For the Building A1 tower, it's been demonstrated through a tower study by RLA that a hypothetical tower to its southwest could be situated with at least a 20 metres tower setback. The Urban Design Brief prepared in support of the applications can be referred to for further detailed analysis on tower separation.

**Guidelines 2.29-2.30** – All three high-rise buildings include tower stepbacks from the base of varying amounts. Each tower provides slight variation in its form from bottom to top, which results in the stepbacks from the base varying at different heights of the tower. The largest of these stepbacks is to the south for all three buildings, which serves an important transitional role from the southerly low-rise neighbourhood.

**Guidelines 2.29, 2.31** – The building architecture includes various stepbacks which allow the base to be the primary experience from the public realm and helps to minimize impacts of shadowing and wind.

**Guideline 2.36** – Roof-top mechanical features and amenity spaces is incorporated into the top of the buildings. The footprints of these segments of the buildings appropriately contrast with their respective





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towers, and help the building tops fit with the character of other area high-rise buildings existing and approved.

**Guidelines 2.42-2.44** – Exterior building illumination will be addressed through the Site Plan Control application process and will be designed to industry requirements for the proposed uses and built form, with consideration of the impact it will have on the immediate and surrounding area.

## PEDESTRIAN REALM

**Guideline 3.1** – Building A1 includes a minimum separation of 8.1 metres between the northerly ground-floor façade and the Scott Street ROW. Along Tweedsmuir Avenue this separation is 4.7 metres. For both frontages the separation distance to the curb is even greater, and these distances help support the proposed POPS and enhanced public realm space.

Building B includes a minimum separation of 4 metres between the easterly ground-floor façade and the Athlone Avenue ROW. The separation distance to the curb is well over double this amount, and will help support pedestrian infrastructure and landscaping.

Building C includes a minimum separation of approximately 4.2 metres between the westerly ground-floor façade and the Tweedsmuir Avenue ROW. The separation distance to the curb is over double this amount, and will help support pedestrian infrastructure and landscaping.

**Guidelines 3.4-3.6, 3.8-3.9** – The proposal includes at-grade public spaces in the form of a POPS, enhanced public realm space, parkland, and publicly accessible mid-block connections. The POPS is appropriately configured to present as a public space.

**Guidelines 3.10-3.11** – The main pedestrian accesses are oriented towards the adjacent sidewalks for Buildings A1, B, and C. For Building A2 there are two main accesses, one from a private pathway connecting to the Tweedsmuir Avenue sidewalk, and the other from the proposed mid-block connection between Tweedsmuir Avenue and Athlone Avenue (privately owned but publicly accessible).

**Guideline 3.12** – The pedestrian environment will consist of sidewalks, landscaping, space for street furniture, and active store fronts to animate the public realm.

**Guideline 3.13** – CPTED principles have been considered through the design of the site.

**Guideline 3.14-3.20** – Parking and service areas are located below grade and out of site from the public realm. Garage entries are situated along local roads, limited to one per high-rise building, are kept to a minimum size required for their function, and are framed with landscaping where appropriate.

**Guidelines 3.21, 3.18** – Mechanical equipment and public transit infrastructure will be appropriately located and screened, if applicable, where feasible.

**Guideline 3.25** – Accessibility design requirements of the Ontario Building Code and Accessibility for Ontarians with Disabilities Act will be met. Additional standards and guidelines will be explored and implemented, where feasible.





**Guidelines 3.26, 3.27** – A shadow study and wind study were prepared in support of the applications. The shadows cast by the proposal are negligible when reviewed in the context of approved and existing high-rise buildings within the vicinity. The wind study recommends a detailed mitigation strategy focused around space programming, building elements, and landscaping at the time of a detailed Site Plan Control application, with the following excerpts from the report speaking to rooftop terraces.

- During the typical use period, wind comfort conditions over the amenity terraces serving the proposed development are predicted to be suitable for a mix of mostly sitting and standing during the typical use period (May to October, inclusive) [...].
- The foregoing statements and conclusions apply to common weather systems, during which one area within the vicinity of the subject site may experience wind conditions that approach the wind safety threshold, as defined in Section 4.4. An isolated area within the Level 7 amenity terrace serving Building A1 at the northeast corner of the tower may exceed the wind safety criterion on an annual basis. [...].

### **3.4.3 Urban Design Guidelines for Development along Traditional Mainstreets**

The Urban Design Guidelines for Development along Traditional Mainstreets was completed in 2006. The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development along Traditional Mainstreets. It is noted that this area of Scott Street does not reflect the type of character spoken to in these Guidelines, and that the targeted character is the type found along Bank Street in the Glebe, Richmond Road in Westboro, and Wellington Street West in Hintonburg. Nonetheless, there is value in the Guidelines which has been considered as part of the proposal. The following points represent the objectives of the Guidelines:

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

The proposal satisfies the general intent and purpose of the above objectives as detailed below.

**Guidelines 1, 16-17:** Building A1 is appropriately setback from the Scott Street ROW within the context of existing and proposed buildings to its east and west. A large setback is appropriate for this building as it allows for a POPS which responds to SP policy for inclusion of an important public space where





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additional height is proposed. The street fronting setbacks for the other buildings generally align with the existing and proposed high-rise buildings to their north.

**Guidelines 2-3, 5-6, 30-31:** The proposal seeks to enhance the public realm with new pedestrian infrastructure, street trees, street furniture, a POPS, two publicly accessible mid-block connections, and park space.

**Guideline 9:** Given the locational relationship between the subject site and the low-rise area to the south, the shadows cast by the proposal are anticipated to have a nominal impact on them when reviewed in the context of approved and existing high-rise buildings within the vicinity (refer to the shadow study prepared in support of the applications).

**Guidelines 10-13, 19:** The base of each high-rise building provides an appropriate relationship to adjacent ROWs with heights generally reflective of the ROW width. The high-rise bases locate pedestrian-oriented uses at-grade in the form of commercial and/or amenity space, with residential units above. Main pedestrian accesses are oriented towards adjacent sidewalks for Buildings A1, B, and C and towards private walkways connecting to sidewalks for Building A2. Building stepbacks are incorporated in each of these buildings to support a human scale at street level.

**Guideline 14:** Greatest height and mass located nearest Westboro Station.

**Guidelines 20-21:** CPTED principles have been considered through the design of the site.

**Guideline 38:** Parking and service areas are located below grade and out of site from the public realm.

## 4 Zoning By-law 2008-250 and Proposed Amendment

This section of the report, coupled with Table 1 and Table 2, details the applicable and proposed zoning, including rationale for the amendment (non-compliance identified with red hatching in Tables 6-9). The subject site is made up of 18 properties which are subject to two zones under Zoning By-law 2008-250 (see Table 2). Figure 26 includes a zoning extract of the site and shows that the majority of it is zoned R4UB – Residential Fourth Density Zone, Subzone UB, whereas the two properties nearest Scott Street are zoned TM[102] – Traditional Mainstreet Zone, Exception 102. Schedule 1A identifies areas for minimum parking space requirements and includes the entire site within Area Z, which has the City's lowest parking rate requirements (none for residents or commercial and a limited amount for visitors).

The proposed ZBA applies to the entire site and serves to establish the permissions required to support the conceptual development plan. The intent is for the entire site to be separated into four zones as listed below and shown in Figure 27. This approach is most appropriate for ensuring the context of each parcel and building is reflected in the proposed regulations.

- Building A1: TM[xxx1] Sxx1





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- Building A2: R4UB[xxxx] or R4[xxxx]
- Parcel B: TM[xxx2] Sxx2
- Parcel C: TM[xxx3] Sxx3



Figure 26. Existing zoning (subject site in black transparent hatching)





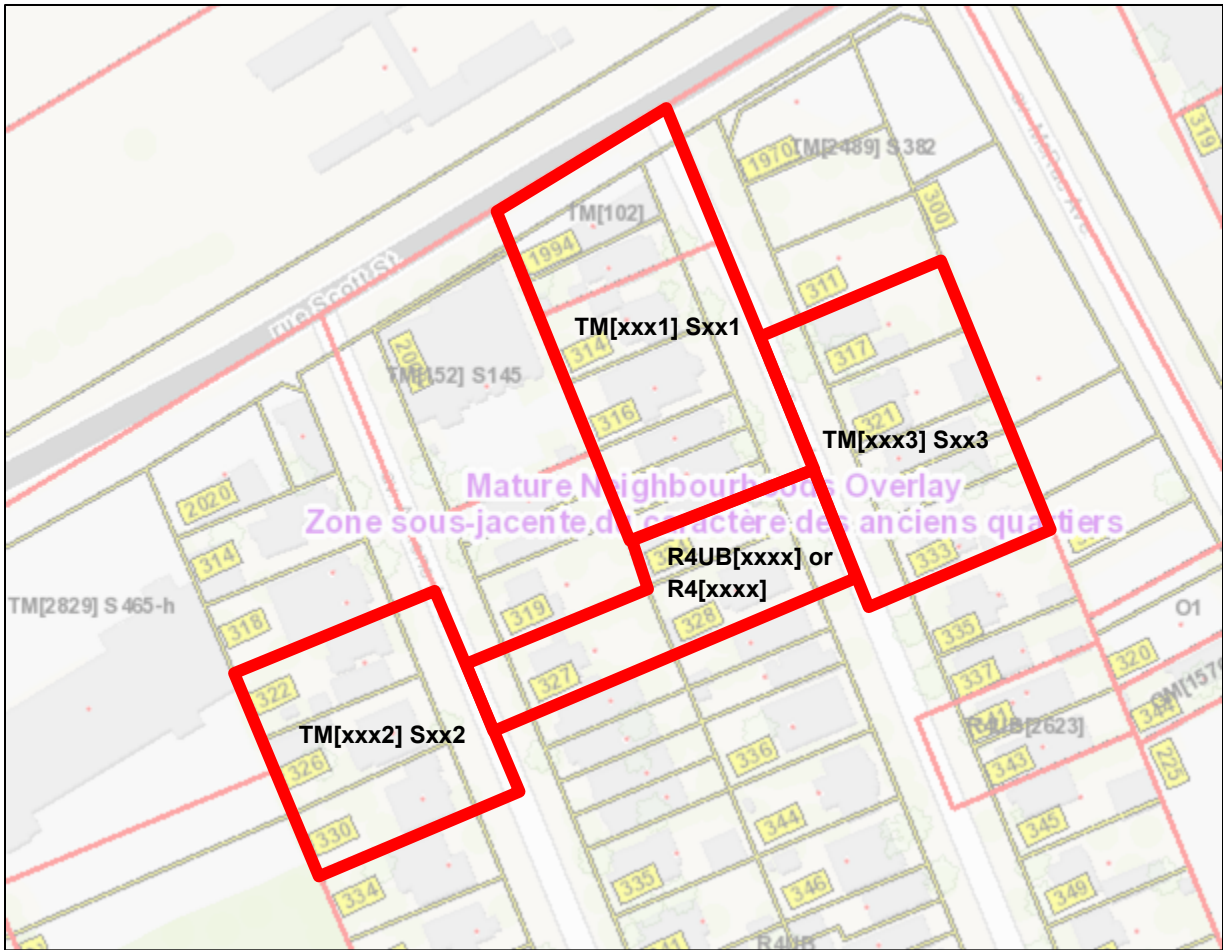


Figure 27. Proposed zones in bolded red boundaries

## 4.1 Parcel A2

Parcel A2 is zoned R4UB and contemplates a low-rise apartment building of four storeys. Since the proposed land use is already permitted, the rezoning for Parcel A2 is limited to proposal specific performance standards to be regulated through a site-specific zoning exception. The details of the existing and proposed performance standards are provided in Table 6, and the review of the site is on the basis of the Tweedsmuir Avenue frontage being the front lot line, the Athlone Avenue frontage being the rear lot line, and all other lot lines being interior side lot lines.

Table 7. R4UB zoning matrix reviewed against proposed Building A2

Section	Provision (Low-rise apartment maximum of 12 units)	Required / Permitted	Proposed (Per Building A2 Site Plan dated Dec 12, 2025)
161	(8) Except for a lot of less than 450 square metres in area in the R4-UA, R4 UB, R4-UC and R4UD zones, thirty percent of the lot area must be provided as landscaped area for a lot containing an apartment dwelling, low rise, stacked dwelling, or retirement home, or a planned unit development that contains any one or more of these dwelling types.	See provision	Compliant – 50.47%





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	(15) In the case of a Three-unit Dwelling, Low-rise Apartment Dwelling or Stacked Dwelling in the R4-UA, R4-UB, R4-UC and R4-UD zones:		
	(a) Any part of the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, patios, and permitted driveways, parking aisles and parking spaces, must be softly landscaped.	See provision	<b>Compliant</b> – refer to site concept plan.
	(b) The minimum area of soft landscaping per (a) must be:		
	(iii) in the case of a lot 450 square metres or greater, at least 50 per cent of the rear yard	See provision	<b>Non-compliant</b> – the entire space is landscaped though primarily with hardscape, which meets the general intent for landscaping.
	(iv) in all cases, must comprise at least one aggregated rectangular area of at least 25 square metres and whose longer dimension is not more than twice its shorter dimension, for the purposes of tree planting.	See provision	<b>Non-compliant</b> – site is a through lot with the rear yard (fronting Athlone) to function as a front yard, and so this provision does not appropriately apply to the context.
	(c) Any part of any yard other than the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, permitted driveways and parking exclusion fixtures per (e) must be softly landscaped.	See provision	<b>Compliant</b> – refer to site concept plan.
	(d) The minimum area of soft landscaping in the front yard is per Table 161:	40%	<b>Compliant</b> – 48%
	(e) The front yard and corner side yard must be equipped with solid, permanent fixtures sufficient to prevent motor vehicle parking in contravention of this By-law, and for greater clarity:	(i) such parking exclusion fixtures may include bicycle racks, benches, bollards, ornamental fences or garden walls, raised planters, trees, wheelchair lifting devices, wheelchair lifting devices or some combination thereof; and (ii) raised planters are deemed to be soft landscaping for the purposes of (c) and (d).	<b>Compliant</b> – no driveway is proposed so the curb will limit access. Additionally, trees and private patios will occupy portions of this space.
	(f) At least one principal entrance to a ground-floor unit or to a common interior corridor or stairwell must be located on the facade and provide direct access to the street, and furthermore:	(ii) in the case of a lot of 24 metres width or greater, one principal entrance is required for every 12 metres of lot width or part thereof.	<b>Non-compliant</b> – principal entrances are located on the north and south facades facing interior yards and having appropriate access to the adjacent street through private pathways.
	(g) the front facade must comprise at least 25 per cent windows, and furthermore,	(ii) windows located in doors may count towards the minimum fenestration requirement; and (iii) Any window counted towards the minimum fenestration requirement, other than windows in doors or at the basement level, must have a lower sill no higher than 100 centimetres above the floor level.	<b>Compliant</b> – 32%
	(h) at least 20 per cent of the area of the front facade must be recessed an additional 0.6 metres from the front setback line.	See provision	<b>Non-compliant</b> – the building provides sufficient articulation and design interest on its front facade, and is in keeping with the eclectic character of the area.
161	(16) In the case of a Low-rise Apartment Dwelling or Stacked Dwelling in the R4-UA, R4-UB, R4UC and R4-UD zones		
	(b) in the case of a lot of 450 square metres or greater	(i) at least 25 per cent of dwelling units must have at least two bedrooms;	<b>Compliant</b> – 25.5% proposed.
Table 162A	Min. lot width	15m	<b>Compliant</b> – irregular lot width of ±15.2m along Athlone Avenue and ±25.5m along Tweedsmuir Avenue.
Table 162B	Max. lot width	38m	<b>Compliant</b> – see above row.
Table 162A	Min. lot area	450m <sup>2</sup>	<b>Compliant</b> – 1,332.9m <sup>2</sup>
Table 162B	Max. lot area	1,070m <sup>2</sup>	<b>Non-compliant</b> – the lot is an appropriate assembly of three properties to accommodate a desirable form of missing middle housing.
Table 162A	Max. building height	11m	<b>Non-compliant</b> – 15m proposed, a negligible difference representing a single storey.
Table 162A	Min. front yard setback – see Sections 144(8)(a) and 135(1)	4.5m	<b>Non-compliant</b> – 4.4m, which is appropriate for a low-rise apartment within an urban setting less than 100 metres from rapid transit.
Table 162A	Min. rear yard setback – see Sections 144(8)(a) and 135(1)	4.5m	<b>Non-compliant</b> – 3m, which is appropriate for the context of the area and site as the rear yard functions as a front yard and is within an urban setting less than 100 metres from rapid transit.
Table 162A	Min. interior side yard setback – see Section 144(2)(a)	1.5m	<b>Non-compliant</b> – 0.1m, which applies only to the proposed lot line with Parcel A1, whereas a minimum of 1.2m is provided for other interior lot lines.





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			<p>The 1.2m setback is negligible given the context of the site and area, and amount to a difference of 30cm from what is permitted.</p> <p>The 0.1m setback to the lot line shared with Parcel A1 is appropriate given the context of that interface which is under same ownership and is conceptually planned for pedestrian circulation (would be subject to a future easement and joint use and maintenance agreement).</p>
139(1)	Minimum front yard soft landscaped area, required in Table 139(1), must meet all of the following regulations:	<p>(a) it is required at-grade in a front yard</p> <p>(b) it must be aggregated</p> <p>(c) it must abut the front lot line and the side lot line abutting the street, as the case may be</p>	<p><b>Compliant</b> – refer to site concept plan.</p> <p><b>Compliant</b> – refer to site concept plan.</p> <p><b>Compliant</b> – refer to site concept plan.</p>
Table 139(1)	Minimum front yard soft landscaped area: Front yard setback of 3m +	In the case of any lot with a width of 12 m or more, 40%	<b>Compliant</b> – 48%
139(4)	A walkway located in a front yard or corner side yard is permitted subject to the following:	<p>(a) Where it provides access between a right-of-way or driveway, and an entranceway to a dwelling or any other incidental or accessory use on the lot.</p> <p>(c) The width of a walkway may not exceed: (i) 1.8m in the case of a low-rise apartment dwelling</p> <p>(d) walkway may traverse an area required for soft landscaping per Table 139(1) and may be included in the calculated area.</p>	<p><b>Compliant</b> – refer to site concept plan.</p> <p><b>Non-compliant</b> – 2.5m, which is appropriate given the site meets the minimum landscaping requirement, does not provide a driveway or parking, and that the 2.5m walkway serves both residents and the public as a publicly accessible mid-block connection.</p> <p><b>Compliant</b> – refer to site concept plan.</p>
101	(2) Within the area shown as Area Z on Schedule 1A, no off-street motor vehicle parking is required to be provided under this section.	See provision	<b>Compliant</b> – None
Table 102	Minimum visitor parking space rates	0.1 per dwelling unit (first 12 dwelling units exempt) = (43-12) (0.1) = 3	<b>Non-compliant</b> – None, whereas 3 are required, representing a negligible difference given the context of the area.
Table 111A	Bicycle parking space rates	0.5 per dwelling unit = (43) (0.5) = 22	<b>Compliant</b> – 67 spaces
111 & Table 111B	(8A) A bicycle parking space must comply with the minimum parking space dimensions specified in Table 111B.		
	(a) Horizontal	Min. width: 0.6m Min. length: 1.8m	<b>Compliant</b>
	(b) Vertical	Min. width: 0.5m Min. length: 1.5m	<b>Compliant</b>
111	(9) bicycle parking space must have access from an aisle having a minimum width of 1.5 metres.	See provision	<b>Compliant</b>
	(10) where four or more bicycle parking spaces are provided in a common parking area, each bicycle parking space must contain a parking rack that is securely anchored to the ground and attached to a heavy base such as concrete.	See provision	<b>Compliant</b>
	(11) minimum of 50% of the bicycle parking spaces required by this by-law must be horizontal spaces at ground level.	22 (0.5) = 11	<b>Compliant</b> – 67 horizontal spaces provided at ground level.
137	Amenity area not required for a low-rise apartment building in the R4UB zone	NA	<p><b>Compliant</b></p> <p>Total Private = 270m<sup>2</sup> Total Communal = 240m<sup>2</sup> Total = 510m<sup>2</sup></p>
64	Permitted projections above the height limit	<p>- mechanical and service equipment penthouse, elevator or stairway penthouses</p> <p>- landscaped areas, roof-top gardens and terraces and associated safety guards and access structures; pursuant to Table 55, Row (8)</p>	<b>Compliant</b> (assumes relief for proposed building height is approved) – an exterior rooftop amenity area is proposed, and includes an access structure.
65	(2) An at-grade projection must not project into the minimum aggregated soft landscaped area required in the front yard and in the corner side yard pursuant to Section 139, on lots zoned R1, R2, R3 and R4 within Area A of Schedule 342.	See provision	<b>Compliant</b> – At-grade private terrace projections do not negate the front yard from meeting the minimum aggregated soft landscaped area requirement of 40%.
Table 65	(6) Covered or uncovered balcony, porch, deck, platform and verandah, with a maximum of two enclosed sides, excluding those covered by canopies and awnings		
	(b) In the R1, R2, R3 and R4 Zones within Area A of Schedule 342: (i)(6)(a) applies, and	<p>(iv) In all other cases, the maximum projection is 2 m, but no closer than 1 m from any lot line.</p> <p>(v) Where a deck or balcony occurs above the first floor and is within 1.5 metres of an exterior side wall or interior side lot line of a residential-zoned lot, a 1.5 metre high opaque screen is to be provided facing the interior side lot line</p>	<p><b>Non-compliant</b> for the north interior side yard adjacent proposed Parcel A1. The private terraces here project ±2.3m and are ±0.1m from the adjacent interior lot line.</p> <p><b>Partially compliant</b> for front yard private terraces which project ±3m</p>





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				(non-compliant) and are $\pm 1.5\text{m}$ from the front lot line (compliant).  <b>Compliant</b> for rear yard balconies within 1.5 metres of the northerly interior side lot line as they will include the required opaque screen.
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The site-specific changes required to the existing zoning to accommodate the proposed conceptual development are appropriate as they maintain the purpose of the R4 zone, as detailed below.

### ***The purpose of the R4 - Residential Fourth Density Zone is to:***

- (1) allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;*
- (2) allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*
- (3) permit ancillary uses to the principal residential use to allow residents to work at home;*
- (4) regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and*
- (5) permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*

Specifically, the required zoning relief for Parcel A2 maintains the intents of the R4 zone by consisting of a permitted land use that is limited to four storeys in height and that will enhance the character of the neighbourhood with a compatible and interesting building form, mid-block pedestrian connection, significant landscaping, and no vehicle parking or driveway. The conceptual development reflects a form of missing middle housing that is appropriately focused around supporting active mobility and the provision of a range of housing options proximate to transit.

## **4.2 Parcels A1, B, and C**

The TM zone applies to a portion of Parcel A1 and is intended for high density development, as reflected by the existing and approved high-rise buildings zoned TM and located adjacent the site. The balance of Parcel A1 and all of Parcels B and C are zoned R4UB, and the land uses and standards of this zone do not contemplate the form of development proposed on these lands and so there is no baseline to appropriately compare them with what is proposed. Accordingly, as the intent is for all of Parcels B and C to be re-designated Mainstreet Corridor (Parcels A1 and A2 already designated as such) it is most appropriate to review all of Parcels A, B, and C against the TM zone rather than the R4UB zone.

Given the scale of the proposal and the unique context of each high-rise building, it is appropriate to divide the rezoning for these lands into three separate site-specific exceptions. The submitted site





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concept plans and the below tables are structured to reflect this approach, and areas where the proposal varies from the TM zone standards have been identified.

*Table 8. TM zoning matrix reviewed against proposed Building A1 of Parcel A*

Section	Provision	Required / Permitted (per theoretical TM zone, as applicable R4UB does not contemplate high-rise)	Proposed (per Building A1 Site Plan dated Dec 12, 2025)
197	(1) The following non-residential uses are permitted subject to:		
	(b) where in a commercial or mixed use building and located on the ground floor abutting a street having direct pedestrian access to that street, residential, office and research and development centre uses must not be located within a depth of six metres of the front wall of the main building abutting the street	See provision	<b>Compliant</b> – no residential units on the ground floor, only supporting functions, as appropriate, including admin and mail rooms and a lobby, though the majority is commercial space, including all of the portion facing Scott Street
	(c) a minimum of 50% of the ground floor façade facing the main street, measured from the average grade to a height of 4.5 metres, must comprise transparent windows and active entrances	See provision	<b>Compliant</b> – ±82%
Table 197	(a) Min. lot area	No minimum	<b>Compliant</b> – 2,265.4m <sup>2</sup>
Table 197	(b) Min. lot width	No minimum	<b>Compliant</b> – 32.61m
Table 197	(c) Max. front yard setback	2m, subject to the provisions of subsection 197(4)	<b>Non-compliant</b> – maximum setback ranges from ±3m to ±7.5m as Scott Street is at an angle with the parcel and the building is of an orthogonal shape (these values will reduce following a planned ROW taking). The setback is intentional to provide for a POPS and potential patio space facing Westboro Station in response to policy direction and good placemaking principles.
197	(4) The provisions of subsection 197(3)(c) above do not apply to the following:		
	(b) when a building must be located further from the lot line to provide a required corner lot triangle	See provision	Refer to the response to Table 197(c).
	(c) when an outdoor commercial patio accessory to a restaurant use is located in a front yard of a corner lot, the maximum front yard setback is 3 metres;	See provision	Refer to the response to Table 197(c).
	(d) any part of a building above 15 metres, for which a minimum front yard setback of 2 metres must be provided; and	See provision	<b>Compliant</b> – 3m
Table 197	(d) Interior side yard setbacks		
	(i) Maximum	3 metres between a non-residential use building or a mixed-use building and another non-residential use building or mixed-use building	NA – the proposed building is mixed use and its interior side yard is shared with residential only buildings.
	(ii) Minimum The maximum setback provisions of row (d)(i) above do not apply to the following cases and the following minimum setbacks apply:	(1) 3 metres for a non-residential use building or a mixed-use building abutting a residential zone, and	<b>Compliant</b> – 3m setback provided along the west interior side yard where abutting the R4UB zone.
Table 197	(e) Min. corner side yard setback	3m, except for any part of a building above 15 metres for which an additional 2 metre setback must be provided	<b>Partially compliant</b> – ground floor is setback 4.7m whereas floors 2-6 are 2.6m, floors 7-10 are 4.8m, floor 11 is 5.5m, and floors 12-40 are 5m. An approximately 5m minimum setback is provided for the majority of the building above 15 metres.
Table 197	(f) Min. rear yard setback	(i) rear lot line abutting a residential zone: 7.5m	<b>Compliant</b> – 8.4m to the proposed lot line with Parcel A2
Table 197	(g) Building height		
	(i) minimum	6.7 metres for a distance of 20 metres from the front lot line as set out under subsection 197(5) below	<b>Compliant</b> – 136m (40 storeys, including mezzanine and rooftop amenity area projection).
	(ii) maximum		
	(1) 20 metres but not more than 6 storeys, except where otherwise shown on the zoning maps	See provision	<b>Non-compliant</b> – 136m (40 storeys, including mezzanine and rooftop amenity area projection). Rationale for the added height and transition measures has been provided throughout this report and in conjunction with the Urban Design Brief prepared in support of the applications.
	(2) for a building that exceeds four- storeys or 15 metres in height, for all storeys above the fourth storey, or 15 metres in height, whichever is the lesser, the building must be setback a minimum of 2 metres more than the provided setback from the front lot line as set out under Subsection 197(5) below, and from a corner lot line.	See provision	
	(3) no part of a building on a lot with a rear lot line abutting an R1, R2, R3 or R4 Zone may project above a 45 degree angular plane measured at a height of 15 metres from a point 7.5 metres from the rear lot line, projecting upwards towards the front lot line	See provision	





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Table 197	(h) Max. floor space index	No maximum	<b>Compliant – ±13</b>
Table 197	(i) Min. width of landscaped area		
	(i) abutting a residential zone	3 m; may be reduced to one metre where a minimum 1.4 metre high opaque fence is provided	<b>Compliant – 8.4m</b> provided to the south and 3m provided to the west where abutting R4UB.
	(ii) 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	<b>Compliant – refer to site concept plan.</b>
197	(6) Storage must be completely enclosed in a building	See provision	<b>Compliant – refer to site concept plan.</b>
197	(13) The façade facing the main street must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor	See provision	<b>Non-compliant – a commercial space occupies the entire ground floor façade facing Scott Street and will include an active entrance. A second ground floor commercial space is situated in the southeast portion of the building and will have an active entrance to Tweedsmuir Avenue. The Residential lobby on the ground floor will face Tweedsmuir Avenue. The layout appropriately works with the shape of the parcel, which has a shorter frontage along Scott Street, and the intention to wrap active uses around the portions of the ground-floor façade facing the street.</b>
101	(2) Within the area shown as Area Z on Schedule 1A, no off-street motor vehicle parking is required to be provided under this section.	See provision	<b>Compliant – 264 resident (0.48/DU) and 19 commercial stalls.</b>
102(2), 102(3), Table 102	Minimum visitor parking space rates	0.1 per dwelling unit (first 12 dwelling units exempt) = (555-12) (0.1) = 54 *No more than 30 required per building	<b>Compliant – 30 visitor stalls (0.05/unit)</b>
Table 111A	Bicycle parking space rates	-0.5 per dwelling unit = (555) (0.5) = 278 -1 per 250m <sup>2</sup> of commercial GFA = 444.5 / 250 = 2	<b>Compliant – 550 resident stalls (indoor) and 2 commercial stalls (exterior)</b>
106	(1) Any motor vehicle parking space must be:		
	(a) At least 2.6m wide	See provision	<b>Compliant</b>
	(b) Not more than 3.1m wide	See provision	<b>Compliant</b>
	(c) At least 5.2m long	See provision	<b>Compliant</b>
	(2) Despite Subsection (1), up to 50% of the parking spaces in a parking lot or parking garage may be reduced to a minimum of 4.6m long and 2.4m wide, provided that any such space:	(a) Is visibly identified as being for a compact car  (b) Is not a visitor parking space required under Section 102  (c) Is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 metres.	<b>Compliant – 58 (less than 50% provided)</b>
106	(2) Despite Subsection (1):		
	(b) In the case of accessible parking space required by Provincial legislation, the minimum and maximum dimensions are governed by the Traffic and Parking By-law	- Type A = 3.4m wide by 5.2m long - Type B = 2.4m wide by 5.2m long - Must have min. 1.5m wide access aisle adjacent to each space (can be shared between two spaces)	<b>Compliant – 1 Type A provided at 5.2m by 3.4m</b>
By-law 2017-301	Section 112 - Types of Parking Spaces and Parking Provision Requirements		
	(2) The owner and operator of an obligated organization shall provide Type A and Type B parking spaces as prescribed by the following table:	Total number of parking spaces 551-600: 14 (7 Type A and 7 Type B)	<b>Non-compliant with By-law 2017-301 – 1 Type A space provided</b>
107	(1) The following regulations apply to parking lots and parking garages, whether as principal or accessory uses:		
	(a) A driveway providing access to a parking lot or parking garage must have a minimum width of:	(iii) in the case of a parking garage, 6.0 metres for a double traffic lane.	<b>Compliant – 6m</b>
	(aa) Despite clause 107(1)(a), in the case of an apartment dwelling, low-rise, stacked dwelling, or an apartment mid-rise, or apartment high-rise, the maximum permitted width for a double traffic lane that leads to:	(ii) 20 or more parking spaces: 6.7m	<b>Compliant – 6m</b>
	(c) despite (i), in the case of a parking garage, or parking lot accessory to a residential use an aisle serving parking spaces angled at between 56 and 90 degrees must be at least 6.0 metres wide;	See provision	<b>Compliant – 6m</b>
111 & Table 111B	(8A) A bicycle parking space must comply with the minimum parking space dimensions specified in Table 111B.		
	(a) Horizontal	Min. width: 0.6m Min. length: 1.8m	<b>Compliant</b>
	(b) Vertical	Min. width: 0.5m Min. length: 1.5m	<b>Compliant</b>
111	(9) bicycle parking space must have access from an aisle having a minimum width of 1.5 metres.	See provision	<b>Compliant</b>
	(10) where four or more bicycle parking spaces are provided in a common parking area, each bicycle parking space must	See provision	<b>Compliant – 2 exterior commercial spaces</b>





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	contain a parking rack that is securely anchored to the ground and attached to a heavy base such as concrete.		
	(11) minimum of 50% of the bicycle parking spaces required by this by-law must be horizontal spaces at ground level.	278 (0.5) = 139	<b>Compliant</b> – 550 resident stalls and 2 commercial stalls are horizontal at ground level
	(12) Where the number of bicycle parking spaces required for a single office or residential building exceeds fifty 50 spaces, a minimum of 25% of that required total must be located within	(a) a building or structure	<b>Compliant</b> – 542 of 552 total spaces are interior
Table 137	(5) Mixed Use Building, with 9 or more dwelling units or rooming units		
	Total: 6m2 per dwelling unit Communal: 50% of the required total amenity area	Total: 6(555) = 3,330m2 Communal = 1,665m2	<b>Compliant</b> Total Private = 1,360m2 Total Communal = 1,980m2 Total = 3,340m2
64	Permitted projections above the height limit	- mechanical and service equipment penthouse, elevator or stairway penthouses - landscaped areas, roof-top gardens and terraces and associated safety guards and access structures; pursuant to Table 55, Row (8)	<b>Non-compliant</b> – rooftop amenity area includes interior amenity, which is not uncommon for rooftop amenity layouts, allows for year-round use of the space, and aligns with the intent of the proposed new Zoning By-law. This interior space does not include any living space.
77	(3) Buildings that are 10 storeys and higher in Area A as shown on Schedule 402 are subject to the following provisions:	(a) the minimum required lot area for a corner lot is 1150 m2; (c) the minimum interior side and rear yard setback for a tower is 10 m;	<b>Compliant</b> – 2,265.4m2  <b>Partially compliant</b> – 4.8m (west interior side lot line) and 14m (south rear lot line). Rationale for the tower setback from the interior side lot line has been provided throughout this report and in conjunction with the Urban Design Brief prepared in support of the applications.

**Table 9. TM zoning matrix reviewed against proposed Building B (assumes no commercial)**

Section	Provision	Required / Permitted (per theoretical TM zone, as applicable R4UB does not contemplate high-rise)	Proposed (per Building B Site Plan dated Dec 12, 2025)
Table 197	(a) Min. lot area	No minimum	<b>Compliant</b> – 1,650.3m2
Table 197	(b) Min. lot width	No minimum	<b>Compliant</b> – 45.72m
Table 197	(c) Max. front yard setback	2m, subject to the provisions of subsection 197(4)	<b>Non-compliant</b> – maximum podium setback is 4m from Athlone Avenue (tower is ±3m), which is appropriate for the street context in comparison to Scott Street. The setback will allow for additional landscaping and streetscape enhancement in response to policy direction. Further, there are hydro poles and wires along the front yard, with their impact to be determined.
197	(4) The provisions of subsection 197(3)(c) above do not apply to the following:		
	(d) any part of a building above 15 metres, for which a minimum front yard setback of 2 metres must be provided; and	See provision	<b>Compliant</b> – Minimum setback of ±3m above 15m.
	(e) in the case of a hydro pole, the setback may be 2 metres, and from a high voltage power line, the setback may be 5 metres for that portion of the building affected by the high voltage power line.	See provision	<b>Impact of hydro poles and wires to be determined</b>
Table 197	(d) Interior side yard setbacks		
	(ii) Minimum The maximum setback provisions of row (d)(i) above do not apply to the following cases and the following minimum setbacks apply:	(2) 1.2 metres for a residential use building	<b>Compliant</b> – 5m (south), 2.7m (north)
Table 197	(f) Min. rear yard setback	(iii) for residential use building: 7.5m	<b>Non-compliant</b> – 2.5m. The setback requirement is intended to preserve rear yard space for amenity and height transition. The 2.5m applies to only the northwest corner of the building, which widens to the south to approximately 6.5m. Further, the 2.5m only applies to the podium, whereas the ground floor and tower are setback a minimum 3.8m from the rear lot line before widening towards the south.  Given the configuration of the parcel and the proposed building form, it is most appropriate to provide at-grade amenity space and height transition in the southerly side yard that abuts low-density development; whereas the rear yard abuts Lion's Park.
	(g) Building height		





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Table 197	(i) minimum	6.7 metres for a distance of 20 metres from the front lot line as set out under subsection 197(5) below	NA – the site doesn't share a lot line with Scott Street.
	(ii) maximum		
	(1) 20 metres but not more than 6 storeys, except where otherwise shown on the zoning maps (2) for a building that exceeds four- storeys or 15 metres in height, for all storeys above the fourth storey, or 15 metres in height, whichever is the lesser, the building must be setback a minimum of 2 metres more than the provided setback from the front lot line as set out under Subsection 197(5) below, and from a corner lot line.	See provision See provision	<b>Non-compliant</b> – 99m (29 storeys, including mezzanine and rooftop amenity area projection). Rationale for the added height and transition measures has been provided throughout this report and in conjunction with the Urban Design Brief prepared in support of the applications.
Table 197	(h) Max. floor space index	No maximum	<b>Compliant</b> – ±9.6
Table 197	(i) Min. width of landscaped area		
	(i) abutting a residential zone	3 m; may be reduced to one metre where a minimum 1.4 metre high opaque fence is provided	<b>Compliant</b> – 13.5m provided to the south where abutting R4UB.
	(ii) 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	<b>Compliant</b> – refer to site concept plan.
197	(6) Storage must be completely enclosed in a building	See provision	<b>Compliant</b> – refer to site concept plan.
197	(13) The façade facing the main street must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor	See provision	NA – the site doesn't have a façade facing Scott Street. Nonetheless, the façade facing Athlone Avenue consists of active frontage.
101	(2) Within the area shown as Area Z on Schedule 1A, no off-street motor vehicle parking is required to be provided under this section.	See provision	<b>Compliant</b> – 116 resident (0.4/unit) and no commercial stalls.
102(2), 102(3), Table 102	Minimum visitor parking space rates	0.1 per dwelling unit (first 12 dwelling units exempt) = (290-12) (0.1) = 28 *No more than 30 required per building	<b>Compliant</b> – 28 visitor stalls (0.1/unit)
Table 111A	Bicycle parking space rates	-0.5 per dwelling unit = (290) (0.5) = 145	<b>Compliant</b> – 332 resident stalls (318 indoor and 14 outdoor).
106	(1) Any motor vehicle parking space must be:		
	(a) At least 2.6m wide	See provision	<b>Compliant</b>
	(b) Not more than 3.1m wide	See provision	<b>Compliant</b>
	(c) At least 5.2m long	See provision	<b>Compliant</b>
	(2) Despite Subsection (1), up to 50% of the parking spaces in a parking lot or parking garage may be reduced to a minimum of 4.6m long and 2.4m wide, provided that any such space:	(a) Is visibly identified as being for a compact car  (b) Is not a visitor parking space required under Section 102  (c) Is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 metres.	<b>Compliant</b> – 17 (less than 50% provided).
106	(2) Despite Subsection (1):		
	(b) In the case of accessible parking space required by Provincial legislation, the minimum and maximum dimensions are governed by the Traffic and Parking By-law	- Type A = 3.4m wide by 5.2m long - Type B = 2.4m wide by 5.2m long - Must have min. 1.5m wide access aisle adjacent to each space (can be shared between two spaces)	NA – none provided.
By-law 2017-301	Section 112 - Types of Parking Spaces and Parking Provision Requirements		
	(2) The owner and operator of an obligated organization shall provide Type A and Type B parking spaces as prescribed by the following table:	Total number of parking spaces 134-166: 6 (3 Type A and 3 Type B)	<b>Non-compliant with By-law 2017-301</b> – none provided.
107	(1) The following regulations apply to parking lots and parking garages, whether as principal or accessory uses:		
	(a) A driveway providing access to a parking lot or parking garage must have a minimum width of:	(iii) in the case of a parking garage, 6.0 metres for a double traffic lane.	<b>Compliant</b> – 6m
	(aa) Despite clause 107(1)(a), in the case of an apartment dwelling, low-rise, stacked dwelling, or an apartment mid-rise, or apartment high-rise, the maximum permitted width for a double traffic lane that leads to:	(ii) 20 or more parking spaces: 6.7m	<b>Compliant</b> – 6m
	(c) despite (i), in the case of a parking garage, or parking lot accessory to a residential use an aisle serving parking spaces angled at between 56 and 90 degrees must be at least 6.0 metres wide;	See provision	<b>Compliant</b> – 6m
111 & Table 111B	(8A) A bicycle parking space must comply with the minimum parking space dimensions specified in Table 111B.		
	(a) Horizontal	Min. width: 0.6m Min. length: 1.8m	<b>Compliant</b>
	(b) Vertical	Min. width: 0.5m Min. length: 1.5m	<b>Compliant</b>
111	(9) bicycle parking space must have access from an aisle having a minimum width of 1.5 metres.	See provision	<b>Compliant</b>





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	(10) where four or more bicycle parking spaces are provided in a common parking area, each bicycle parking space must contain a parking rack that is securely anchored to the ground and attached to a heavy base such as concrete.	See provision	<b>Compliant</b> – 12 exterior residential spaces.
	(11) minimum of 50% of the bicycle parking spaces required by this by-law must be horizontal spaces at ground level.	145 (0.5) = 73	<b>Compliant</b> – 332 horizontal spaces at ground level.
	(12) Where the number of bicycle parking spaces required for a single office or residential building exceeds fifty 50 spaces, a minimum of 25% of that required total must be located within	(a) a building or structure	<b>Compliant</b> – 318 of 332 total spaces are interior.
Table 137	(4) Apartment Building, mid-high rise		
	Total: 6m2 per dwelling unit Communal: 50% of the required total amenity area	Total: 6(290) = 1,740m2 Communal = 870m2	<b>Compliant</b> Total Private = 870m2 Total Communal = 1,335m2 Total = 2,205m2
64	Permitted projections above the height limit	- mechanical and service equipment penthouse, elevator or stairway penthouses - landscaped areas, roof-top gardens and terraces and associated safety guards and access structures; pursuant to Table 55, Row (8)	<b>Non-compliant</b> – rooftop amenity area includes interior amenity, which is not uncommon for rooftop amenity layouts, allows for year-round use of the space, and aligns with the intent of the proposed new Zoning By-law. This interior space does not include any living space.
77	(3) Buildings that are 10 storeys and higher in Area A as shown on Schedule 402 are subject to the following provisions:	(b) the minimum required lot area for an interior lot is 1350 m2; (c) the minimum interior side and rear yard setback for a tower is 10 m;	<b>Compliant</b> – 1,650.3m2  <b>Partially compliant</b> – 2.7m (north interior lot line), 3.8m (west rear lot line), and 19m (south interior lot line). Rationale for the tower setback from these lot lines has been provided throughout this report and in conjunction with the Urban Design Brief prepared in support of the applications.

**Table 10. TM zoning matrix reviewed against proposed Building C (assumes no commercial)**

Section	Provision	Required / Permitted (per theoretical TM zone, as applicable R4UB does not contemplate high-rise)	Proposed (per Building C Site Plan dated Dec 12, 2025)
Table 197	(a) Min. lot area	No minimum	<b>Compliant</b> – 2,485.1m2 (includes proposed parkland).
Table 197	(b) Min. lot width	No minimum	<b>Compliant</b> – 32.64m
Table 197	(c) Max. front yard setback	2m, subject to the provisions of subsection 197(4)	<b>Compliant</b> – 2m (floors 2-4).
197	(4) The provisions of subsection 197(3)(c) above do not apply to the following:		
	(d) any part of a building above 15 metres, for which a minimum front yard setback of 2 metres must be provided; and	See provision	<b>Compliant</b> – 2m (floors 2-4).
	(e) in the case of a hydro pole, the setback may be 2 metres, and from a high voltage power line, the setback may be 5 metres for that portion of the building affected by the high voltage power line.	See provision	<b>Impact of hydro poles and wires to be determined</b>
Table 197	(d) Interior side yard setbacks		
	(ii) Minimum The maximum setback provisions of row (d)(i) above do not apply to the following cases and the following minimum setbacks apply:	(2) 1.2 metres for a residential use building	<b>Compliant</b> – 23.9m (south – includes parkland), 2.7m (north).
Table 197	(f) Min. rear yard setback	(iii) for a residential use building: 7.5m	<b>Non-compliant</b> – 4.2m. The setback requirement is intended to preserve rear yard space for amenity and height transition. Given the configuration of the parcel and the proposed building form, it is most appropriate to provide at-grade amenity space and height transition in the southerly side yard that abuts low-density development; whereas the rear yard abuts high-density development recently constructed in conjunction with a high-rise along Scott Street.
Table 197	(g) Building height		
	(i) minimum	6.7 metres for a distance of 20 metres from the front lot line as set out under subsection 197(5) below	NA – the site doesn't share a lot line with Scott Street.
	(ii) maximum		
	(1) 20 metres but not more than 6 storeys, except where otherwise shown on the zoning maps	See provision	<b>Non-compliant</b> – 99m (29 storeys, including mezzanine and rooftop amenity area projection). Rationale for the added height and transition measures has been provided throughout this report and in conjunction with the Urban Design Brief prepared in support of the applications.
	(2) for a building that exceeds four- storeys or 15 metres in height, for all storeys above the fourth storey, or 15 metres in height, whichever is the lesser, the building must be setback a minimum of 2 metres more than the provided setback from the front lot line as set out under Subsection 197(5) below, and from a corner lot line.	See provision	





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Table 197	(h) Max. floor space index	No maximum	<b>Compliant</b> – ±7.6 (includes proposed parkland)
Table 197	(i) Min. width of landscaped area		
	(i) abutting a residential zone	3 m; may be reduced to one metre where a minimum 1.4 metre high opaque fence is provided	<b>Compliant</b> – ±23.9m provided to the south where abutting R4UB (includes the proposed parkland).
	(ii) 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	<b>Compliant</b> – refer to site concept plan.
197	(6) Storage must be completely enclosed in a building	See provision	<b>Compliant</b> – refer to site concept plan.
197	(13) The façade facing the main street must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor	See provision	NA – the site doesn't have a façade facing Scott Street. Nonetheless, the façade facing Tweedsmuir Avenue consists of active frontage.
101	(2) Within the area shown as Area Z on Schedule 1A, no off-street motor vehicle parking is required to be provided under this section.	See provision	<b>Compliant</b> – 122 resident (0.38/unit) and no commercial stalls.
102(2), 102(3), Table 102	Minimum visitor parking space rates	0.1 per dwelling unit (first 12 dwelling units exempt) = (318-12) (0.1) = 30 *No more than 30 required per building	<b>Compliant</b> – 30 visitor (0.1/unit).
Table 111A	Bicycle parking space rates	-0.5 per dwelling unit = (318) (0.5) = 159	<b>Compliant</b> – 322 resident stalls (indoor).
106	(1) Any motor vehicle parking space must be:		
	(a) At least 2.6m wide	See provision	<b>Compliant</b>
	(b) Not more than 3.1m wide	See provision	<b>Compliant</b>
	(c) At least 5.2m long	See provision	<b>Compliant</b>
	(2) Despite Subsection (1), up to 50% of the parking spaces in a parking lot or parking garage may be reduced to a minimum of 4.6m long and 2.4m wide, provided that any such space:	(a) Is visibly identified as being for a compact car  (b) Is not a visitor parking space required under Section 102  (c) Is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 metres.	<b>Compliant</b> – 16 (less than 50% provided).
106	(2) Despite Subsection (1):		
	(b) In the case of accessible parking space required by Provincial legislation, the minimum and maximum dimensions are governed by the Traffic and Parking By-law	- Type A = 3.4m wide by 5.2m long - Type B = 2.4m wide by 5.2m long - Must have min. 1.5m wide access aisle adjacent to each space (can be shared between two spaces)	NA – none provided
By-law 2017-301	Section 112 - Types of Parking Spaces and Parking Provision Requirements		
	(2) The owner and operator of an obligated organization shall provide Type A and Type B parking spaces as prescribed by the following table:	Total number of parking spaces 134-166: 6 (3 Type A and 3 Type B)	<b>Non-compliant with By-law 2017-301</b> – none provided
107	(1) The following regulations apply to parking lots and parking garages, whether as principal or accessory uses:		
	(a) A driveway providing access to a parking lot or parking garage must have a minimum width of:	(iii) in the case of a parking garage, 6.0 metres for a double traffic lane.	<b>Compliant</b> – 6m
	(aa) Despite clause 107(1)(a), in the case of an apartment dwelling, low-rise, stacked dwelling, or an apartment mid-rise, or apartment high-rise, the maximum permitted width for a double traffic lane that leads to:	(ii) 20 or more parking spaces: 6.7m	<b>Compliant</b> – 6m
	(c) despite (i), in the case of a parking garage, or parking lot accessory to a residential use an aisle serving parking spaces angled at between 56 and 90 degrees must be at least 6.0 metres wide;	See provision	<b>Compliant</b> – 6m
111 & Table 111B	(8A) A bicycle parking space must comply with the minimum parking space dimensions specified in Table 111B.		
	(a) Horizontal	Min. width: 0.6m Min. length: 1.8m	<b>Compliant</b>
	(b) Vertical	Min. width: 0.5m Min. length: 1.5m	<b>Compliant</b>
111	(9) bicycle parking space must have access from an aisle having a minimum width of 1.5 metres.	See provision	<b>Compliant</b>
	(11) minimum of 50% of the bicycle parking spaces required by this by-law must be horizontal spaces at ground level.	159 (0.5) = 80	<b>Compliant</b> – 322 horizontal spaces at ground level.
	(12) Where the number of bicycle parking spaces required for a single office or residential building exceeds fifty 50 spaces, a minimum of 25% of that required total must be located within	(a) a building or structure	<b>Compliant</b> – 322 total spaces are interior.
Table 137	(4) Apartment Building, mid-high rise		
	Total: 6m2 per dwelling unit Communal: 50% of the required total amenity area	Total: 6(318) = 1,908m2 Communal = 954m2	<b>Compliant</b> Total Private = 2,880m2 Total Communal = 1,445m2 Total = 4,325m2
64	Permitted projections above the height limit	- mechanical and service equipment penthouse, elevator or stairway penthouses - landscaped areas, roof-top gardens and terraces and associated safety guards and	<b>Non-compliant</b> – rooftop amenity area includes interior amenity, which is not uncommon for rooftop amenity layouts, allows for year-round use of the space, and aligns with the intent of the proposed





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		access structures; pursuant to Table 55, Row (8)	new Zoning By-law. This interior space does not include any living space.
77	(3) Buildings that are 10 storeys and higher in Area A as shown on Schedule 402 are subject to the following provisions:	(b) the minimum required lot area for an interior lot is 1350 m <sup>2</sup> ; (c) the minimum interior side and rear yard setback for a tower is 10 m;	<b>Compliant</b> – 2,481.1m <sup>2</sup> (includes proposed parkland) <b>Partially compliant</b> – 7m (north interior side lot line), 12m (south interior side lot line to edge of proposed parkland), and 4.2m (east rear lot line). Rationale for the tower setback from these lot lines has been provided throughout this report and in conjunction with the Urban Design Brief prepared in support of the applications.

The site-specific changes to the existing zoning are appropriate as they maintain the purpose of the TM zone (detailed below) by providing high-density mixed-use development, significant enhancement of the public realm, and high-rise buildings that achieve compatibility with their surroundings by thoughtfully responding to the existing and future context of the area.

### ***The purpose of the TM – Traditional Mainstreet Zone is to:***

- (1) 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;*
- (2) foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;*
- (3) recognize the function of Business Improvement Areas as primary business or shopping areas; and*
- (4) 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.*

The proposed rezoning will more accurately reflect the policy direction and built form evolution occurring around Westboro Station. The PPS is clear in that zoning by-laws should be forward-looking, living documents, meaning they should be capable of adjusting and efficiently responding to changes in legislation, policy, and context that influence development.

The current zoning south of Westboro Station does not reflect the type of pattern expected to be located immediately south of a rapid transit station. Approximately 50 metres south of Westboro Station is land zoned R4UB, a zone that permits a building of a maximum of four storeys and 12 dwelling units. It would be expected that the deepest portion of the TM zone in this area south of Scott Street would be immediately south of Westboro Station; however, the exact opposite is true as shown in Figure 28, which is not reflective of a forward-looking approach. The proposed rezoning will support the logical filling out of the high-rise cluster forming in this area, and will serve to bring the area into greater consistency with the PPS. This is made possible, in large part, by the unique opportunity presented through the land assembly and coordinated approach of development taken by the applicant.





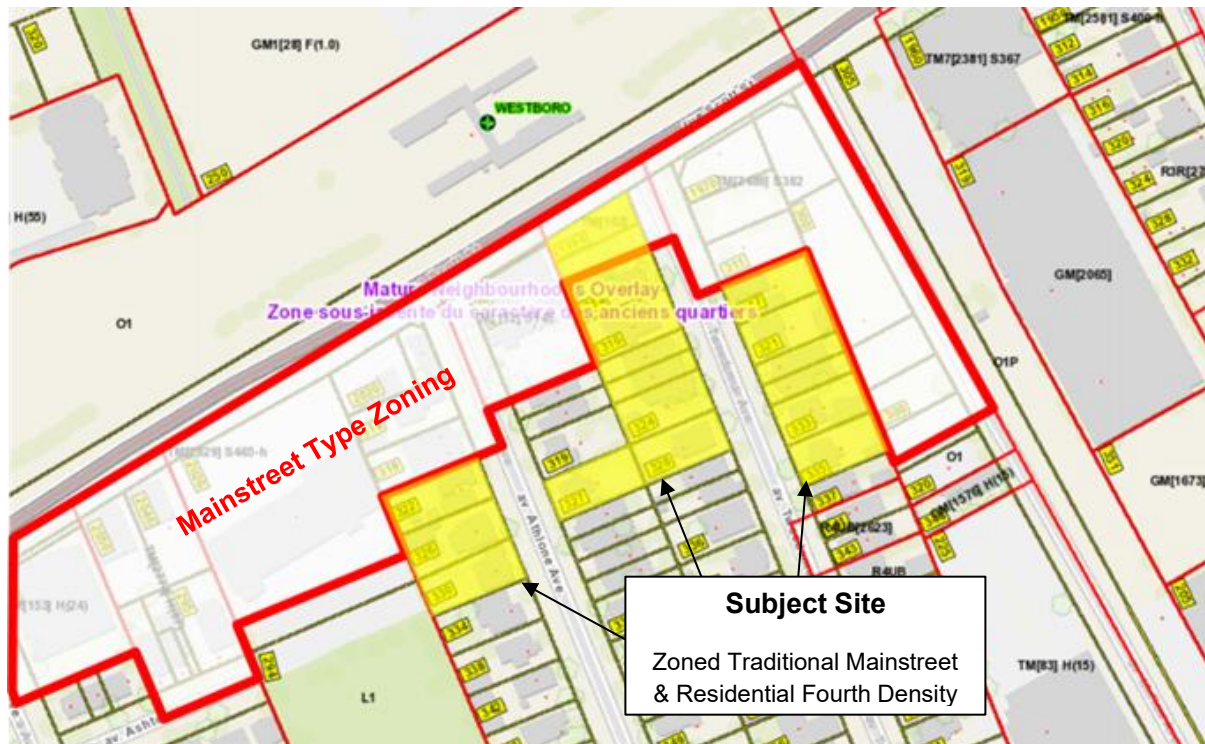


Figure 28. Zoning analysis map

## 5 Proposed New Zoning By-law

The City of Ottawa plans to approve a new comprehensive zoning by-law (the “New ZBL”) in early 2026, which will serve to replace Zoning By-law 2008-250 and help to implement the Official Plan approved by the Minister in 2022. The third and final draft of the New ZBL was released for comment in September 2025, with the staff report planned to go before Joint Committee (Statutory Public Meeting) on December 17, 2025.

The New ZBL is generally clearer and more permissive than the current ZBL, though it is noted that much of the same zone boundaries across the City have been carried forward from the current ZBL, and this applies to the entirety of the subject lands where the portion zoned TM[102] is planned to be rezoned to MS1[102] H(90) and the portion zoned R4UB is planned to be rezoned to N4B. The proposed MS1[102] H(90) zone permits high-rise development up to 90 metres in building height (approximately 29 storeys) though because the zone boundary is limited to just 1994 Scott Street and 306 Tweedsmuir Avenue, it fails to result in an area large enough to accommodate the high-rise form contemplated for the zone.

In our opinion, and in alignment with the proposed amendment to Zoning By-law 2008-250, the zone boundary should be adjusted to reflect the additional lands under the same ownership to the south, as these lands have been demonstrated to be appropriate for high-density development given applicable provincial and municipal policy and their relationship to surrounding context, including existing and





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approved high-rise developments, Westboro Station, and complementary land uses (e.g., commercial mainstreets and Tunney's Pasture federal employment campus).

The N4B zone of the New ZBL is planned to replace the portion of the site zoned R4UB. This change would reduce the amount of relief required in support of the proposed A2 building. This is in part a result of the New ZBL taking a form-based approach as opposed to the current ZBL which regulates residential use by building typology. This philosophical change in approach to zoning should result in greater opportunity to support unique building forms as-of-right, as intended for by the Official Plan.

Overall, the New ZBL proposes increased permissions on the subject lands, which help to rationalize areas of the proposed Zoning By-law Amendment; however, the continuance of the zone boundaries existing under Zoning By-law 2008-250 conflicts with the New ZBLs intent to enable provincial and municipal policy objectives on lands adjacent to rapid transit.

## 6 Public Consultation Strategy

Public consultation requirements under the Planning Act will be addressed by the city through public notice (circulation and sign posting) and the statutory public meeting. The owner has voluntarily engaged various stakeholders as part of pre-application consultation, and feedback received has positively influenced the evolution of the proposed conceptual development. These pre-application engagements included the following:

- Informal Pre-application Consultation in late 2023
- Formal Pre-application Consultation in late 2024 (included Community Association representation)
- Urban Design Review Panel in early 2025

As part of any future Site Plan Control application process there would be further public consultation required under the Planning Act, and it is anticipated there would also be voluntary consultation conducted in partnership with the ward Councillor's office.

## 7 Supporting Review Material

The below listed plans and reports have been prepared in support of the proposed conceptual development and request planning approvals and are additional to this Planning Rationale report which includes the Public Consultation Strategy. These plans and reports were identified as requirements to support complete OPA and ZBA applications during the formal pre-consult held on December 8, 2023, with the list re-validated by City staff on August 8, 2025. Excerpts of conclusions from each report have been provided for ease of reference.

- 1) Plan of Survey, dated September 5, 2024, prepared by Stantec Geomatics Ltd.





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- 2) Phase I ESA, dated March 8, 2024, prepared by Paterson Group
- 3) Phase II ESA, dated March 20, 2024, prepared by Paterson Group
- 4) Geotechnical Investigation, dated February 28, 2024, prepared by Paterson Group
- 5) Assessment of Adequacy of Public Services, dated December 12, 2025, prepared by Stantec Consulting Ltd.
- 6) Civil servicing plans, dated December 12, 2025, prepared by Stantec Consulting Ltd.
- 7) DRAFT Transportation Impact Assessment Strategy Report, dated September 2025, prepared by Parsons
- 8) Transportation Noise and Vibration Feasibility Assessment, dated October 28, 2025, prepared by Gradient Wind
- 9) Pedestrian Level Wind Study, dated October 28, 2025, prepared by Gradient Wind
- 10) Overall and Parcel-Specific Concept Site Plans, dated December 12, 2025, prepared by RLA
- 11) Urban Design Brief, dated December 12, 2025, prepared by RLA
- 12) Building Elevations, dated May 29 and 30, 2025, prepared by RLA
- 13) Shadow Analysis, dated June 12, 2025, prepared by RLA
- 14) Landscape Plan, dated July 2, 2025, prepared by Urban Typology
- 15) Tree Conservation Report, dated May 9, 2025, prepared by Urban Typology
- 16) Zoning Confirmation Report, dated December 12, 2025, prepared by Stantec Consulting Ltd.

## 8 Recommendation

The proposal consists of Official Plan Amendment and Zoning By-law Amendment applications for the purpose of establishing land use entitlements to facilitate the future redevelopment of four assembled portions of land into a transit-oriented community. The proposal is supported by a conceptual development consisting of three high-rise buildings, a low-rise building, parkland, a POPS, two publicly assessable mid-block connections, and overall enhancement of the public realm.

The proposed housing will contribute to the critical mass necessary to support the area's transit infrastructure, and to add resiliency to the established commercial, employment, and institutional land uses that make this area of Westboro a 15-minute neighbourhood. The proposed density is acknowledged in the design of the overall site, as resident and public serving amenity space has been accounted for through meaningful spaces that prioritize pedestrians and community interaction. The





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vision of the proposal responds directly to the policy intentions of the PPS and the Official Plan for this type of area, which is one intended to support the greatest amount of growth and development in the form of intensification.

This report, in conjunction with the Urban Design Brief and other technical documents prepared in support of the applications, demonstrates the proposal is consistent with the Provincial Planning Statement and that it conforms and complies with the general intent and purpose of the Official Plan and Zoning By-law. It is our opinion that the proposal represents good land use planning that is timely, appropriate, and in the public interest; therefore, we recommend approval of the requested amendments.







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