



# 320 MCRAE AVENUE

(320 MCRAE AVENUE + 1976 SCOTT  
STREET + 315 TWEEDSMUIR AVENUE)

**FOTENN**  
PLANNING+DESIGN

Planning Rationale  
Zoning By-law Amendment Application

February 2016



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FEBRUARY 2016



## The Estate of Carson Unsworth

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## Re: MAJOR ZONING BY-LAW AMENDMENT FOR 320 MCRAE AVENUE, 1976 SCOTT STREET AND 315 TWEEDSMUIR AVENUE

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### INTRODUCTION

FOTENN Consultants Inc. has been retained by The Estate of Carson Unsworth (Owners) to prepare a Planning Rationale in support of Major Zoning By-law Amendment for the lands municipally known as 320 McRae Avenue, 1976 Scott Street, and 315 Tweedsmuir Avenue. This Rationale assesses the proposed development against the applicable policy and regulatory framework, and concludes that the development is appropriate for the site and compatible with adjacent development and the surrounding community.

### OVERVIEW

#### SUBJECT SITE

The site is legally described as Lots 12 to 19 Registered Plan No. 273 and Lots 24 and 25 Registered Plan No. 263, City of Ottawa and is known municipally as 320 McRae Avenue, 1976 Scott Street, and 315 Tweedsmuir Avenue (referred to herein as 'the site'). The site has approximately 49 metres of frontage along Scott Street, 30.5 metres along Tweedsmuir Avenue and 148.3 metres along McRae Avenue with a total site area of 4,735 m<sup>2</sup>. The site is currently occupied by two (2), 1.5-storey single-detached residential dwellings, an automobile service station and an above grade parking lot as shown in Figure 1.



/ Figure 1: View of intersection at Scott Street and McRae looking west.





/ Figure 2: View of intersection at Scott Street and Tweedsmuir Avenue looking east.



/ Figure 3. View along Tweedsmuir Avenue looking north.





/ Figure 4. View of McRae Avenue looking north.



/ Figure 5. Aerial view of the site.



## SITE LOCATION

The site is located at the corner of Scott Street and McRae Avenue, north of Richmond Road, in the Westboro neighbourhood in the City of Ottawa. The site is bound by Scott Street to the north, McRae Avenue to the east, and Tweedsmuir Avenue to the west. The neighbourhood is an area of the City known as Westboro Village.

## AREA CONTEXT

The surrounding area uses vary, but consist primarily of low-rise detached residential uses, commercial, and transit. The following identifies the land uses that surround the site:

### North

- / Directly north is Scott Street. Northwest is the Westboro rapid transit station and northeast is the Metropole, a thirty three (33) storey residential tower.

### East

- / East is a hydro corridor running along McRae, this area is currently under construction by Broccolini developments for a mixed-use residential, commercial and office development.

### South

- / South of the site is a single-detached residential building, Otto's Subaru dealership, and a large surface parking lot. Further south is Richmond Road, an arterial road and traditional mainstreet with many amenities. The southern portion of the site is included in the Westboro Village BIA.

### West

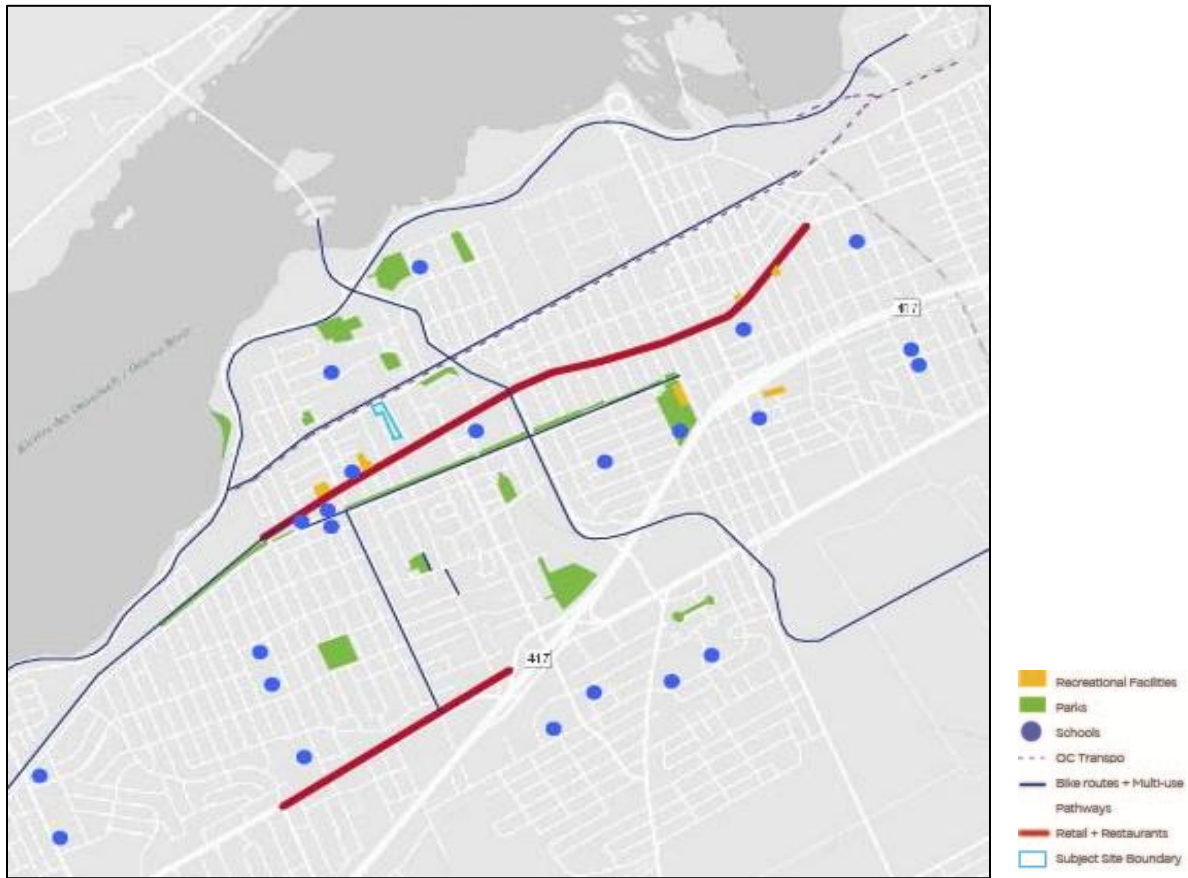
- / West of the site are semi-detached dwellings, single-detached dwellings, a moving supplies commercial building and truck parking.

## COMMUNITY AMENITIES

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

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





/ Figure 6. Amenities near the site.

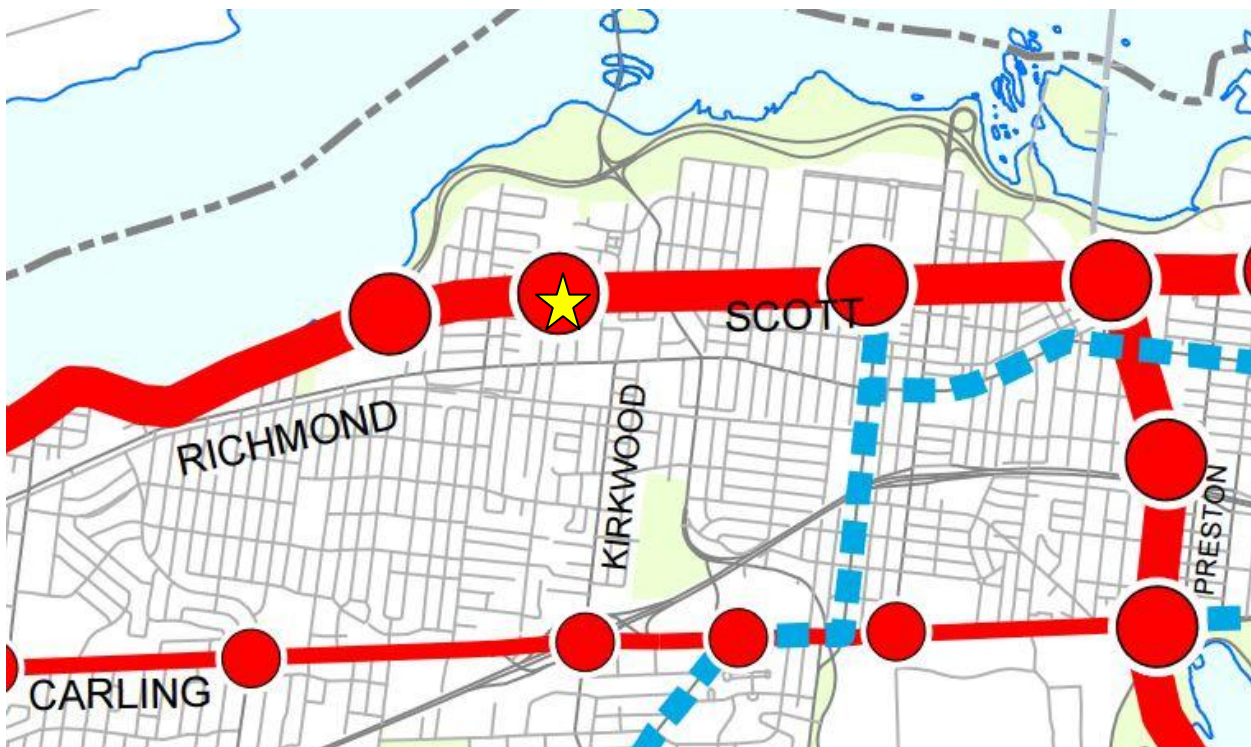
## ROAD NETWORK AND TRANSIT

The site is well serviced by the existing road network. Shown on *Schedule E - Urban Road Network* (Figure 7) of the City of Ottawa Official Plan, Scott Street, Richmond Road and Churchill Avenue to the west are identified as existing Arterial Roads. Arterial roads are the major roads of the City that carry large volumes of traffic over the longest distance. Accessing the Sir John A Macdonald parkway can be done by going east along Scott Street, and north on Island Park Drive. Highway 417 can be accessed by going south on McRae Avenue, east on Richmond Road and south on Kirkwood Avenue.



/ Figure 7. Schedule E: Urban Road Network (Arterials in red, Collectors in green)

The Westboro Transit Station is located directly across from the site, 70 metres northwest, is an existing transit station and a proposed LRT (light rail transit). The Westboro Transit Station provides efficient and regular travel to all areas of the city. As per Schedule D - Rapid Transit Network in the City's Official Plan, Scott Street is identified as a Transit Priority Area by the City of Ottawa.



/ Figure 8. Schedule D: Rapid Transit Network with light rail transit in red and transit priority corridors in blue.





Figure 9. Schedule I: Multi-Use Pathways and Scenic-Entry Routes. Multi-use pathways on and off road are in blue and green and scenic entry routes are in red.

### CYCLING AND MULTI-USE PATHWAYS

Many cycling and multi-use pathways are available in close proximity to the site (Figure 9). The Sir John A Macdonald Parkway hosts many of these amenities and is a key recreational route between the west and east end of the central urban area along the Ottawa River. The site is located along a multi-use pathway community route located along Scott Street. Pedestrians are able to access these cycling routes and pathways easily through various access points along the Sir John A Macdonald Parkway.

### PLANNING APPLICATIONS

In order to proceed with the development proposal as described above, a Major Zoning By-law Amendment is required, seeking to permit a height of 60 metres and amend additional performance standards of the City's Comprehensive Zoning By-law 2008-250.

The subject site includes three (3) different municipal addresses and three (3) different zoning designations (Figure 10). The property at 1976 Scott Street is zoned TM [103] - *Traditional Mainstreet, Urban Exception 103*, with a maximum height of 18 metres for residential and 10.5 metres in all other cases. Exception 103 also permits additional commercial automotive uses.

The property at 320 McRae, extending away from Scott Street, is zoned GM [1576] H(15) - *General Mixed Use, Urban Exception 1576*, maximum height of 15 metres. Exception 1576 provides height restrictions and provisions related to loading.

The property at 315 Tweedsmuir Avenue, is zoned R4G - *Residential Fourth Density*.



/ Figure 10. Subject Site Zoning

The Zoning By-law Amendment seeks to rezone all of the lands to a single zone while maintaining the general intent of the existing zones. It is proposed that the entire site be rezoned to “TM[xxxx] - Traditional Mainstreet - H(60)”, with a site-specific exception to permit a “apartment dwelling, high-rise, mix-use retail, residential and office of 60 meters” on the portion of the site currently zoned TM. This provision would maintain the intent of the Zoning By-law by limiting building heights of 60 metres along the Scott Street Traditional Mainstreet at the corner of Scott Street and McRae Avenue. This exemption does not pertain to the entirety of the site but to only the north portion of the site to provide an appropriate transition to the surrounding primarily residential and mixed-use uses

The following amendments are requested as part of this application:

- / Rezone subject property from TM[103], GM[1576] H(15) and R4G to TM [XXXX] to permit “apartment dwelling, high-rise, mix-use retail, residential and office” as a permitted use.
- / Permit a height maximum of 60 metres, whereas the By-law permits a maximum height of 18 metres.
- / Permit variances to the required minimum and maximum setbacks for select buildings in the proposed development.

Additional amendments may be identified following technical circulation and as a result of modifications to the Site Plan. The site has previous application history, specifically a Zoning By-law Amendment in 2009 which was placed on hold. At that time, the application only included lands for 320 McRae and 1976 Scott Street.



## DEVELOPMENT PROPOSAL

The Owners are proposing to construct a development with the appearance of four (4) buildings on the site. The proposed development ranges in height from three (3) to 19 (19) storeys. In total, 224 residential dwelling units are proposed, as well as 33,310 square feet of office and commercial retail gross floor area (GFA). The proposal includes:

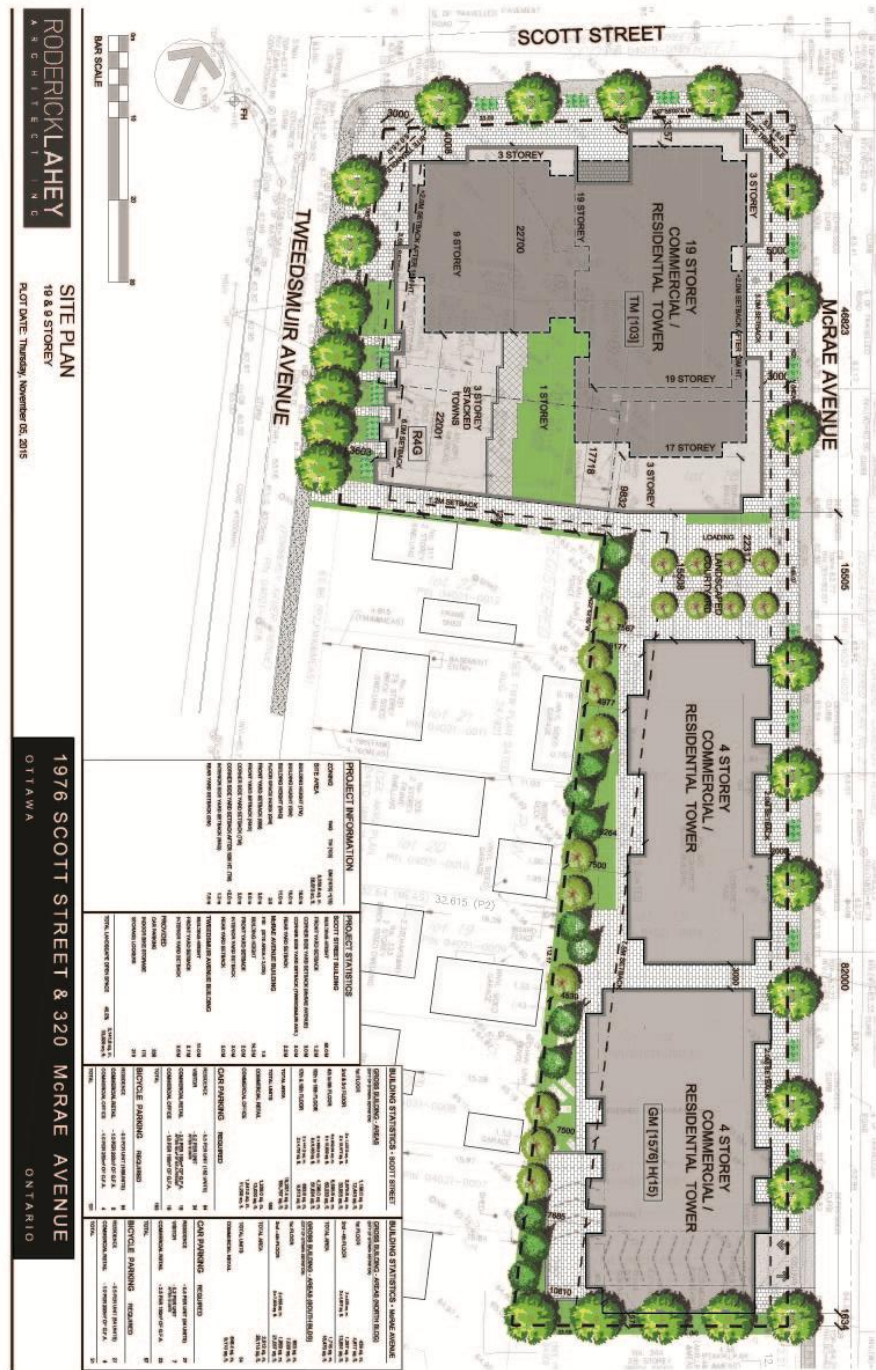
1. A 19 storey mixed-use tower at the northeast corner of the property. The 19 storey building fronts primarily onto Scott Street (and the corners of Tweedsmuir and McRae) with commercial retail at grade, commercial office on the second floor and eighteen (17) storeys of residential uses above. The tower is designed with different height set-backs at three (3), nine (9), and 17 storeys. These different heights provide visual relief to the existing streetscape. The building includes 188 dwelling units, 13,000 square feet of commercial retail and 11,200 square feet of office on the second floor.
2. Two four (4) storey commercial and residential buildings fronting onto McRae Avenue, beside the 19 storey tower at the south east end of the site, providing a transition to the existing low-medium profile buildings in the area. This building includes a total of 54 units and 9,110 square feet of commercial retail.
3. Four (4) townhouses fronting on Tweedsmuir Avenue attached to the nine (9) storey building, located at the southwest portion of the site next to the 19 storey tower. These townhouses serve as a transition into the existing lower profile buildings along Tweedsmuir Avenue and the surrounding neighbourhood.

Underground parking is proposed for all buildings and commercial units with access from McRae Avenue, at the south end of the site. Underground parking will consist of two (2) levels with 238 parking spaces, 175 bicycle spaces and 215 storage lockers for residents. A total of 43 commercial retail parking spaces are provided, along with 19 commercial offices spaces. Within the total residential parking spaces, visitor spaces will be accommodated.

In the 19 storey and four (4) storey buildings, the ground floor will include a lobby, holding room and garbage room. The underground garage will accommodate parking, resident storage, bicycle storage, a hydro vault under the northeast tower, and mechanical and electrical rooms for each building. The two-level garage encompasses the entire site and is to be built to the property line (less 300 mm for shoring) around the entire perimeter of the site.

The design provides ample landscaping with pavers and vegetation used throughout the site to enhance the proposed development's aesthetic integrity. Pathways are provided along the north, east and west lot lines to create comfortable and safe pedestrian connections. A laneway between the 19 storey tower and the four storey low-rise buildings is proposed to provide a pedestrian connection between McRae and Tweedsmuir Avenue. A small courtyard area is provided with trees between the tower and low-rise buildings, near the laneway (Figure 11). On the second floor of the Scott Street building will be an outdoor rooftop patio.





/ Figure 11. Site Plan



**RODERICKLAHEY**  
ARCHITECT INC

ELEVATION: WEST  
1:400

1976 SCOTT STREET & 320 MCRAE AVENUE  
OTTAWA ONTARIO

SHEET #  
**11**  
PROJ. # 1402



**RODERICKLAHEY**  
ARCHITECT INC

ELEVATION: NORTH  
1:400

1976 SCOTT STREET & 320 MCRAE AVENUE  
OTTAWA ONTARIO

SHEET #  
**08**  
PROJ. # 1402

/ Figure 12 and 13. North and West Elevation



/ Figure 14. East Elevation

## POLICY FRAMEWORK

### PROVINCIAL POLICY STATEMENT, 2014

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

On February 24, 2014 the Ministry of Municipal Affairs and Housing released a new PPS that came into effect on April 30, 2014. As required by the Planning Act, all decisions made after April 29<sup>th</sup> are required to be consistent with the PPS.

The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition to meeting the fundamental objective of concentrating growth within established and serviced urban areas, the proposed development meets the following policy interests, among others:





## **Section 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns**

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [Policy 1.1.1.a];
- / Accommodates an appropriate range and mix of residential, employment (including industrial and commercial), recreation, open space, and other uses to meet long-term needs [Policy 1.1.1.b];
- / Promotes cost-effective development patterns and standards to minimize land consumption and servicing costs [Policy 1.1.1.e]

### **Section 1.1.3 – Settlement Areas**

- / Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted [Policy 1.1.3.1];
- / Promotes cost-effective development standards to minimize land consumption and servicing costs [Policy 1.1.3.2.a.1];
- / Appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion [Policy 1.1.3.2.a.2]
- / Is transit-supportive, where transit is planned, exists or may be developed [Policy 1.1.3.2.a.5]
- / In an appropriate location and promotes the opportunity for intensification and redevelopment as described by the municipality [Policy 1.1.3.3];
- / Development takes place in designated growth areas adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities [Policy 1.1.3.6]

### **Section 1.3 – Employment**

- / Planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment uses to meet long-term needs [Policy 1.3.1.a];
- / Encourages compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities [Policy 1.3.1.c]

### **Section 1.4 – Housing**

- / Directs development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs [Policy 1.4.3.c];
- / Promotes densities for new housing which efficiently uses land, resources, infrastructure and public service facilities and support the use of active transportation and transit where it exists or is to be developed [Policy 1.4.3.d]



### Section 1.6.7 – Transportation Systems

- / Promotes land use patterns, density and mix of uses that minimize the length and number of vehicle trips and supports current and future use of transit and active transportation [Policy 1.6.7.4];
- / New development proposed on adjacent lands to existing or planned transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities [Policy 1.6.8.3]

### Section 1.7 – Long-Term Economic Prosperity

- / Long-term economic prosperity should be supported by maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets [Policy 1.7.1.c]

### Section 1.8 – Energy Conservation, Air Quality and Climate Change

- / Supports energy efficiency and improves air quality through land use and development patterns which promote the use of active transportation and transit and improve the mix of employment and housing uses to decrease transportation congestion [Policy 1.8.1.b,c,e].

### The proposed development is consistent with the Provincial Policy Statement in that:

- / The proposal capitalizes on an infill opportunity of an underutilized site within the City’s built-up area where services are readily available.
- / The proposed development proposes to intensify a site situated in proximity to employment, transit, active transportation infrastructure and community amenities, contributing to the creation of complete communities and development patterns that are sustainable over the long term.
- / The proposed development promotes densities that contribute to more sustainable land use patterns and contribute to the range and mix of residential housing types.
- / The proposed development intensifies an area where a light rail transit station is to be built.

## CITY OF OTTAWA OFFICIAL PLAN, CONSOLIDATED 2013

The City of Ottawa Official Plan (OP) provides a vision of Ottawa’s future growth and a policy framework to guide its physical development to the year 2031. Additionally, the Official Plan addresses matters of provincial interest as defined by the Provincial Policy Statement, and serves as a basis for a wide range of municipal activities. The site is within the Urban Boundary – Schedule B and designated as General Urban Area and Traditional Mainstreet.

### Section 3.6.1 – General Urban Area

The southern portion of the site is within the ‘*General Urban Area*’ (Figure 15) in the City of Ottawa Official Plan. This designation permits the development of a range of housing types to meet the needs of residents from various backgrounds, economic standing, in combination



with conveniently located employment and community uses. This designation aims to facilitate the development of complete and sustainable communities. A range of scales of uses can be found in the designation including ground-orientated single-purpose to multi-storey mixed-use, and corner store to shopping centre.

### Section 3.6.3 – Mainstreets

The northern portion of the site is designated ‘*Traditional Mainstreet*’ in the City of Ottawa Official Plan. The objective of the Traditional Mainstreet designation is to encourage more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. A broad range of uses is permitted on Traditional Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.

With respect to building height, the Official Plan outlines that Traditional Mainstreets will support building heights of up to six (6) storeys, although greater heights may be contemplated in accordance with criteria in Section 4.11 of the Plan. The Official Plan encourages intensification along Mainstreets through the redevelopment of such sites as vacant lots, parking lots, gas stations, and former automobile sales lots.



/ Figure 15. Schedule B: Urban Policy Plan.

The proposed development is consistent with the Traditional Mainstreet policies of the OP in that:

- / The proposal is for a dense, mixed-use development in a location that is walkable, accessible for bicycles, and transit-oriented. The proposed Westboro light rail transit station is located directly across from the site.





- / The proposed uses – retail, townhouses, mid-and high-rise apartment buildings – are considered in the Traditional Mainstreet designation.
- / The proposed maximum height of 18-storeys is contemplated in the Traditional Mainstreet designation in accordance with Section 4.11, discussed further below.

### **Official Plan Sections 2.5.1 & 4.11 – Urban Design and Compatibility**

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

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

Section 2.5.1 sets out seven (7) design objectives supplemented by design principles to help achieve compatibility of form and function. The proposed development supports the following objectives and associated principles:

- 1. To enhance the sense of community by creating and maintaining places with their own identity.**
  - / The proposed high-rise, mid-rise and townhouse mixed-use development responds to the need to re-develop a site on the north sector of McRae Avenue that is currently underutilized for the size of the parcel and proximity to the Westboro Transit Station.
  - / The intent of this development is to contribute to re-establishing a more compact urban fabric and street edge along Scott Street over time.
  - / The proposal reflects on its context and setting by incorporating commercial uses at a small scale, which complementing the uses along Scott Street and Richmond Street.
  - / Further, the residential component of the proposal is contemplated in an area with existing high-rise residential uses and is identified by the City as an area that can undergo intensification.
  - / The proposed height and density in proximity to the Westboro Transit Station can be supported by the Ottawa Official Plan and Richmond/Westboro Secondary Plan.
  - / The development proposes transitions into the surrounding residential neighbourhood through building setbacks.
  - / A portion of the proposed development is a part of the Westboro Village BIA. This inclusion and the introduction of residents and mixed-use developments along McRae Avenue supports the Westboro Village BIA.
  
- 2. To define quality public and private spaces through development.**
  - / The proposed development will enhance the space which was previously an automobile service station and replace it with a mixed-use development that will help define the street edge and is an appropriate use for a Traditional Mainstreet.



- / The proposed high-rise residential development defines the public space along Scott Street with a human-scale built form developed through architectural details and building setbacks.
- / The proposed outdoor amenity spaces will be designed to be shared by public and private users.

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

- / The proposal creates safe, well-defined pedestrian and vehicle connections to McRae Avenue, Scott Street, and Tweedsmuir Avenue. The proposal includes pedestrian connections through a laneway, connecting Tweedsmuir and McRae Avenue.
- / The proposal is approximately 70 metres away from the Westboro Transit Station, which provides public transportation throughout the City.

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

- / The development will provide a defined street edge and enliven the space through active ground-orientated commercial uses.
- / The proposal's architectural style will complement the existing uses by transitioning into the surrounding neighbourhood and provide setbacks along the tower to give the building a greater human scale.
- / The architectural detail of the proposed development will complement the existing built form and context (existing and planned) of the nearby residential and commercial areas and will integrate into the traditional mainstreet.
- / The site will enliven its portion of the traditional mainstreet through active ground-oriented commercial uses.

**5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**

- / The proposal considers the site's adaptability by creating connections to the surrounding developments and providing a range of uses that can evolve over time.
- / The proposal represents a compact form of development that accommodates the needs of a range of people with a variety of dwelling unit types and sizes.

**6. To understand and respect natural processes and features in development design.**

- / Whereas the existing development is composed of primarily hard surfaces, the proposal will enhance the vegetative cover throughout the site and add trees within the publicly accessible private space and on all three street frontages.

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

- / The proposed development benefits from proximity to transit, various community amenities, and as such includes 175 bicycle parking spaces.



The criteria in Section 4.11 provide a means to objectively evaluate the compatibility of infill development. The following is an evaluation of the criteria in relation to the proposed development.

COMPATIBILITY CRITERIA	CONFORMITY
<b>Traffic</b>	/ A Traffic Study was prepared by Parsons which concludes that the proposed mixed-use development is anticipated to generate approximately 104 and 142 morning and afternoon peak hour trips respectively. The existing and proposed intersections are expected to operate within City standards, with no impacts on adjacent properties.
<b>Vehicular Access</b>	/ Vehicular access will be provided from one entrance on McRae Avenue to reduce negative impacts on the surrounding uses and the pedestrian environment. The access point is set at the east end of the property to ensure a safe distance away from the intersection of Scott Street and McRae Avenue and to avoid potential conflicts.
<b>Parking Requirements</b>	/ A total of 238 parking spaces will be provided on the site, including visitor, commercial and retail spaces.
<b>Outdoor Amenity Areas</b>	<p>/ The site abuts several residential properties and nearby commercial properties, including eight (8) single-detached dwellings to the west on Tweedsmuir Avenue, one (1) single-detached dwelling south of the subject site on McRae Avenue, and a car dealership located further south of the site on Richmond Road and McRae Avenue.</p> <p>/ Though there is the potential for overlook from the proposed development into the rear yards of the McRae Avenue four (4) storey mixed-use properties, this impact is considered reasonable within an urban context.</p> <p>/ There is a strong potential for overlook from the proposed development of a 19 storey tower, the impact is considered reasonable within an urban context. It should be noted that found through a sun and shade study, there is no significant shading on any residential properties adjacent to the development throughout the year.</p>
<b>Loading Areas, Service Areas and Outdoor Storage</b>	/ Fully enclosed garbage areas are provided internal to the site and will not be visible from the main roads or the intersection of Scott Street and McRae Avenue. Loading for the retail units will be handled within the proposed driveway.
<b>Lighting</b>	/ Lighting will meet the City's standards, with no anticipated impacts on adjacent development.
<b>Noise and Air Quality</b>	/ There are no anticipated impacts with respect to noise and air quality as a result of the proposed development.
<b>Sunlight and Microclimate</b>	/ The Sun Shadow Study illustrates that the shadows are cast primarily to the north and east of the property - onto the street right-of-ways and onto the Westboro Transit Station.





	Any additional shadowing occurs during the spring and summer and occurs for a very short period of time due to the narrow footprint of the tower.
<b>Supporting Neighbourhood Services</b>	<p>The subject property is well-served by neighbourhood services. The amenities include the following:</p> <ul style="list-style-type: none"> <li>/ Commercial uses along Richmond Road (i.e. grocery store, bank, retail stores etc.);</li> <li>/ Westboro Transit Station;</li> <li>/ Recreational facilities (including Lions Park Ott Gymnastics Club and Churchill Senior Recreation Centre);</li> <li>/ Roy Duncan Park, Mahoney Park, Heather Crowe Park, and Byron Linear Tramway Park ;</li> <li>/ Centre Jules Leger Elementary School, Hilson Avenue Public School, Blyth Academy, Churchill Alternative School and Westboro Montessori School;</li> <li>/ Sir John A Macdonald Parkway walking and cycling paths;</li> <li>/ Existing cycling network along Scott Street, Richmond Road, Clifton Road, Island Park Drive and nearby along the Sir John A Macdonald Parkway.</li> </ul>

Section 4.11 also includes policies specifically addressing the location, design and integration of high-rise buildings (defined as 10 storeys and greater). High-rise buildings can be considered on lands that meet several conditions including where a community design plan, secondary plan, or other similar Council-approved planning document identifies a location suitable for the creation of a community focus on a strategic corner lot, or at a gateway location or on a terminating site to strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities [Policy 4.11.9(c)].

Policy 4.11.11 of the Official Plan stipulates that high-rise buildings will be considered both as examples of architecture in their own right and as elements of urban design sitting within a wider context. As such, high-rise buildings will be evaluated on the following basis:

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



As per Policy 4.11.12, Building Transitions, the integration of taller buildings within an area characterized by a lower built form is an important design consideration. Development proposals must address issues of compatibility and integration with surrounding land uses by ensuring an effective transition in built form will serve to link the proposed development with both planned and existing uses. In particular, transitions can be accomplished through a variety of means including such measures as:

- / Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
- / Massing (e.g. inserting ground oriented housing adjacent to the street as part of a high profile development or incorporating podiums);
- / Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);
- / Architectural design (e.g. the use of angular, cornice lines), and;
- / Building Setbacks.

The proposed development meets Section 4.11 policies in that:

*The Subject Property meets the intent of Policy 4.11.9 with regards to direct access to an arterial road, and is within 600 metres of a rapid transit station.*

- / The proposed tower is located along Scott Street, a Traditional Mainstreet, as identified on Schedule E of the Official Plan.
- / The proposed development is approximately 70 metres away from the Westboro Transit Station. Located on the south side of Scott Street, there is direct pedestrian access to the Station.

*The Subject Property generally meets the intent of Policy 4.11.11 with regards to evaluating high-rise buildings as architecture in their own right and as part of a greater context. Specifically, the proposed development:*

- / Incorporates ground-oriented commercial units along McRae Avenue and the Scott Street Traditional Mainstreet to create an active and animated streetscape. A lower scale of mixed-use development (four-storey) is proposed along McRae Avenue to create an appropriate transition away from the mainstreet towards the abutting car dealership and mid-rise development on the east side of McRae Avenue. This four (4) storey development transitions well into the surrounding neighbourhood along McRae Avenue as it nears Richmond Road, another arterial road;
- / Carefully considers the architecture of the buildings with a 19 storey tower design with building setbacks at three (3), nine (9), and 17 storeys that will act as a defining edge for the Scott Street mainstreet. The addition of a 19 storey tower will help balance the existing Metropole, a 33 storey residential building on the north side of Scott Street. The proposal also includes three (3) storey townhouses to the west of the site along Tweedsmuir to transition into the existing two (2)-storey residential neighbourhood and a four (4)-storey mix-use development. These transitioning elements reduce the visual and physical impact of the tower. The proposed building's compact floorplates will minimize the development's sun shadowing impact and overall presence in the surrounding context;
- / The proposed mixed-use building along Scott Street will frame the public realm of the traditional mainstreet.



- / The massing of the development is consistent of other high-rise developments within community contexts and creates public-private open space for the community. These open spaces are located on McRae Avenue and a laneway, midblock connecting McRae Avenue and Tweedsmuir Avenue.

*The Subject Property also generally meets the intent of Policy 4.11.12 with regards to the integration of taller buildings within an area characterized by a lower built form. Specifically:*

- / The 19 storey tower is set back at three (3), nine (9), and 17 stories, in order to provide an appropriate transitional zone and minimize noise, light and overlook impacts;
- / The development is designed with an appropriate transition to the low-rise development to the south, recognizing that the surrounding properties could be subject to redeveloped into a denser and taller built form.

### **CITY OF OTTAWA OFFICIAL PLAN AMENDMENT NO. 150**

In 2013, the City of Ottawa reviewed its Official Plan resulting in numerous changes to policy references and land use designations. Ottawa City Council adopted Official Plan Amendment 150 (OPA 150) to implement the changes in December 2013. OPA 150 subsequently received a number of appeals that have not been resolved at this time.

For the purposes of this Planning Rationale, the current policies of the City of Ottawa Official Plan 2003 (Consolidated May 2013) remain in full force and effect and have been reviewed and analysed for the proposed development. Although OPA 150 is subject to appeals and may still change, the general directives and policies in the Plan have been considered, recognizing that they represent Council's direction.

#### **Section 3.6.3 - Mainstreets**

The subject site maintains its *Traditional Mainstreet* designation in OPA 150. The *Traditional Mainstreet* policies have been revised to include more specific height policies. Building heights up to a maximum of six (6) storeys will generally be permitted in the *Traditional Mainstreet*, unless greater heights are identified in a Secondary Plan as per Policy 3.6.3.12. The policies that have historically allowed for greater building heights to be considered in circumstances such as proximity to transit have been removed in lieu of Secondary Planning.

*The proposed development meets OPA 150's revised mainstreet policies in that:*

- / The proposal continues to meet all the mixed-use, multi-modal policies of the designation, however the proposed building height now needs to rely more specifically on the Richmond Road Secondary Plan that is discussed later in this report.

#### **Section 2.2.2 - Managing Intensification within the Urban Area**

Intensification policies in Section 2.2.2 of the Official Plan have also been amended to include direction for the location of taller buildings. Intensification is targeted towards areas along rapid transit networks, in areas with a mix of uses.

Similar to the Traditional Mainstreet policies, policy 12 of Section 2.2.2 states that Secondary Plans can identify locations for buildings in excess of the established heights in the *Traditional Mainstreet*.



The proposed development also meets OPA 150's revised Section 2.2.2 policies since:

- / The subject site is identified in the Richmond Road/Westboro Secondary Plan as a location for heights 4-6 storeys. However, the secondary plan will take higher heights into consideration if:
- / Proposed building heights conform with prevailing building heights or provides a transition between existing buildings;
- / Development fosters the creation of a community focus where the proposal is on a corner lot, or at a location where there are opportunities to support transit at a transit stop or location;
- / The application of the provisions of the Official Plan determine the additional height is appropriate.

**Sections 2.5.1 & 4.11 – Urban Design and Compatible Development**

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

Policies under Section 4.11 have also been revised and organized into seven (7) categories. The revised policies are addressed in the table below:

COMPATIBILITY CRITERIA	CONFORMITY
<b>Views</b>	<ul style="list-style-type: none"> <li>/ The profile of the tower will act as a landmark for the Scott Street and the Westboro area. It will balance the skyline with the existing Metropole building and add visual interest to Ottawa’s skyline [Policy 2], and;</li> <li>/ The proposed development is outside the Central Area and there is no impact on protected views [Policies 3 &amp; 4].</li> </ul>
<b>Building Design</b>	<ul style="list-style-type: none"> <li>/ The proposed development’s design fits with the existing and planned function of the surrounding area [Policy 5]:</li> <li>/ Setbacks: The tower is setback architecturally at three (3), nine (9) and 17 storeys. The buildings adjacent to residential and commercial uses are three (3) to four (4) storeys to prevent adverse impacts on neighbouring uses;</li> <li>/ Heights: The proposed high-rise buildings are a maximum of 19 storeys in height;</li> <li>/ Transition: An appropriate transition is achieved by locating a four (4) storey mixed-use building along McRae Avenue, and a three (3) storey residential townhouse at the eastern edge of the property along Tweedsmuir Avenue, and locating the high-rise tower in the centre;</li> <li>/ Façade: The façades are articulated with varied cladding to add visual interest to the development;</li> <li>/ Common characteristics of area &amp; colours and materials: To be further defined at site plan stage.</li> <li>/ The principal façade of the mixed-use building fronts Scott Street, a Traditional Mainstreet. Windows are visible from public spaces including the abutting streets. Building</li> </ul>

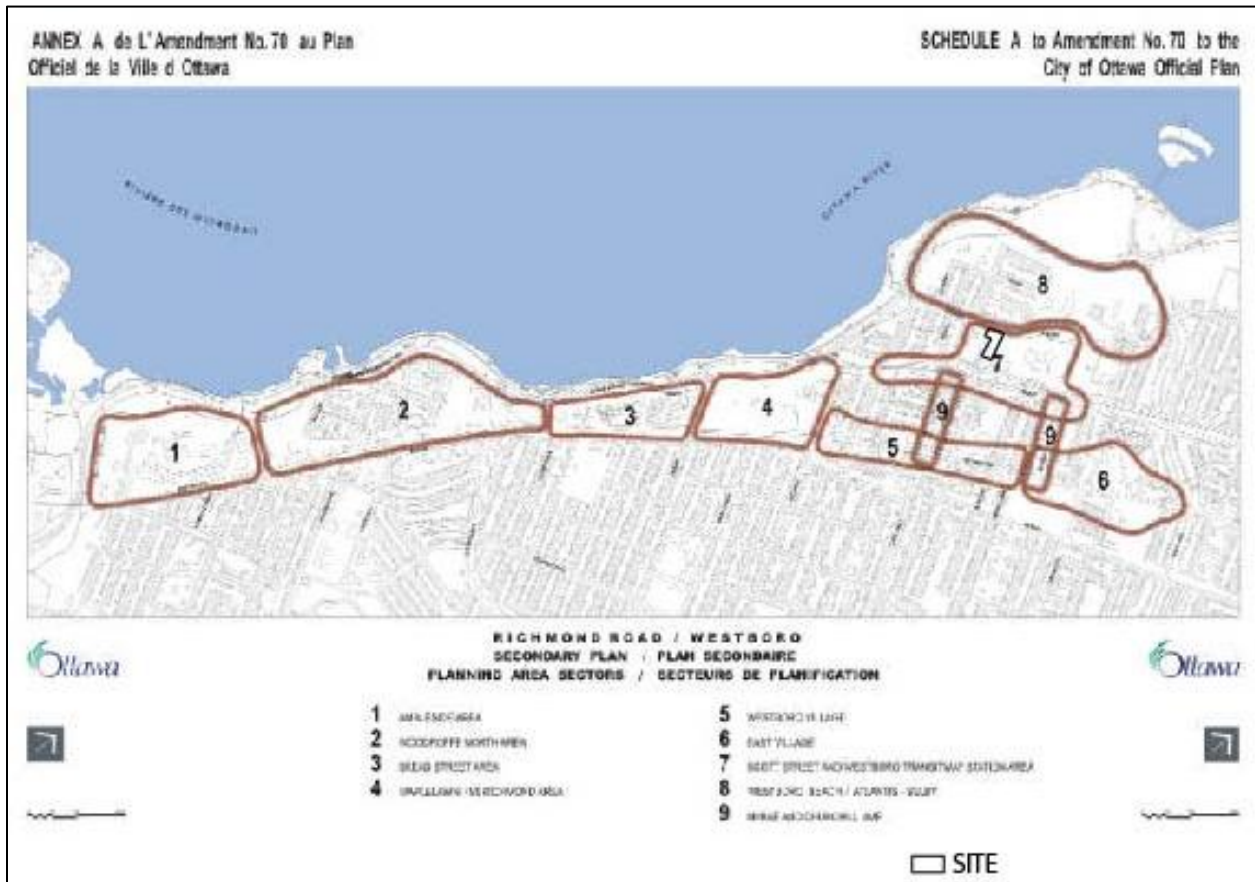




COMPATIBILITY CRITERIA	CONFORMITY
	<p>cladding options will be further evaluated at site plan stage [Policy 6];</p> <ul style="list-style-type: none"> <li>/ Mechanical equipment (including rooftop units), vents and metering devices will be designed to minimize visibility from the public street [Policy 8].</li> </ul>
<b>Massing and Scale</b>	<ul style="list-style-type: none"> <li>/ Policy 9 is addressed as part of the Secondary Plan discussion below;</li> <li>/ Policy 10 is addressed in the Official Plan discussion above;</li> <li>/ The high-rise buildings are set back from adjacent developments and are appropriately separated within the site. Transition to the south and west is achieved through lower-profile development and setbacks from the shared property lines [Policy 12].</li> </ul>
<b>High-Rise Buildings</b>	<ul style="list-style-type: none"> <li>/ To encourage a pedestrian-oriented street environment, the mixed-use tower is set back 1.5 metres from the lot line, allowing for a greater space for pedestrians to move and commercial uses along the ground floor for the buildings along Scott Street and McRae Avenue [Policy 13];</li> <li>/ OPA 150 allows a reduction in separation distance under these conditions:</li> <li>/ Where wind and shadowing impacts are minimized, and sunlight penetration to public places, privacy, and public views and sky views are maintained, through the use of smaller floor plates, building orientation and/or building shape, and;</li> <li>/ The potential for future high-rise buildings on adjacent lots to be developed is maintained while meeting separation requirements.</li> <li>/ The sun and shade study demonstrate there is no adverse impact on the surrounding community.</li> <li>/ The proposed tower is well separated from other existing high-rise buildings such as the Metropole.</li> <li>/ The proposed development has been designed with a 19 storey tower, a four (4) storey mixed-use development and three (3) storey townhouses to prevent adverse effects from wind, sun, privacy and shade.</li> </ul>
<b>Outdoor Amenity Areas</b>	<ul style="list-style-type: none"> <li>/ The proposed development incorporates amenity areas with the potential for private/public partnership in the form of a courtyard between the 19 storey tower and four (4) storey mixed-use development along McRae Avenue [Policy 15];</li> </ul>
<b>Public Art</b>	<ul style="list-style-type: none"> <li>/ Public art is not being proposed as part of the development at this time but can be contemplated at the Site Plan stage [Policy 17].</li> </ul>
<b>Design Priority Areas</b>	<ul style="list-style-type: none"> <li>/ In order to retain flexibility or opportunity for other uses in the future, the first storey of the mixed-use building's facade has been located adjacent to the street. [Policy 18];</li> <li>/ The mixed-use building will provide additional width for</li> </ul>



COMPATIBILITY CRITERIA	CONFORMITY
	<p>the pedestrian realm along McRae Avenue while maintaining safe access for pedestrians and vehicles into the site. [Policy 20];</p> <ul style="list-style-type: none"> <li>/ The front façade of the tower is parallel to the street and the building height setbacks will soften the interface between the buildings and public realm;</li> <li>/ The design of the buildings allow for a courtyard along McRae Avenue and a laneway connecting Tweedsmuir Avenue and McRae Avenue midblock.</li> </ul>



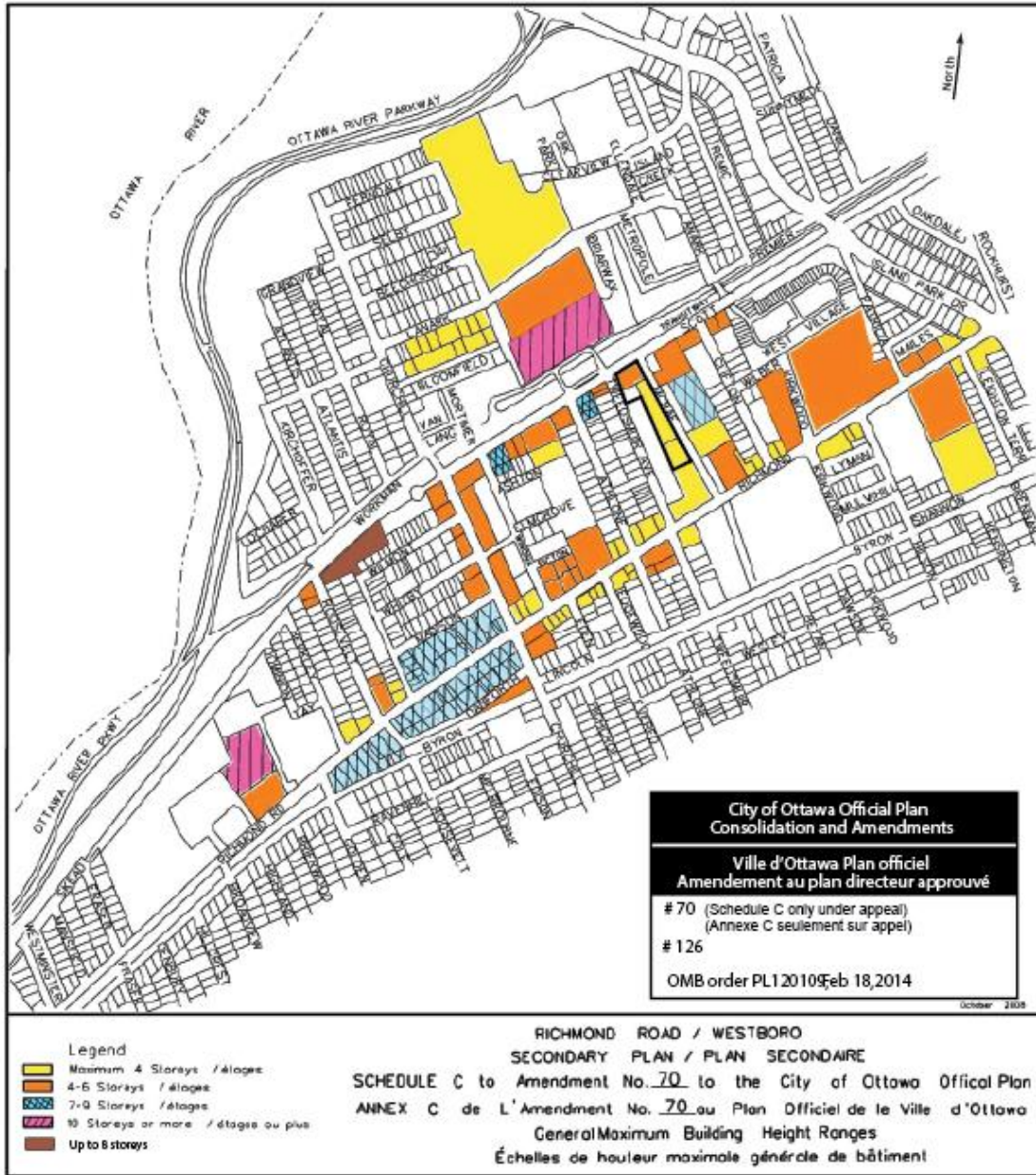
/ Figure 16. Richmond Road / Westboro Secondary Plan Planning Area.

### RICHMOND/WESTBORO SECONDARY PLAN

The subject site is located in the center of the Richmond Road/Westboro Secondary Plan at McRae Avenue and Scott Street. This plan envisions the area to have a wide mix of uses including employment, neighbourhood services and facilities, and a range of housing types and choices. Intensification will occur primarily on appropriate sites on Richmond Road and



Scott Street and areas adjacent to existing Transitway stations. The Westboro Transitway Station area has the greatest potential for intensification and high-rise buildings with appropriate transition to their surroundings.



/ Figure 17. Richmond Road/Westboro Secondary Plan.

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



side of McRae Avenue, the lands will be developed into a mid-rise office and residential development, six (6) to eight (8) storeys in height. The plan supports the redevelopment of McRae Avenue for mixed-use buildings generally in the four (4) -to-six (6) storey range, consistent with the development proposal.

Within the Secondary Plan area, a range of heights are permitted, ranging from four (4) to 10 or more storeys. The areas that permit heights of 10 storeys or more are located near the Westboro Transitway Station and further west along Richmond Road. Along Scott Street, building heights are envisioned to range from four (4) to nine (9) storeys.

The Plan encourages redevelopment and infill on Scott Street in order to optimize the use of land through increased building height and density. The proposed development of a 19 storey tower is not within the four (4) to six (6) storey maximum shown of the schedule that applies to the site, however it is important to note that the schedule and related policies that apply to the tower portion of the site are under appeal by the owners since their adoption by City Council and pending the resolution of that appeal do not apply to the proposal. More importantly the Secondary Plan also includes policies that state that building heights over the specified maximum will be considered in any of the following circumstances of Policy 1.3.3:

- / The proposed building height conforms with prevailing building heights or provides a transition between existing buildings;
- / The development fosters the creation of a community focus where the proposal is on a corner lot, or at a gateway location or at a location where there are opportunities to support transit at a transit stop or station;
- / The development incorporates facilities, services or matters as set out in Section 5.2.1 of the Official Plan with respect to the authorization of increases in height and density that, in the opinion of the City, significantly advance the vision for Mainstreets; and
- / Where the application of the provisions of Section 2.5.1 and Section 4.11 of the Official Plan determine that additional height is appropriate.

The proposed development meets the general intent of Richmond Road/Westboro Secondary Plan (OPA 70), as:

- / *The subject site is partially located along McRae Avenue, which permits the proposed 4 storey mixed-use development.*

The proposed height of the 19 storey tower meets the general intent of Policy 1.3.3 regarding the following circumstances:

- / *The proposed building height along Tweedsmuir and McRae Avenue conforms with prevailing building heights and provides a transition between existing buildings;*
- / *The proposed building height at the corner of Scott and McRae is located closest to the 33 storey Metropole building and effectively provides transition from that building toward the low rise built form along Scott, Tweedsmuir, and McRae. These two (2) highrise buildings are expected to be further complimented by the future high rise development that is envisioned immediately north of the transit station;*
- / *The development fosters the creation of a community focus where the proposal is on a corner lot, or at a gateway location or at a location where there are opportunities to support transit at a transit stop or station;*





- / *The development incorporates facilities, services or matters as set out in Section 5.2.1 of the Official Plan with respect to the authorization of increases in height and density that, in the opinion of the City, significantly advance the vision for Mainstreets;*
- / *Where the application of the provisions of Section 2.5.1 and Section 4.11 of the Official Plan determine that additional height is appropriate.*
  - o *The proposed development provides transitions from the pedestrian realm and the adjacent residential and commercial uses. Along Scott Street, the tower setbacks at three (3), nine (9) and 17 storeys reduce visual impacts and to enhance the public realm. The proposed development on McRae Avenue reduces to four (4) storeys, consistent with the Secondary Plan and is an appropriate transition into the adjacent commercial use of a car dealership. The proposed development along Tweedsmuir Avenue of three (3) storey townhouses is consistent with the Secondary Plan and provides a buffer of 1.2 metres from the adjacent low rise residential dwellings;*
  - o *A laneway is proposed connecting Tweedsmuir and McRae Avenue and acts as a buffer between the development and surrounding uses. It also offers as a pedestrian connection across the development;*
  - o *A courtyard is proposed between the 19 storey tower and the four (4) storey mixed-use development and serves as an amenity space and transitional space;*
  - o *The proposed development is setback from the corner of Scott Street and McRae Avenue, and Scott Street and Tweedsmuir Avenue with a five (5) metre sight triangle to provide more space for the public realm;*
  - o *The 19 storey tower incorporates commercial uses along the ground floor with various building partitions to provide for an interesting streetscape experience;*
  - o *The Westboro Transitway Station is across the street from the site, approximately 70 metres away. Across the street east is the Metropole, a 33 storey residential tower and the tallest tower in Ottawa. The addition of the proposed development will balance the Metropole along the skyline;*
  - o *The proposed development incorporates commercial and office uses on the first and second floor of the 19 storey tower and commercial uses along the first floor of the four (4) storey residential buildings. The inclusion of commercial and office uses is appropriate for the Secondary Plan and the Zoning By-law;*
  - o *The courtyard proposed on McRae Avenue has the potential to become a private and public partnership to serve as a space for residents and the community;*
  - o *The proposal maintains the intent of the Official Plan which identifies transit stations as locations for increased density and height;*
  - o *The Secondary Plan states that redevelopment and infill are encouraged on Scott Street in order to optimize the use of land through increased building height and density.*

## URBAN DESIGN GUIDELINES

### DEVELOPMENT ALONG TRADITIONAL MAINSTREETS

The Urban Design Guidelines for Development along Traditional Mainstreets were approved by Council in 2006 and their purpose is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Traditional Mainstreets. These guidelines are to be applied throughout the City for all streets identified as a Traditional Mainstreet within the Official Plan.



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

- / *Guideline 1: The Scott Street traditional mainstreet does not have an existing street edge, the proposed development will re-establish the street edge, a defining feature of a mainstreet.*
- / *Guideline 2: Trees and plantings will be located along all three (3) street edges and additional plantings in the rear of the development along McRae Avenue.*
- / *Guideline 3: The proposed development creates a visually continuous streetscape while ensuring ample pedestrian space.*
- / *Guideline 4: Periodic breaks are incorporated into the proposed development to add interest to the streetscape.*
- / *Guideline 5: A semi-public outdoor amenity space is provided between the 19 storey tower and four (4) storey buildings.*
- / *Guideline 9: The proposed development transitions into the neighbouring residential and commercial uses adjacent to the site through three (3) and four (4) storey buildings.*
- / *Guideline 11: The commercial uses along the ground floor of the proposed development will utilize clear windows to aid in making an active pedestrian environment.*
- / *Guideline 12: The proposed development is setback at three (3), nine (9) and 17 stories to help achieve a human scale on the sidewalk.*
- / *Guideline 13: Residential units are located above the second floor.*
- / *Guideline 14: The mixed-use 19 storey tower is located at the corner of Scott Street and McRae Avenue.*
- / *Guideline 19: Front doors face the Scott Street (mainstreet) and are directly accessible from the public sidewalk.*
- / *Guidelines 37 & 38: Service and utility areas are shared between the proposed buildings and enclosed wherever possible.*

## HIGH-RISE HOUSING

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

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

- / *Guidelines 1a:*
  - o *The high-rise building is orientated to the centre of the site and to Scott Street, with lower scale buildings at the edges, so as to achieve an appropriate transition to the traditional mainstreet and to the adjacent residential uses.*
  - o *The proposed development provides direct links to the Westboro Transitway Station, sidewalks and streets.*
  - o *The setback of the tower at the base is similar in height, proportions and rhythm to the surrounding neighbourhood context.*



/ *Guidelines 1b:*

- *The high-rise building is oriented in a grid pattern within the large site in order to provide logical and direct links to the public realm and sidewalks on Scott Street and McRae Avenue, as well to Tweedsmuir Avenue west of the site.*
- *The orientation of the high-rise building will re-establish the street edge that defines the public realm of streets and open spaces that reflect the desired street pattern.*
- *The building form of the proposed development contributes to the sense of place through distinctive design features.*

/ *Guidelines 4 & 5:*

- *The building setbacks create a stepping down effect from the high-rise building fronting Scott Street.*
- *The ground floor uses of the high-rise are commercial uses that will strive to make the pedestrian realm active and relevant.*

/ *Guideline 6:*

- *The development respects the existing neighbourhood through lower buildings as it transitions into the neighbourhood.*

/ *Guideline 8:*

- *The high-rise tower is located on a corner lot and incorporates a sight triangle of five (5) metres to emphasize pedestrian realm and intersection.*

/ *Guideline 11:*

- *High-rise buildings are oriented to minimize shadow impact on adjacent sites, streets and open spaces.*

/ *Guideline 13:*

- *The lower portion of the tower supports human-scaled streetscapes and quality pedestrian environments through landscaping and architectural detailing.*

/ *Guideline 14:*

- *The building fronting Montreal Road will use clear windows and doors to make the pedestrian level façade highly transparent and accessible.*

/ *Guideline 15:*

- *Higher floor-to-floor heights are provided on the ground floors of all high-rise buildings (3.66 metres vs. 3.02 metres typical height).*

/ *Guideline 20:*

- *A minimum of 20 metres separation is provided between the high-rise buildings to ensure adequate light, solar exposure, views and privacy.*

/ *Guideline 21:*

- *750 square metre floorplates are used for the high-rise buildings.*

/ *Guideline 29:*

- *The laneway proposed between Tweedsmuir and McRae Avenue provides a connection and pedestrian link.*

## **TRANSIT ORIENTED DEVELOPMENT GUIDELINES**

The Urban Design Guidelines for Transit Orientated Development were approved by Council in January 2019 and are to be used near transit orientated developments. These guidelines are to be applied wherever transit-supportive or “intensified” land development in priority

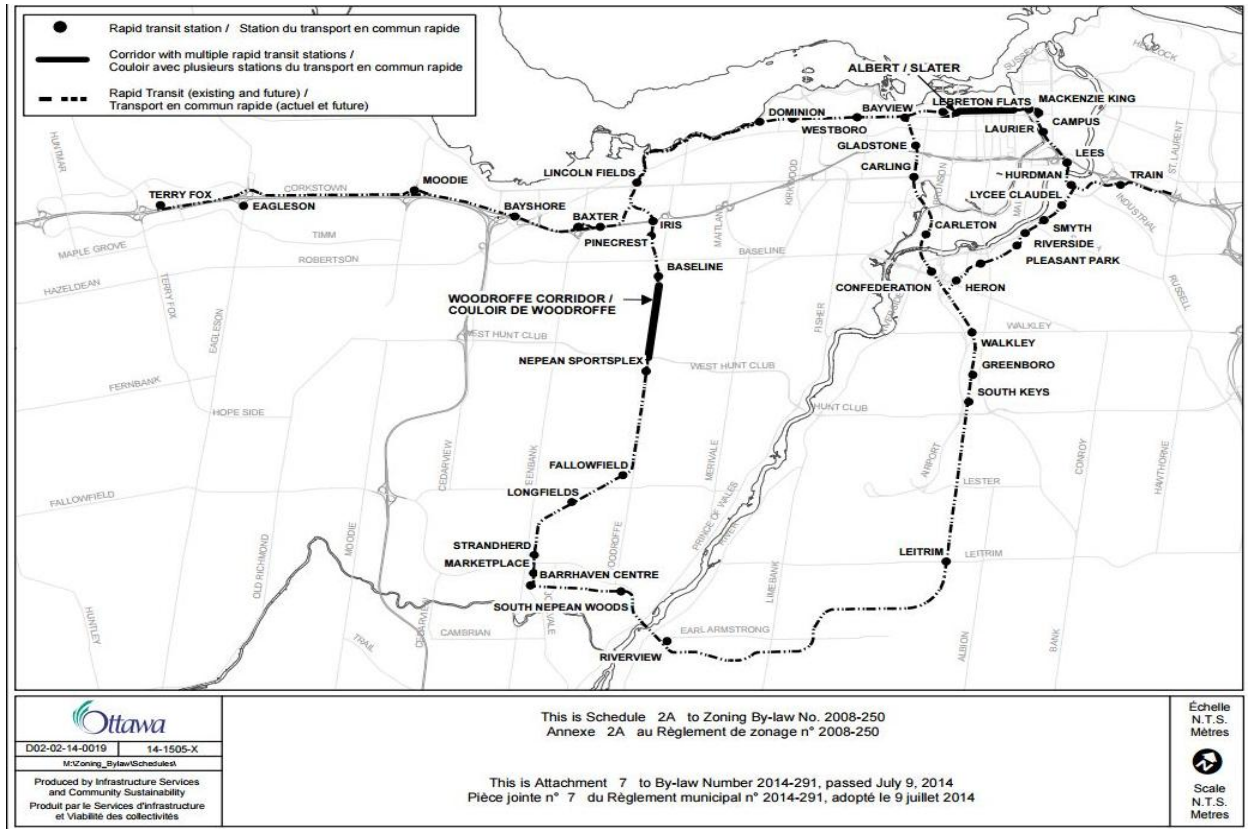


areas located near future LRT (light rail Transitway) stations. The Westboro Transitway Station will become a future LRT station.

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

- / Guideline 1 - Creating complete, mixed-use communities:
  - o The subject site will contribute to the TOD area (Westboro Transit Station) through the proposed residential, office and commercial uses to provide an opportunity for a mix of uses.
- / Guideline 2 - Accommodating population densities in a compact build:
  - o The proposed 60 metre development provides more jobs and housing options close to the Westboro station which would increase the ridership. Medium and high densities are accommodated in compact built forms close to transit.
- / Guideline 3 - Establishing context-sensitive development that respects existing neighbourhoods:
  - o The subject development will transition and respect the surrounding context of the existing neighbourhood through the four storey mixed-use buildings and the three storey townhouses.
- / Guideline 4 - Promoting choices and reprioritizing pedestrians, cyclists and transit users over single occupant automobiles:
  - o Pedestrian pathways, cycling routes and existing transit is easily available in the area and accessible by users. The proposed development supports individual choices, the available options can be seen in Figure 8 & 9.
- / Guideline 5 - Creating green spaces and urban places:
  - o The proposed development includes a public/private courtyard along McRae Avenue between the 19 storey tower and four (4) storey mixed-use developments. This space will serve as an urban green space and aid in making the area liveable.
- / Guideline 6 - Creating an attractive, well-designed urban environment:
  - o The development will aim to achieve high-quality urban design to enhance the livability and quality of life for residents and the surrounding area. The development will maintain a human-scale and will transition through setbacks to reduce impacts on the surrounding area.





/ Figure 18. Schedule 2A, Rapid Transit Stations.

### CITY OF OTTAWA ZONING BY-LAW 2008-250

The property at 320 McRae Avenue, and 315 Tweedsmuir Avenue is split into three zones with Traditional Mainstreet (TM), General Mixed Use (GM) and Residential (R) zoning. More specifically, the frontage of Tweedsmuir Avenue is zoned R4G – Residential Fourth Density and portion of the property along McRae Avenue is zoned GM(1576) H(15) – General Mixed Use with a height maximum of fifteen (15) metres. In Section 101 of the By-law, where sites are location within 600 metres of a rapid transit station, the minimum required motor vehicle parking rate is reduced where specified.

The purpose of the TM[103] zone is:

- / To 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 TM in the Official Plan;
- / Foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;
- / Recognize the function of Business Improvement Areas as primary business or shopping areas;
- / 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; and

- / Retail and wholesale display and sales area permitted only at the south east corner of Scott Street and McRae Avenue.

The following uses are permitted in the TM[103] zone (among others):

- / apartment dwelling, mid- rise
- / dwelling units
- / automobile dealership
- / bank
- / convenience store
- / hotel
- / medical facility
- / office
- / restaurant
- / retail store/food store
- / automobile rental establishment
- / automobile service station
- / carwash gas bar
- / parking garage
- / parking lot
- / retail and wholesale display and sales area



Table 1 - TM[103] Zone Provisions:

ZONING MECHANISM	TM ZONE REQUIREMENT	PROPOSED	CONFORMS ✓ OR ✗
Minimum Lot Area	No minimum	2,553 sq.m	✓
Minimum Lot Width	No minimum	49 metres along Scott	✓
Maximum Front Yard Setback	2 m except for any part of the building above 15 metres in height for which an additional building setback must be provided	1.2 metres	✗
Minimum Corner Side Yard Setback	3 m except for any part of the building above 15 metres in height for which an additional 2 m building setback must be provided	3 metres	✓
Maximum Interior Side Yard Setback	6 m between a non-residential use building or a mixed-use building and another non-residential use building or mixed-use building where a driveway leading to a parking area of 20 or more spaces is provided	0, not applicable	✓
Minimum Interior Side Yard Setback	3 m for a non-residential use building or a mixed-use building abutting a residential zone  1.2 m for a residential use building  No Minimum in other cases	0, not applicable	✓
Minimum Rear Yard Setback	7.5 m, abutting a residential zone or for a residential use building  No minimum in all other cases	3.8 metres	✗
Maximum Building Height	18 metres	60 metres	✗
Maximum Floor Space Index	No maximum	2	✓
Minimum Width of Landscaped Area	No minimum	0	✓



<b>Minimum Residential Parking Space Requirements</b>	Residential, Mid-High Rise and Low-Rise: 0.5/du  Dwelling Units, in the same building with other uses: 0.5/du	94	✓
<b>Minimum Visitor Parking Space Requirements</b>	Residential, Mid-High Rise and Low-Rise: 0 for first 12 du 0.2/du for next  Dwelling Units, in the same building with other uses: 0 for first 12 du 0.2/du for balance of du=1	34	✓
<b>Minimum Commercial Parking Space Requirements</b>	Retail on the ground floor of a building: 0 for first 150m <sup>2</sup> of GFA, 2.5/100m <sup>2</sup> of GFA over 150m <sup>2</sup>  Any other use on ground floor of a building if 150m <sup>2</sup> of GFA or less: 0	19	✓
<b>Minimum Loading Space Requirements</b>	2	1	✗
<b>Minimum Bicycle Parking Requirements</b>	Retail: 1/250 m <sup>2</sup> of GFA Residential: 0.5/unit (188 units) Office: 1/250 m <sup>2</sup> of GFA	Retail: 5 Residential: 188 Office: 4 Total: 101	✓

The purpose of the GM[1576] H(15) zone is:

- / To allow residential, commercial and institutional uses or mixed use development;
- / Permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed;
- / Loading spaces are permitted in a yard abutting any street other than Wilbur Avenue and to allow buildings up to fifteen (15) metres;
- / Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

The following uses are permitted in the GM[1576] H(15) zone (among others):





- / apartment dwelling, mid- rise
- / dwelling units
- / artist studio
- / community centre
- / convenience store
- / hotel
- / medical facility
- / office
- / restaurant
- / retail store/food store

# PLANNING RATIONALE

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Ottawa, ON K2P 0Z8  
613.730.5709  
fotenn.com

26 May 2015



Table 2 – GM[1576] H(15) Zone Provisions:

ZONING MECHANISM	GM ZONE REQUIREMENT	PROPOSED	CONFORMS ✓ OR ✗
Minimum Lot Area	No minimum	2,493 sq.m	✓
Minimum Lot Width	No minimum	113 metres	✓
Maximum Front Yard Setback	3 metres	2 metres	✗
Minimum Corner Side Yard Setback	3 metres	N/A	✓
Minimum Interior Side Yard Setback	No minimum	3 metres	✓
Minimum Rear Yard Setback	7.5 metres	5 metres	✗
Maximum Building Height	15 metres	14.3 metres	✓
Maximum Floor Space Index	2	1.5	✓
Minimum Residential Parking Space Requirements	Residential, Mid-High Rise and Low-Rise: 0.5/du  Dwelling Units, in the same building with other uses: 0.5/du	27	✓
Minimum Visitor Parking Space Requirements	Residential, Mid-High Rise and Low-Rise: 0 for first 12 du 0.2/du for next 300 du=60 0 for balance of du  Dwelling Units, in the same building with other uses: 0 for first 12 du 0.2/du for balance of du=1	7	✓
Minimum Commercial Parking Space Requirements	Retail on the ground floor of a building: 0 for first 150m <sup>2</sup> of GFA, 2.5/100m <sup>2</sup> of GFA over 150m <sup>2</sup>	23	✓

# FOTENN

	Any other use on ground floor of a building if 150m <sup>2</sup> of GFA or less: 0		
<b>Minimum Loading Space Requirements</b>	1	1	✓
<b>Minimum Bicycle Parking Requirements</b>	Retail: 1/250 m <sup>2</sup> of GFA Residential: 0.5/unit (54 units)	Retail: 4 Residential: 27 Total: 31	✓

The purpose of the R4G zone is:

- / Allow a range of residential uses to provide additional housing choices within the fourth density residential area;
- / Allow ancillary uses to the primary uses to all residents to work at home;
- / Regulate development with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced;
- / Promote efficient land use and compact form while showcasing newer design approaches.

The following uses are permitted in the R4G zone (among others):

- / Apartment dwelling, low rise
- / park
- / bank
- / bed and breakfast
- / home-based business
- / townhouse dwelling
- / three-unit dwelling

**Table 3 - R4G Zone Provisions:**

ZONING MECHANISM	R4G ZONE REQUIREMENT	PROPOSED	CONFORMS ✓ OR ✗
<b>Minimum Lot Area</b>	180 m <sup>2</sup>	696 sq. m	✓
<b>Minimum Lot Width</b>	6 metres	15 metres	✓
<b>Minimum Front Yard Setback</b>	6 metres	3.7 metres	✗

# FOTENN

<b>Minimum Corner Side Yard Setback</b>	4.5 metres	Not applicable	✓
<b>Maximum Interior Side Yard Setback</b>	4 metres	3.8 metres	✓
<b>Minimum Interior Side Yard Setback</b>	1.2 metres	3.8 metres	✓
<b>Minimum Rear Yard Setback</b>	7.5 metres	0 metres	✗
<b>Maximum Building Height</b>	11 metres	11 metres	✓
<b>Townhouse Dwelling Parking Space Requirements</b>	Within 600 metres of a rapid transit station: 0.75 per du	4	✓

The Zoning By-law Amendment seeks to rezone all of the lands to a single zone while maintaining the intent of the existing zones. It is proposed that the entire site be rezoned to “TM[xxxx] - Traditional Mainstreet - H(60)”, with a site-specific exception to permit a “apartment dwelling, high-rise, mix-use retail, residential and office of 60 meters” on the portion of the site currently zoned TM. This provision would maintain the intent of the Zoning By-law by limiting building heights of 60 metres along the Scott Street Traditional Mainstreet at the corner of Scott Street and McRae Avenue. This exemption does not pertain to the entirety of the site but to only the north portion of the site to provide an appropriate transition to the surrounding primarily residential and mixed-use uses.

The following amendments are requested as part of this application:

- / Rezone subject property from TM[103], GM[1576] H(15) and R4G to TM [XXXX] to permit “apartment dwelling, high-rise, mix-use retail, residential and office” as a permitted use.
- / Permit a height maximum of 60 metres, whereas the By-law permits a maximum height of 18 metres.
- / Permit variances to the required minimum and maximum setbacks for select buildings in the proposed development.

Additional amendments may be identified following staff review, technical circulation and as a result of Site Plan revisions.

## SUPPORTING STUDIES

A number of independent plans and studies have been prepared in support of the proposed Major Zoning By-law Amendment application. Subsequent to discussions with sub-consultants, it is clear to FOTENN that these studies support the proposed development. Please refer to these plans and studies in the submission package.

## CONCLUSIONS

In summary, it is our professional planning opinion that the proposed development represents good land-use planning, is appropriate for the subject site, and is in the public interest for the following reasons:

- / The proposal capitalizes on an infill opportunity of an underutilized site within the City's built-up area where services are readily available.
- / The proposed development proposes to intensify a site situated in proximity to employment, rapid transit, active transportation infrastructure and community amenities, contributing to the creation of complete communities and development patterns that are sustainable over the long term.
- / The proposed development promotes densities that contribute to more sustainable land use patterns and contribute to the range and mix of residential housing types.

The proposed development is consistent with the Traditional Mainstreet policies of the OP in that:

- / The proposal is for a dense, mixed-use development in a location that is walkable, accessible for bicycles, and the Westboro Transitway Station.
- / The proposed uses - retail, apartments, dwelling units - are permitted in the Traditional Mainstreet designation.
- / The proposed maximum height of 60-storeys can be contemplated in the Richmond Road/Westboro Secondary Plan in accordance with Section 4.11, discussed further below as well as the Traditional Mainstreet policies of the preceding Official Plan that, unlike OPA 150 is in full force and effect.

The proposed development meets Section 4.11 policies in that:

- / The Subject Property meets the intent of Policy 4.11.9 with regards to the location of tall buildings. Specifically, the proposed development is identified as a location potentially suitable for building heights above six (6) stories in the Richmond Road/Westboro Secondary Plan (see Secondary Plan section below for further details);
- / The Subject Property generally meets the intent of Policy 4.11.11 with regards to evaluating high-rise buildings as architecture in their own right and as part of a greater context. Specifically, the proposed development;
- / Incorporates ground-oriented commercial units along McRae Avenue and the Scott Street Traditional Mainstreet to create an active and animated streetscape. A lower scale of mixed-use development (four-storey) is proposed along McRae



Avenue to create an appropriate transition away from the mainstreet towards the abutting car dealership and mid-rise development on the east side of McRae Avenue;

- / Carefully considers the architecture of the buildings with a four (4) storey mixed-use design that will act as a defining edge for the McRae Avenue and a 19 storey tower as a landmark for the district, creating new views along Scott Street. The proposed building's compact floorplates will minimize the development's sun shadowing impact;
- / The proposed mixed-use building along Scott Street will frame the public realm of the traditional mainstreet while maintaining access for residents, visitors to the site, and passerbys.
- / The Subject Property also generally meets the intent of Policy 4.11.12 with regards to the integration of taller buildings within an area characterized by a lower built form.
- / The Subject Property is within 600 metres of a transit station, namely the Westboro Transitway. Within the Official Plan, greater densities and heights can be considered within close proximity to these transitways.

The proposed development meets OPA 150's revised mainstreet policies in that:

- / The subject site is identified in the Richmond Road/Westboro Secondary Plan as a location for greater heights because of the close proximity to the Westboro Transit Station and the existing and planned development of high rise buildings in close proximity of the subject lands.

The proposed development also meets OPA 150's revised Section 2.2.2 policies since:

- / The Subject Property fosters the creation of a community focus where the proposal is on a corner lot, or at a location where there are opportunities to support transit at a transit stop or location;
- / The Subject Property is identified in the Richmond Road/Westboro Secondary Plan as a location where heights above 4-6 storeys may be considered.

The proposed development meets the general intent of Richmond Road/Westboro Secondary Plan (OPA 70) of Policy 1.3.3, since:

- / The Subject Property building height conforms with prevailing building heights and provides a transition between existing buildings;
- / The Subject Property location fosters the creation of a community focus and is in a location where there are opportunities to support transit at a transit stop or station;
- / The development incorporates facilities, services or matters as set out in Section 5.2.1 of the Official Plan with respect to the authorization of increases in height and density that, in the opinion of the City, significantly advance the vision for Mainstreets;
- / Where the application of the provisions of Section 2.5.1 and Section 4.11 of the Official Plan determine that additional height is appropriate

# FOTENN

The proposed development represents, in our opinion, good land use planning and reflects appropriate development for the site that is consistent with the broad policy directions of the PPS, the City of Ottawa Official Plan, the intent of the City of Ottawa Zoning By-law 2008-250 and the Richmond Road/Westboro Secondary Plan.

Sincerely,



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**FOTENN Consultants Inc.**



Molly Smith, M.PL  
Planner  
**FOTENN Consultants Inc.**