



## **320 McRae Avenue + 315 Tweedsmuir Avenue**

Planning Rationale  
Zoning By-law Amendment + Site Plan Control  
April 2, 2020



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April 2020

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# 1.0 INTRODUCTION

## 1.1 Application Summary

Fotenn Consultants Inc., acting as agents for GWL Realty Advisors Inc. (“GWL”), is pleased to submit this Planning Rationale in support of applications for Zoning By-law Amendment and Site Plan Control. GWL proposes to develop the lands municipally known as 320 McRae Avenue and 315 Tweedsmuir Avenue (the “site”) in the Westboro neighbourhood of the City of Ottawa. The purpose of this Planning Rationale is to assess how the proposed development conforms to the policies and regulatory framework of the City of Ottawa, as well as its compatibility with adjacent development and the surrounding community. The Planning Rationale is submitted to satisfy the requirements of the applications along with other technical studies and plans.

The site was subject to a previous Zoning By-law Amendment application, which was approved by City of Ottawa Council in 2018. This application seeks to amend the site-specific Zoning By-law currently in effect to accommodate a revised development proposal, which largely maintains the land uses and built form proposed by the previous owner. The principal differences include:

- / Relocation of the park from between the high-rise and low-rise building components to the southern edge of the site; and
- / An increase in the height of the tower from 78 metres to 79.75 metres.

## 1.2 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 and 315 Tweedsmuir Avenue. The site has approximately 49 metres of frontage along Scott Street, 30.8 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 1.5-storey detached residential dwellings, an automobile service station and a surface parking lot, as shown in Figures 1, 2, 3, and 4.



Figure 1. The Site Looking Southwest from Scott Street





Figure 2. The Site Looking Southeast from Scott Street



Figure 3. The Site Looking North Along Tweedsmuir Avenue





Figure 4. The Site Looking North Along McRae Avenue

As shown in Figure 5 below, the lots comprising the site result from a previous land assembly.



Figure 5. The Site in Local Context

### 1.2.1 Area Context

#### North

Directly north of the site is Scott Street, a designated two-way arterial road that includes painted bicycle lanes on both sides of the roadway. North of Scott Street is the Transitway, a trenched, access-restricted bus rapid transit system. The nearest Transitway station is Westboro Transit Station, located approximately 45 metres to the northwest. The Westboro Transit Station is proposed to be converted to accommodate Light Rail Transit infrastructure as part of Phase 2 of the LRT expansion. North of the Transitway is the neighbourhood of Westboro Beach, which is generally characterized by low-rise residential dwellings with a small number of mid- and high-rise apartment buildings and several recreational



areas including Roy Duncan Park, the Ottawa River Pathway, and Westboro Beach. Additionally, there is the Centre Jules-Leger school and a mid-rise office building occupied by Health Canada.

### East

East of the site is the ongoing redevelopment of 1960 Scott Street, which formerly accommodated the Trailhead retail store and is currently being redeveloped with a 24-storey mixed-use tower. On the east side of McRae Avenue and directly across from the site is a mixed-use, mid-rise development with a shared podium at 6 and 8-stories in height. Properties along Clifton Road and West Village Private accommodate lower-density forms of development. The 31-storey Minto Metropole building is located east of the site north of Scott Street and the Transitway.

### South

Properties immediately south of the site along Tweedsmuir Avenue feature a range of low-density housing forms. Richmond Road is a mostly commercial corridor reflecting traditional mainstreet type uses. Additionally, a car dealership is located on the northwest corner of the intersection of McRae Avenue and Richmond Road.

### West

West of the site along Tweedsmuir Avenue and Athlone Avenue are low-rise residential dwellings. As well, at the corner of Tweedsmuir Avenue and Scott Street is a moving company located in a one-storey building. A five-storey residential building is located on the southeast corner of Scott Street and Athlone Avenue.



Figure 6. Site Area Context Map Prepared by NEUF Architects



**1.2.2 Road Network**

The site is located on Scott Street, which is identified as an Arterial Road in the City of Ottawa’s Official Plan – Schedule E Urban Road Network (Figure 7). Arterial roads are the major roads that carry large volumes of traffic over the longest distance. Tweedsmuir Avenue and McRae Avenue are both classified as local roads, which are intended to distribute traffic from arterial and collector streets to individual properties.

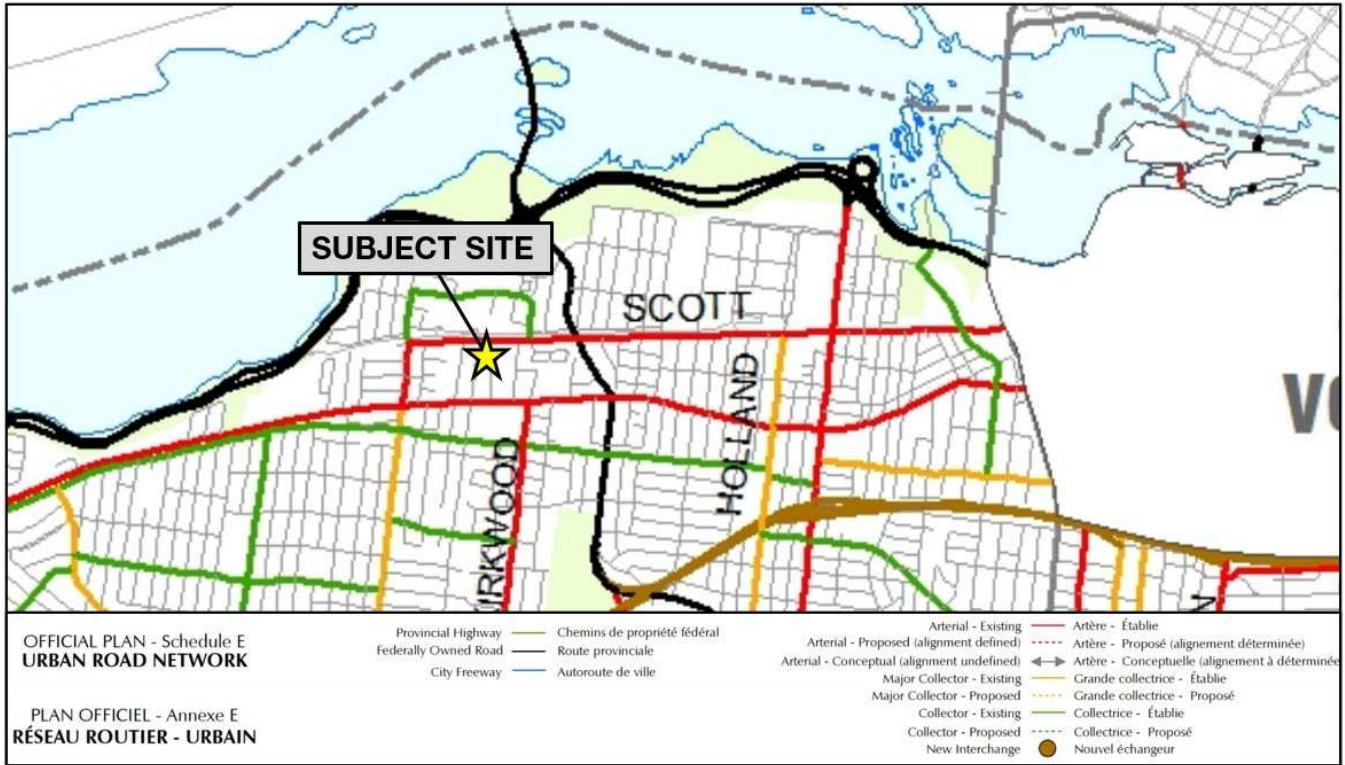


Figure 7. City of Ottawa Official Plan – Schedule E Urban Road Network

**1.2.3 Transit Network**

The site is well served by the City’s transit network, as the Westboro Transit Station is located approximately 45 metres to the northwest and is easily accessible from Scott Street, as shown in the extract from the City of Ottawa Official Plan – Schedule D Rapid Transit and Transit Priority Network (Figure 8). Access to the Light Rail Transit line via Tunney’s Pasture Station is provided via multiple direct bus connections, or a 20-minute walk.

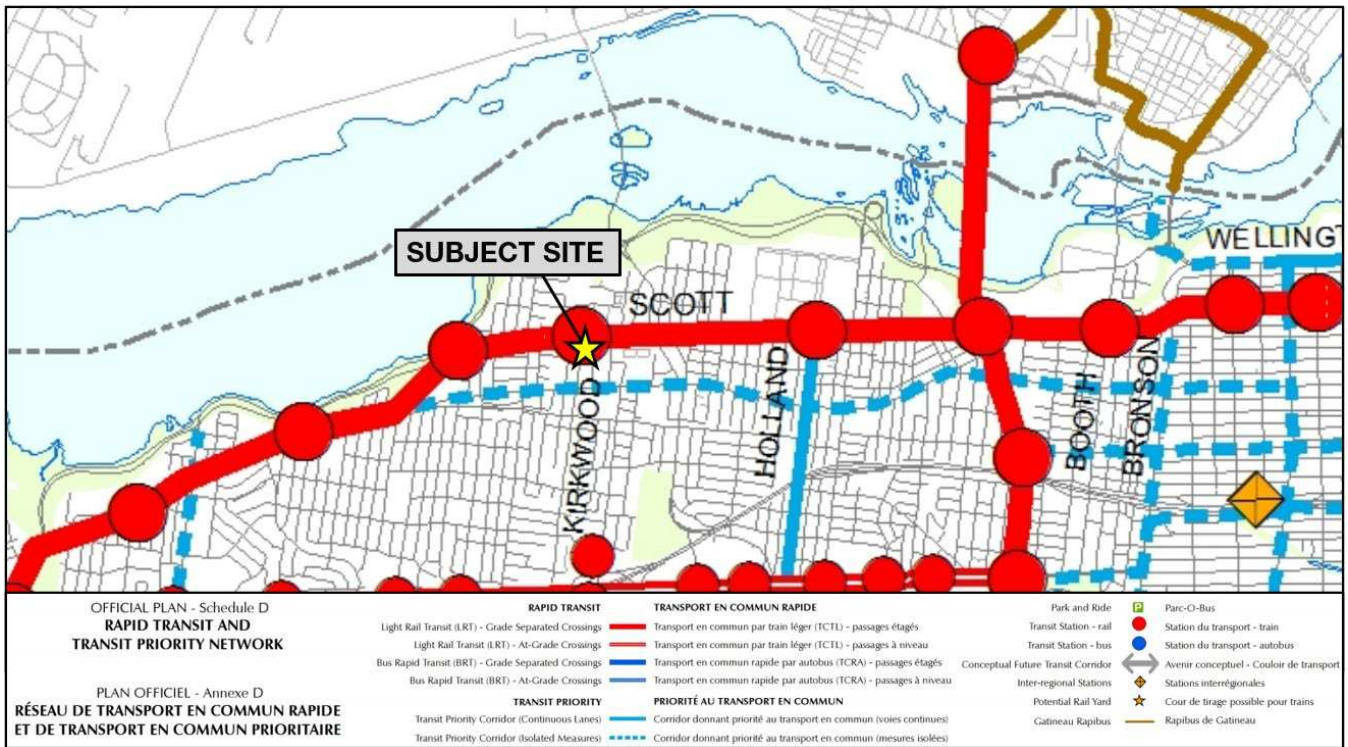


Figure 8. City of Ottawa Official Plan – Schedule D Rapid Transit and Transit Priority Network



### 1.2.4 Cycling Network

The site is well connected to the greater cycling network of Ottawa. Scott Street and the Transitway are identified as Spine Routes, as well as a part of the Crosstown Bikeway on the City of Ottawa’s Official Plan Schedule C – Primary Urban Cycling Network (Figure 9). Residents of the proposed development will have easy access to separated cycling infrastructure such as the Ottawa River Pathway and other on-road cycling routes.

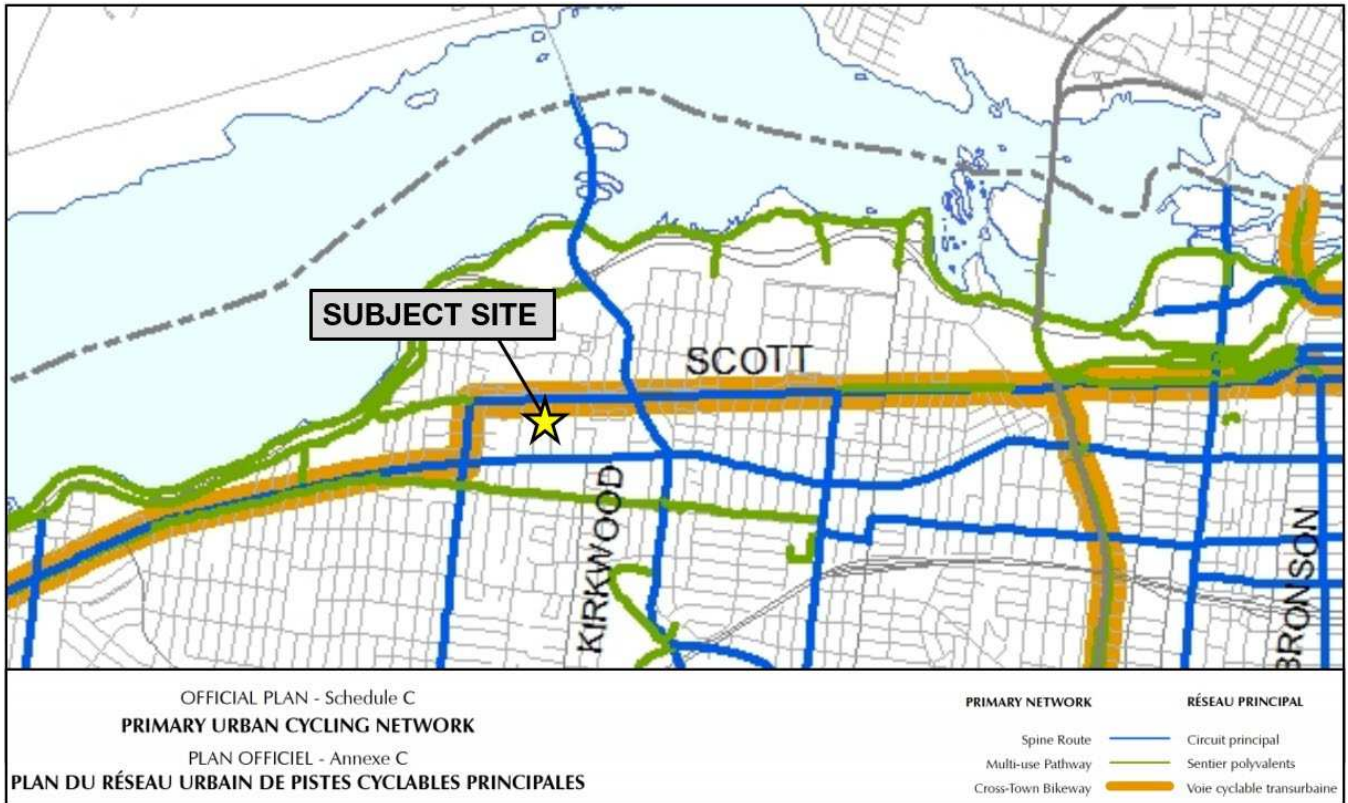


Figure 9. City of Ottawa Official Plan – Schedule C Primary Urban Cycling Network

## 2.0 PROPOSED DEVELOPMENT

GWL is proposing to develop the site with a single building consisting of a mixed-use podium along McRae Avenue and Scott Street, with a 26-storey tower above the Scott Street podium. A public park is proposed along the southern edge of the property.

The development design and combined building form contrasts with the building design regulated by the Zoning By-law, which locates the public park block between the high-rise and low-rise building components. The new park location allows for a deeper block that can be potentially be flanked with built form and complementary land uses on both sides, and may be increased in size to the south in the event that the property at 225 Richmond Road is developed and / or combined with additional lands farther south.

The podium fronting Scott Street at the corner of McRae Avenue is proposed to be six storeys in height, with three ground floor townhouse units along a portion of the Tweedsmuir Avenue frontage. The podium transitions from six storeys down to four storeys along McRae Avenue, featuring townhouses along McRae Avenue and apartment units above.

As with the development concept by the previous owner, the GWL proposal includes retail uses at grade. In particular, a retail unit is strategically located to front the public park to animate the public space and provide users of the parkspace an opportunity to purchase food while enjoying the park. The retail space contributes to the overall vision of the park, which is intended to exhibit an urban, plaza-like design. Additional retail spaces are provided in the high-rise podium and the northern edge of the four-storey component of the building, proposing a combined total of 841 square metres (9,052 square feet) of commercial floor area.

Figure 10 below illustrates the planned design and function of the ground floor retail units of the development.

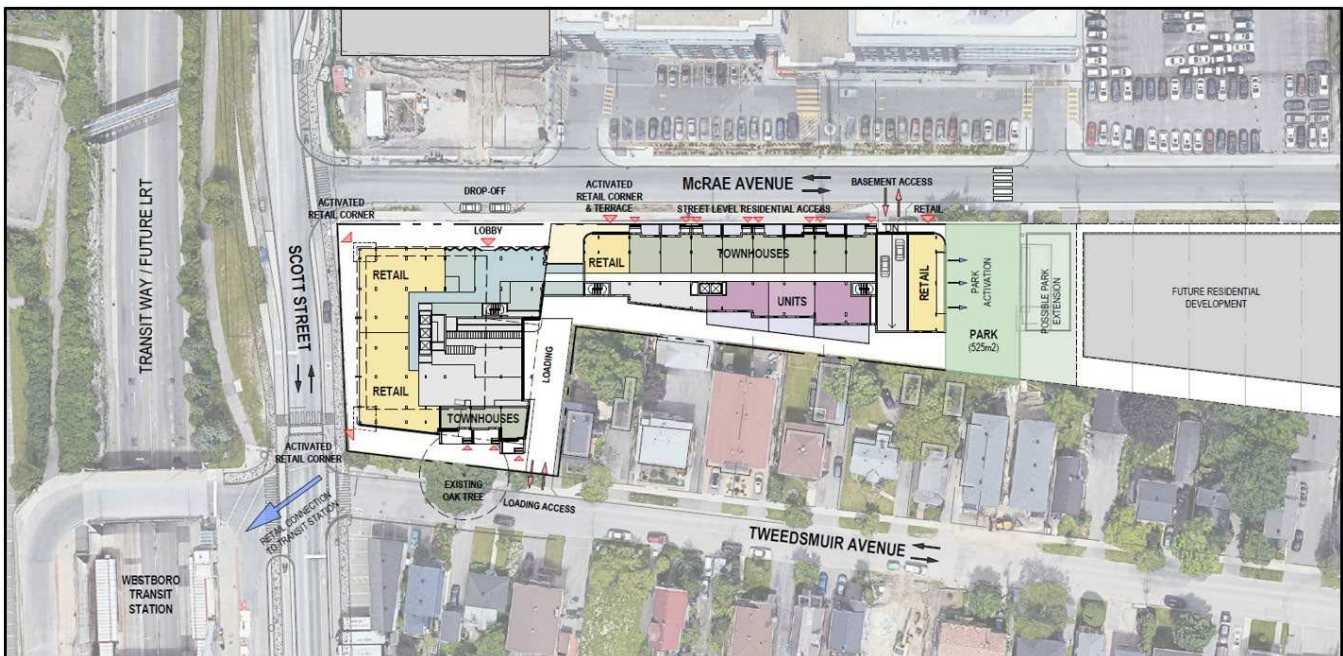


Figure 10. Ground Floor Plan of the Proposed Development



The proposed development includes a total of 318 rental dwelling units divided between the high-rise and low-rise portions of the building. The dwelling units are allocated as follows:

Dwelling Unit Type	Scott Street Building	McRae Avenue Building	Total
<b>Studio</b>	58	3	<b>61</b>
<b>1 Bedroom</b>	71	16	<b>87</b>
<b>1 Bedroom +</b>	76	-	<b>76</b>
<b>2 Bedroom</b>	37	10	<b>47</b>
<b>2 Bedroom +</b>	14	17	<b>31</b>
<b>3 Bedroom</b>	5	-	<b>5</b>
<b>Townhouse</b>	3	8	<b>11</b>
<b>Total</b>	264	54	<b>318</b>

Two (2) levels of underground parking are proposed with a total of 181 vehicle parking spaces, accessible to residents of the proposed development as well as visitors to the building. A total of 163 bicycle parking spaces are provided with 15 proposed above ground. Additionally, a total of 106 storage lockers accessible to residents are proposed for the underground parking areas.

Whereas the previously-approved building design featured 297 residential units and 194 parking spaces, the current proposal of 318 residential units and 181 parking spaces represents a modest increase in density with a reduction in the overall parking ratio.

The combining of the two building forms into a single building generates several efficiencies over the previous design. In addition to more efficient internal circulation and access to amenities by all residents, there are two principal benefits to the public realm and vehicle circulation:

- / The combining of the parking garages creates the need for only one garage access, eliminating the requirement for an access from Tweedsmuir Avenue. The removal of the superfluous garage access reduces substantially the degree of traffic generation along Tweedsmuir Avenue and reduces conflict points with pedestrians, as well as improving urban design along the western façade.
- / The connection between the high-rise and low-rise elements of the proposed building creates a termination of the loading laneway, which extended between Tweedsmuir Avenue and McRae Avenue in the previous proposal. The removal of the laneway creates a safer, visually engaging, and more pedestrian-friendly treatment of the public realm on the east side of the development, as well as providing better opportunities for commercial uses along the eastern façade. In addition, loading and move-in activities are now proposed to occur internal to the building.

The proposed development contains several amenity areas, including 1,529 square metres of communal amenity area. Private balconies are provided for the majority of apartment units. The 7<sup>th</sup> floor of the Scott Street tower features a large communal amenity space with 514 square metres of interior amenity space and 599 square metres of exterior amenity area. Above the 4<sup>th</sup> storey of the McRae Avenue portion of the building is a large rooftop terrace with approximately 416 square metres of communal amenity space. As part of the City of Ottawa's parkland dedication requirements, as discussed, a 526-square-metre park space is included in the design.

The development presents a modern design that responds to the unique configuration of the property as a flag shaped through lot with frontages on three streets. The Scott Street tower and podium is proposed as a typical base-middle-top configuration, as shown in the elevation drawings presented in Figure 11 below. The ground floor commercial units are proposed to wrap around Scott Street to McRae Avenue and Tweedsmuir Avenue, creating a block of commercial activation at both corners. The six-storey podium is differentiated from the tower portion above by a change in

materiality and architectural expression, as well as massing. Additionally, a setback is introduced above the 6<sup>th</sup> floor to further accentuate the tower from the podium. The top of the tower is clearly defined by its glazing and change in architectural expression from the middle portion of the tower and contributes to a softening of the massing at the upper levels. The angled rooftop of the mechanical penthouse offers an additional unique visual element.

The four-storey section of the podium along McRae Avenue presents a slightly different architectural expression, colours, and materials than those portions of the building fronting onto Scott Street. Though they are connected, a glazed recess is proposed to define the separation between the two parts of the building and further differentiate the building components.

The four-storey podium responds to the low-rise context of Tweedsmuir Avenue by incorporating ground-oriented townhouse units in the centre of the podium, as well as retail commercial in the podium (Figure 12). The treatment of the townhouses along the Tweedsmuir Avenue frontage generally mimics the townhouse units along McRae Avenue, creating a sense of unity to the project.

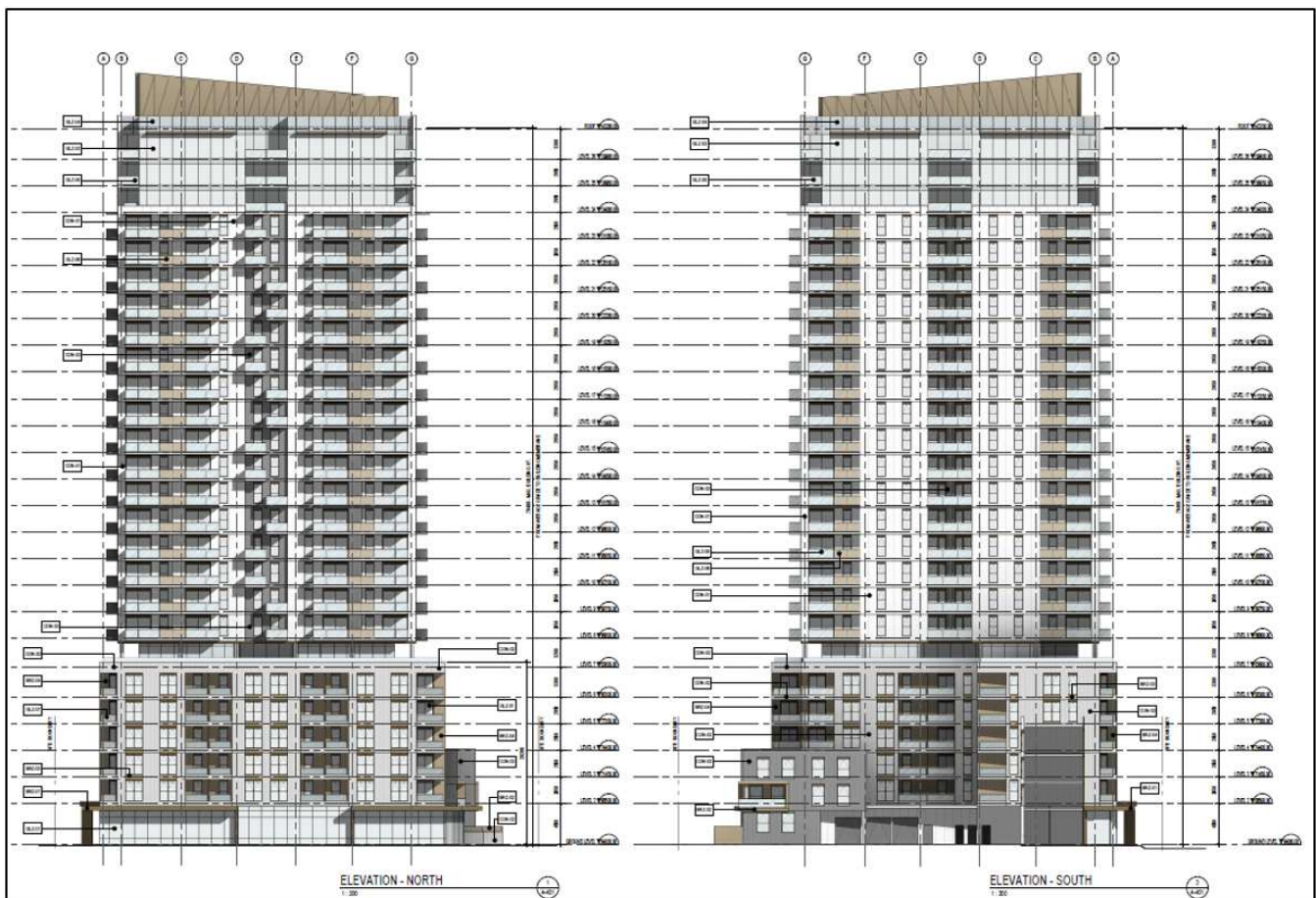


Figure 11. Proposed tower design and configuration.



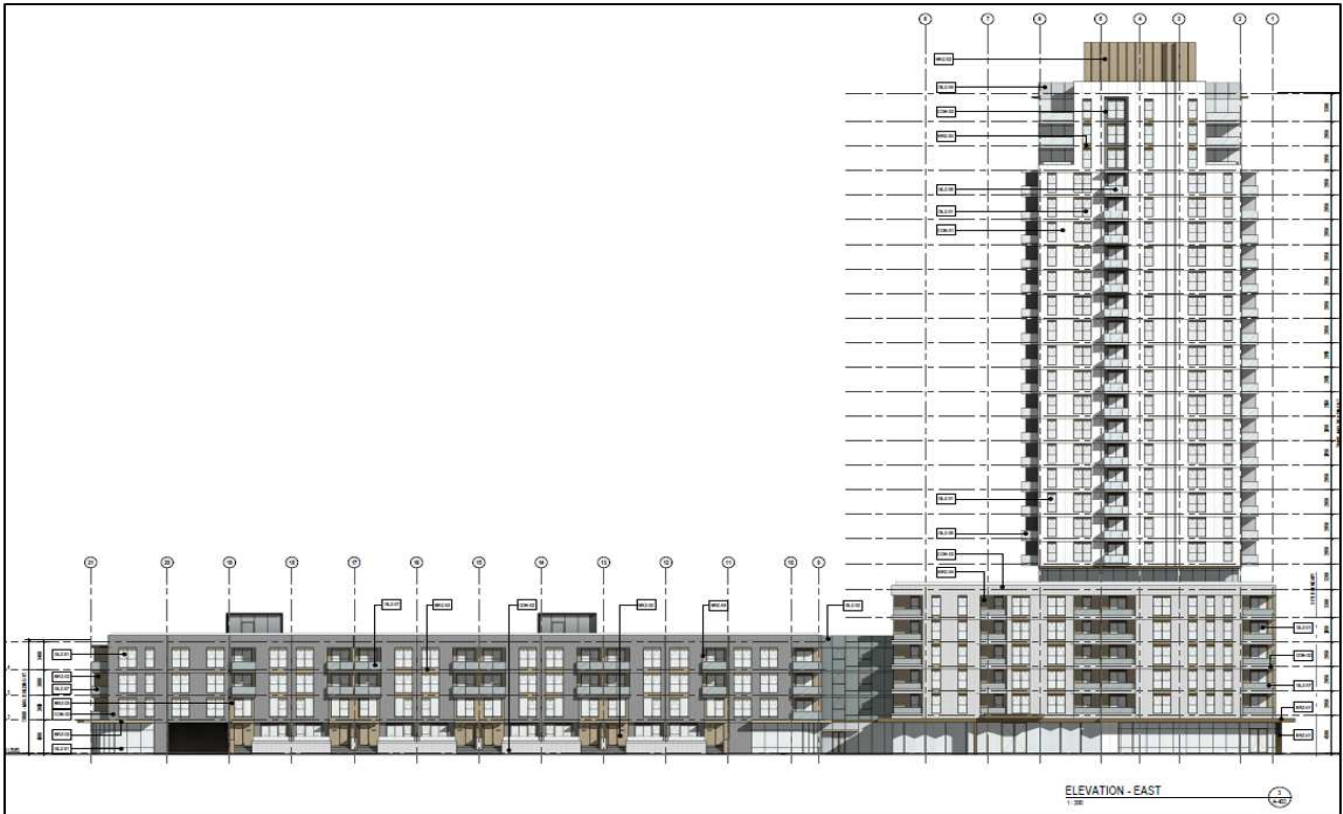


Figure 12. East elevation as viewed from McRae Avenue

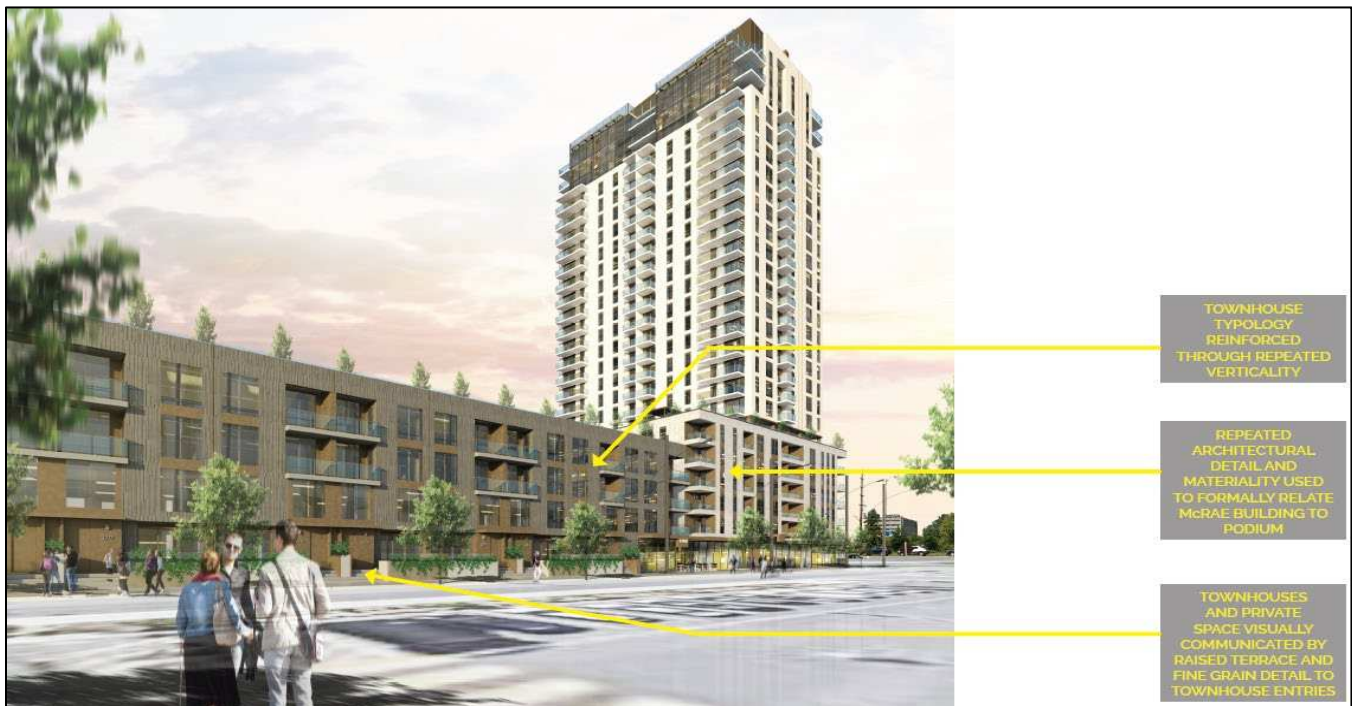


Figure 13. Rendering of proposed development demonstrating podium at Scott Street.

## 3.0

# POLICY & REGULATORY FRAMEWORK

## 3.1 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.”

The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure, transit, 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. In addition to meeting the fundamental objective of concentrating growth within established and serviced urban areas, the proposed development meets the following policy interests including, among others:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodates an appropriate range and mix of residential, employment, recreation, open space, and other uses to meet long-term needs;
- / Promotes cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Promotes cost-effective development standards to minimize land consumption and servicing costs;
- / 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;
- / Is transit-supportive, where transit is planned, exists or may be developed;
- / Promote opportunities for intensification on brownfield sites;
- / 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;
- / Promotes densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit where it exists or is to be developed;
- / 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;
- / 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;
- / Long-term economic prosperity should be supported by promoting the redevelopment of brownfield sites;
- / Long-term economic prosperity should be supported by maintaining and, where possible, enhancing the vitality and viability of downtowns and Mainstreets;
- / 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.

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

- / **The proposal capitalizes on an infill opportunity on an underutilized site within a settlement area where services are readily available.**
- / **The proposed development intensifies 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 proposal intensifies a brownfield site with land uses appropriate to a mixed-use neighbourhood.**
- / **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 will be constructed.**



### 3.2 Provincial Policy Statement (2020)

The Province of Ontario recently released a revised Provincial Policy Statement, which will come into effect on May 1, 2020. The policies of the new PPS are generally similar to the 2014 policies.

New or revised policies that influence the proposed development include:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
  - Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing;
  - Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- / 1.1.3.3: Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites [...];
- / 1.4.3: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs or current and future residents of the regional market area by:
  - Permitting and facilitating:
    - All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    - All types of residential intensification, including second additional residential units, and redevelopment;
  - Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.
- / 1.7.1: Long-term economic prosperity should be supported by:
  - Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.
- / 1.8.1: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
  - Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

**The proposed development will continue to conform to provincial policies under the 2020 PPS policy framework.**

### 3.3 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan 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.

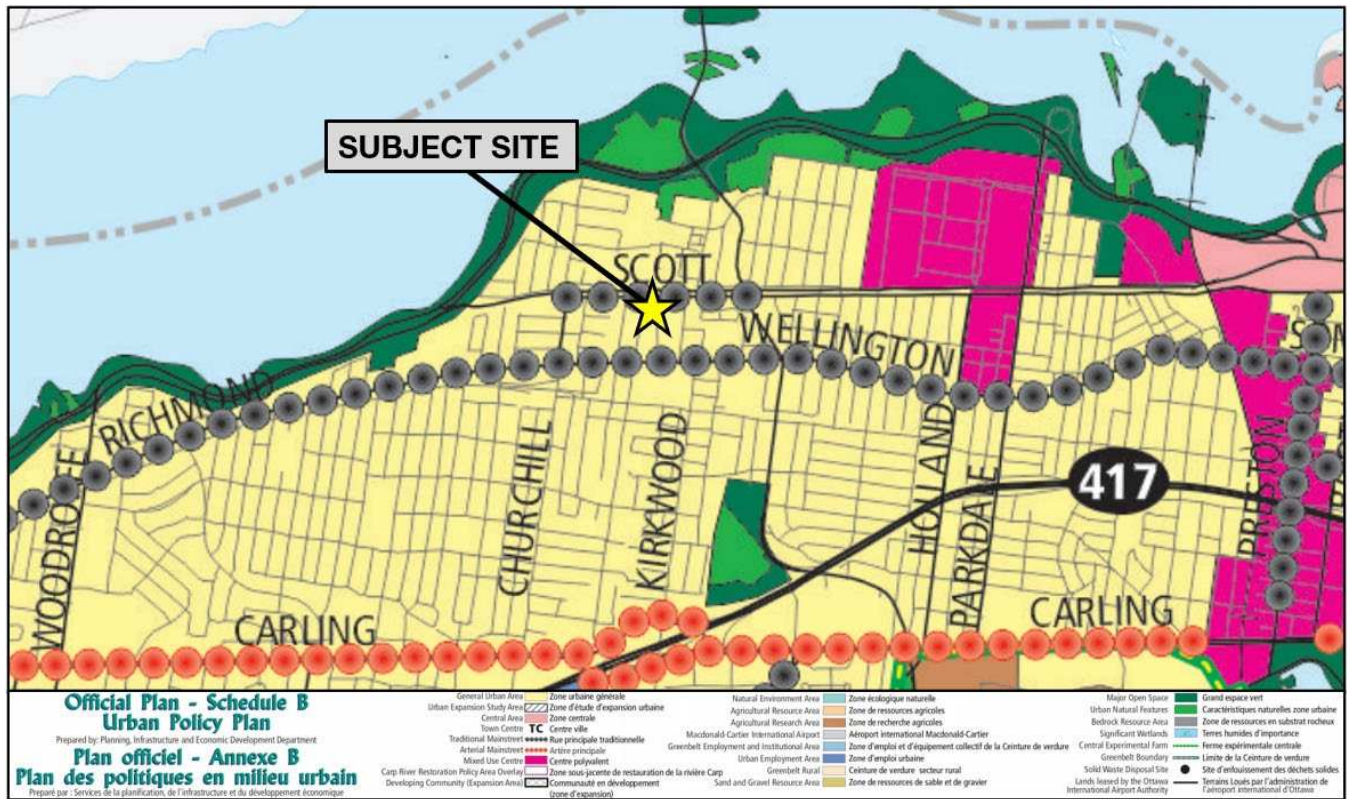


Figure 14. City of Ottawa Official Plan Schedule B - Urban Policy Plan.

### Section 3.6.3 – Mainstreets

The subject site is designated Traditional Mainstreet, as demonstrated in the City of Ottawa's Official Plan Schedule B – Urban Policy Plan (Figure 14). The Traditional Mainstreet designation encourages the development of compact, transit supportive, mixed-use neighbourhoods with pedestrian-oriented streets that provide access to most daily needs. A variety of uses, including residential, retail, service commercial, and office uses are permitted in this designation, and it is the intent that these uses will take advantage of the multi-modal transportation corridor function of mainstreets.

Policies 3 and 4 clarifies the application of the Traditional Mainstreet designation on very deep lots where only a portion of the property fronts onto a mainstreet. In this instance, the properties at 320 McRae Avenue and 315 Tweedsmuir Avenue have an approximately 48.8-metre-wide frontage along Scott Street, with approximately 147.6 metres of frontage along McRae Avenue. Based on these policies, the Traditional Mainstreet designation would apply up to a depth of 200 metres, encompassing the entirety of the subject site.

Policy 5 permits a broad range of uses in the Traditional Mainstreet designation, including retail and residential uses. Uses may be mixed in individual buildings or occur side-by-side in separate buildings.

Policy 10 states that redevelopment and infill are encouraged on Traditional Mainstreets and that new development should be in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

Policy 11 stipulates that mid-rise buildings are permitted in the Traditional Mainstreet designation, but states that secondary plans may identify circumstances where different building heights may be permitted.



### **Section 2.2.2 – Managing Intensification Within the Urban Area**

The Official Plan supports intensification in the urban area where there are opportunities to accommodate more housing and jobs and support increased transit use. The Official Plan defines residential intensification in Policy 1 as including, among others:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.
- / Infill development;

Additionally, Policy 3 identifies Mainstreets located on the Rapid Transit Network as target areas for intensification.

Policy 10 states that intensification may occur in a variety of built forms, from low-rise to high-rise, provided urban design and compatibility objectives are met. Denser development, such as taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning.

The appropriate distribution of building heights is detailed in Policy 11 as follows:

- / The location in a Target Area for Intensification or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
- / The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.

Policy 14 states that secondary plans may specify greater or lesser building heights than those established in Volume 1 of the Official Plan, where those heights are consistent with the strategic directions of the Strategic Directions policies. Existing zoning that permits a greater height than set out in the Official Plan will remain in effect.

Policy 16 discusses the location of High-Rise and High-Rise 31+ buildings, which is influenced by the need to provide an adequate separation distance from other existing and potential future High-Rise buildings. Separation distances between buildings are to be considered when considering sites for development of High-Rise buildings and High-Rise 31+ buildings. The City may implement separation distances through the Zoning By-law. In areas with a small or narrow lot fabric, consolidation of two or more lots may be required in order to address separation distance requirements.

### **Section 2.5.1 – Designing Ottawa**

Section 2.5.1 establishes design objectives for the City of Ottawa listed as qualitative statements of how the built environment can be influenced by new development. The design objectives are supplemented by design principles to help achieve compatibility of form and function. The proposed development supports the design objectives and associated principles in the following ways:

#### **1) To enhance the sense of community by creating and maintaining places with their own distinct identity**

- / The proposed development is of a quality consistent with a major metropolis, adding a unique architectural design to the area, which fits into the changing context of Scott Street while respecting the existing residential character of McRae Avenue and Tweedsmuir Avenue.
- / Contributes to the creation of a distinctive, pedestrian-oriented frontage along Scott Street and McRae Avenue, with active entrances providing direct access from the sidewalk to the commercial and residential components of the building.

- / Is sensitive to existing surrounding development and potential future development by incorporating appropriate rear and side yard setbacks, tower separation, fencing, and landscaping buffers.
- / The publicly accessible park located at the southern end of the development will provide open space for the new residents of the development, as well as current residents of the neighborhood. The park will also complement the retail and commercial components of the proposed development by creating an area where patrons can rest and enjoy the space at a sufficient distance to mitigate the noise of Scott Street and Richmond Road.

## **2) To define quality public and private spaces through development**

- / Creates a social interface between the ground floor and the public sidewalk through windows and additional floor-to-ceiling height to accommodate commercial uses. Outdoor commercial patio spaces are proposed for patrons of the commercial spaces.
- / The residential and commercial entrances are spaced appropriately to define the uses as separate from one another and create a more balanced interface between publicly accessible commercial areas and private residential ones.
- / Designs the building to frame the street, consistent with the character of Traditional Mainstreets and Scott Street, and contributes to redeveloping underutilized commercial lots along McRae Avenue.
- / Contributes to the overall transitioning of building height and form from west to east along Scott Street towards the Westboro Transit Station while respecting the low-rise residential dwellings along Tweedsmuir Avenue by providing adequate transition through the podium and townhouse units.

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

- / Designs the building to feature a close relationship to the street, including the public sidewalk.
- / Locates the vehicular access on the east side of the property, at the mid-block point of McRae Avenue to avoid any potential traffic conflicts. The commercial loading space is located on the east side of Tweedsmuir Avenue to the rear of the tower.
- / The subject site is easily accessible from public transit, including the Westboro Rapid Transit Station which is located approximately 45 metres away.
- / Incorporates windows at the ground floor and commercial units, in addition to patio and outdoor spaces which will contribute to more 'eyes on the street' and a safer public streetscape.

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

- / Adequate rear and side yard setbacks are proposed in order to respect the existing low-rise residential dwellings located west of the subject lands along Tweedsmuir Avenue.
- / The proposed development will provide additional commercial elements and complement the mixed-use development across the street at 317 McRae Avenue.
- / This section of McRae Avenue is currently occupied by two (2) automotive service garages and several surface parking areas. The existing buildings are older, and the surface parking areas are in disrepair. The introduction of a mixed-use building with ground-oriented dwelling units will introduce a significantly more attractive residential character to the area with complementary commercial and park 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**

- / Through intensification, the proposed development contributes to the achievement of a more compact urban form over time and supports the planned transit improvements and infrastructure investments of the City of Ottawa.
- / Contributes to a variety of housing options in the community, allowing the neighbourhood to accommodate a range of people of different incomes and lifestyles at various stages in the life cycle.



- / The proposed development is introducing an automobile parking rate that reflects current personal vehicle needs but also responds to future transit and planned improvements to active transportation infrastructure, as well as meeting the required rate of bicycle parking.

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

- / Soft and hard landscaping elements are proposed to allow for natural water percolation and reduce the heat island effect.
- / The proposal incorporates stormwater management infrastructure to properly collect and discharge surface runoff.

**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 mixed-use building in proximity to rapid transit creates opportunities to meet daily needs by active and alternative modes of transportation.
- / Provides a supply of bicycle parking spaces consistent with zoning requirements, as well as storage lockers and maintenance areas, to facilitate bicycle use by residents and visitors.

Policy 2 of this section identifies Traditional Mainstreets as Design Priority Areas, which are subject to the policies within Section 4.11 of the Official Plan. Design Priority Areas often contain existing communities and new development is required to enhance the existing character and function of these communities as well as contribute to an enhanced pedestrian environment. Additionally, the Urban Design Review Panel (UDRP) will review development proposals in Design Priority Areas against the design objectives listed above and the overall intent of the Official Plan. The UDRP has already reviewed aspects of the design, and the applicant team will return for the Formal Review with the UDRP later in the process.

**Section 2.5.4 – A Strategy for Parks**

The policies of Section 2.5.4 are intended to guide the provision of public park spaces and ensure the characteristics of parkland adequately support the active and passive recreational needs of residents. Policy 4 states that new parks provided in urban areas will have the following characteristics:

- / Contribute to the equitable distribution of these areas within the community;
- / Be easily accessible by foot or by bicycle from homes and linked to other greenspaces;
- / Are visible from many vantage points within the community;
- / Have significant street frontage in proportion to their size, often fronting on two or more streets, depending on their shape and function;
- / Designed to be engaging and useful spaces for people across a wide spectrum of age, socio-economic demographics and recreational interests.

**Section 4.11 – Urban Design and Compatibility**

The policies of Section 4.11 contain criteria intended to provide a means to objectively evaluate the compatibility of infill development. The following is an evaluation of the proposal against the established criteria:

**Views**

- / The proposed development is a high-rise building but will not impact any prominent or important views identified in the Official Plan.

### Building Design

The building is designed to differentiate the 6-storey podium and 26-storey tower fronting Scott Street from the 4-storey townhouse and apartment building along McRae Avenue through contrasts in scale and materials, despite being connected by a recessed building link.

- / The proposed setbacks along McRae Avenue are varied to reflect the changing character of the building and to distinguish the differences between commercial and residential frontages. Adequate setbacks are provided along the west property line to ensure sufficient separation to the existing low-rise dwellings to the south.
- / Despite the deliberate contrasts in materials and colours between the high-rise and low-rise portions of the building, the details and articulation of the buildings are similar to reinforce the overall expression of the development.
- / Vertical and horizontal articulations are proposed throughout the design of the building to reinforce the expression of the ground floor, the podium, and the tower.
- / The Scott Street tower features ground floor retail on the Scott Street frontage and wraps around to both the McRae Avenue and Tweedsmuir Avenue frontage, resulting in three (3) sides of retail activation at the ground floor corners. The ground floor is also activated at the residential portions of the building through ground-oriented townhouse dwelling units and their respective entrances and terrace areas.
- / The podium is proposed at 6-storeys in height, with a step-back at the 7<sup>th</sup> floor. The podium creates a transitional element to the 4-storey portion of the building along McRae Avenue as well as the existing low-rise residential dwellings along Tweedsmuir Avenue.
- / The “top” of the tower, being the top three floors and the mechanical penthouse, is designed with different glazing patterns, articulations, and materiality than the middle portion of the tower in order to reduce the visual impact of its height. Recessed balconies and minor setbacks at the top three floors further define the top from the middle portion of the tower and also contribute to a softened expression of the height of the building.

### Massing and Scale

- / 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-storey development transitions well into the surrounding neighbourhood along McRae Avenue as it nears Richmond Road, another arterial road.
- / The massing of the development is consistent with other high-rise developments along Scott Street and creates public and private gathering spaces for the community at several locations, notably the park along McRae Avenue and the patio spaces at the ground floor commercial units.
- / The development is designed with an appropriate transition to the low-rise built form to the south and along Tweedsmuir Avenue, recognizing that the surrounding properties could be redeveloped into a denser and taller built form at some point in the future.
- / The use of setbacks on the tower, a podium, ground-oriented townhouses, and commercial units are all elements that aid in minimizing potential impacts to nearby low-rise residential dwellings by providing transition from the height and density proposed along Scott Street down towards McRae Avenue.
- / A Sun Shadow Study confirms that the majority of shadow impacts fall north across Scott Street and the Transitway.

### High-Rise Buildings

- / A pedestrian level wind study was completed as part of this application. The findings of the study demonstrate that wind conditions at the ground level are appropriate for the public park space, sidewalks and entrances along McRae Avenue. The terrace and outdoor amenity areas also meet acceptable wind conditions for comfort.

The wind study recommendations for the commercial entrances will be accounted for when precise entrance locations are determined.

- / The 26-storey tower fronting Scott Street is designed as a typical top-middle-base tower. The base includes ground-oriented commercial units and townhouse dwelling units with a high degree of activation along both the Scott Street and McRae Avenue frontages. The podium and middle portion of the tower are appropriately scaled at six storeys, stepping down to four storeys for the portion of the building along McRae Avenue. The building also incorporates various stepbacks and articulations to ensure adequate transition and separation, particularly to abutting low-rise dwellings.
- / The tower is bounded on three sides by Tweedsmuir Avenue, Scott Street, and McRae Avenue. There are no additional abutting lots between the tower and the rights-of-way and therefore limited potential for an additional tower to develop adjacent to the site.

### **Outdoor Amenity Areas**

- / The site abuts several residential properties and nearby commercial properties, including detached dwellings to the west on Tweedsmuir Avenue, one 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.
- / Balconies on the south side of the six-storey podium are recessed to reduce overlook impacts, and balconies on the south side of the tower are set back further than the previously-approved building design.
- / A sun and shade study demonstrates that there is no significant shading on any residential properties adjacent to the development throughout the year, as the shadows generally fall north across Scott Street and the Transitway and slightly east across McRae Avenue.
- / Existing mature trees in the abutting rear yards of properties along Tweedsmuir Avenue will provide additional screening from the proposed development.

### **Public Art**

- / No public art is proposed as part of the development at this time.

### **Design Priority Areas**

- / The height of the ground floor units fronting Scott Street and Tweedsmuir Avenue are proposed at 4.5 metres in height, and for those residential and commercial units along McRae Avenue the ground floor height is proposed at 4 metres.
- / The façade is continuous at strategic locations, such as the retail frontages at Scott Street and the ground-oriented townhouses along McRae Avenue, but also incorporate interruptions such as the linkage between the tower portion of the building and 4-storey portion along McRae Avenue or the public park at the south end of the property.
- / Significant glazing is incorporated at the ground level and the residential dwelling units (both apartment and townhouse) incorporate windows, balconies, and entrances facing the public realm.
- / Varying materiality, articulations, and façade treatments are incorporated throughout the proposed design to highlight distinct portions of the building in a way that maintains a consistent design theme and rhythm.
- / Consideration for the public realm is an important element of the proposed design as it is recognized that the proximity to transit and the pedestrian-oriented nature of the area will result in a large number of people accessing or passing the site on a daily basis. The eastern driveway access from the previous proposal has been removed in favour of a single driveway access from McRae Avenue, reducing curb cuts and vehicle-pedestrian conflicts. Loading functions have also been further internalized to the development to reduce the impact on the public realm. Canopies are proposed above the entranceways of the ground floor commercial units and some other areas, such as abutting the park, to provide shade and comfort for users and passersby. Coordinated



street furniture, landscaping, and surface treatments are proposed for the site.

**The proposed development conforms with the policies of the Official Plan. The application proposes to intensify an under-utilized site with transit- and pedestrian-supportive land uses, including a diversification of housing options in the area.**

**The proposed building height is a minor modification to the high-rise building height already approved through a previous Zoning By-law Amendment, and is consistent in form with other high-rise development along Scott Street. The design of the building meets the urban design and compatibility policies of the Official Plan, and contributes to the achievement of the goals of the Traditional Mainstreet policy designation.**

**The proposed location of the park achieves similar objectives to the currently approved location, and meets the policies of Section 2.5.4.**

### 3.4 New Ottawa Official Plan (Anticipated 2021-2046)

The City of Ottawa is currently undertaking the preparation of a new Official Plan, to apply to a 25-year planning horizon from 2021 to 2046. The City has released key preliminary policy directions, which are oriented around the “Five Big Moves” that include:

- / Growth Management;
- / Mobility;
- / Urban and Community Design;
- / Climate, Energy and Public Health; and
- / Economic Development.

Preliminary policy directions applicable to the proposed development include:

- / Achieve an intensification target of 60%-70%;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form;
- / Establishing minimum densities for new developments in proximity to important rapid transit stations;

In summary, the new proposed Official Plan policies trend towards a greater focus on transit-oriented development, intensification, an urban design. The proposed development is consistent with these directions.

### 3.5 Richmond / Westboro Secondary Plan

Following the approval of the Richmond Road/Westboro Community Design Plan in 2007, a secondary plan was proposed and subsequently approved for the area. 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.

As demonstrated in Figure 15, the site is located within ‘Sector 7 – McRae and Churchill Avenues’ of the secondary planning area.

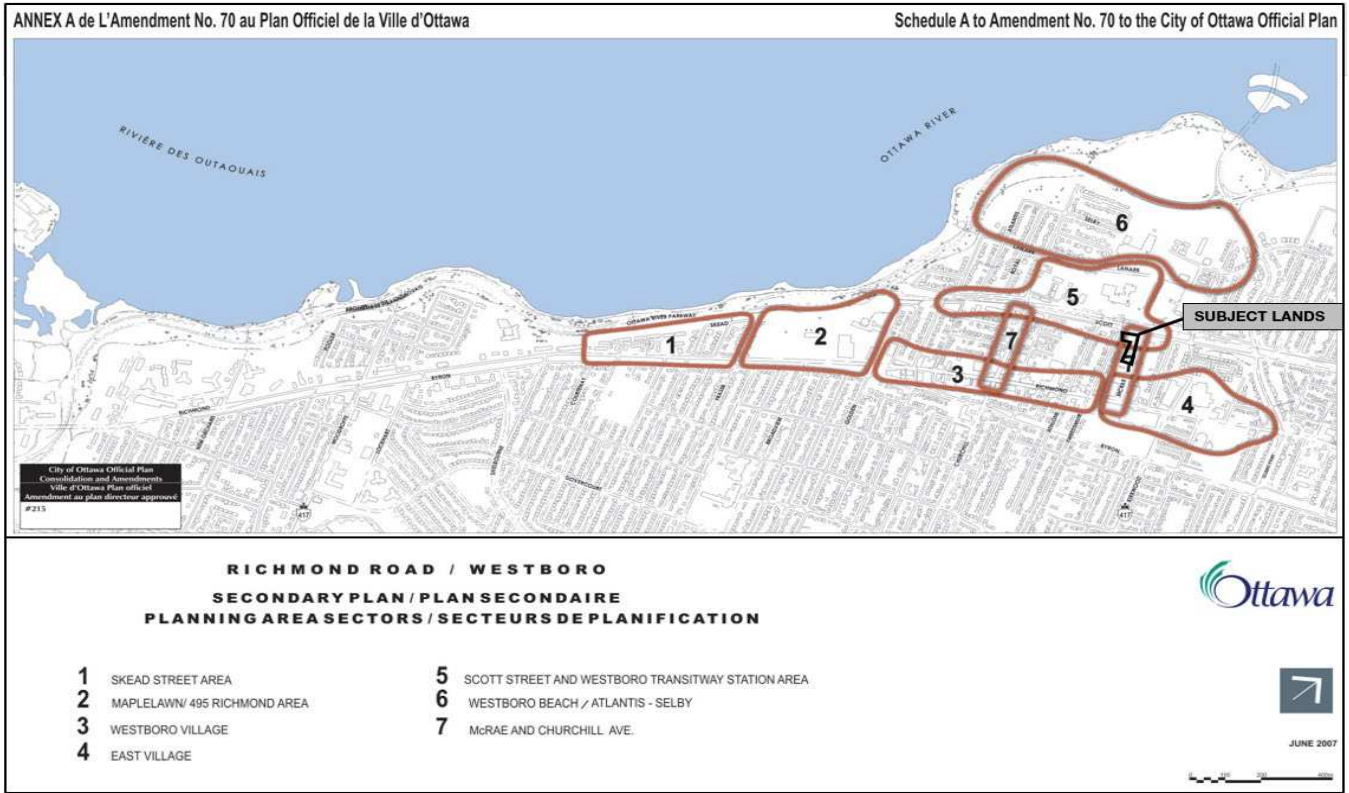


Figure 15. Richmond Road / Westboro Secondary Plan - Annex A.

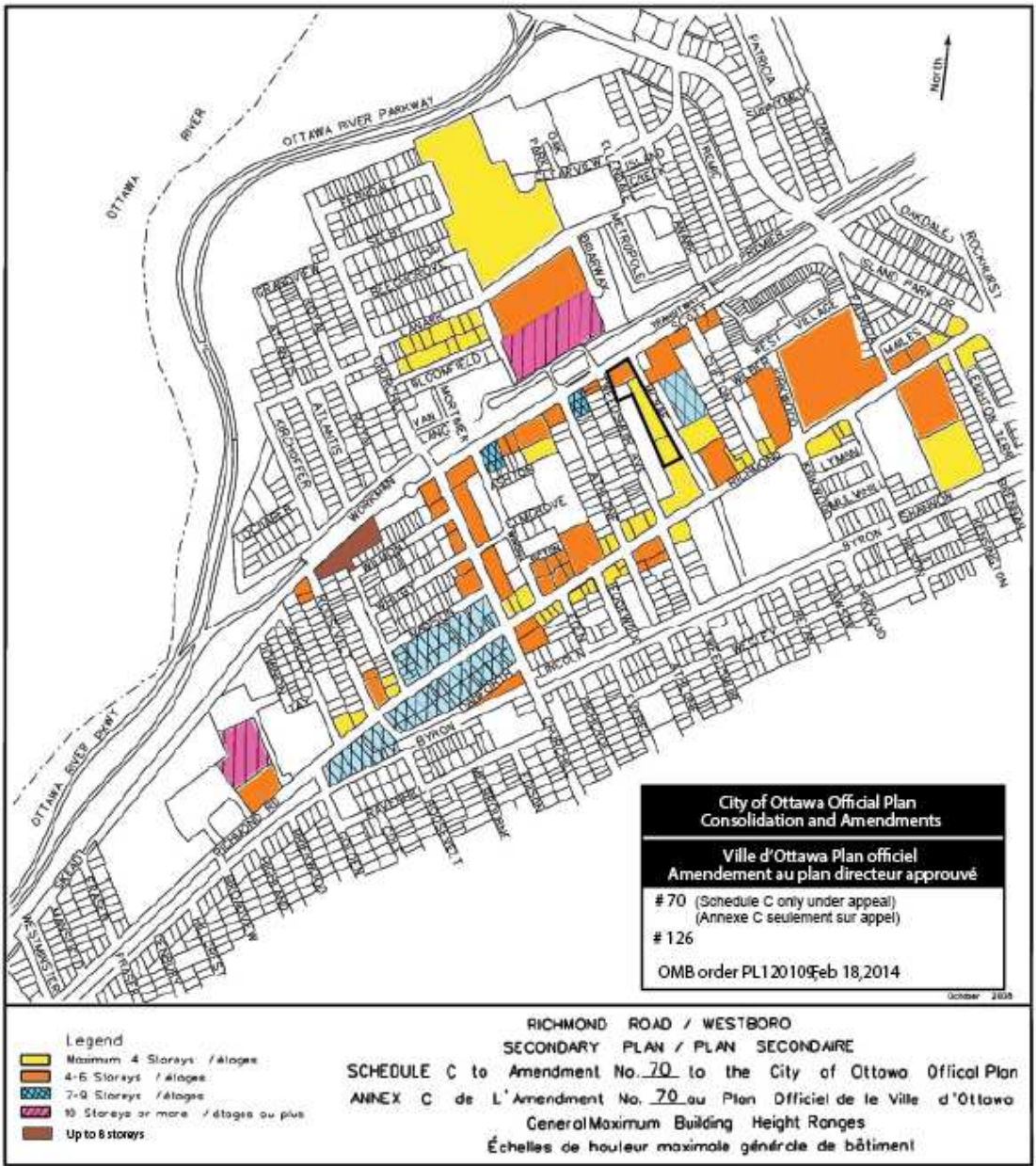


Figure 16. Richmond Road / Westboro Secondary Plan - Schedule C.

Objective One of the Secondary Plan speaks to encouraging intensification “at a human scale that is compatible with the existing community on appropriate key potential redevelopment sites”. Figure 16 demonstrates the general maximum building height ranges contemplated within the secondary planning area. More specifically, the following recommendations are proposed for achieving compatible intensification on key redevelopment sites:

1. Preserve the scale and character of established residential neighbourhoods and minimize any adverse impacts of intensification;
2. Preserve and enhance the human scale (generally four to six storeys) of the Westboro Village traditional mainstreet, Richmond Road;



3. Consider Churchill Avenue (between Richmond Road and Scott Street) and McRae Avenue to be pedestrian-oriented, mixed-use streets linking the Westboro Village and Scott Street mainstreets;
4. Consider the traffic impact on north-south residential streets south of the planning area;
5. Achieve compatible infill/intensification on key redevelopment sites by:
  - Providing appropriate setbacks and transition in building heights, including lower heights along the edges of existing low-rise residential areas;
  - Contributing to the restoration of the urban fabric and helping promote transit usage. The Westboro Transitway Station area has the greatest potential for intensification/high-rise buildings with appropriate transition to their surroundings, while Dominion Station has more limited potential;
  - Conforming to the maximum recommended general maximum building height ranges for each sector. Buildings higher than six storeys will be limited to sites that are compatible with adjacent uses, such as the Ottawa River Parkway open space, have deeper lots, or have other natural or manmade separations enabling impacts associated with such development to be mitigated and where lesser heights abutting existing lower rise buildings can be provided;
  - Conforming to the Richmond Road/Westboro CDP design guidelines respecting built form, shared use of facilities, more energy efficient buildings, setbacks, relationship of the building to the adjacent neighbourhood's character, and other criteria aimed at achieving compatible intensification/infill development while minimizing impacts on adjacent residential neighbourhoods;
  - Respecting a transition in building scale and density and compatibility of land use from Richmond Road to the Ottawa River Parkway in a north-south direction and along Richmond Road between different sectors in an east-west direction;
  - Avoiding creating a wall of buildings by using periodic breaks in the street wall where appropriate or variations in building height, building setback and alignment to add interest to the streetscape and to provide space for activities along the sidewalk.

Objective Two of the Secondary Plan speaks to the Green Space Network and that opportunities to enhance, preserve, and add to the existing network of green spaces should be explored. The following principles offer recommendations for achieving this objective:

1. Provide pedestrian/cycle gateways to the Ottawa River Parkway open space network at Rochester Field/Maplelawn the pathway adjacent to the Jules Leger Centre and other potential locations identified in the Community Design Plan;
2. Create a safe and attractive pedestrian and cycle-friendly infrastructure that provides links though the area, to the Ottawa River and to other neighbourhoods;
3. Provide for wider sidewalks where needed, through a setback of buildings fronting Richmond Road;
4. Transform key streets with street tree planting/landscaping to create informal green pedestrian links to the Ottawa River;
5. Preserve and enhance Byron Tramway Park, including the westerly extension of the existing recreational pathway network;
6. Encourage parkland dedication contributions received from Richmond Road/Westboro infill developments to be used to enhance/enlarge local parks and recreational facilities, or to establish new parks and community amenities, as appropriate;
7. Maintain a green buffer between the Ottawa River Parkway and adjoining development;
8. Promote opportunities for additional recreational facilities in the planning area.

Policy 1.3.3 contemplates redevelopment and infill along Richmond Road and Scott Street Traditional Mainstreets to optimize the use of land through increased building height and density. The Plan generally supports building height in the range of four (4) to six (6) storeys, however, greater building heights will be considered in any of the following circumstances without the need for an Official Plan Amendment:

- / Specific building heights are established in the Zoning By-law based on the Richmond Road/Westboro Community Design Plan or other Council-approved study;
- / The 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;
- / 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.

Policy 1.3.4 addresses the strategy for land uses and building heights in each individual sector. Sector 7 of the planning area specifies that along McRae and Churchill Avenues Council shall:

- / Support the redevelopment of Churchill and McRae Avenues for mixed-use buildings, generally in the four- to six-storey range;
- / Encourage residential and employment uses as well as commercial uses on the two streets that do not affect the viability of Richmond Road and Scott Street traditional mainstreets;
- / Ensure that intensification/infill development provides an appropriate transition to the adjacent low-rise residential neighbourhood.

**The proposed development will introduce a transit supportive, high-rise building within the Westboro Transitway Station area. Moving south along McRae Avenue, the tower is stepped down to 6-storeys where an amenity terrace is proposed and then stepped down again to 4-storeys along McRae Avenue for the mixed-use, ground oriented townhouse portion of the building. Along Tweedsmuir Avenue, the tower is stepped down to the 6-storey podium and again to the 3-storey townhouse dwellings, thus providing adequate transition to existing low-rise residential dwellings. The frontage along McRae Avenue and Scott Street are designed with a pedestrian focus through a varied street wall, mix of uses, and publicly accessible spaces such as the park and retail terraces.**

**The proposed development is introducing sidewalks, interlocking brick and surfaced walkways, retail terraces, street furniture, and a 526-square-metre park to the property which will result in a more pedestrian friendly streetscape than currently exists. The proposed park at the south end of the property will introduce greenspace on a lot previously used for surface parking and add to the network of green spaces in Westboro.**

**The proposed height of 26 storeys for the Scott Street tower portion of the development is in keeping with the existing and evolving pattern of buildings along Scott Street. The development is located on a corner lot directly across from a transit station and incorporates publicly accessible outdoor spaces and ground floor commercial units. Appropriate transition is provided to adjacent low-rise residential dwellings and the proposed design is compatible with the urban design objectives of the Official Plan, as discussed above.**

**The proposed development includes ground floor commercial units along the entire Scott Street frontage as well as two smaller commercial units along McRae Avenue. The portion of the development along McRae Avenue is proposed as a four-storey mixed-use building, transitioning down from the tower portion of the building fronting Scott Street.**

### 3.6 Richmond Road/Westboro Community Design Plan

Approved in 2007, the Richmond Road/Westboro Community Design Plan (CDP) provides the basis for much of the policies and strategies identified in the Richmond Road/Westboro Secondary Plan, discussed in Section 3.5 of this report. Consequently, there is some overlap in the recommendations proposed for each, however, other guidance found in the

CDP document is discussed below. The CDP recognizes that there are significant opportunities for intensification and infill development through compact forms of development within the planning area, particularly on Traditional Mainstreets such as Scott Street.

Section 3 of the CDP identifies the existing conditions of the planning area, as illustrated in Figure 17. The subject site is highlighted in blue and is identified as incompatible, non-mainstreet related uses and industrial uses, which the policies of the CDP encourage to be redeveloped.

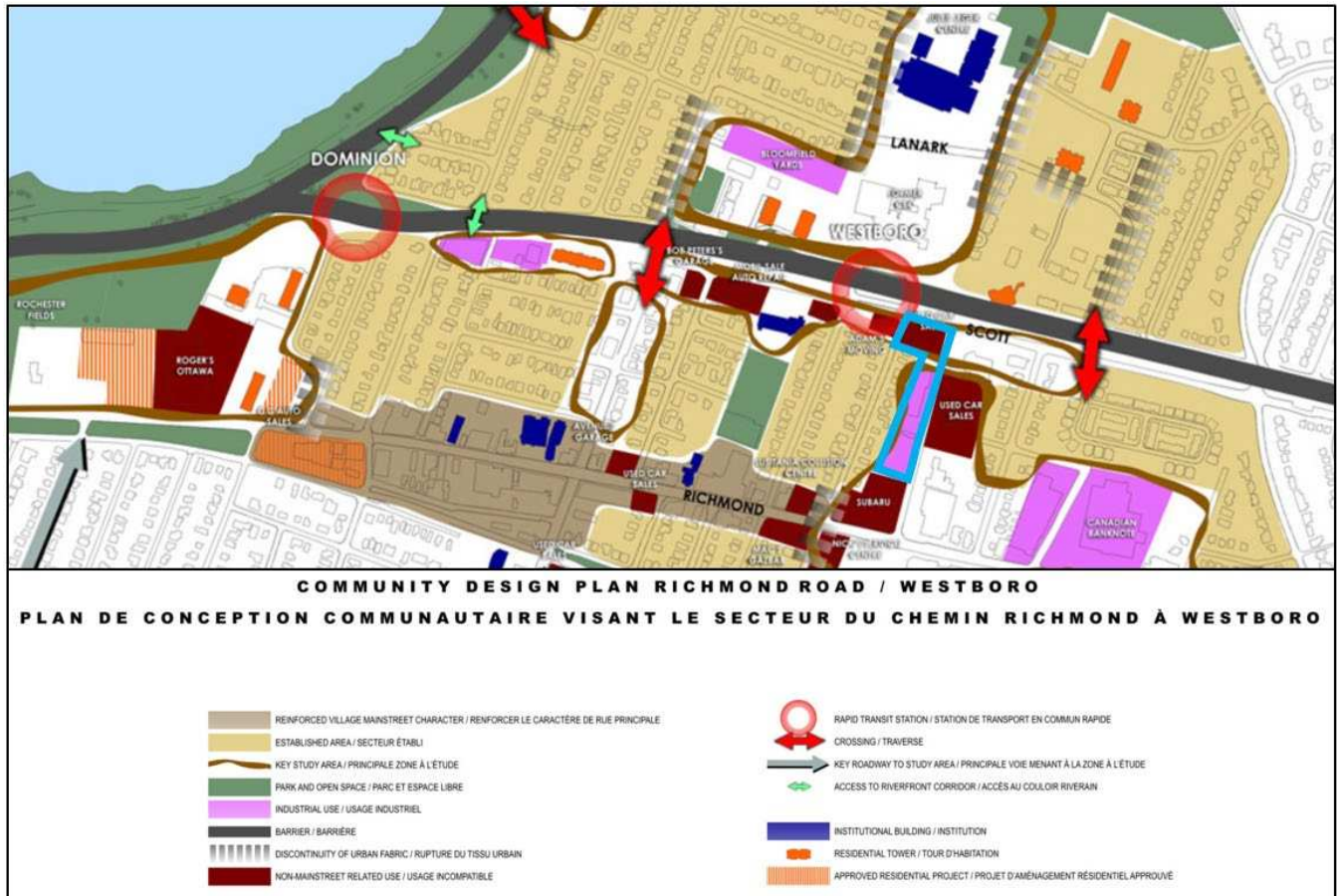


Figure 17. Community Design Plan Richmond Road / Westboro - Map 3 Existing Conditions.

The CDP's Planning Strategy includes Overlying Objectives and Principles found in Section 4.2, which are consistent with the directions in the Secondary Plan.

Section 6 of the CDP contemplates land uses and building heights. The direction for the south side of Scott Street includes evolving from an industrial / auto-oriented, pedestrian-unfriendly landscape to a mixed-use environment where people can both live and work. New infill development will need to ensure that an appropriate transition is provided with the adjacent residential community.

Section 7.4 of the CDP states that Scott Street and McRae Avenue should be redesigned in order to create a more pedestrian-friendly environment. Measures to support this objective include construction of a two-metre-wide continuous sidewalk and installation of pedestrian-oriented street lighting.



Figure 18 (Figure 9B of the CDP) demonstrates the heights contemplated for the planning area that includes the site. The CDP's proposed heights are based on prior Official Plan policies, which recommended building heights in the four to six storey range for Traditional Mainstreets. Updated Official Plan policies contemplate heights up to nine storeys on Traditional Mainstreets.



Figure 18. Richmond Road / Westboro Community Design Plan - Proposed Maximum Building Height Changes.

Additionally, Section 8.3 contains guidelines for Scott Street. The section notes Scott Street's current industrial and automobile orientation, and seeks to establish a more pedestrian-friendly environment, taking into account the proximity of the Transitway station and its impact on pedestrian movements. Guidelines include:

- / A continuous street wall of buildings is recommended, with periodic breaks provided by the north-south street intersections;
- / A transition in building scale with the established low-density residential community south of Scott Street is required. A two-storey minimum building height is proposed, with a front setback where the building height is greater than 15 metres.
- / A variety of uses can be accommodated at ground level including retail, office or other employment uses, but also housing, to take advantage of the proximity to the Transitway station. If housing is located at grade, an adequate separation space from the sidewalk should be provided and be appropriately landscaped.
- / Provide a minimum three-metre-wide landscaped area, which may include a solid wall or fence in addition to planting, at the edges of sites adjacent to residential or institutional properties.

Section 8 of the CDP identifies Infill Development Guidelines by planning sectors, similar to the Secondary Plan, and the subject lands are located within Sector 9 – McRae and Churchill as well as Sector 7 – Scott Street and Westboro Transit Area (Figure 19).

The following guidelines are identified for Sector 7:

- / Build a new public plaza and potential new building bridging the Transitway station, and improve pedestrian access to the station along McRae and Churchill Avenues;
- / Provide an appropriate transition with the residential community to the rear and minimize overlook.

The following guidelines are identified for Sector 9:

- / Foster the evolution of these residential/ commercial (Churchill) and industrial (McRae) streets toward an enhanced mixed-use image, with an emphasis on office and residential uses, to create a link from the Village to Scott Street and the Westboro Transitway Station;
- / Provide an appropriate transition with the residential community to the rear and minimize overlook.



Figure 19. Richmond Road / Westboro Community Design Plan - Planning Area by Sector.

Section 8.7 – Intensification Above the Levels in This Plan details evaluation criteria for new development that seeks greater height than what is contemplated in the CDP, which is applicable to the proposed development. The following is recommended to be taken into consideration when reviewing the application:

- / The building should safeguard exposure to sunlight along the sidewalk;
- / The building should not have significant negative effects on surrounding properties and residential neighbourhoods regarding shadowing and visual impact;

- / The lower portions of buildings facing Richmond Road in Westboro Village should be designed with vertical distinctions that reflect the existing village character;
- / The applicant must address the planning strategy and the urban design guidelines of the CDP and undertake a transportation impact study.

**The proposed development conforms to the policies of the Community Design Plan. The proposed building is consistent with prevailing heights existing and planned along Scott Street; provides appropriate transition to abutting low-rise dwellings; is located approximately 45 metres from transit; will provide a public park; is on a corner lot with commercial elements that will benefit the community; and is compatible with the Official Plan's urban design and compatibility policies.**

**The proposed development will significantly improve McRae Avenue as a pedestrian link to the Westboro Transit Station through the provision of mixed uses, pedestrian amenities, and publicly accessible spaces such as the park and retail terraces. Appropriate transition to adjacent low-rise dwellings is provided through the design of the building.**

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

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

The following urban design guidelines, among others, apply and are achieved through the proposed development:

- / Aligns a streetwall building with the existing built form to create a visually continuous streetscape.
- / Plant clusters of trees on the flanking residential streets, where they meet the mainstreet, for additional greenspace.
- / Proposes a quality building that is rich in architectural detail.
- / Provides or restores a minimum 2.0-metre-wide concrete sidewalk and locate to match approved streetscape design plans for the area. Where there is no approved streetscape plan, match the existing context. Provide a boulevard for street furniture, trees, and utilities next to the sidewalk, where possible.
- / Provides an area adjacent to storefronts for canopies, outdoor patios or special merchant displays (the frontage zone). Create wider sidewalks for locations with high pedestrian volumes such as along Traditional Mainstreets in core urban areas.
- / Uses periodic breaks in the street wall or minor variations in building setback and alignment to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk.
- / Locates residential units above the level of vehicular traffic in a mixed-use building and provide shared entrances to residential units, clearly accessible from the street. (For these units, consider triple glazed windows and bedrooms located away from the mainstreet for noise and ventilation concerns).
- / Creates attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards, outdoor cafés, seating and decorative pools or fountains.
- / Ensures sufficient light and privacy for residential properties to the rear by ensuring that the design is compatible and sensitive to adjacent uses with regard to maximizing light and minimizing overlook.
- / Uses clear windows and doors to make the pedestrian-level façade of walls facing the street highly transparent and locate active pedestrian-oriented uses at grade.
- / Locates front doors to face the mainstreet and be directly accessible from the public sidewalk.
- / Provides an adequate number of vehicle parking spaces to encourage transit use.
- / Provides shared bicycle parking facilities internal to the building.
- / Storage, garbage, and mechanical or utility equipment is located internal to the building either in the basement or at the rooftop mechanical penthouse.



### 3.8 Urban Design Guidelines for Transit-Oriented Development

The Urban Design Guidelines for Transit-Oriented Development were approved by Council in January 2009 and are intended to be used for development near transit stations. The following design guidelines, among others, for transit-oriented development apply and are being achieved through the proposed development:

- / Provides a transit-supportive land use within a 600-metre walking distance of a rapid transit station.
- / Contributes to a range of housing types within the community.
- / Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-law.
- / Locates the proposed building along the front of the street to encourage ease of walking between the building and to public transit.
- / Locates a high-density residential use close to a rapid transit station.
- / Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities by stepping down building heights and densities from the transit station.
- / Steps back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.
- / Orients buildings towards transit stations and provides direct pedestrian access that minimizes conflict with vehicles.
- / Creates a highly visible building through distinctive design features that can be easily identified and located.
- / Provides architectural variety on the ground floor of the building to provide visual interest to pedestrians.
- / Proposes an adequate number of parking spaces and bicycle parking spaces to minimize automobile use and encourage transit use.

### 3.9 Urban Design Guidelines for High-Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-rise Buildings were approved by City Council on May 23, 2018 and provide recommendations for urban design and guidelines to be used during the review of development proposals. The proposed development meets the following recommendations, among others:

- / Relates the height and scale of the proposed buildings to the existing context and provide variations.
- / Includes a base building that relates directly to the height and typology of the existing or planned streetwall context.
- / Is located on a lot that allows for a design that incorporates effective transition measures.
- / The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.
- / Achieves a desirable transition to adjacent low-rise development.
- / Enhances and creates the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion of the building, which:
  - fits into the existing urban fabric, animates existing public spaces, and frames existing views; and
  - creates a new urban fabric, defines and animates new public spaces, and establishes new views.
- / Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots.
- / Respects the existing streetwall condition through setbacks and architectural articulation.
- / Proposes a building base that generally matches the height of the neighbouring buildings and provides a transition in height on the base through setbacks and architectural articulation.

- / Respects the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain-built form context.
- / Introduces an animated and highly transparent ground floor in the building base.
- / Articulates the tower with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.
- / Applies a fenestration pattern, colour and texture on the facades that are consistent with and complement the surrounding context.
- / Integrates roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.

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

As shown in Figure 120 below, three zones apply to the subject site:

- / Traditional Mainstreet, Exception 2489, Schedule 382, Holding Zone – TM[2489]S382-h
- / Parks and Open Space – O1
- / General Mixed Use, Exception 2490, Maximum Height 15 metres, Holding Zone – GM[2490]H(15)-h



Figure 20. Current zoning at 320 McRae Avenue and 315 Tweedsmuir Avenue.

#### 3.10.1 Traditional Mainstreet, Exception 2489, Schedule 382, Holding Zone (TM[2489] S382-h)

The intent of the Traditional Mainstreet 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. Development should be compact, mixed-use, and pedestrian-oriented that provides access to transit, cycling, and automobile infrastructure. Uses should be complementary and compatible with the existing scale and character of surrounding land uses.

A wide range of uses are permitted in the TM Zone, including apartment dwellings, retail store, bank, restaurant, and similar uses. As a Hold has been placed on the property, all uses are prohibited until the Hold is lifted.

Exception 2489 also contains the following additional provisions:

- / Maximum permitted building heights and minimum setbacks are as per Schedule 382 (Figure 21).
- / No balcony may project into Area A, B and C of Schedule 382
- / Wind barriers are considered as Section 64 permitted projections.
- / The holding symbol may only be removed at such time as an application for site plan control has been approved including the provision of additional information related to:
  - a noise study addressing stationary noise sources
  - the preservation of the bur oak tree located within the public right-of-way on Tweedsmuir Avenue adjacent to the subject site
  - the construction of a public park to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development. The expected park construction budget shall be up to \$800,000 indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Ottawa, calculated from the date of the Section 37 Agreement to the date of the Site Plan Agreement, and as agreed upon by the General Manager of Planning, Infrastructure and Economic Development.
- / Pursuant to Section 37 of the Planning Act, the height and density of development permitted in this by-law are permitted subject to compliance with all of the conditions set out in this by-law including the provision by the owner of the lot of the facilities, services and matters set out in Section 16 of Part 19 hereof, to the City at the owner's sole expense and in accordance with and subject to the agreement referred to in b. below of this by-law.
- / Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of the Planning Act securing the provision of the facilities, services or matters set out in Section 16 of Part 19 hereof, the lands are subject to the provisions of this By-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the provisions of this by-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities.
- / Wherever in this by-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the Planning Act, then once such agreement has been executed and registered, such conditional provisions shall continue.

Furthermore, the following additional zoning provisions are applicable to the Traditional Mainstreet zone and the proposed development:

(12) (a) Despite the list of permitted residential uses, where the zoning on a lot is accompanied by a H suffix, schedule or exception that permits a height of 30m or greater on part of the lot, the use Apartment Dwelling, High Rise is a permitted use on that lot.

(b) Despite the list of permitted residential uses, where the zoning on a lot is accompanied by an H suffix, schedule or exception that restricts building height to less than 15m or to fewer than five storeys, on the entire lot, the use Apartment Dwelling, Mid Rise is a prohibited use on that lot.

(13) The façade facing the main street must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor.

### 3.10.2 Parks and Open Space Zone (O1)

The O1 zone is intended to permit parks, open space and related and compatible uses to locate in areas designated as the General Urban Area, among other Official Plan policy designations. Additionally, the zone is intended to ensure that the range of permitted uses and applicable regulations is in keeping with the low-scale, low-intensity open space nature of the lands.



Permitted uses in the O1 zone are limited, but include park uses.

### **3.10.3 General Mixed-Use, Exception 2490, Maximum Height 15 Metres, Holding Zone (GM[2490] H(15))**

The purpose of the GM zone is to:

- / Allow residential, commercial and institutional uses, or mixed use development in the General Urban Area designation, among others;
- / Limit commercial uses to individual occupancies or in groupings in well-defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- / 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; and
- / Impose development standards that will ensure that the uses are compatible and complement surrounding uses.

A range of land uses are permitted in the GM zone, including apartment dwellings and commercial uses.

Exception 2490 contains the following provisions:

- / All uses are prohibited until such time as the holding symbol is removed.
- / The front lot line is deemed as that which abuts McRae Avenue:
  - Minimum rear yard setback: 6.4 metres
  - Minimum interior yard setback: 1.2 metres
  - Minimum interior yard setback where it abuts a park: 0 metres
  - Minimum front yard setback: 2 metres
- / Despite Section 187(1), the only permitted land uses for the ground floor of any building within 6 metres from the lot line abutting a park are restaurant and retail food store.
- / The holding symbol may only be removed at such time as an application for site plan control has been approved including the provision of additional information related to:
  - A noise study addressing stationary noise sources;
  - The preservation of the bur oak tree located within the public right-of-way on Tweedsmuir Avenue adjacent to the subject site; and
  - The construction of a public park to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development. The expected park construction budget shall be up to \$800,000 indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Ottawa, calculated from the date of the Section 37 Agreement to the date of the Site Plan Agreement, and as agreed upon by the General Manager of Planning, Infrastructure and Economic Development.
  - Pursuant to Section 37 of the Planning Act, the height and density of development permitted in this by-law are permitted subject to compliance with all of the conditions set out in this by-law including the provision by the owner of the lot of the facilities, services and matters set out in Section 16 of Part 19 hereof, to the City at the owner's sole expense and in accordance with and subject to the agreement referred to in b. below of this by-law.
  - Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of the Planning Act securing the provision of the facilities, services or matters set out in Section 16 of Part 19 hereof, the lands are subject to the provisions of this By-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the provisions of this by-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities. Wherever in this by-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the Planning Act, then once such agreement has been executed and registered, such conditional provisions shall continue.

### 3.10.4 Proposed Zoning

To permit the development as proposed, the existing zoning applicable to the site must be amended. It is proposed that the zoning should be implemented as demonstrated in Figure 21 below.

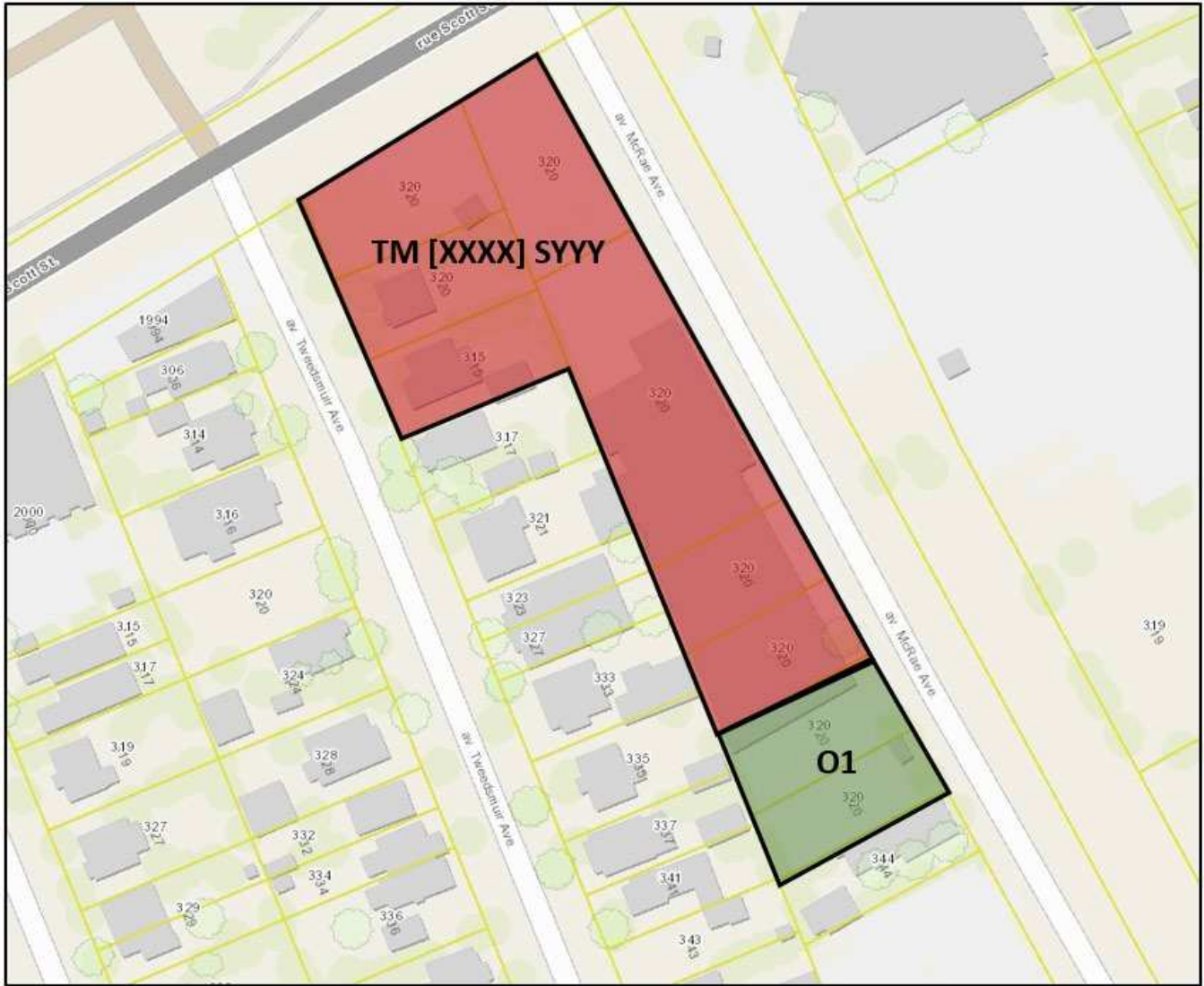


Figure 21. Proposed zoning of the site.

It is proposed that the existing General Mixed Use, Exception 2490, Maximum Height 15 metres, Holding Zone – GM[2490] H(15)-h zone be removed entirely and replaced with a Traditional Mainstreet zoning that would include all portions of the mixed use building, including the Scott Street tower and McRae Avenue low-rise portions of the development. Additionally, the current Parks and Open Space – O1 zone is proposed to be relocated to the southern extremity of the property to accommodate the park space.

Applying the Traditional Mainstreet zone across the entirety of the building is consistent with the policies for the Traditional Mainstreet designation, which generally envisions application of the designation to a depth of 200 metres on deeper lots.

Building heights across the development will continue to be regulated in a site-specific zoning schedule. The existing Schedule 382 will be expanded to encompass the high-rise and low-rise portions of the building and specify maximum building heights throughout the development.

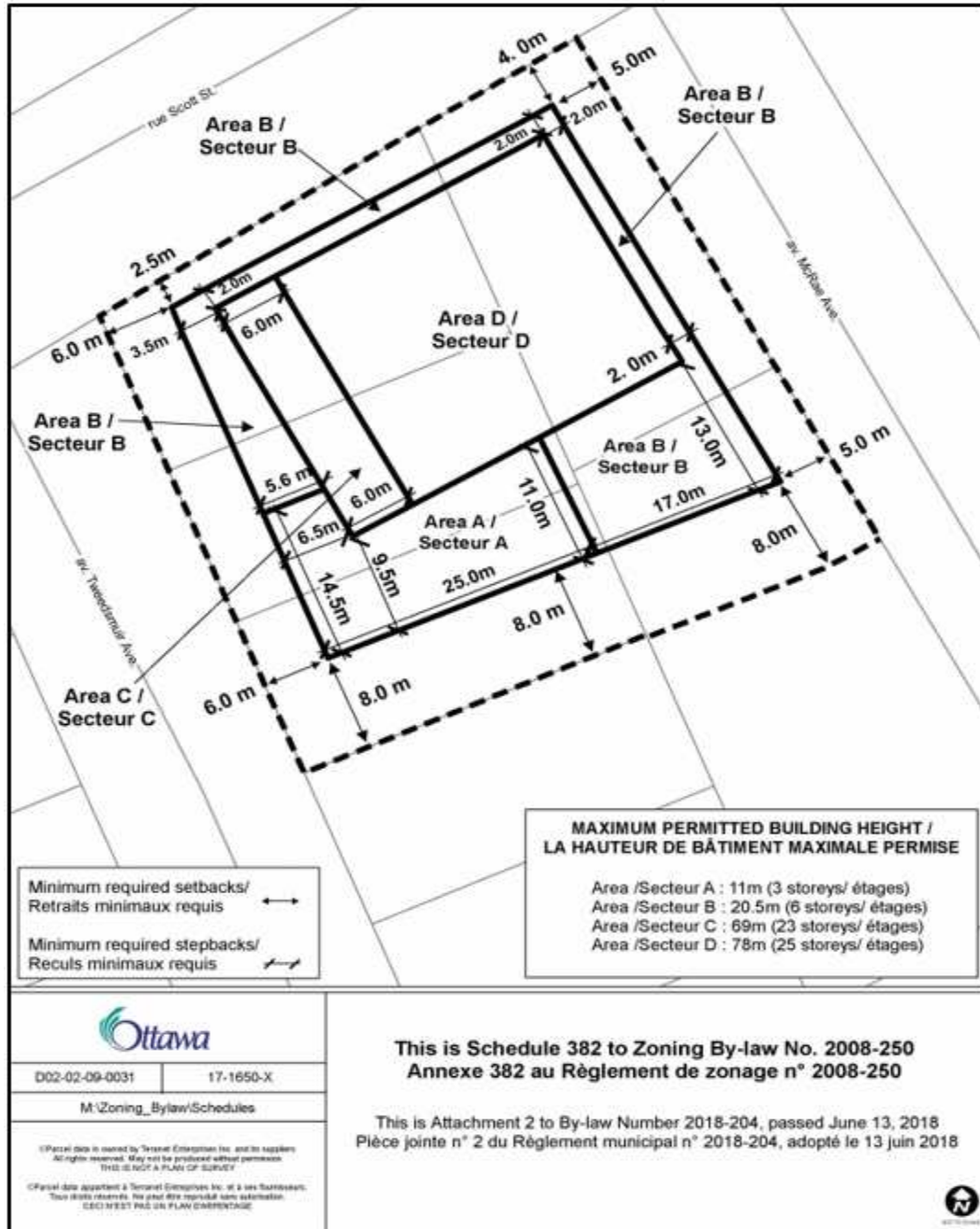


Figure 22. Schedule 382 of City of Ottawa's Zoning By-law.

The table below evaluates the proposed development against the current TM[2489] S382-H zone provisions. The "Conformity" column indicates the degree of conformity with the approved zoning, including both the TM[2489] S382-h



and GM[2490] H(15)-h zones. Aspects of the proposed development that are not consistent with the current zoning are marked with a red "X" in the "Conformity" column.

ZONING MECHANISM	REQUIREMENT	PROPOSED	CONFORMITY
Minimum Lot Area	No minimum	5,260 m <sup>2</sup>	✓
Minimum Lot Width	No minimum	33.07 m	✓
Maximum Front Yard Setback	Per Schedule 382: Varying from 2.5 m to 4 m	2.5 m and 4 m	✓
Minimum Corner Side Yard Setback	Per Schedule 382: East corner: 5 m West corner: 6 m Beyond Schedule 382: 3 m	East corner (north): 5 m West corner: 6 m  East corner (south): 2 m*  *(Consistent with approved zoning)	✓
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 all other cases	Abutting low-rise, south side (315 Tweedsmuir Avenue): 8 m  Abutting low-rise, West side: 6.4 m*  *(Consistent with approved zoning)	✓
Minimum Rear Yard Setback	7.5 m, abutting a residential zone or for a residential use building  No minimum in all other cases	Abutting park, 0 m	✓
Maximum Building Height	Per Schedule 382: 78 m (25 storeys) in Area D 69 m (23 storeys) in Area C 20.5 m (6 storeys) in Area B 11 m (3 storeys) in Area A	Maximum Height proposed at 79.4 m, 26-storeys in Areas C & D  Areas A & B consistent with Schedule 382	X  ✓
Maximum Floor Space Index	No maximum	3.07	✓
Minimum Width of Landscaped Area	No minimum	N/A	✓

ZONING MECHANISM	REQUIREMENT	PROPOSED	CONFORMITY
Minimum Residential Parking Space Requirements	<p>Residential, Mid-High Rise: 0.5/unit, after the first 12 units</p> <p>where all parking spaces provided or required for a permitted land use are located below grade in the same building as that land use, the parking required by Table 101 for that land use may be reduced by the lesser of:</p> <p>10 % of the required parking spaces; or 20 parking spaces.</p> <p>318 dwelling units – 12 = 306</p> <p>306 x 0.5 = 153</p> <p>153 – 10% = 138 spaces</p>	155 spaces	✓
Minimum Visitor Parking Space Requirements	<p>Residential, Mid-High Rise : 0.1/unit, after the first 12 units</p> <p>Maximum 30 spaces.</p> <p>318 dwelling units – 12 = 306</p> <p>306 x 0.1 = 30 spaces</p>	30 spaces	✓
Minimum Commercial Parking Space Requirements	<p>in the case of a retail food store with a gross floor area of 1500 square metres or less, no off-street motor vehicle parking is required to be provided.</p> <p>in the case of a restaurant with a gross floor area of 350 square metres or less, no off-street motor vehicle parking is required to be provided.</p> <p>in the case of any other non-residential use with a gross floor area of 500 square metres or less, no off-street motor vehicle parking is required to be provided.</p> <p>where all parking spaces provided or required for a permitted land use are located below grade in the same building as that land use, the parking required by</p>	<p>All commercial units &lt;500 m<sup>2</sup></p> <p>0 parking space provided for commercial uses</p>	✓

ZONING MECHANISM	REQUIREMENT	PROPOSED	CONFORMITY
	Table 101 for that land use may be reduced by the lesser of: 10 per cent of the required parking spaces; or 20 parking spaces.		
Minimum Loading Space Requirements	in the TM Zone, a vehicle loading space is only required for uses that have a gross floor area of 1,000 m <sup>2</sup> or more	1	✓
Minimum Bicycle Parking Requirements	Residential: 0.5/unit Retail: 1/250 m <sup>2</sup> of GFA  318 dwelling units x 0.5 = 159 spaces  841 m <sup>2</sup> of GFA x 1/250 m <sup>2</sup> = 3 spaces  Total = 163 spaces	163 total	✓
Minimum Drive Aisle Width	6 m but not greater than 6.7 m	6 m	✓
Minimum Required Amenity Area	6 m <sup>2</sup> per unit  318 units x 6 m <sup>2</sup> = 1,908 m <sup>2</sup>	2,289 m <sup>2</sup>	✓
Minimum Required Communal Amenity Area	50% of total amenity area required 1,908 m <sup>2</sup> x 50% = 954 m <sup>2</sup>	Scott Street Building: 1,066 m <sup>2</sup>  McRae Avenue Building: 416 m <sup>2</sup>  Total: 1,482 m <sup>2</sup>	✓
Location of Commercial Patio	30 metres from a residential zone, when screened  75 metres from a residential zone, when not screened	~30 metres	✓
Location of Balconies	Exception 2489: Balconies may not project into Areas A, B, or C of Schedule 382.	Balconies project into Area B, on west and east sides only	✗

As summarized in the table above, the principal deviation from the current approved zoning is the increase to the maximum building height in Areas C and D on Schedule 382 from 78 metres (25 storeys) to 79.4 metres (26 storeys). Through the detailed design process, the project team determined that the anticipated floor-to-ceiling heights used to calculate the established zoning height limits were slightly higher than could reasonably be achieved, and sought to



include a 26<sup>th</sup> storey. As the inclusion of the additional storey resulted in a height increase of only 1.4 metres, or approximately one-half of a typical storey, a request for this minor increase to the building height in an intensification target area was deemed appropriate.

Other minor exceptions to the corner side yard setback and interior side yard setback provisions in the TM zone will also be necessary to account for the application of the TM zone across the entirety of the building. Additionally, site-specific provisions must be adjusted to accommodate the proposed balconies on the west and east sides of the tower, which are proposed to project into Area B of Schedule 382.

As discussed above, the O1 – Parks and Open Space zone will be shifted south to encompass the park space. The proposed park dedication continues to meet the provisions of the O1 zone, as evaluated in the table below:

ZONING MECHANISM	O1 ZONE REQUIREMENT	PROPOSED	CONFORMITY
Minimum Lot Area	No minimum	562 m <sup>2</sup>	✓
Minimum Lot Width	No minimum	16.23 m	✓
Minimum Front Yard Setback	7.5 m	N/A	✓
Minimum Corner Side Yard Setback		N/A	✓
Minimum Interior Side Yard Setback		N/A	✓
Minimum Rear Yard Setback		N/A	✓
Maximum Building Height	11 m	N/A	✓
Maximum Floor Space Index	No maximum	N/A	✓
Maximum Lot Coverage	20%	N/A	✓

### 3.10.5 Proposed High Rise Zoning Provisions

City of Ottawa Council recently approved new zoning provisions for high-rise buildings, which are currently under appeal. The provisions are listed in the table below.

Proposed Provisions		Properties Zoned Mixed-Use Downtown (MD) (outside of Lyon/Wellington/Elgin/Gloucester- see graphic below)	Area A Outside MD Zone but within Greenbelt (includes Blackburn Hamlet and Bells Corners- see graphic below)	Area B Properties Located Outside Greenbelt
Minimum Lot Area	Corner Lot	900 m <sup>2</sup>	1,150 m <sup>2</sup>	1,350 m <sup>2</sup>
	Interior Lot	1,350 m <sup>2</sup>	1,350 m <sup>2</sup>	1,800 m <sup>2</sup>
Definition of Tower		That portion of a building over 6 storeys	That portion of a building over 9 storeys or a height equal to the width of the widest public street abutting a lot line, whichever is less	
Minimum Interior Side and Rear Yard Setbacks for a Tower		7.5 m	10 m	11.5 m
Minimum Separation Distance Between Towers on the Same Lot		15 m	20 m	23 m

The proposed development is located within Area A. The proposed development achieves the proposed tower setbacks as it is located on a corner lot and bound on three sides by public streets. The lot area is in excess of the minimum requirement.

### 3.10.6 Zoning Relief Required

As part of the proposed zoning amendment, a site-specific exception will be required in addition to a new maximum permitted building height schedule. It is proposed that a new exception be included in the zoning that would carry forward most of the existing provisions of exception 2489 and amend them as required to reflect the new development as proposed.

Schedule 382 will be revised to reflect the new maximum height of 79.4 metres and reflect the proposed development's heights and setbacks. A new Schedule number should be assigned.

The text in Exception 2489 will remain and be carried forward into the new site-specific exception, but with references to Schedule 382 amended to reflect the new Schedule number.

#### Exception 2489

- / Maximum permitted building heights and minimum setbacks are as per **Schedule XXX**.
- / Wind barriers are considered as Section 64 permitted projections.
- / The holding symbol may only be removed at such time as an application for site plan control has been approved including the provision of additional information related to:
  - a noise study addressing stationary noise sources

- the preservation of the bur oak tree located within the public right-of-way on Tweedsmuir Avenue adjacent to the subject site
- / (Details regarding Section 37 contribution)



## 4.0 SUPPORTING STUDIES

### 4.1 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was completed by Gradient Wind on February 4<sup>th</sup>, 2020 to analyze pedestrian wind comfort and safety within the surrounding area of the site. The study concluded that conditions at the retail entrances located at the northeast and northwest corners of the Scott Street podium would not meet the comfort criteria in the fall and winter seasons, and recommended that the entrances be relocated or recessed to mitigate wind impacts. These recommendations will be considered as the building design progresses.

All other areas of the proposed development, including the park, meet acceptable wind conditions at grade. The terrace at level 7 of the Scott Street podium faces similar challenges at the northwest and northeast corners as the ground floor but is considered acceptable for a transition area without sitting or standing.

### 4.2 Geotechnical Investigation

A Geotechnical Investigation was completed by Pinchin Ltd. on February 19<sup>th</sup>, 2020. The report states the underground parking can be accommodated on the site given the existing subsurface conditions. No major impacts are anticipated to groundwater in the area and proper groundwater management is recommended to be exercised during the entirety of the construction period. A number of recommendations and best practices are proposed by the consultant for shoring, foundation design, and preparation of subgrade elements of the development.

### 4.3 Tree Conservation Report

A Tree Conservation Report was completed by IFS Associates on February 7<sup>th</sup>, 2020 to identify trees that could be preserved prior to development of the site. A detailed inventory of the identified trees and their conditions is included in the report in addition to their preservation status which suggests their protection or removal. The analysis includes trees on adjacent properties and those that overhang into the site. A total of six of the identified trees are recommended to be preserved and protected, among them a very large bur oak tree along the Tweedsmuir Avenue frontage within the public right-of-way that is protected through Exception 2489 in the Zoning By-law.

### 4.4 Transportation Impact Assessment

A Transportation Impact Assessment was prepared by CGH Transportation in January 2020 to assess the impacts of the proposed development on the transportation network and its capacity. Based on the conclusions of the study, the proposed development is anticipated to generate an estimated 112 AM and 127 PM peak hour two-person vehicle trips in the 2022 horizon and an estimated 33 AM and 40 PM peak hour two-way person vehicle trips in the 2027 horizon. Turning templates indicate that the proposed accesses and circulation route within the development can accommodate the expected garbage trucks and vehicles. It was found that the road segments of Tweedsmuir Avenue, Scott Street and McRae Avenue will not meet the PLOS target. Additionally, Tweedsmuir Avenue will not meet the BLOS target and Scott Street will not meet the Scott Street target. It was determined that the study area would continue to operate normally without additional interventions of mitigation measures in all present and future operational scenarios and that the development application proceed.

### 4.5 Shadow Study

A Shadow Study was completed by Gradient Wind on February 4<sup>th</sup>, 2020. The study concludes that the proposed development will not cast net new shadows for more than four consecutive hours during any of the test dates and times, representing equinox and solstice, on the surrounding areas and public outdoor spaces. According to the City of Ottawa criteria, these results are considered to be acceptable.

## 4.6 Servicing and Stormwater Management Report

A Site Servicing and Stormwater Management Report was completed by R.V. Anderson Associates Limited on March 20<sup>th</sup>, 2020. Storage tanks are recommended to be installed at the basement level to control the 100-year peak post-development flows to that of the 5-year peak flow. Storm sewers on McRae Avenue and Scott Street are capable of accommodating stormwater flow from the proposed buildings. Mitigation measures for sediment control and erosion are proposed for construction periods and for the long term. The proposed development will need to be serviced with two connections from city watermains to avoid the creation of a vulnerable service area. The proposed development complies with the City of Ottawa requirements.

## 4.7 Phase I & II Environmental Site Assessment

A Phase I Environmental Site Assessment was completed by Pinchin Ltd. on February 13<sup>th</sup>, 2020. The results of the investigation reveal a number of areas of potential concern where environmental contaminants may be present due to previous uses and the nature of their operations. The requirement for a Phase II Environmental Site Assessment was triggered based on these results and should be completed prior to filing a Record of Site Condition for the property.

The Phase II Environmental Site Assessment investigations are in the process of being prepared and a final report will accompany this application when complete. The draft report assesses that there is some soil and groundwater contamination on the lands resulting from a former retail fuel outlet on the north portion of the property and some additional impacted areas throughout the site resulting from former industrial uses, waste disposal and landfill areas, and automotive repair and servicing operations. This reflects the findings of a now-outdated Phase II Environmental Site Assessment completed by Paterson Group in April 2017. It is recommended that excavation of the impacted groundwater and soil as well as implementation of a management plan be pursued during redevelopment to mitigate impacts. More comprehensive recommendations will follow once the final report is complete.

## 4.8 Noise Study

A Transportation Noise Assessment was completed by Gradient Wind on February 4<sup>th</sup>, 2020 to determine the impacts of roadway traffic over the site. The study reports that the highest traffic noise levels will occur along the north side of the development nearest to Scott Street due to traffic on the road and the Transitway. Some mitigations measures will be required to reduce the impacts of noise levels on certain areas of the proposed development including Sound Transmission Class (STC) ratings for building components where noise levels exceed 65 decibels, upgraded windows, central air conditioning and forced air heating, as well as warning clauses required in all Agreement of Lease, Purchase and Sale for the affected units.

## 5.0 CONCLUSION

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications are appropriate, represent good planning, and are in the public interest.

The proposal is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area which can support transit and contributes to the range of housing options available in the community.

The proposed development conforms to the Official Plan's vision for managing growth in the urban area and meets the policies for Traditional Mainstreets and for Scott Street as established in the Secondary Plan. The proposal responds to its context by continuing the existing and planned built form along Scott Street, as well as ensuring a built form transition along the street. The development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

The proposed development meets the vast majority of applicable requirements of the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.

Supporting studies confirm that the proposal is functional and appropriate. Where mitigation measures are required, they will be implemented accordingly.

Sincerely,



Nick Sutherland, M.P.I, LEED GA  
Planner



Jaime Posen, MCIP RPP  
Senior Planner