



Zoning By-law Amendment Application

250, 266, 268, 272, & 274 Parkdale Avenue;
1518 Scott Street; and
9, 11, 13, & 15 Bullman Street

April 2013

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APPENDIX A – URBAN DESIGN ANALYSIS

APPENDIX B – SUN SHADOW STUDY



1.0 INTRODUCTION

FOTENN Consultants Inc. has been retained by Richcraft Homes to prepare a Planning Rationale in support of the Zoning By-Law Amendments for lands located at 1518 Scott Street; 250, 266, 268, 272, & 274 Parkdale Avenue; and 9, 11, 13, & 15 Bullman Street.

The purpose of this planning rationale is to assess how the proposed development achieves and conforms to the objectives of the applicable policy and regulatory framework, determine if the development is appropriate for the site, and evaluate its compatibility with adjacent development and the surrounding community.

1.1 Development Proposal

The development proposal consists of two (2) separate buildings located within the block bounded by Scott Street to the north, Parkdale Avenue to the east, and Bullman Street to the south. At the north end of the block, a 32-storey residential building with commercial uses at grade is proposed at the corner of Scott Street and Parkdale Avenue (1518 Scott Street and 250 Parkdale Avenue). At the south end of the block, a 28-storey residential apartment building with commercial uses at grade is proposed along the intersection of Parkdale Avenue and Bullman Street (266-274 Parkdale Street & 9-15 Bullman Street).

The 32-storey north building will contain 208 residential apartment units and 2,350 m² (25,294 sq. ft.) of commercial retail and office space on the ground floor. A total of 190 vehicular spaces will be provided underground to serve the proposed development, including residential, visitor and commercial parking. In addition to vehicular parking, a total of 120 bicycle parking spaces will also serve the development.

The 28-storey south building will contain 291 residential apartment units and 1,243 m² (13,381 sq. ft.) of commercial space proposed to be occupied by a retail food store. A total of 260 vehicular parking spaces and 160 bicycle parking spaces will be provided underground to serve the residential and commercial uses in the building.

The architecture and design of the buildings incorporate elements typically associated with high-rise developments. Both buildings have been designed with a podium, tower and top. The tower and top of each of the buildings will sit on a four (4) storey podium that will serve as the primary interface at street level. To articulate the podium, the tower has been stepped back at the 5th floor, creating a strong base that frames the street and visually reduces the building's mass at grade. The podium will contain commercial uses that will bring activity to the street level around the building.

Landscaping features are proposed to be incorporated at grade, along with sufficient open space to accommodate patios for the commercial uses. The 5th-floor terrace on the south building will contain amenity space with landscape features.

Vehicular accesses to the underground parking facilities are provided away from areas of high pedestrian traffic, ensuring that the pedestrian experience around the building and landscaping is uninterrupted. Access points connect to Scott Street (north tower) and Bullman Street (south tower).



Podiums of the Proposed Buildings



Figure 1: Podium of the north tower



Figure 2: Podium of the south tower



Each proposed tower will be set back from the edges of the podium, rising 32 and 28 storeys respectively to form the tower components of the buildings. Pulling these towers from the podium edges reduces the visual impact of the building at grade, and allows for light and air between the proposed development and adjacent sites. The north tower will be set back approximately 3 m from the north and south property lines, and 9 m from the west property line. The south tower will be set back approximately 17 m from the north property line, 10 m from the west property line, and 7.5 m from the south property line. Both towers are located approximately 26 m from the low-rise residential neighbourhood located on the east side of Parkdale Avenue.

The development achieves approximately 30 m of separation distance between the towers. This generous distance is achieved through a combination of tower siting and the unique configuration of the land holdings. Again, the southern tower is situated approximately 17 m from the northern property line while maintaining a 7.5 m distance from the southern property line. Setting the tower back from the street and podium ensures that the podium maintains a dominant street presence along Bullman Street while allowing for a considerable distance to the northern tower.

The distance separation between the two buildings is also achieved through the unique configuration of the land holdings. The two properties are separated by a parcel of land 10 m wide that does not form part of the land holdings creating an interruption in ownership along Parkdale Avenue. This approximately 10 m parcel of property forms part of a larger land holding west of the properties. The ownership of the lands creates a break at grade between the two buildings providing for a physical and visual break between the two buildings.

Column (Tower) of the Proposed Building



Figure 3: Proposed development, illustrating contrasting tower designs



Building materials for the towers will be composed primarily of a combination of glass and masonry, further reducing the presence of the tower in the sky. Each tower is unique, has a distinctive characters and designs. The 32-storey north tower is divided into four (4) discrete sections, which project from the main tower face at a slightly-offset angle from the podium to add visual interest. The 28-storey south tower features a more conventional design, with contrasting building materials and a rounded tower wall on the north side.

In addition to communal amenity areas within the building, balconies provide private outdoor amenity areas. Each unit contains one (1) balcony, which also put “eyes on the street” to ensure safety in surrounding areas. Balconies on the north, east, and south sides, which face neighbouring residential properties, are recessed into the building to reduce potential for overlook and loss of privacy on adjacent properties.

Proposed Building Elevations

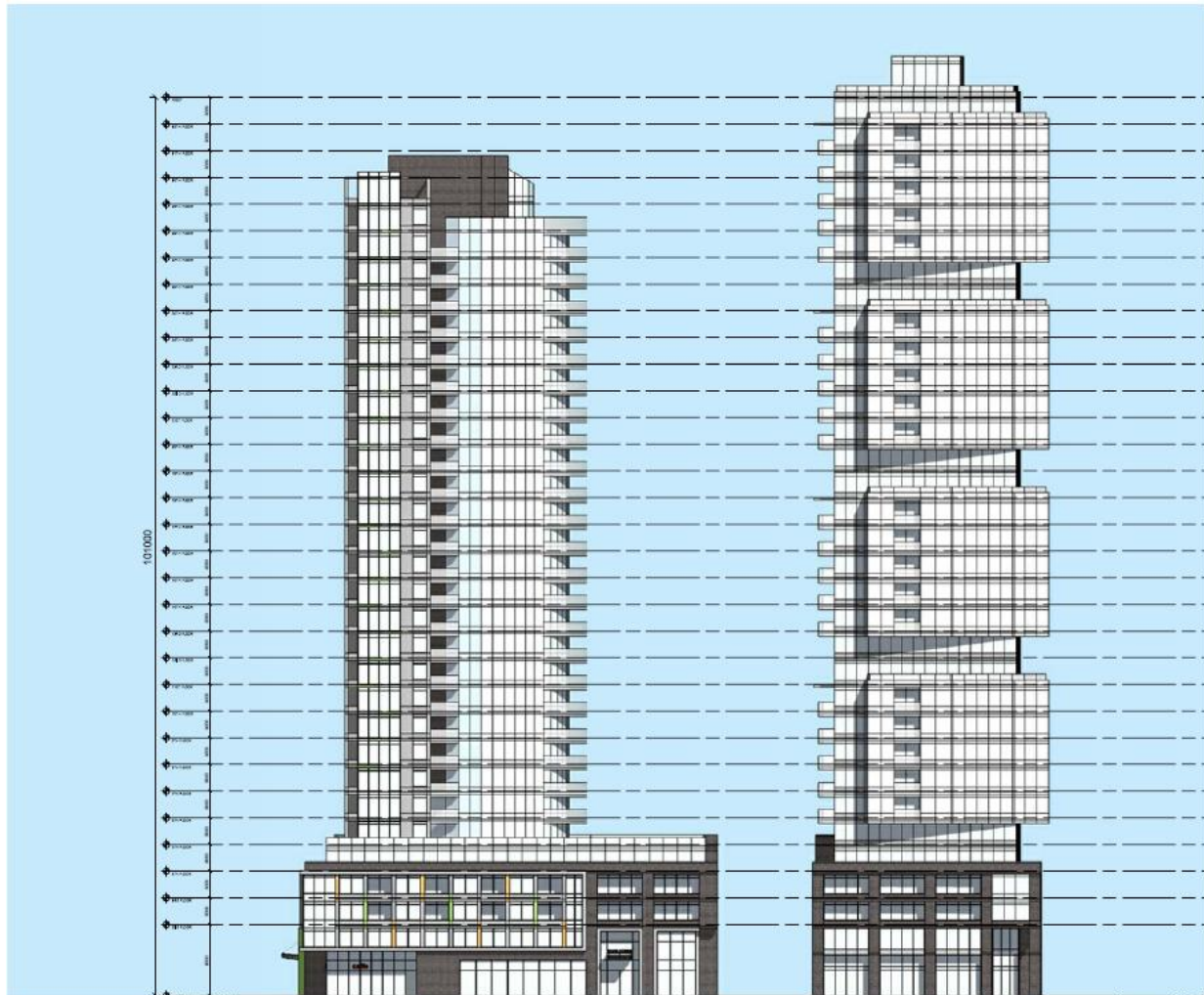


Figure 4: Proposed building elevations

Top of the Proposed Building

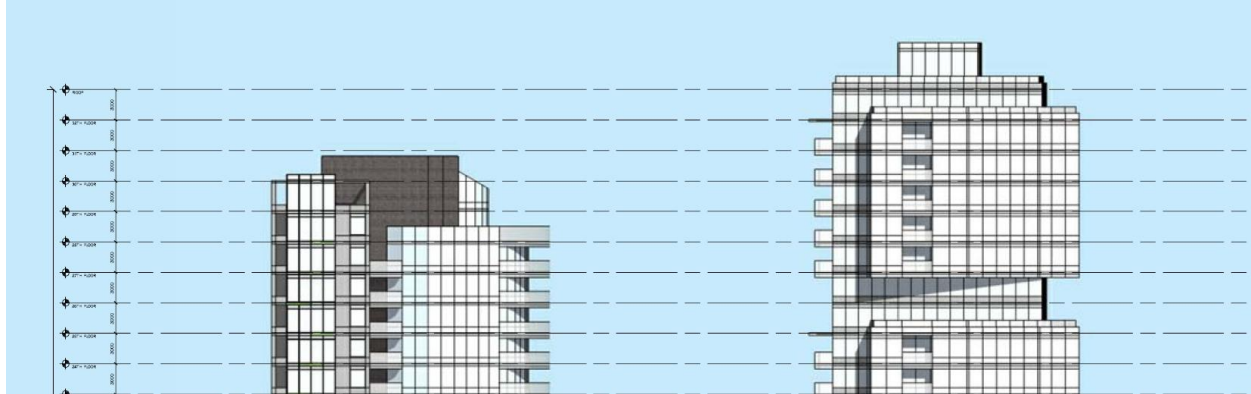


Figure 5: Proposed building tops

The structure's tower and top have been sensitively designed to reduce the perception of the building's size. The floorplate of the north tower is 521 m², while the floorplate of the south tower is 705 m², both of which are within the recommended 750-square-metre maximum established in the Design Guidelines for High-Rise Housing. A smaller floorplate size increases liveability of the units by allowing for a better design and reduces potential impacts of the towers on adjacent properties with respect to sunshading. Towers with smaller floorplates cast a slimmer and quicker moving shadow on adjacent sites.

The development achieves appropriate transitions by incorporating a 4-storey podium that matches the allowable building height on the east side of Parkdale and staggering the building heights of the towers. The transition is further emphasized by the distance separation created by Parkdale Avenue, an arterial roadway that separates the proposed development from low-rise residential uses. The proposed commercial/retail uses help to animate the streetscape and will begin to bring pedestrian activity to a segment of Parkdale Avenue that is currently devoid of significant activity. Overall, the site will integrate within the surrounding context, while introducing an architecturally interesting building into the community.

1.2 Planning Application

The Zoning By-law Amendment application seeks to rezone the site from *Mixed-Use Subzone 12 with a Maximum Floor Space Index of 2.0 and a Maximum Height of 19 metres (MC12 F(2.0) H(19))* to *Mixed-Use Zone with Height Schedule xxxx (MC Sxxxx)* that proposes to remove the maximum Floor Space Index and accommodates the proposed increase in maximum building height. Other provisions may require varying and will be identified as the project moves through the municipal process.

2.0 BACKGROUND

2.1 Site Context

The subject properties are located on the west side of Parkdale Avenue, between Scott Street and Bullman Street. The component parcels have approximately 40 metres of frontage along Scott Street, approximately 81 m of frontage along Parkdale Avenue (an approximately 10-metre strip of land

interrupts the properties, and thus the development lands are not contiguous), and 60 metres along Bullman Street. The total site area of the north lot at Scott Street and Parkdale Avenue is 1,156.57 m² (12,449.22 sq. ft.), and the total site area of the south lot at Bullman Street and Parkdale Avenue is 2,382.3 m² (25,642.86 sq. ft.).

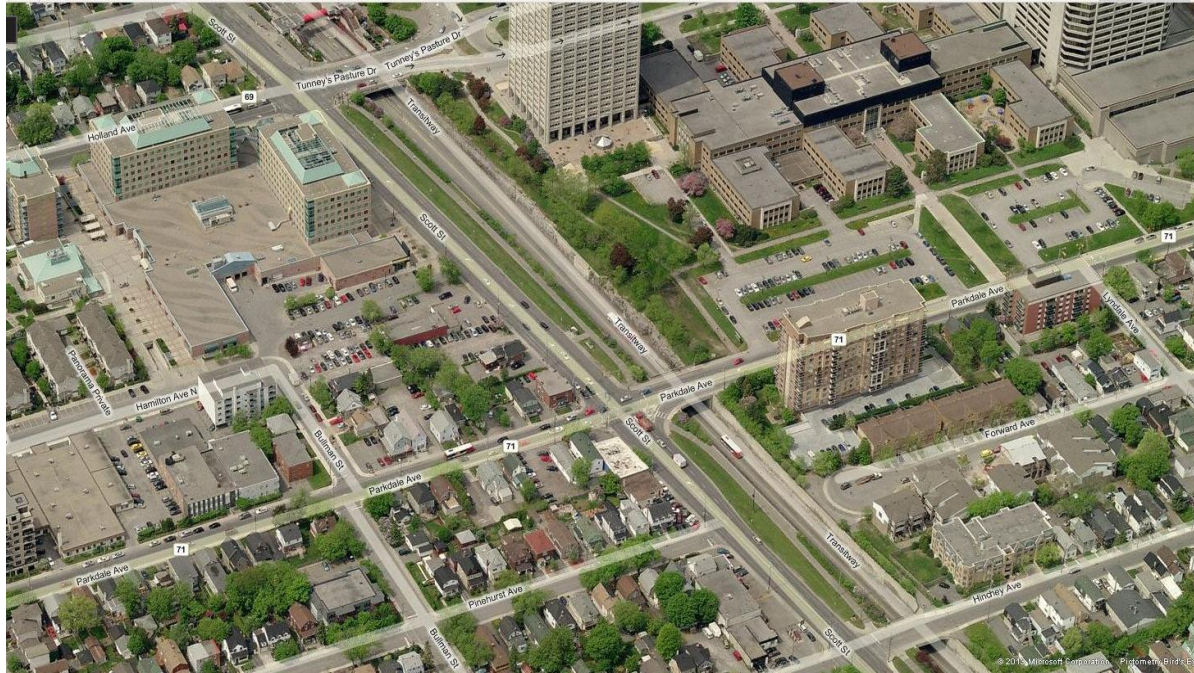


Figure 6: Context Map

The site, comprised of its component properties, is currently developed with eight (8) buildings:

- At 1518 Scott Street (PLAN 58 W PT LOT 18 PARKDALE; W), a single-detached dwelling;
- At 250 Parkdale (PLAN 58 PT LOT 18), a semi-detached dwelling;
- At 266 Parkdale (PLAN 58 S PT LOT 17 PARKDALE; W), a single-detached dwelling;
- At 268 Parkdale (PLAN 58 N PT LOT 16 PARKDALE; W), a single-detached dwelling;
- At 272 Parkdale (PLAN 58 LOT 16 PARKDALE W), a café with residential units above;
- At 274 Parkdale (PLAN 58 E PT LOT 15 PARKDALE; W), a diner with associated surface parking;
- At 9 Bullman Street (PLAN 58 W PT LOT 15 PARKDALE; W), a single-detached dwelling;
- At 11 Bullman Street (PLAN 58 W PT LOT 15 PARKDALE; W), a single-detached dwelling;
- At 13 Bullman Street (PLAN 58 E PT LOT 1 BULLMAN N), a single-detached dwelling converted to a retail commercial use with an addition in the rear; and
- At 15 Bullman Street (PLAN 58 PT LOT 1 BULLMAN N; PT LOT 1 SCOTT S), a parking lot.



Figure 7: Looking southwest from Scott Street



Figure 8: Looking west at 254 Parkdale Avenue



Figure 9: Looking west at 268 Parkdale Avenue



Figure 10: Looking northwest from Parkdale Avenue and Bullman Street

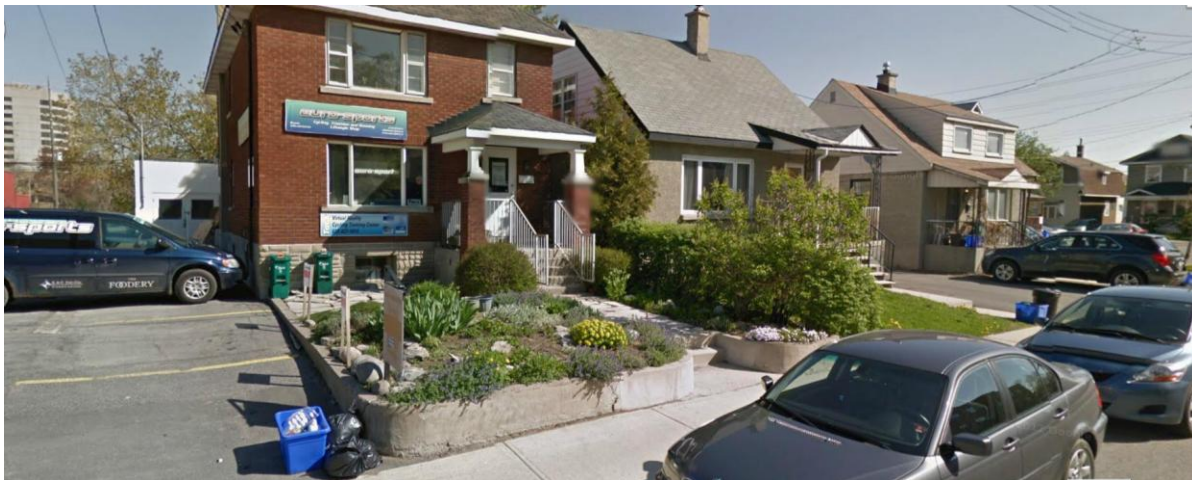


Figure 11: Looking north at 15 Bullman Street and neighbouring properties

2.2 Surrounding Area

North

Immediately north of the site is Scott Street, an east-west arterial street running through the neighbourhood. Running parallel to the north of Scott Street is the Transitway Corridor, which accommodates the Bus Rapid Transit (BRT) line. Directly north and northwest of the site is Tunney's Pasture Transitway station and federal government employment centre. Tunney's Pasture consists of several low- and high-profile office buildings that collectively represent one of Ottawa's largest employment hubs.

On the east side of Parkdale Avenue north of the Transitway is a residential area containing a range of building types and densities. At 215 Parkdale Avenue is a 14-storey residential apartment tower, adjacent to the 15-storey Soho residential apartment tower at 201 Parkdale Avenue. Northward, the built form transitions to mid-rise. A number of high-rise developments have recently been approved further north.



Figure 12: Aerial photo looking north at Tunney's Pasture

East

East of the site is a low-rise residential neighbourhood with a variety of housing types. Single-detached dwellings predominate, with some semi-detached and low-rise apartment dwellings in the area. This built form extends east largely uninterrupted to Bayview Road and Bayswater Avenue.

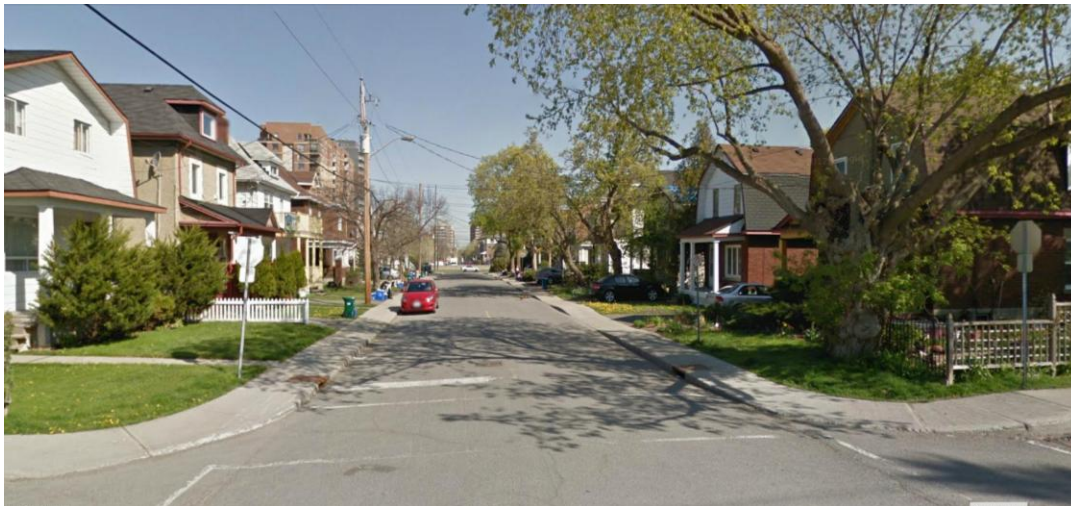


Figure 13: Low-rise neighbourhood to east, looking north from Pinehurst Avenue and Bullman Street

South

South of the site is a mixed-use area with a range of building types. Commercial uses predominate along the west side of Parkdale Avenue, including low-rise office buildings. Several residential-use buildings are present, including a 7-storey residential apartment building at 45 Spencer Street.



Figure 14: Mid-rise development (7 storeys) at 45 Spencer Street

West

West of the site is Holland Cross, a 7-storey office and retail complex at the intersection of Scott Street and Holland Avenue. South of the complex are two (2) 9-storey buildings at 35 and 45 Holland Avenue. On the west side of Holland Avenue is the beginning of a low-rise residential neighbourhood, which extends west roughly to Island Park Drive.

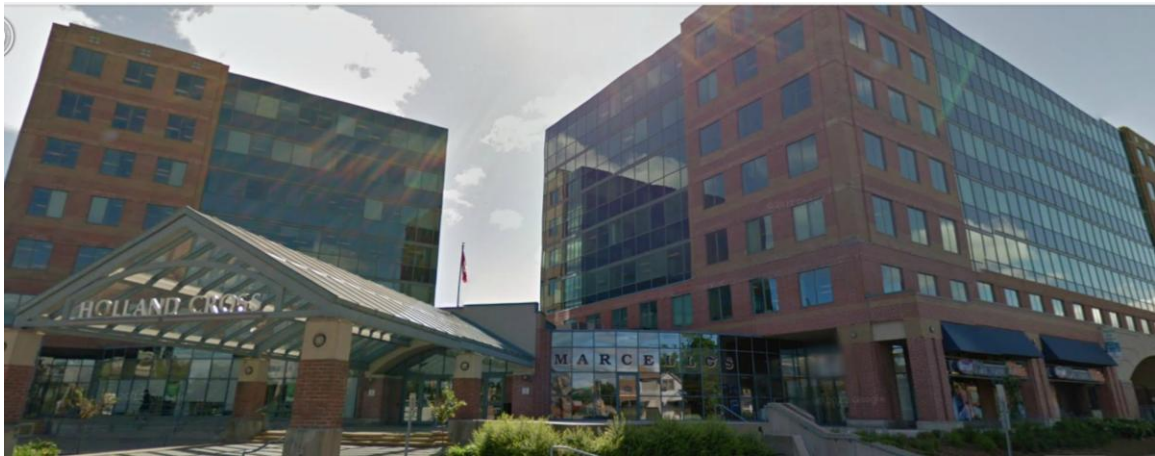


Figure 15: Holland Cross complex

2.3 Community Amenities

In addition to rapid transit and a large federal employment complex, the site is situated within walking distance to a number of community amenities.

Several public parks are located within 400 metres of the subject site, including Laroche Park to the northeast, Carruthers-Stirling Park to the east, McCormick Park to the southeast, and Parkdale Park to the south. Rosemount Library is located approximately 500 metres to the southeast, along with several seniors centres along Wellington Street West.

Daycare facilities are available within a 400-metre radius around the site. Centres include Caroline-Anne McCarville Daycare (southwest), ABC Preschool Learning Centre (southeast), ABC Infant and Toddler Centre (southeast), Odawa Sweetgrass Home Child Care (east), and Makonsag Aboriginal Head Start.

Three (3) schools are located within 1 kilometre from the subject site. Connaught Public School and St-Francois-d'Assise are located southeast of the property, while Devonshire Community Public School is situated approximately 1 kilometre to the east.

Holland Cross, a large mixed-use complex with ground floor commercial, is situated to the west of the site at Holland Avenue. To the south of the site are the Parkdale Park and Market and Wellington Street. Wellington Street accommodates a range of commercial uses including restaurants and retail stores and functions as the main commercial spine anchoring this area.

The site is also located in close proximity to the Ottawa River Parkway and Scott Street, both of which are considered major recreational pathways. In addition, Scott Street is considered a cycling route providing direct access to the City's Central Business District.

2.4 Transportation

2.4.1 Transit

The site is situated in an area with an established road network and in close proximity to rapid transit.

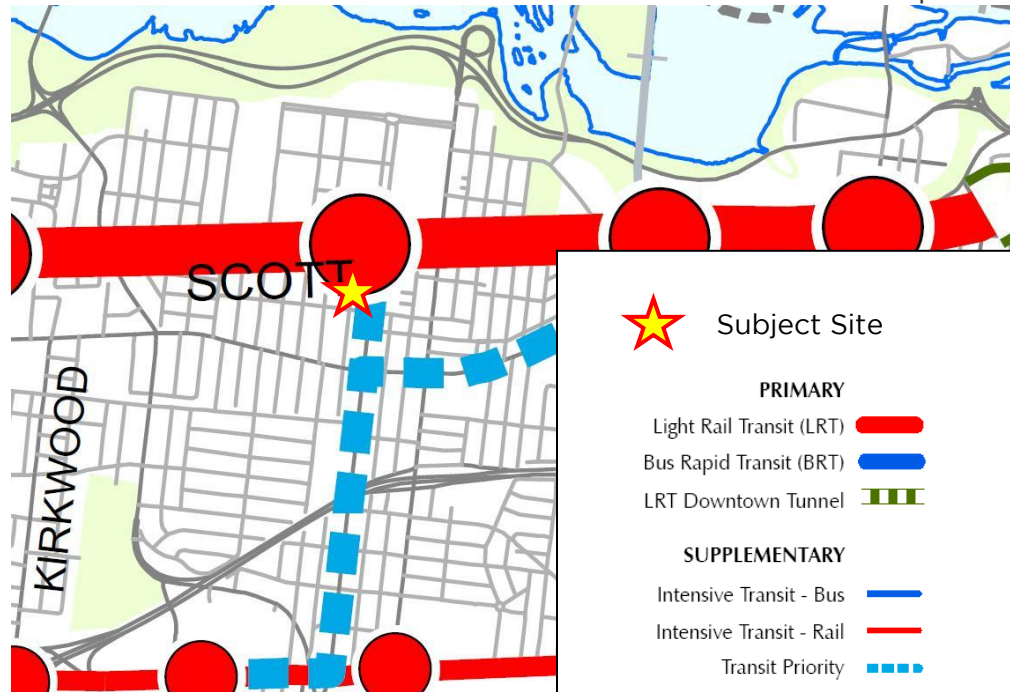


Figure 16: Extract from Schedule D – Rapid Transit Network

The site is located approximately 250 metres from the Tunney’s Pasture Transit station, which is currently served by Bus Rapid Transit. In the future, this existing rapid transit corridor will be converted from bus to light rail, increasing accessibility to the Central Business District.

2.4.2 Road Network

Parkdale Avenue and Scott Street are both designated *Existing Arterial Roads* on Schedule E of the Official Plan. *Arterial Roads* are major roads in the City that carry large volumes of traffic over the longest distances. These roads function as major public corridors accommodating car and truck traffic as well as pedestrians, cyclists and public transit.



Figure 17: Extract from Schedule E – Urban Road Network

Highway 417, the intra-city provincially-owned highway, is located further to the south and accessible via Parkdale Avenue. The Sir John A. Macdonald Parkway (formerly the Ottawa River Parkway) is located approximately 750 metres north, and is also accessible via Parkdale Avenue.

2.4.3 Road Widening Requirement

Annex 1 of the City’s Official Plan protects for a Right-of-Way (ROW) width of 26 m measured from the existing centreline of the road for Parkdale Avenue between the Ottawa River Parkway to Wellington Street. As a result, a road widening may be required along Parkdale Avenue.



3.0 POLICY FRAMEWORK

3.1 Provincial Policy Statement

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 the Provincial Planning Policies.

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 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:

- 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, recreational and open space uses to meet long-term needs [Policy 1.1.1.b];
- Promotes cost-effective development standards to minimize land consumption and servicing costs [Policy 1.1.3.2.a];
- 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 use land, resources, infrastructure and public service facilities and support the use of alternative transportation modes and public transit where it exists or is to be developed [Policy 1.4.3.d];
- Promotes land use patterns, density, and mix of uses that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus [Policy 1.6.5.4];
- Supports energy efficiency and improves air quality through land use and development patterns which promote the use of public transit and other alternative transportation modes and improve the mix of employment and housing uses to decrease transportation congestion [Policy 1.8.1.b through 1.8.1.c].

The proposed development is consistent with the Provincial Policy Statement. The project capitalizes on an infill opportunity of an underutilized site within the City's built-up area where services are readily available. Its proximity to employment, rapid transit, and other amenities contributes to the creation of complete communities and sustainable development patterns. The proposal will also contribute to a range and mix of residential housing types.



3.2 City of Ottawa Official Plan (2003, Consolidated October 2011)

3.2.1 Managing Growth within the Urban Area (Section 2.2.2)

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network, particularly the rapid transit network. Lands designated *Mixed-Use Centre* are identified as key components of this growth strategy. *Mixed-Use Centres* act as mini downtowns and seek to take full advantage of the volume of transit riders that pass through by providing complementary high-density, high-rise employment and residential development opportunities. As such, the Official Plan encourages areas around major transit stations to develop as compact, walkable, mixed-use developments with densities that support transit use in both directions.

In order to accomplish this objective, the Official Plan sets out minimum density targets for lands designated *Mixed-Use Centre*. The subject property is located within the *Tunney's-Quad Mixed-Use Centre* which has a density target of 250 people and jobs per hectare by the year 2031. New development located within an area subject to a minimum density target will be required to meet the minimum density targets. The proposed development will contribute to achieving the density target for this area.

Intensification must be balanced with an appreciation for the existing context and achieving compatibility. To ensure that new development integrates well within and is compatible with the existing context, emphasis will be placed on good urban design and architecture. As such, the proposed development will be evaluated against the policies of Section 2.5.1. Urban Design and Compatibility and 4.11 Urban Design and Compatibility to ensure it achieves a good fit with its surroundings and does not create undue adverse impacts on the adjacent community.

3.2.2 Land Use Designation

Mixed-Use Centre Designation (Section 3.6.2)

The subject site is designated ***Mixed-Use Centre*** on Schedule B: Urban Policy Plan in the Official Plan. Lands with this designation are strategically located on the rapid-transit network, adjacent to major roads, and act as focal points of activity – both locally and regionally. They are integral to the City's strategy of accommodating growth and are intended to support intensification to achieve compact and mixed-use development. Intensification in *Mixed-Use Centres* will support the public transit system, create an essential community focus, allow for minimum travel, and minimize disruption in existing stable neighbourhoods.

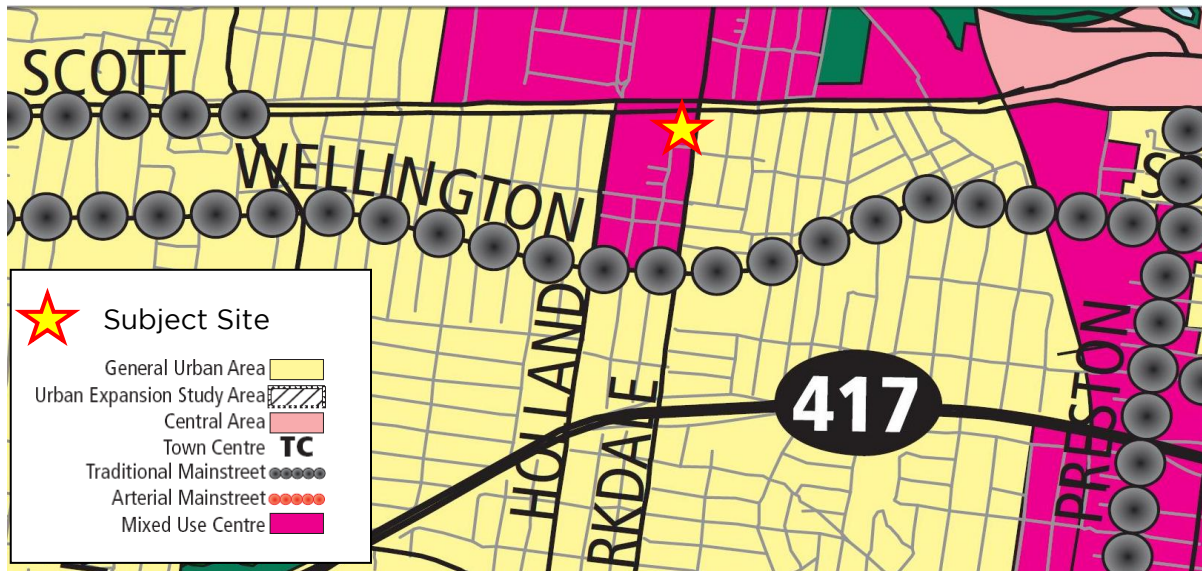


Figure 18: Extract from Schedule B – Urban Policy

A broad range of uses is permitted in the *Mixed-Use Centre* designation including office, retail and high- and medium-density residential uses. Residential development must be provided in the form of apartments and other multiples at a medium to high density. The policies direct the densest development to locate within 400 m of a rapid transit station. High-density development outside of the 400 m radius is also permitted, provided it is located along an arterial road with all-day transit.

The proposed development is consistent with the policies for Mixed-Use Centres. It is located within 250 metres of the Tunney’s Pasture rapid-transit and future light-rail transit station, falling within the 400-metre threshold for densest development established in Policy 7 (c) of Section 3.6.2. The site is situated at the intersection of two (2) arterial roads, making it an appropriate location for intensification.

Prospects for residential intensification around this transit station are limited, as the majority of properties within a 600-metre radius of Tunney’s Pasture are developed with a stable residential community protected for low-rise housing. Consequently, the subject site represents a unique opportunity for intensification in the immediate neighbourhood. The site is an available underutilized lot that does not abut single-detached residences and is separated from the low-rise development by Parkdale Avenue making it an appropriate site to accommodate denser and taller development.

Official Plan policies require that transitions to surrounding General Urban Areas occur within the Mixed-Use Centre. The proposed development is designed to be responsive to its surroundings by incorporating a low-rise podium to match the permitted heights on the east side of Parkdale Avenue and recessing the towers from the edge of the podium to maintain the low-rise built form along the street.

The proposed residential use is permitted in the designation, and meets the requirement that housing be provided in the form of apartments or multiples at a medium to high density. The retail proposed for the ground floor is transit-supportive and will increase pedestrian activity around the site.



3.2.3 Compatibility & Community Design (Section 2.5.1 and Annex 3)

Section 2.5.1 addresses Compatibility and Community Design, particularly as it relates to infill development in established areas. Development must be sensitive to, and compatible with, existing communities that have developed over long periods of time. Compatible development is defined as development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. Compatible development ‘fits well’ within the physical context and ‘works well’ among those functions that surround it.

The proposed development achieves, among others, the following design objective and principles set out in Section 2.5.1 and Annex 3:

1. The proposal enhances the sense of community by creating and maintaining places with their own distinct identity.

City-wide scale:

- The development contributes to establishing neighbourhoods and communities of finite sizes that are easily traversed on foot and include areas of distinctive character, use and identity through a lively and varied mix of uses.

The proposed development contributes to establishing a transition at the edge of the Mixed-Use Centre, which terminates at the west side of Parkdale Avenue. The built form and mix of uses are characteristic of Mixed-Use Centres, helping to distinguish the high-density area from the low-rise residential area east of Parkdale Avenue.

Neighbourhood scale:

- Respecting and reflecting historical design elements, development patterns and cultural landscapes of the surrounding area.
- Protecting, enhancing, or providing vistas of significant natural features, landmark places, major greenspaces, points of interest, and other important symbols of community identity.
- Enhancing or creating nodes of activity within communities or districts at important junctions and points of interaction where a distinctive urban design character is created, such as through the erection of landmark buildings, and where residential densities support the provision of public transportation and a vital mix of uses and activities.
- Enhancing place-making by locating the majority of the community’s population within walking distance of functionally-integrated neighbourhood services, such as community facilities, parks, schools, neighbourhood retail centres and employment centres.

The design of the proposed development mimics the edge condition of Parkdale Avenue established north of Scott Street, with medium- and high-profile development fronting onto Parkdale Avenue and low-rise development in behind. The towers symbolically mark the intersection of two (2) major arterials, and the active uses generate pedestrian activity on the site. The property is located within walking distance of rapid transit facilities, retail uses, parks, schools, and other neighbourhood services. The residential densities will support the provision of public transportation, as well as providing at-grade retail uses for transit riders.



Street scale:

- Supporting the role of the street as a vibrant public space through means such as creating or reinforcing a pattern of building, activity, landscape, and amenity that will attract the public.

The proposal contains retail uses at grade, along with street front entrances for the residences. These active features contribute to a vibrant public space at street level. The proposal extends the pedestrian activity north from the Parkdale Market to an area that is presently devoid of this rate of activity. It will create a continuous pattern of activity and reinforce Parkdale Avenue as a walkable, pedestrian-oriented street.

Site scale:

- Considering adjoining buildings, topography, and the general pattern of height in the area to determine the scale, massing and height of the development.
- Contributing to views and vistas where buildings or structures stand out significantly on the skyline from the background of existing buildings.

The proposed development contains a 4-storey podium to reflect the existing 4-storey built form permitted on the east side of Parkdale Avenue. The compact floor plates of the towers and generous separation distance between the towers ensure that shadowing impacts are decreased. The planned function of the Mixed-Use Centre is high-density transit-supportive land uses, with which the proposal is compatible. The Mixed-Use Centre area also includes the existing high-profile buildings to the north at Tunney's Pasture and the tall buildings along the east side of Parkdale, north of Scott Street. The buildings will stand out on the skyline against the existing tall buildings at the Tunney's Pasture employment area. As a high-rise building with a modern architectural style, the proposal reflects its own time and marks the evolution of architecture in the area.

Building scale:

- Incorporating architectural and functional excellence to create distinctive places, enhance local identity and assist in public interaction.

The proposal contains retail uses at grade, creating an active focus at the intersection of Scott Street and Parkdale Avenue. Sidewalks will be enhanced to provide ample space for pedestrian movement and streetscaping improvements. This will begin to transform Parkdale Avenue from a largely car-centric street to a more inclusive and pleasant space that attracts pedestrians.

2. To define quality public and private spaces through development.

City-wide scale:

- Tying patterns of land use together through means such as providing a continuity and consistency of streetscape and landscape treatment, pedestrian and cycling routes, building setbacks, building heights, signage and lighting treatment.



The proposal is designed to reflect the most desirable characteristics of the existing development pattern along Parkdale Avenue, including a continuous building frontage, low-rise podium, and wide sidewalks to improve the pedestrian experience at grade.

Street scale:

- Using buildings and trees to define streets, squares, parks and other spaces and generally relating their height and massing to the scale and importance of the space they enclose.
- Creating a continuous street-oriented building form around a street block perimeter.
- Using architectural treatments such as setbacks or projections from continuous building lines, awnings, canopies, alcoves, and bays to soften the interface between buildings and the public realm, create usable attractive spaces for pedestrians, add valuable visual emphasis, and foster activity on the street where people move between public and private space.
- Anchoring strategic and highly visible locations at the intersection of major roads through means such as strong architectural or design elements (e.g. bringing buildings up to the corner and placing the highest and most interesting portion of a building nearest the corner, orienting the main entrance to the corner), capitalizing on design possibilities for both street facades, coordinated streetscape and site design elements (e.g. kiosks, vendors or other pedestrian services and amenities), significant landscaping features, special paving materials, and curb extensions to shorten the distance across the street and larger sidewalk area to accommodate sidewalk activity.

Both proposed buildings contribute to a continuous street frontage along Scott Street, Parkdale Avenue, and Bullman Street. The buildings are sited at the northeast and southeast corners to mark the intersection and define the public space. Shallow building setbacks contribute to a strong relationship with the street, while the heights of the buildings mark the intersection of two (2) major arterial streets.

Site scale:

- Clearly expressing the difference between public and private space through a variety of means, such as the provision of walls, fences...and changes in surface texture and pattern.
- Reducing the amount of area devoted to parking by considering means such as alternatives to surface parking (structures, below grade).

Underground parking is provided under both buildings, eliminating the need for surface parking facilities. The podium walls will define the difference between public and private space on the site.

Building scale:

- Addressing locations that abut a public space frequented by pedestrians by providing elements such as: active, at-grade community-serving uses; at-grade entrances at frequent intervals; windows giving views to passers-by that both informs them of the function of the



building and provides views out of the building to enhance natural surveillance; colonnades, awnings or other features that have the effect of widening the public space and / or providing weather protection to pedestrians; and seating and related amenities at known waiting areas, points of interest, vistas or changes in grade.

- Orienting the principal façade and entrances of main buildings to the street.
- Avoiding blank, windowless walls that are visible from public spaces.
- Using architectural elements, massing, and landscaping to accentuate main building entrances and connecting the entrance to the sidewalk with a well-defined pedestrian way.

The design of the proposed buildings features generous fenestration throughout, along with coloured building materials to add visual interest. Building entrances are oriented to the street, along with architectural features to mark the Parkdale-Scott and Parkdale-Bullman intersections, such as a colonnade.

3. Create places that are safe, accessible, and are easy to get to and move through.

City wide scale:

- Facilitating accessibility and connectivity through measures such as a fine-grain block pattern with frequent intersections and an interconnected street layout.

The rhythm of the entrances and fenestration of the proposed buildings, as well as the retail uses at grade, create the impression of a fine-grained lot fabric. Street intersections with Parkdale Avenue occur directly north (Scott Street) and south (Bullman Street) of the proposed development, which spans the majority of the length of the block.

Street scale:

- Providing the primary site and building access directly from the street in ways that are clearly identifiable, barrier-free, and incorporate safe, attractive pedestrian routes.

Entrances to the proposed development provide direct access to the street and are designed to be safe, accessible, and inviting.

Site scale:

- Defining clear, continuous pedestrian circulation that does not conflict with vehicular movement.
- Designing development with ‘eyes on the street’ and public spaces that maximize overlooking and safety through means such as preserving unobstructed sightlines for persons passing through public spaces, situating the less private rooms of a building facing the street and avoiding high fences or walls along the street.



- Considering the impacts of climate, time and weather for year-round and day and night time use (e.g. snow, wind, rain, ice, darkness, etc).

The abundance of windows will improve safety through overlook onto the street, particularly the retail uses situated at grade. Enclosed, well-lit underground parking facilities contribute to vehicle safety and protection from inclement weather. The entrances to the underground parking garages are removed from areas of high pedestrian activity to reduce conflicts and improve safety. Inset walls and colonnades provide temporary weather protection for pedestrian users of the site.

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

City-wide scale:

- Recognizing that the City is a collection of communities, each with its own history, character and sense of place within the larger fabric.

The proposed development responds to the Mixed-Use Centre land use designation, which encourages high-density, pedestrian-friendly development in and around Tunney's Pasture. It respects the existing mixed-use, high-density building forms to the north and west, while incorporating design elements such as height transition and a low-rise podium to ensure compatibility with the residential neighbourhood to the east.

Neighbourhood scale:

- Considering infill and redevelopment as opportunities to enliven and create a sense of visual interest and delight.
- Facilitating the evolution of existing neighbourhood and communities towards the vision set out in Council-approved area or community plans.
- Incorporating lot area and yard dimensions that respect the existing pattern of development.

The redevelopment of several small parcels represents a unique opportunity in the Tunney's-Quad Mixed-Use Centre to construct a high-density development, as envisioned in the Official Plan policy designation. The different building heights (32 storeys and 28 storeys) create a varied skyline, while the shallow setbacks of each building contribute to the continuous street frontage that predominates along Parkdale Avenue.

Street scale:

- Addressing the impact of the height/tall buildings by maintaining lower building profiles adjacent to streets and open spaces, while setting back the upper storeys across the front façade.



The 4-storey podiums at the base of the proposed buildings maintain a low-profile building height along the streets, while the towers are stepped back to reduce visual and shadowing impacts.

Site scale:

- Providing transitions to ameliorate negative impacts of large differences in scale between and existing development.
- Addressing the impact of the height of medium/tall buildings by means such as: incremental changes in height.

Strategic design elements of the proposed development provide transitions to neighbouring low-profile areas. The 4-storey podium maintains the low-rise built form that runs along Parkdale Avenue adjacent to the street. The differences in building height (32 and 28 storeys) create a southward transition from the high-rise developments in the Tunney's Pasture employment area to the low- to mid-rise built form that exists between the site and Wellington Street West.

Building scale:

- Creating a sense of human scale and visual interest with the first three floors of a building by means such as: the use of architectural massing and detailing; the use of materials, colour, finishes and/or other similar design treatment; the use of a high percentage of clear glazing/transparency; the provision of pedestrian-oriented uses at grade.

The architecture of the proposed buildings includes generous fenestration, detailing, and coloured highlights to add visual interest. Pedestrian activity at grade will be generated by the entrances to the residential units, as well as the provision of retail uses in both buildings.

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.

City wide scale:

- Optimizing choice and availability of options in housing, employment, services and transportation for future occupants in the design of neighbourhoods and communities.

The proposed development contributes to the range and supply of housing options in the community. Additionally, the development's proximity to the Tunney's Pasture rapid transit station provides a viable transit option for users of the site, increases ridership, reduces reliance on private automobiles, and generates pedestrian activity through transit-supportive uses.

Neighbourhood scale:

- Integrating a variety of building forms throughout larger areas.



The proposal continues the established pattern of development along Parkdale Avenue where properties directly fronting this arterial road are developed with taller and more intensive forms of development while the interiors of surrounding neighbourhood remain fairly low-scale. The proposed development incorporates a low-profile podium to allow for an appropriate transition and to maintain a low-profile relationship to the existing low-rise neighbourhood located east of Parkdale Avenue.

Street scale:

- Designing development to infill empty spaces between buildings, and between buildings and the street edge, over time through such means as phased building expansion, the location of parking and on-site circulation, landscape treatment, fencing and site features.

The subject properties are currently developed with a range of low-rise buildings with significant gaps in between used for surface parking. The proposed development would contribute to a continuous building frontage along Scott Street, Parkdale Avenue, and Bullman Street, while locating parking facilities underground.

6. To understand and respect natural processes and features, and promote environmental sustainability in development.

City-wide scale:

- Maximizing the planting of public and private areas, utilizing native species where appropriate and using a diversity of species for overall environmental quality.

The proposed development will contain landscaping in the fourth-floor private amenity space, assisting with retention of storm water, while improving air quality and providing shading for users of the space.

A more in-depth Urban Design Analysis has been completed of the proposed development in the existing community context and has been provided in Appendix A.

3.2.4 Urban Design and Compatibility Criteria (Section 4.11)

When developing individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing and micro-climatic conditions are all prominent considerations when assessing the relationship between the proposal and the surrounding existing neighbourhood. As such, ‘context’ is important as it relates to compatibility and design.

Infill development on consolidated lots that are vacant or underdeveloped is encouraged in the Official Plan. Additionally, more intensive development may be permitted in areas adjacent to roads and located at the periphery of neighbourhoods and in close proximity to transit stations.

The criteria set out in Policy 2 of Section 4.11 provide the means to objectively evaluate the compatibility of infill development. The following table is an evaluation of the criteria in relation to the proposed development.



COMPATIBILITY CRITERIA	CONFORMITY
TRAFFIC	<ul style="list-style-type: none"> ▪ <i>A traffic study will be prepared evaluating the impact of the proposed development on the surrounding area. This study should be referenced for a transportation overview.</i> ▪ <i>In addition to the above, the subject property is located in an area with an established road network and in close proximity to the City’s rapid transit system. Scott Street and Parkdale Avenue are both classified as Existing Arterials on Schedule E of the Official Plan. The Tunney’s Pasture Rapid Transit Station is located less than 300 m from the proposed development. The site is also located in close proximity to employment lands and within walking distance to Parkdale Market and other commercial amenities. The site’s proximity to transit, employment and local amenities are anticipated to reduce the amount of traffic generated by the proposed development.</i>
VEHICULAR ACCESS	<ul style="list-style-type: none"> ▪ <i>As all of the required parking is located underground, the majority of impacts related to noise and headlight glare will be absorbed internally.</i> ▪ <i>Egress/ingress is located away from areas of high pedestrian activity to prevent conflicts and improve safety.</i>
PARKING REQUIREMENTS	<ul style="list-style-type: none"> ▪ <i>A total of 450 parking spaces are being provided, with 190 in the north tower and 260 in the south tower. All parking spaces are accommodated in underground facilities. The proposed number of parking spaces meets the By-law requirement of 0.5 resident spaces. Sufficient visitor parking will be provided to ensure that there is no impact on the adjacent community as a result of overflow parking.</i> ▪ <i>As the site is located within 600 m of a rapid transit station, it is also subject to a maximum parking requirement. The proposed number of parking spaces is well below the permitted maximum rate of 1.75 combined resident and visitor spaces per dwelling unit. All parking demands will be accommodated on site, thereby avoiding any potential spillover parking on the adjacent residential streets while ensuring that the site is not over-parked.</i>
OUTDOOR AMENITY AREAS	<ul style="list-style-type: none"> ▪ <i>The location of the site and the orientation of surrounding residences create little opportunity for overlook into private</i>



	<p>amenity areas.</p> <ul style="list-style-type: none"> ▪ <i>The balconies proposed within the development are similar in style and size as the mid-rise building at 45 Spencer Street.</i> ▪ <i>The existing low-profile development to the east of the site has limited outdoor amenity area. In addition, the proposed development is separated from these homes by the existing municipal roadway and any private amenity areas located at the rear of these properties and buffered by existing buildings.</i>
LOADING AREAS, SERVICES AREAS AND OUTDOOR STORAGE	<ul style="list-style-type: none"> ▪ <i>Service Areas and Outdoor Storage are not proposed as part of this development. The size of the proposed commercial uses will not require a loading area.</i>
LIGHTING	<ul style="list-style-type: none"> ▪ <i>The lighting of this site will meet the City's standards, with no anticipated impacts on adjacent development.</i>
NOISE AND AIR QUALITY	<ul style="list-style-type: none"> ▪ <i>There are no anticipated significant impacts related to noise or air quality as a result of this proposal.</i>
SUNLIGHT	<ul style="list-style-type: none"> ▪ <i>A Sunshading Study has been provided in Appendix B.</i> ▪ <i>The majority of sunshading impacts will fall on existing commercial development, north on Scott Street and the Transitway. Shadowing on the residential properties to the east will be limited to late afternoon.</i> ▪ <i>The compact floorplate of the towers produce a slimmer, quicker moving shadow reducing the extent of sunshading on any adjacent property.</i> ▪ <i>The site is designated Mixed-Use Centre in the City's Official Plan and intended to accommodate intensive and compact form of development and therefore anticipating greater sunshadow impact.</i> ▪ <i>The site does not directly abut low-rise residential development and sunshading on low-rise residential is limited to the late afternoon.</i>
MICROCLIMATE	<ul style="list-style-type: none"> ▪ <i>No undue adverse microclimate impacts are anticipated as a result of this proposal. A wind and microclimate study will be provided at Site Plan stage to ensure any negative impacts at grade can be mitigated.</i>
SUPPORTING	<ul style="list-style-type: none"> ▪ <i>The site is well served by existing community amenities,</i>



<p>NEIGHBOURHOOD SERVICES</p>	<p><i>including, but not limited to:</i></p> <ul style="list-style-type: none"> • <i>Several nearby childcare facilities</i> • <i>Senior housing facilities</i> • <i>Laroche Park (baseball diamond & Community Centre)</i> • <i>Sir John A. Macdonald Parkway and the NCC pathway system</i> • <i>Carruthers-Stirling Park</i> • <i>Multi-use pathway located along Scott Street</i> • <i>The Parkdale Market and Park</i> • <i>The Rosemont Library</i> • <i>Connaught Public School</i> • <i>École Saint-Francoise d'Assise</i> • <i>Hintonburg Community Centre and gym</i> <p>▪ <i>New residents will strengthen existing amenities and will contribute to the critical mass required to attract other amenities to the surrounding area.</i></p>
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The proposed development meets the compatibility criteria established in Policy 2 of Section 4.11.

3.2.5 Locations for High Rise Buildings

Policies in Section 4.11 address the location, design and integration of taller buildings. Specifically, policies 4.11.8 and 4.11.9 state that high-profile buildings can be considered on lands:

- a) Designated *Mixed-Use Centre* (among others);
- b) Located within 600 m of rapid transit station;
- c) Within areas characterized by high-rise buildings that have direct access to an arterial road.
- d) Where a community design plan, secondary plan or other similar Council-approved planning documents identifies locations 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 space, 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.
- e) Within areas where a built form transition as described by Policy 12 below can be provided.

As established in 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:

- a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down);



- b) Massing (e.g. inserting ground oriented housing adjacent to the street as part of a high profile development or incorporating podiums);
- c) Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);
- d) Architectural design (e.g. the use of angular, cornice lines), and;
- e) Building Setbacks.

The proposed development is consistent with the policies that direct permissible locations for tall buildings. Schedule B – Urban Policy designates the site Mixed-Use Centre, which is a target area for high-rise buildings.

The site is located approximately 250 metres from the Tunney’s Pasture rapid transit station, well within the 600-metre radius determined to be appropriate for tall buildings and meet the policy directing that the highest densities should be located within 400 metres of stations.

High-rise buildings are present in the area, specifically at the Tunney’s Pasture employment area and along Parkdale Avenue, north of the Transitway. These high-rise buildings have direct access to the Scott Street and Parkdale Avenue arterial roads. Similarly, both of the proposed buildings have direct access to Parkdale Avenue or Scott Street.

As proposed, the building design will ensure an appropriate transition to the neighbouring low-rise area to the east. The 4-storey podiums at the base of the buildings contribute to establishing a continuous frontage along Parkdale Avenue, and reflect the existing low-rise character of the street south of the site. The towers above the podiums are set back to reduce visual impacts and create a sense of human scale at grade. The podiums function as a transition to the low-rise neighbourhood to the east, framing the street with a low-rise built form and pushing the high-density portions of the development away from the street.

Furthermore, the choice of building materials and colours helps to differentiate the podium from the tower, creating the impression of a low-rise building at grade. The tallest portions of the building are further recessed from the bulk of the tower. Additionally, the width of Parkdale Avenue provides a separation distance between the proposed development and the low-rise built form on the east side of the street.

3.3 Urban Design Guidelines

3.3.1 Transit-Oriented Development Guidelines

The Urban Design Guidelines for Transit-Oriented Development document was approved by Council on September 26, 2007. The guidelines apply to all development throughout the City within a 600 m walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. The guidelines address six (6) components including: Land Use; Layout; Built Form; Pedestrians and Cyclists; Vehicles and Parking, and; Streetscape and Environment.

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



- *The proposed development includes transit-supportive land uses within a 600 m walking distance of a rapid transit station, including residential apartments and commercial uses.*
- *The proposal creates a multi-purpose destination by contributing a mix of housing types to the area where residents can meet many of their daily needs locally, thereby reducing the need to travel.*
- *The proposal locates buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit.*
- *The proposed development meets the intent of the Transit-Oriented Development Guidelines by providing for a high form of density as close as possible to the rapid transit network.*
- *The building steps back at the 4th storey in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.*
- *The building heights are intended to transition down southward from Tunney's Pasture.*
- *The proposed building's design has been conceived to create a highly visible landmark at the intersection of Scott Street and Parkdale Avenue.*
- *The building provides architectural variety on the lower storeys of buildings to provide visual interest to pedestrians.*
- *The development incorporates windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order to provide ease of entrance, visual interest and increased security through informal viewing.*
- *The proposal designs ground floors to be appealing to pedestrians, with commercial uses at grade.*
- *Both buildings provide secure, protected bicycle parking facilities.*
- *The design and location of the entrance to the underground parking lot minimizes the number of vehicle crossings over primary pedestrian routes and will not impede pedestrian flow.*

3.3.2 Urban Design Guidelines for High-Rise Housing

The Urban Design Guidelines for High-Rise Housing document was approved by Council on October 28, 2009. The guidelines apply to all proposed high-rise development throughout the City of Ottawa in order to promote and achieve appropriate high-rise development. The guidelines address seven (7) components including: Context, Built Form, Pedestrian and the Public Realm, Open Space and Amenities, Environmental Considerations, Site Servicing and Parking, and Services and Utilities.

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

- *The proposed buildings integrate into the surrounding context through proper massing, setbacks, transitions in building height, and through appropriate design qualities and character. The proposal will contribute to a continuous building frontage along Parkdale Avenue, Scott Street, and Bullman Street, and will be consistent with the neighbouring buildings fronting on Parkdale Avenue. The lower portions of the buildings will feature a podium thereby providing the context for a human-scaled streetscape.*
- *The north building in particular will function as a landmark, indicating the intersection of Scott Street and Parkdale Avenue.*
- *The transition techniques (stepping down, setbacks and buffer, scale & massing, and design & character) are appropriate to the site context.*



- *The distribution of the building's form and massing are appropriate to the scale and proportion of the built surroundings.*
- *The proposal includes buildings that wrap around street corners, creating a close relationship with the street.*
- *The orientation, size, and location of the tower have been conceived to minimize the extent and duration of shadowing on adjacent sites and streets.*
- *The proposed building has the three essential elements to achieve an appropriate building form and mass: a podium, a tower and a top.*
- *The proposed building's podium supports human-scaled streetscape and quality pedestrian environment through architectural design, quality materials, and landscaping.*
- *The active uses, such as the building's commercial component, will be located along the street facade and will effectively enhance the building's relationship to the public realm.*
- *The 'top' of the proposed building will be distinctive and will help to achieve opportunities for sky views.*
- *The proposed building will also feature fluid connections to destinations such as the street, transit and other community destinations, thereby helping to achieve safe, accessible and barrier-free pedestrian linkages.*
- *The provisions of outdoor amenity space for both communal and private areas (such as balconies) have been integrated into the building's design.*
- *Entrances to the parking garage are located so as to not interfere with pedestrian flow. These discreet locations prevent them from being prominent features along the Parkdale Avenue streetscape.*
- *All parking for the site will be located underground within the interior of the site.*
- *Secure bicycle parking is located indoors protected from weather elements.*
- *The mechanical and electrical equipment have been integrated into the building's design. Other utilities and services areas will be located away from public view and away from adjacent properties.*

The design of the proposed development meets spirit of applicable design guidelines.

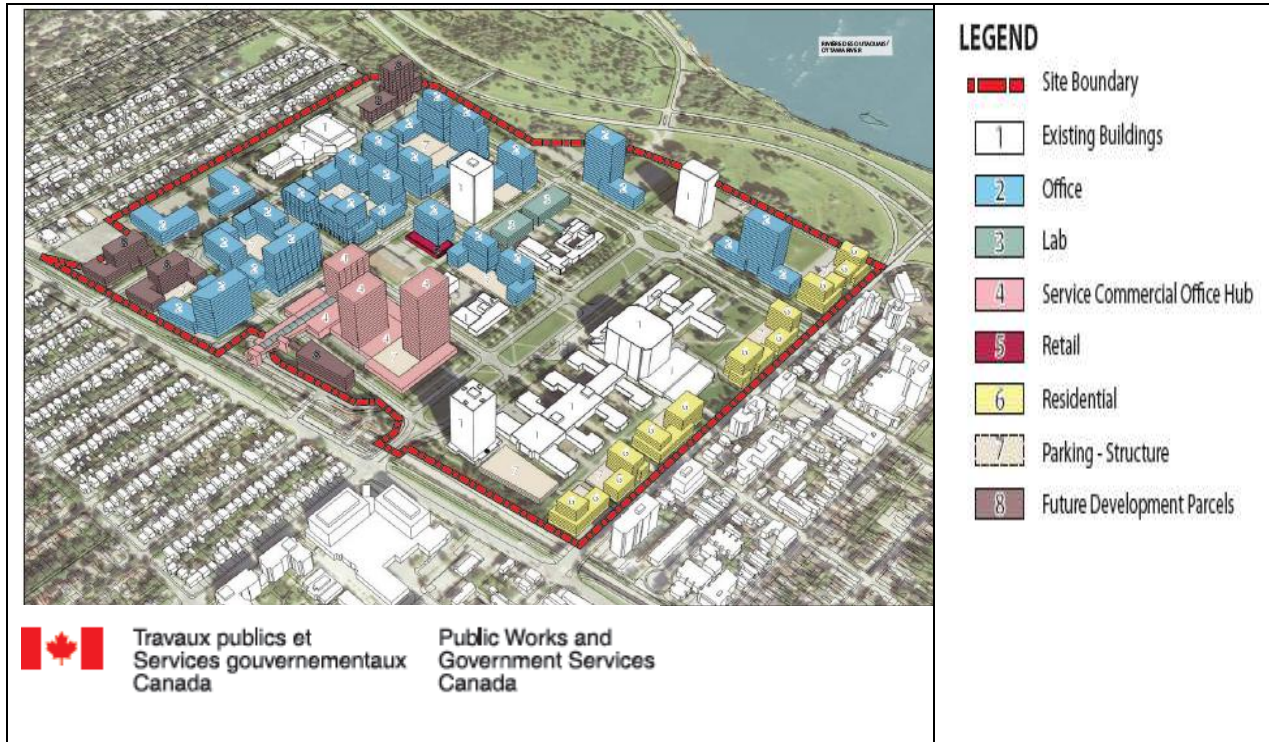
4.0 OTHER CONSIDERATIONS

4.1 Tunney's Pasture Redevelopment Plan

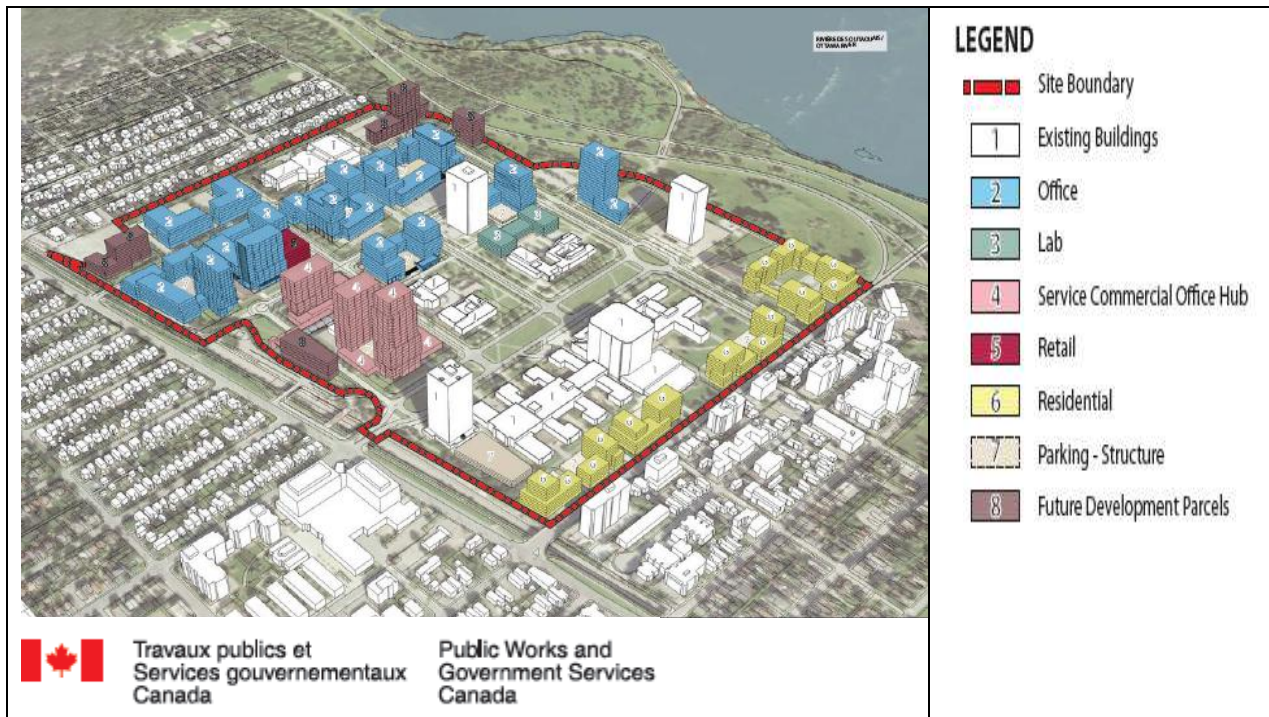
The Department of Public Works and Government Services Canada recently released its Tunney's Pasture Master Plan identifying two (2) potential options for development of these federally owned lands. The intent is to guide intensification and redevelopment of the employment area over the next 25 years. A mix of uses is envisioned for the campus, including offices, laboratories, commercial uses, and some residential development. The two (2) publicly available options are provided below.



OPTION 1 MASSING CONCEPT - 25 YEARS OUT



OPTION 2 MASSING CONCEPT - 25 YEARS OUT



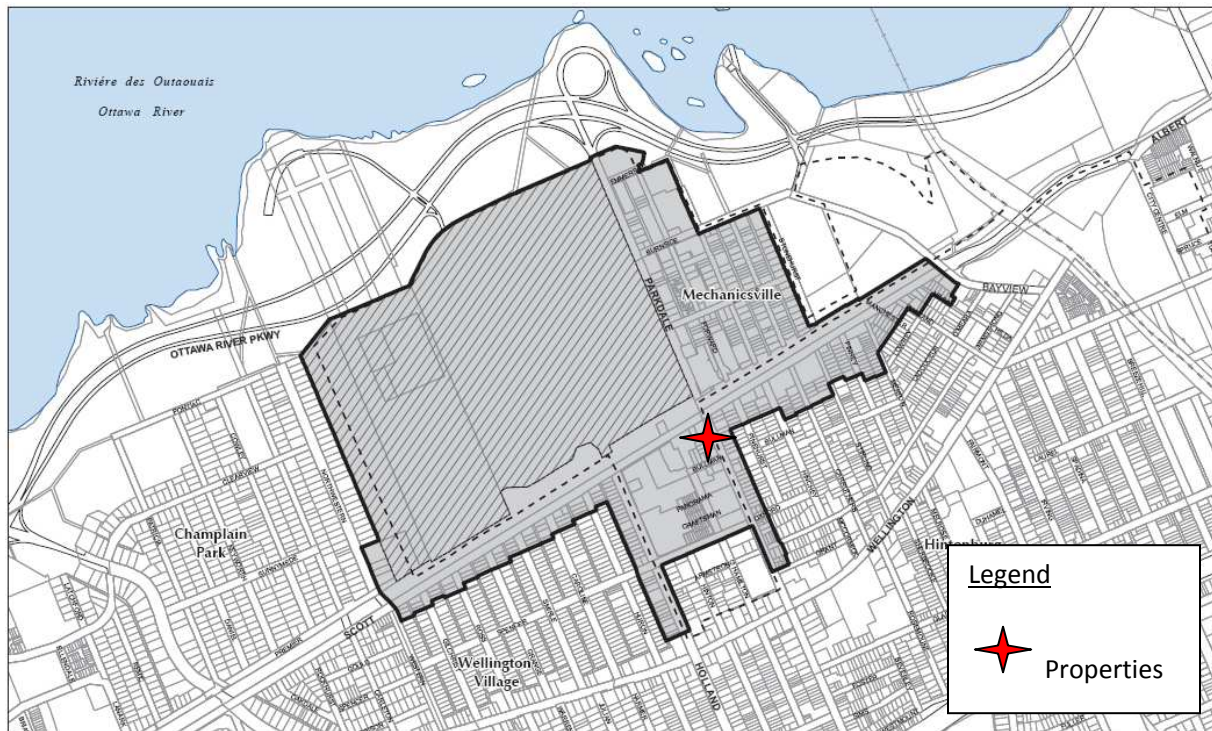


The focus of the proposed concepts is intensification of employment uses on the lands. Residential uses are secondary in the concepts, with an anticipated 1,000 units proposed to be built over a 25 year period. As such, the primary function of Tunney’s Pasture will remain employment. Consequently, it is anticipated that residential intensification will occur outside of the Tunney’s Pasture campus.

4.2 Scott Street District Community Design Plan

The City of Ottawa has recently initiated a Community Design Plan process for the Scott Street corridor. The CPD will establish an appropriate scale and density for the Scott Street corridor to support the introduction of Light Rail Transit while protecting the existing established residential communities south and north of the corridor where significant growth and change is not contemplated.

The subject properties are located within the boundaries of the Scott Street CDP study area as identified below.



Scott Street District CDP / Zone De La Rue Scott PCC

Scott Street District CDP Study Area/secteur d'étude pour le zone de la rue Scott PCC
Tunney's Pasture (Federal) / du pré Tunney (federal)
Official Plan Mixed Use Centre/Plan officiel Centre d'utilisations polyvalentes



To date, limited information is available on the project website other than an overview of a broad set of goals for the CDP. In general terms, the goals of the CDP are to:

- Transition Scott Street so that it functions in a more integrated capacity with the surrounding communities and less as a physical barrier between the residential neighbourhoods to the south and north;



- Ensure that development is supportive of the future LRT and bus rapid transit;
- Provide direction on urban design and land use so that development respects the local character and existing heritage; and
- Establish a framework to guide future development proposals and public works projects.

Phase I of the CPD process consists of establishing more specific goals and objectives and holding preliminary meetings with stakeholders. Subsequent Phases of the process include the preparation of a preliminary vision and urban design framework, drafting of the CDP, consulting with stakeholders and finalizing the CDP. While the Community Design Plan will not be available in its entirety until December 2013, it is important to recognize that the proposed development is supportive of the broad CDP goals set out above.

The CDP process is anticipated to take a year from start to finish with the first Phase nearing completion. Development is generally permitted prior to the approval of Community Design Plan subject to the policies of the Mixed-Use Centre designation. The property owner is prepared to work with the City and public through the Community Design Plan process while pursuing this privately-initiated Zoning By-law Amendment.

5.0 REGULATORY FRAMEWORK

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

All of the component properties of the subject site are zoned **Mixed-Use Centre Subzone 12, Maximum Floor Space Index 2.0, Height 19 metres [MC12 F(2.0) H(19)]**. The purpose of the **Mixed-Use Centre** zone is to ensure that these areas accommodate a combination of transit-supportive uses, including high-density residential and retail uses. Additionally, the **MC** provisions aim to ensure compatibility with surrounding development and the creation of a pedestrian-friendly environment.

Zoning on adjacent and other properties in vicinity of the site has also been identified on the zoning map below. Lands to the west and directly south of Bullman Street are also zoned **MC12**. Lands to the east are predominantly zoned **R4S - Residential Fourth Density Subzone S**, permitting low-profile, multiple-unit residential uses, with a typical height of 11 m to 14 m. The Tunney's Pasture lands to the north are zoned **MC F(1.75) - Mixed-Use Centre** zone with no maximum building height, but a Floor Space Index restriction of 1.75.

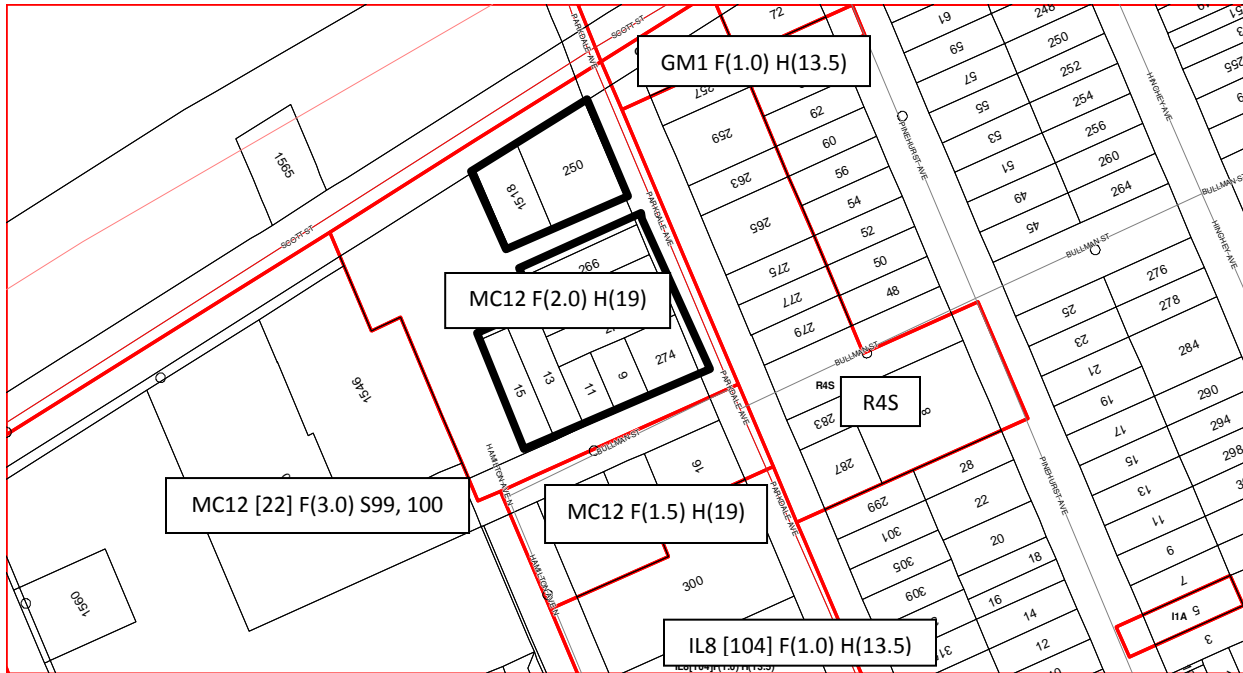


Figure 19: Zoning map

A range of residential uses is permitted within the *Mixed-Use Centre* zone including **Apartment Dwelling, Mid-High Rise** which is defined in the By-law as:

A RESIDENTIAL USE BUILDING OF MORE THAN FOUR STOREYS IN HEIGHT CONTAINING FOUR OR MORE PRINCIPAL DWELLING UNITS, OTHER THAN A MULTIPLE ATTACHED DWELLING.

A range of commercial uses is also permitted including retail store, office and retail food store. As a result, no new land uses are proposed to be added to the current zoning at the time of filing of this application.

Currently, the zoning limits buildings heights on the subject properties to 19 m and overall development density to a floor space index of 2.0. A Zoning By-law Amendment is being filed to increase the currently permitted height and to remove the floor space index.

As the proposed uses are permitted and compact transit-oriented development is encouraged, the proposal maintains the general intent of the current MC12 subzone. The request zoning amendment will allow for compact, mixed-use, transit-oriented development at a location where additional height and density can be sympathetically accommodated. The site is designated Mixed-Use Centre in the Official Plan and located within the 400 m radius of transit where densest development is to occur. The request to increase allowable height and density to take advantage of a location where height can be sensitively accommodated is entirely in keeping with the Official Plan and Zoning By-law.

5.2 Requested Zoning By-law Amendment

The purpose of the Zoning By-law Amendment is to amend the current *Mixed-Use Centre Subzone 12 with a Floor Space Index of 2.0 and a Maximum Height of 19 Metres [MC12 F(2.0) H(19)]* zone to *Mixed-*



Use Centre Subzone 12 with a Height Schedule [MC12 Sxxxx]. The Amendment would remove the maximum FSI provision and increase the maximum height limit through a Schedule. The table below summarizes the provisions of the MC12 Zone and compares them against the proposed development. Areas of non-compliance are identified in red under the 'proposed' heading.

PROVISION	REQUIREMENT	PROPOSED
Lot Area (min)	No minimum	3,538.87 m ²
Lot Width (min)	No minimum	81 m
Building Height (max)	19 m	103 m (as per height schedule)
Front Yard Setback (min)	No minimum	3.28 m
Corner Yard Setback (min)	No minimum	3.24 m
Interior Yard Setback (min)	No minimum	0.3 m
Rear Yard Setback (min)	No minimum	0.3 m
Floor Space Index (max)	2.0	12.37 (north), 7.85 (south)
Width of Landscaped Area (min)	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped.	0.3 m
Parking Requirement		
Residential	0.5 spaces per unit = 250	250
Visitor	0.2 spaces per unit (after 12 units) = 95	
Commercial	2.5 per 100m ² of GFA = 75	100 (combined visitor & commercial)
	Total = 420	Total= 450



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

As outlined in the above table, the proposed development meets the majority of the MC12 zone provisions, with the exception of maximum building height, floor space index and introduction of a blended parking rate for visitor and commercial uses.

6.0 CONCLUSION

The requested Zoning By-law Amendment for 1518 Scott Street; 250, 266, 268, 272, & 274 Parkdale Avenue; and 9, 11, 13, & 15 Bullman Street is intended to help facilitate and achieve the City's intensification targets in the form of apartments that are in close proximity to the rapid transit network.

It is our professional planning opinion that sensitively-designed 32- and 28-storey buildings represent good land use planning, are appropriate for the subject site, and are in the public interest for the following reasons:

- ***The proposal is consistent with the intent of the Provincial Policy Statement. It capitalizes on an infill opportunity of underutilized properties within the City's built-up area where services are available.***
- ***The development proposes to intensify a site situated in proximity to employment, rapid transit, and other amenities contributing to the creation of complete communities and development patterns that are more sustainable over the long term.***
- ***The proposed development will help to achieve the City's density targets by contributing 499 new residential units to the Tunney's Quad Mixed-Use Centre.***
- ***The proposal conforms to the goals, objectives and policies of the Mixed-Use Centre designation in the Official Plan. The Mixed-Use Centre designation supports compact, mixed-use development, and permits a range of uses including commercial and residential uses. Residential development is required at a medium to high density. Building heights above those permitted in the current zoning are possible in instances where the proposal is in proximity to transit and where compatibility with the surrounding community can be demonstrated.***
- ***Within the Mixed-Use Centre designation, the greatest densities are to be located within 400 m of rapid transit in order to support the public transit system. The subject site is located less than 300 metres from the Tunney's Pasture Rapid Transit Station and the increased density will support increased transit ridership in this area.***
- ***The proposed building height and massing are consistent with the planned function of the area as set out in the Mixed-Use Centre designation and with the existing and approved building heights in the community. Mid to High-rise developments currently exist along Parkdale Avenue north of the Transitway, and the Tunney's Pasture Office Complex to the north features two high-profile buildings, one of which is an approximately 27 storeys commercial building.***



- *Further, it has been demonstrated that the proposed development is compatible with the surrounding community and meets the design objectives of the Official Plan. Appropriate transition is achieved through the introduction of a podium, setbacks, step backs of the tower, the physical separation created by Parkdale Avenue, and the careful siting of the building on-site.*
- *The proposal will improve the character of the existing area through quality architecture and sensitive design. It will provide landmark buildings that mark the intersection of Parkdale Avenue and Scott Street, and the widening of the surrounding sidewalks will enhance the streetscapes. Introducing retail uses at grade are appropriate for the location, and will provide goods and services for residents of the surrounding community.*
- *The proposal meets the intent and spirit of the City's Urban Design Guidelines for Transit Oriented Development and Urban Design Guidelines for High-Rise Housing. It meets the key design considerations related to building design, location and orientation, animating and addressing the street, pedestrian routes and accessibility, human scale, and meaningful landscaped open space.*
- *The proposed residential and commercial uses are permitted in the Mixed-Use Centre zoning. A Zoning By-law Amendment is requested to remove the maximum permitted floor space index and allow an increase in permitted building height.*
- *The requested increase in height to the proposed 32 storeys is not anticipated to create significant impacts on the surrounding community. The proposed building design ensures that that the surrounding properties continue to have access to light and air and allows for the rational redevelopment of surrounding properties in the instance they should redevelop.*
- *The proposal will also bring the site into conformity with the Official Plan, which requires that residential development in the Mixed-Use Centre designation occur at medium to high densities and in the form of apartments or other multiples.*
- *Overall, the proposed development achieves a good fit with the exiting neighbourhood. The development will contribute positively to the streetscape as well as the surrounding community, while sensitively increasing the height and density to meet the City's goals and policy objectives.*

Prepared by:

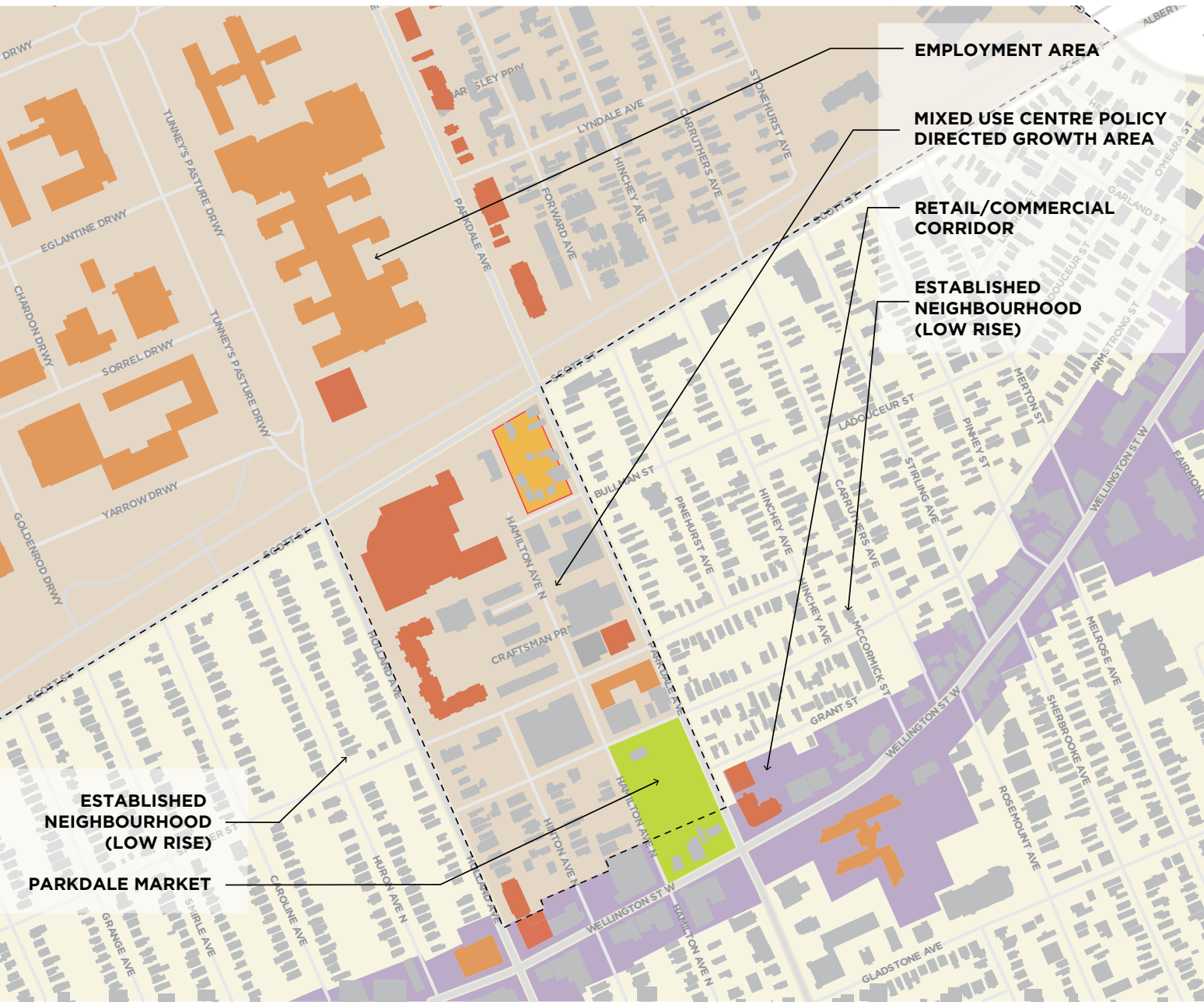
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APPENDIX A
Urban Design Analysis



BUILT FORM ANALYSIS

- Mixed-use centre policy directed growth area.
- Area defined by a mix of uses.
- Characterized by a variety of building profiles and built form.
- Surrounding established and stable low-rise community: 11 m to 14.5 m in height.
- Buildings at edge exhibit more compact and higher-profile built form.

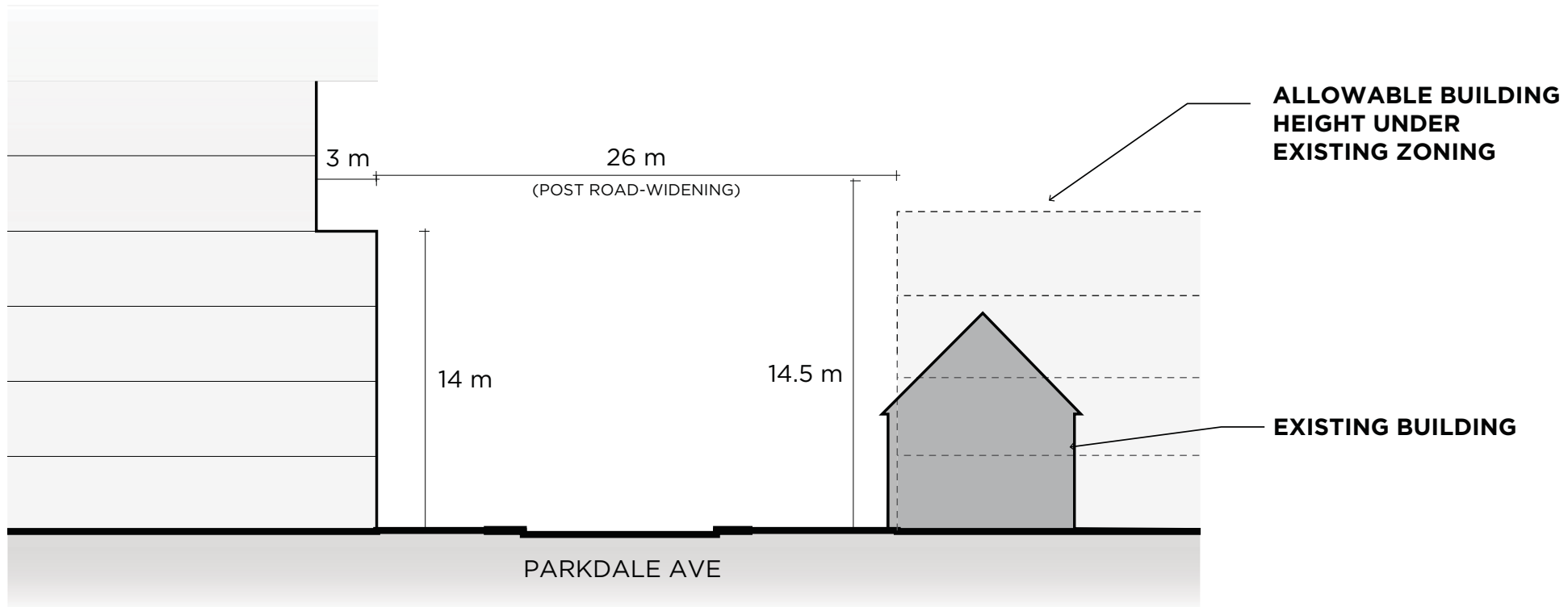


RELATIONSHIPS

- Edge of mixed-use centre.
- 280 m to transit station to be converted to light rail.
- 80 m to employment lands.
- 400 m to main commercial spine along Wellington Street.

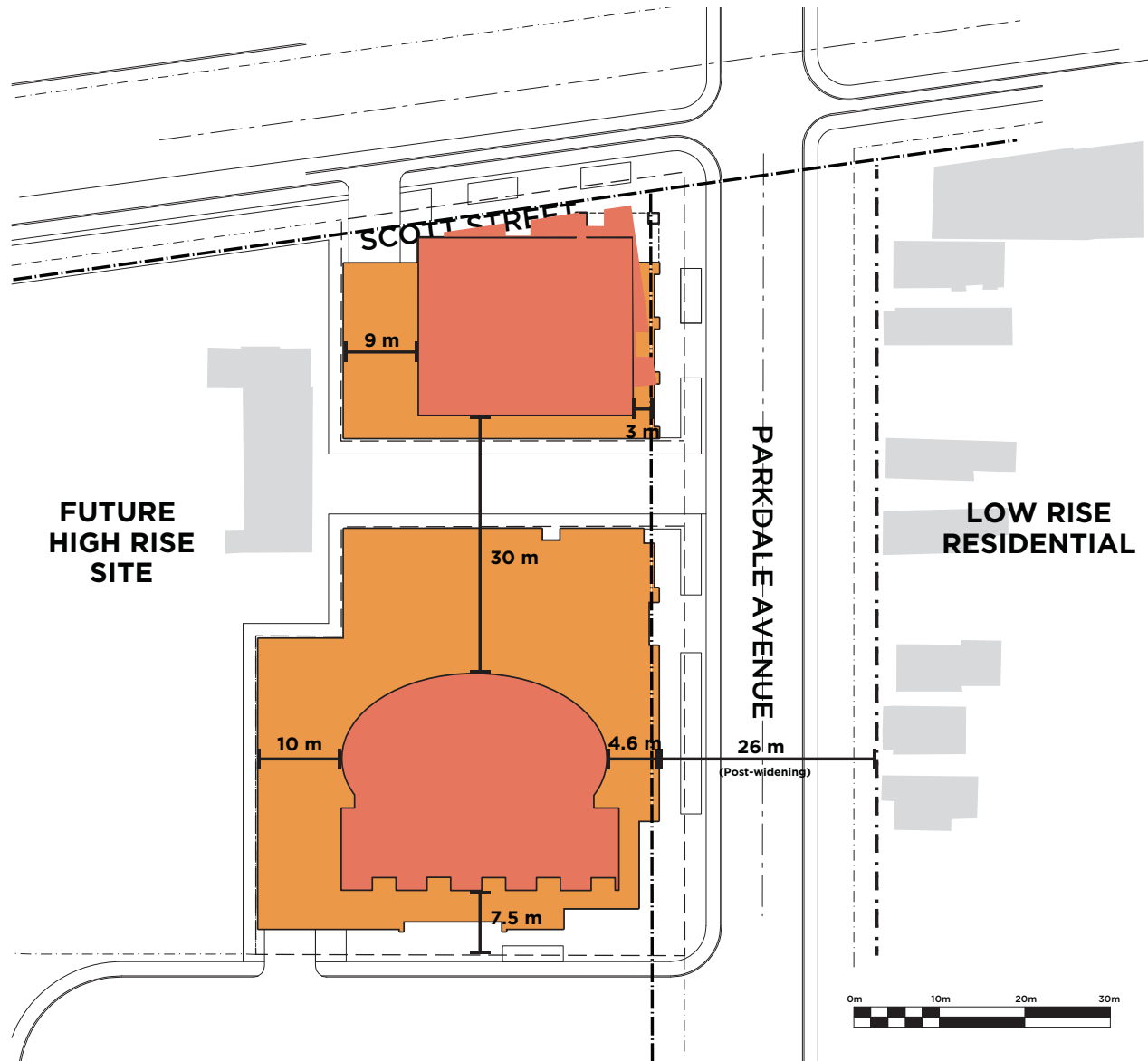
- SUBJECT SITE
- ▭ MIXED USE CENTRE POLICY DIRECTED GROWTH AREA
- RETAIL/COMMERCIAL CORRIDOR
- PARKDALE MARKET
- SEGREGATED PATHWAYS
- ⋯ PROPOSED LIGHT RAIL TRANSIT
- CURRENT BUS RAPID TRANSIT

CROSS SECTION OF PODIUM AND PROPERTIES EAST OF PARKDALE





DISTANCE SEPARATION OF TOWERS



APPENDIX B
Sun Shadow Study

MARCH 21, DST



8:00am



10:00am



12:00pm



2:00pm



4:00pm

JUNE 21, DST



8:00am



10:00am



12:00pm



2:00pm



4:00pm

SEPTEMBER 21, DST



8:00am



10:00am



12:00pm

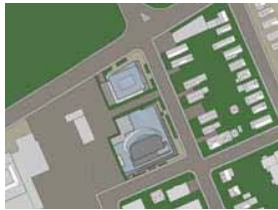


2:00pm



4:00pm

DECEMBER 21



8:00am



10:00am



12:00pm



2:00pm



4:00pm

