FOTENN

2050, 2046 Scott Street and 301, 299, 295 Ashton Avenue

Planning Rationale
Site Plan Control
March 25, 2021

FOTENN

Prepared for Surface Developments

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1.0 INTRODUCTION

Fotenn Consultants Inc. has prepared this Planning Rationale for Scott Street Developments Inc. in support of a Site Plan Control application for the lands municipally known as 2050 and 2046 Scott Street and 301, 299, and 295 Ashton Avenue in the Westboro neighbourhood of the City of Ottawa, hereby referred to as the "subject lands". The subject lands are currently under review as part of a Zoning By-law Amendment application (D02-02-20-0034) to permit the proposed development.

1.1 Application Summary

The proposed development is located on two (2) properties on Scott Street, being 2046 and 2050 Scott Street, as well as three (3) properties on Ashton Avenue, being 301, 299, and 295 Ashton Avenue. Currently, two one-storey commercial buildings are located at 2046 and 2050 Scott Street and a detached dwelling is located at 301 Ashton Avenue, a duplex at 299 Ashton Avenue, and a three-storey low-rise apartment dwelling at 295 Ashton Avenue. All of these existing buildings will be demolished to make way for the proposed redevelopment. The properties will be redeveloped with a mixed-use high-rise apartment building. The purpose of this Planning Rationale is to assess how the proposed development conforms to the existing policies and regulatory framework of the City of Ottawa as well as its compatibility with adjacent development and the surrounding community. A number of studies and reports have also been prepared in support of this application.

1.2 Subject Site

As shown in Figure 1, the subject lands are located on the south side of Scott Street, between Athlone Avenue and Winona Avenue and bound by Ashton Avenue to the south. The properties are legally described as REGISTERED PLAN 184 CITY OF OTTAWA, LOT 22, LOT 23, LOT 28, LOT 29 and known municipally as 2050 and 2046 Scott Street, 301, 299, 295 Ashton Avenue. The address will be changed to simply 2050 Scott Street going forward. The subject lands have approximately 36.78 metres of frontage along Scott Street and an approximate area of 2,513.18 square metres. The property is currently occupied by two (2) one-storey commercial buildings, a single-family dwelling, a duplex, and a low-rise apartment dwelling as demonstrated in Figures 2 and 3.

Figure 1. 2050-2046 Scott Street, the 'subject lands'.

2046-2050 Scott Street – Existing Front and Rear Yard

Figure 2. Photographs of 2046-2050 Scott Street.

301, 299, and 295 Ashton Avenue – Existing Front Yards

Figure 3. Photographs of 301, 299, and 295 Ashton Avenue.

1.2.1 Area Context

North

Directly north of the subject lands is Scott Street and the Transitway, which provide access to the Westboro Transit Station. Across the Transitway is the neighbourhood of Westboro Beach, which is generally characterized by low-rise residential dwellings with a small number of mid-rise apartment buildings and several recreational areas including Roy Duncan Park, the Ottawa River Pathway, and Westboro Beach. Additionally, there is a municipal storage and maintenance yard and a mid-rise office building occupied by Health Canada.

East

Located east of the subject lands is the Granite Curling Club site, which also provides direct access to Lion's Park. The Granite Curling Club is currently under discussion for redevelopment and mixed-use high-rise buildings are proposed for the lands. On the north side of Scott Street is the Westboro Transit Station, which is approximately 160 metres east from the subject lands. East of the subject lands on the south side of Scott Street are a small number of low-rise commercial businesses, many of which have been contemplated for redevelopment with mid- to high-rise buildings. 320 McRae is proposed at 26-storeys, whereas the former Trailhead site at 1960 Scott Street is currently being redeveloped with a 24-storey mixed-use tower. There are pockets of low-rise residential areas east of the subject lands, most notably on Athlone Avenue, Tweedsmuir Avenue, and Clifton Road between Scott Street and Richmond Road as well as within the West Village Private cul-de-sac. The 31-storey Minto Metropole building is located east of the subject lands but across Scott Street on the north side of the Transitway.

South

Immediately south of the subject lands is a small pocket of low-rise residential dwellings accessed via Ashton Avenue in addition to other low-rise residential dwellings along Winona Avenue. Lion's Park and the Ottawa Gymnastics Centre can be accessed via Elmgrove Avenue as one travels south along Winona Avenue before it terminates at Richmond Road. Richmond Road is a mostly commercial corridor reflecting traditional mainstreet type uses.

West

West of the subject lands and directly adjacent is a five-storey condo building recently completed. Beyond that site and across Winona Avenue at 2070 Scott Street is a proposed 23-storey mixed-use building. Slightly further west at the termination of Scott Street and across Churchill Avenue North is an existing seven-storey residential building. Beyond that, the westbound Transitway connects with the Sir John A. MacDonald Parkway and Westboro Beach is accessible via the Ottawa River Pathway.

1.2.2 Road Network

The subject lands are 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 4). Arterial roads are the major roads that carry large volumes of traffic over the longest distance.

1.2.3 Transit Network

The subject lands are well served by the City's transit network as the Westboro Transit Station is located approximately 150 metres away and is easily accessible from Scott Street, as demonstrated in the City of Ottawa's Official Plan – Schedule D Rapid Transit and Transit Priority Network (Figure 5). Access to the Light Rail Transit line via Tunney's Pasture Station is provided via multiple direct bus connections or a 20-minute walk.

1.2.4 Cycling Network

The subject lands are well connected to the greater cycling network of Ottawa. Scott Street and the Transitway are identified as a Spine Route as well as a part of the Crosstown Bikeway on the City of Ottawa's Official Plan Schedule C – Primary Urban Cycling Network (Figure 6). Residents of the proposed development will have easy access to separated cycling infrastructure and other on-road cycling routes.

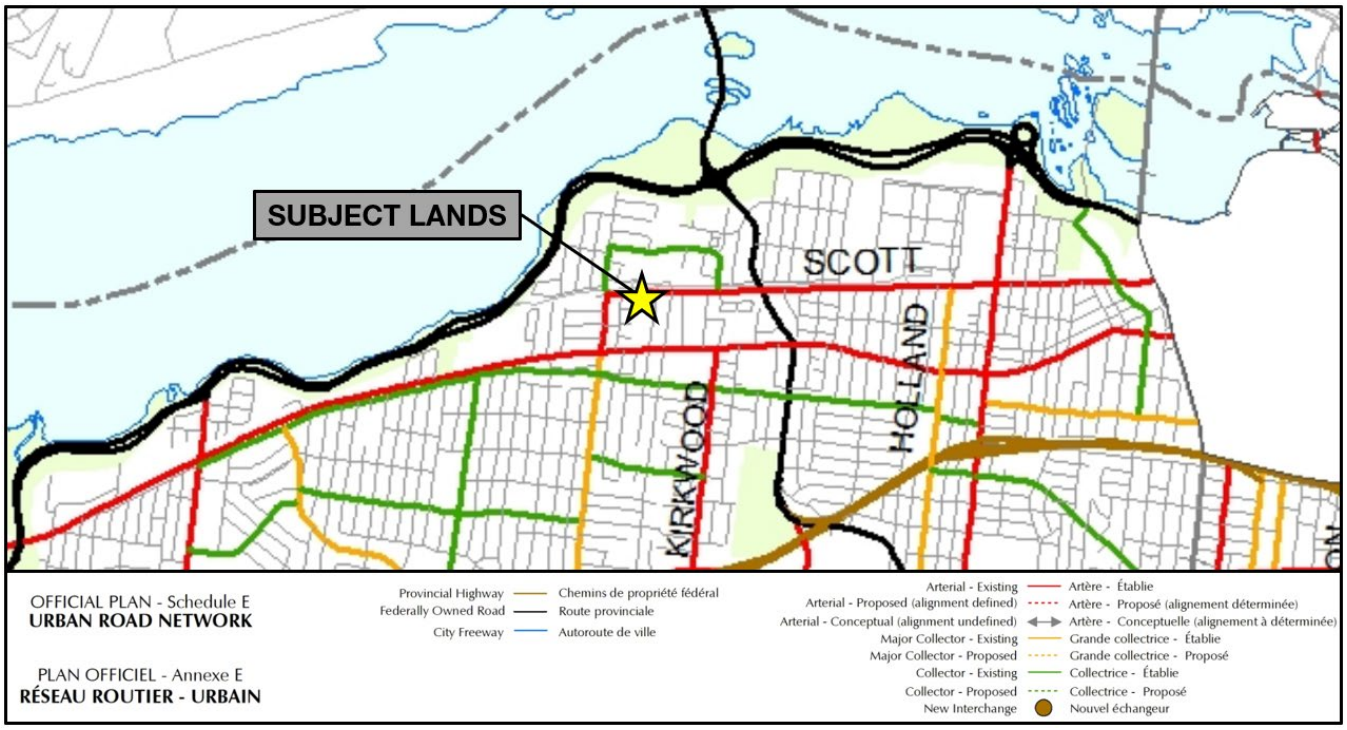

Figure 4. City of Ottawa Official Plan – Schedule E Urban Road Network.

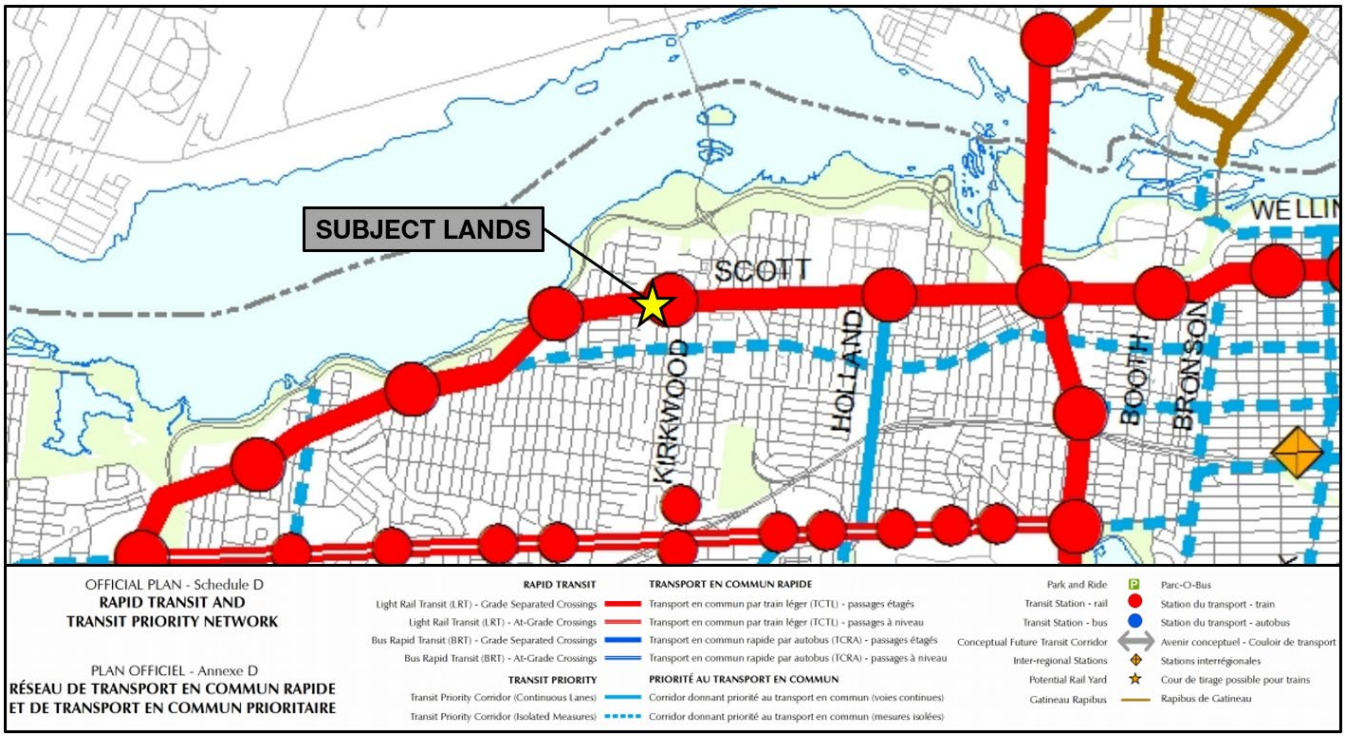

Figure 5. City of Ottawa Official Plan – Schedule D Rapid Transit and Transit Priority Network.

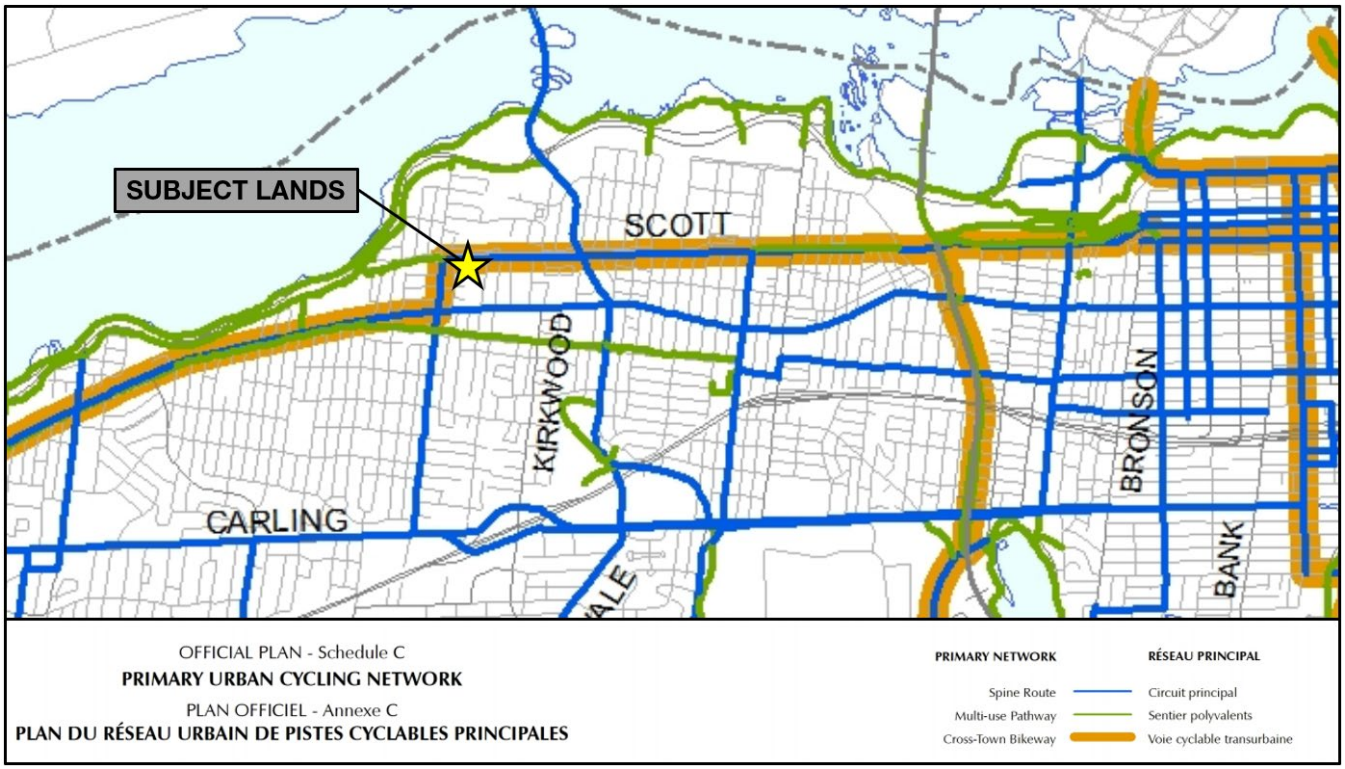

Figure 6. City of Ottawa Official Plan – Schedule C Primary Urban Cycling Network.

2.0
PROPOSED DEVELOPMENT

Figure 7. Rendering of the proposed development viewed looking south west.

The proposed development is seeking to introduce a 30-storey mixed-use high-rise apartment building to the site known as 2050-2046 Scott Street and 301, 299, 295 Ashton Avenue (the 'subject lands'). The building will contain two ground floor commercial units totalling 248.1 square metres with a yet to be determined tenant. The commercial unit will be accessible directly from Scott Street. A total of 331 dwelling units are proposed for the building as a mix of studio, one-bedroom, and two-bedroom units. Parking is proposed to be accommodated through underground parking located beneath the building and accessible via a ramp on the east side of the building. A total of 213 vehicle parking spaces and 275 bicycle parking spaces are proposed for the underground parking garage.

The building's design reflects a simple, but elegant point tower above a podium with modern features and massing that responds to the existing context and planned function of this section of Scott Street while providing adequate transition to surrounding low-rise buildings. A six-storey podium mass is proposed with a tapered form that stretches from Scott Street going south where the podium steps down to three-storeys along Ashton Avenue. The tower element of the development is present on most of the northern portion of the site and has tower setbacks of seven metres to the west side property line and ten metres at the east side property line. The tower portion of the building is setback 26.62 metres from the rear yard property line along Ashton Avenue.

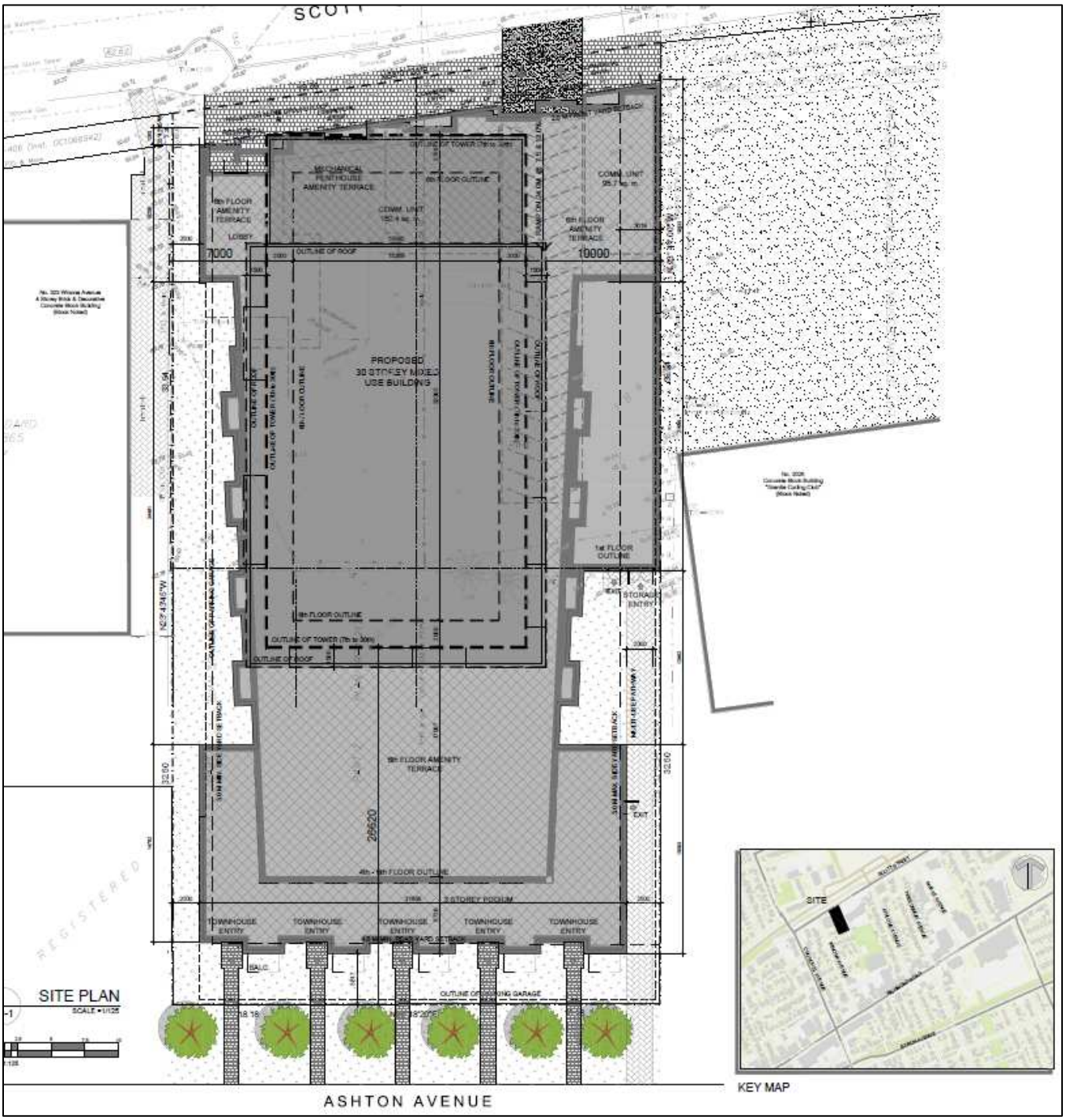

Figure 8. Site Plan of proposed development.

The ground floor will feature access to both the residential and commercial elements of the building directly from Scott Street, in addition to the underground parking ramp on the east side of the building. The ground floor along Scott Street is proposed to have a mezzanine in order to provide adequate floor height for a typical commercial unit and to create a pedestrian oriented façade that interacts well with the street. The façade along

Scott Street is articulated to reflect the angle of the front lot line and provide additional visual interest (Figure 8). Approximately 2.6 metres of frontage is to be dedicated to the City as part of a future road widening and improvements to Scott Street.

The six-storey podium would encompass the ground floor commercial level with mezzanine and four levels of residential dwelling above the mezzanine and five levels of residential dwelling units above the non-mezzanine portion of the podium. The seventh storey of the building, above the podium, is proposed to house an interior communal amenity space as well as a terraced area that stretches the length of the building. At the rear of the lot fronting Ashton Avenue, the six-storey podium of the building is setback 9.55 metres from the rear lot line and the tower portion of the building is setback 26.62 metres from the rear property line. The six-storey podium drops down to three storeys at the Ashton Avenue frontage where active entrances are proposed for those townhouse dwelling units at grade that open onto the street.

The lower podium's materials are proposed as a mix of red brick and modern style glass and light cladding which transitions towards the dark grey brick of the upper podium levels with similar glass and cladding to provide a continuous relationship from the base to the tower. The tower itself then pulls the dark grey brick into its façade along with a glass curtain wall facing Scott Street, whereas the east and west sides of the tower and the façade facing Ashton Avenue feature balconies and the grey brick.

3.0 DESIGN BRIEF

3.1 Application Summary

The proposed development is located on two properties on Scott Street, being 2046 and 2050 Scott Street, as well as three properties on Ashton Avenue, being 301, 299, and 295 Ashton Avenue. Currently, two one-storey commercial buildings are located at 2046 and 2050 Scott Street and a detached dwelling is located at 301 Ashton Avenue, a duplex at 299 Ashton Avenue, and a three-storey low-rise apartment dwelling at 295 Ashton Avenue. All of these existing buildings will be demolished to make way for the proposed redevelopment. The properties will be redeveloped with a mixed-use high-rise apartment building. The properties are legally described as REGISTERED PLAN 184 LOT 22, 23, 28, and LOT 29. The address will be changed to simply 2050 Scott Street going forward.

The subject lands are designated 'Traditional Mainstreet', as demonstrated in the City of Ottawa's Official Plan Schedule B – Urban Policy Plan. Official Plan policies and conformity are discussed in greater detail under Section 4.2 of this report. Additional policy documents are applicable to this development application, including the Richmond/Westboro Secondary Plan, Richmond Road/Westboro Community Design Plan, Urban Design Guidelines for Development Along Traditional Mainstreets, Urban Design Guidelines for Transit-Oriented Development, and Urban Design Guidelines for High-rise Buildings. A comprehensive discussion of these additional policies and guidelines is included in Sections 4.3-4.7 of this report.

Figure 9. Surrounding area context of the subject lands.

The area context of the subject lands is discussed in greater detail in Section 1.2 of this report, however, some notable amenities in the area include the following:

- Westboro Transit Station (160 metres)
- Westboro Beach (680 metres)
- LCBO & Real Canadian Superstore (650 metres)
- Ottawa River Pathway/Trans Canada Trail (720 metres)
- Lion's Park and Ottawa Gymnastics Centre (175 metres)
- Farm Boy (350 metres)

Figure 9 above demonstrates the existing and proposed height context of the surrounding area, and particularly for those properties fronting directly onto Scott Street.

Figure 10 below includes photos of the site and adjacent properties, identified by the arrows on the map.

Figure 10. Area context images around the subject lands.

3.2 Design Proposal

Figure 11 demonstrates a cross section of Scott Street with the existing buildings shown as well as the future build out of Scott Street based on buildings that have been conceptualized, proposed, or approved, some of which are currently under construction. The proposed building at 2050 Scott Street reflects the evolution of Scott Street from an auto-oriented, low-rise area to that of a mixed-use, transit supportive corridor with high density uses located closest to the transit station.

The proposed development demonstrates a transitioning in height away from the Westboro Transit Station that is in conformity with other approved, planned, and conceptual developments along the Scott Street corridor. Figure 11 demonstrates a number of these developments and the reduction in height moving away from the transit station going east and west along Scott Street. It is undetermined whether lots directly fronting the transit station along Scott Street between Athlone Avenue and Tweedsmuir Avenue can or will be re-developed with a high-rise building due to the small lots and land assemblies that would be required, therefore it is demonstrated as a gap. Even so, transition in height away from the station can still be achieved.

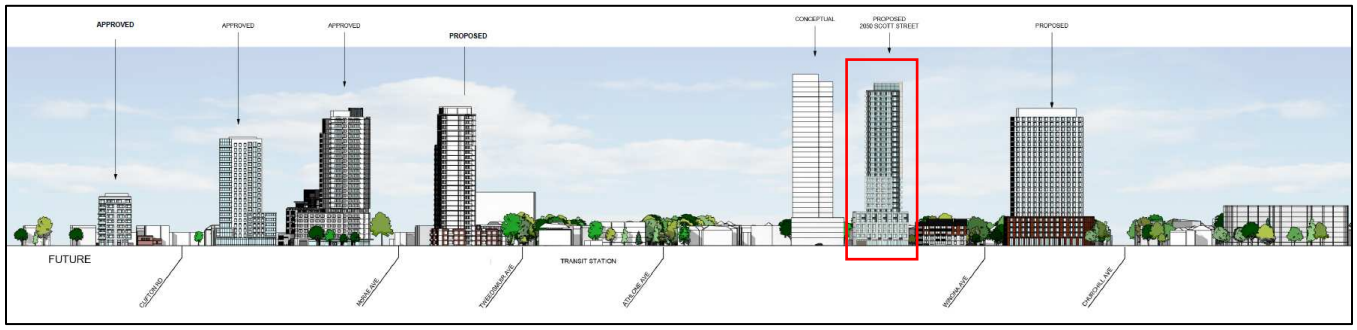

Figure 11. Section view of Scott Street demonstrating current and future building heights.

Figure 12 below demonstrates four different views of the proposed building and how it fits into this segment of Scott Street, and four views of the façade at ground level are presented in Figure 13.

Figure 12. Views of the block and proposed building.

Figure 13. Views of both the Scott Street and Ashton Avenue facades of the proposed building.

3.2.1 Previous Design Concepts

As part of the initial design process, a concept for the site was prepared and explored as a 15-storey mixed-use building with three levels of underground parking. A total of 139 units were proposed with 75 vehicle parking spaces included in the underground parking (Figure 14). Ultimately, this concept was rejected for a podium base and tower style design that could accommodate a higher number of dwelling units without compromising the building's compatibility with Scott Street.

Figure 14. Previous concept proposed at 15-storeys.

The podium and tower concept proposed as part of this application was conceived through an iterative process over the past several months. A concept was proposed at 26-storeys (Figure 15), however, following the property owner's purchase of the Ashton Avenue lots, the concept was revised to 30-storeys as presented in this application.

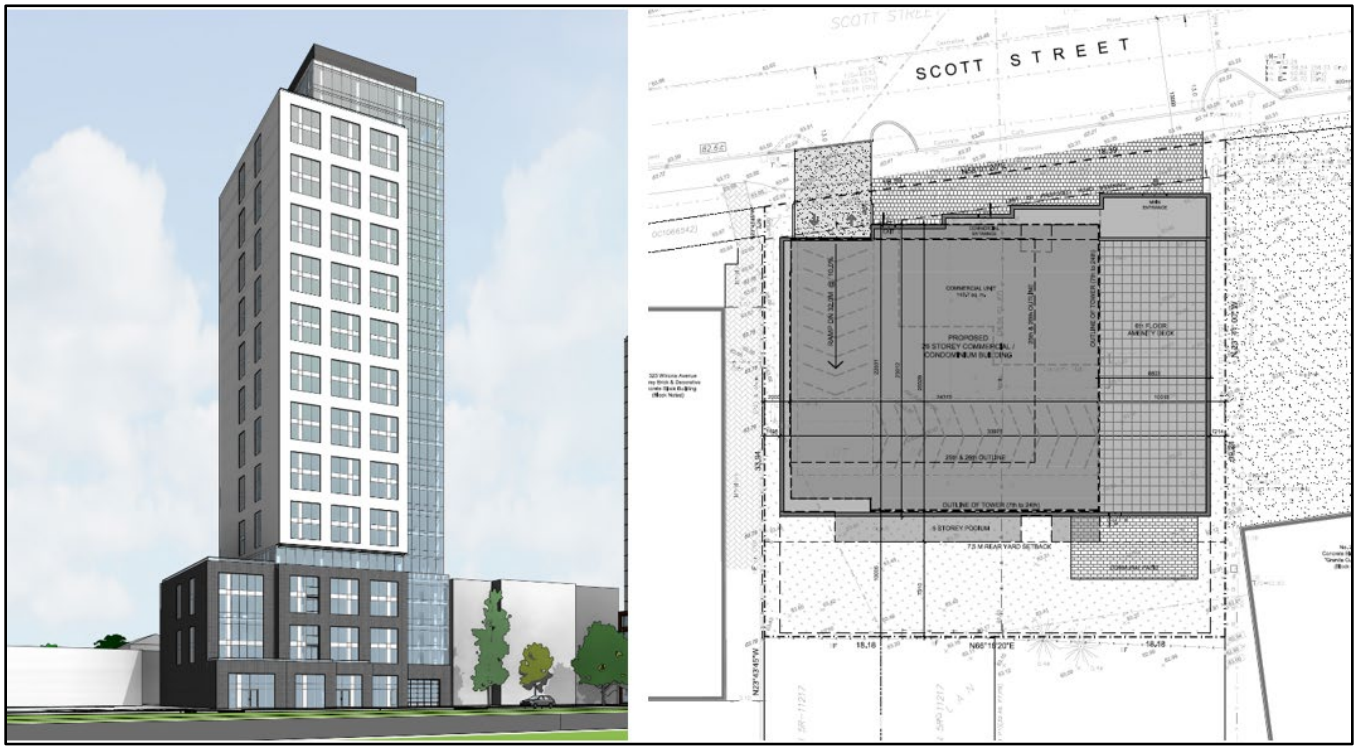

Figure 15. Previous concept at 26-storeys.

Finally, with the land assembly of the lots along Ashton Avenue added to the development area, a revised design was created to provide a tower that could more easily transition towards the low-rise dwellings along and south of Ashton Avenue. The podium along Ashton Avenue would now feature ground accessible units and a podium that responds to the existing low-rise character. The tower profile was narrowed slightly to provide greater tower separation to both the east and west side property lines (Figure 16). This also resulted in a much larger outdoor amenity area above the podium.

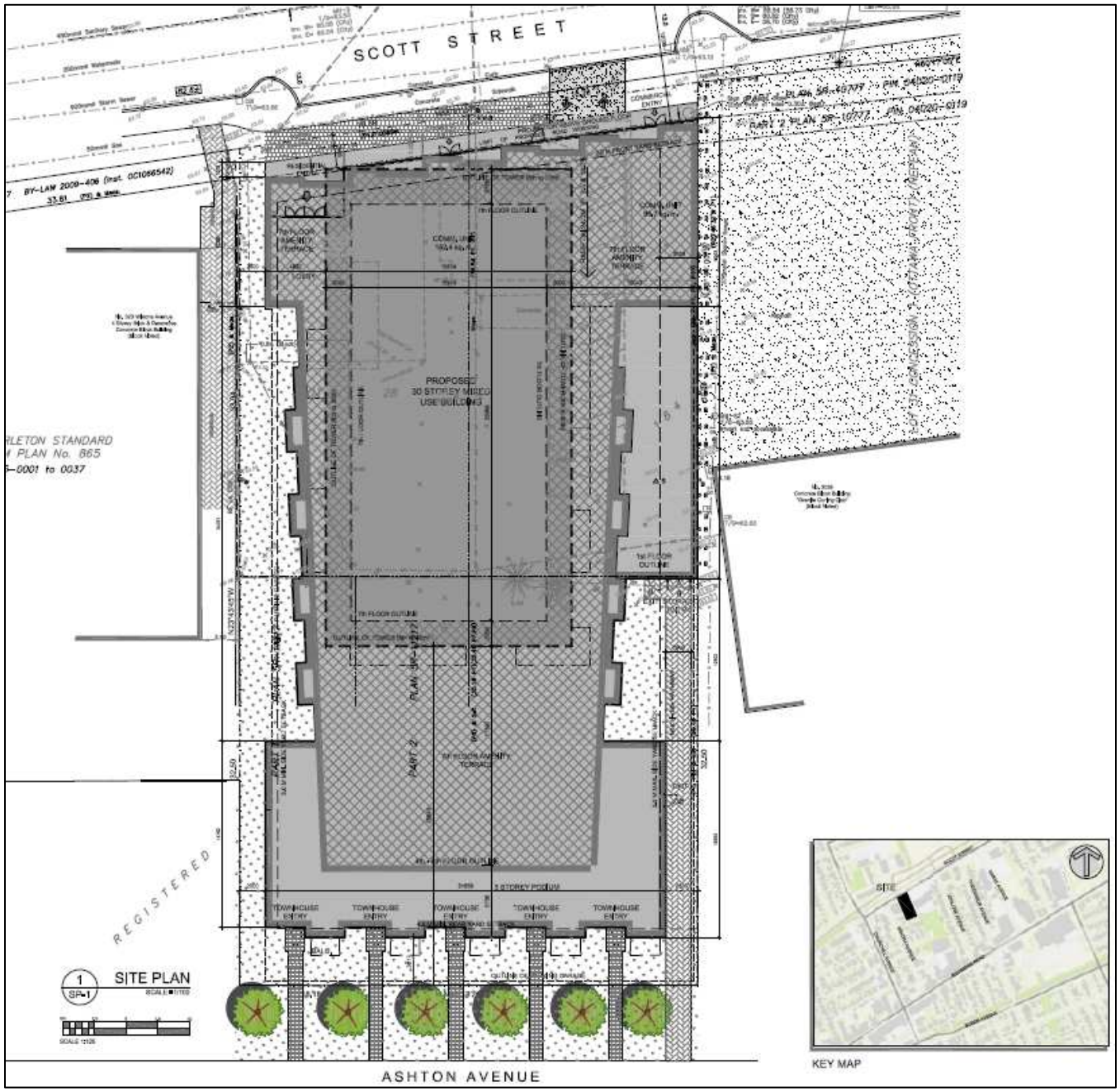

Figure 16. Revised design incorporating additional lots along Ashton Avenue.

3.2.2 Design Elements

Figure 17 below identifies a number of proposed design elements that speak to compatibility with and improvements to the streetscape and public realm as well as transition to the existing character of the area.

The podium portion of the building is six storeys in height, responding to the existing and planned context of Scott Street and the adjacent five-storey condominium building at 323 Winona Avenue. The ground floor is designed with a mezzanine for additional height and creates a pedestrian oriented façade that can accommodate two typical commercial units. Separate ground floor accessible entrances are provided for both

the residential and commercial components of the building. Due to the angle of the front lot line, the façade along the ground floor is designed with multiple articulations resulting in a stepped façade that breaks up the mass of the ground floor and incorporates the entrances to the buildings including the underground parking garage entrance. The articulations also result in a canopy effect as the façade overhangs the sidewalk. Materials ranging from red brick, dark grey brick, white and grey cladding, as well as glass are incorporated within the podium, which contributes to a visual accentuation of the base from the tower while maintaining visual cues to the tower floors above.

Design Elements

1. Proposed road widening of 2.29 m increases sidewalk area and allows for future improvements on Scott Street.
2. Separate, ground floor accessible commercial and residential entrances.
3. Improved surface treatment along the public sidewalk and street trees.
4. Clearly defined podium, responding to existing and planned context along Scott Street.
5. Articulated façade and varying colors and materials create visual interest.
6. Height of the ground floor includes mezzanine, contributing to a pedestrian oriented façade.
7. Two commercial units at ground floor add amenities to the neighborhood and attract pedestrians.
8. Canopy effect at ground level due to articulation in podium above providing enhanced pedestrian comfort.

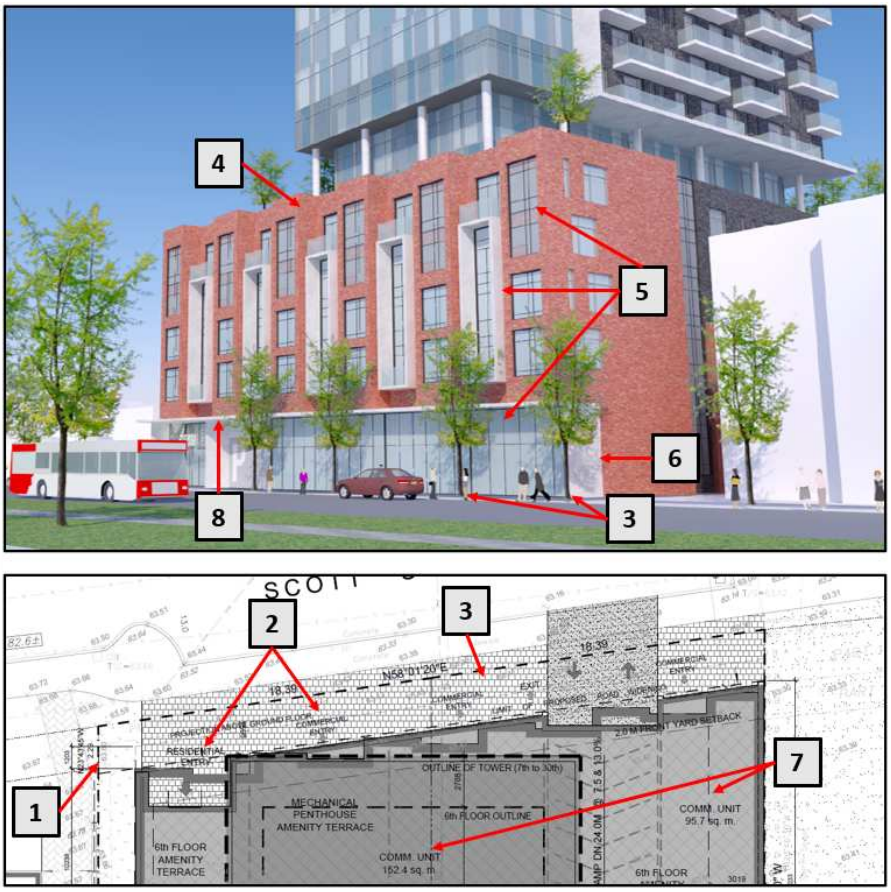

Figure 17. Demonstrations of streetscape and public realm design elements along Scott Street.

The Ashton Avenue frontage proposes a different but complementary frontage to that of the Scott Street side and responds to the low-rise character of Ashton Avenue and the dwellings south of the proposed development. As Scott Street is a traditional mainstreet, the technical front yard of the building is along Scott Street and so the rear yard fronts Ashton Avenue, however, the rear façade of the building is treated as a second frontage and is designed accordingly. Ground oriented units fronting Ashton Avenue permits easy access to transit or the transportation network as well as for residents to move within the neighborhood, particularly as Lion's Park serves as a connection to Richmond Road and other local streets.

Figure 18 below demonstrates elements of the improved public realm and streetscape as well as other design elements. The tower portion of the building is setback 26.6 metres from the Ashton Avenue property line. This transitions down to the amenity terrace above the sixth storey, which is setback 17 metres from the tower. The six-storey section of the podium is setback 9.6 metres from the rear lot line. The three-storey portion of the podium proposes a two-metre west side yard setback and a 2.5 metre east side yard setback. The six-storey portion of the podium has a tapered form and so the interior side yard setback increases going towards Scott

Street and away from the existing low rise residential dwellings along Ashton Avenue providing additional transition and separation of the tower. The east side yard tower separation distance is proposed at ten metres. The west side yard tower separation distance is proposed at seven metres.

Urban design and compatibility are discussed in greater detail within Section 4.2 of this report.

Design Elements

1. Ground floor accessible townhouse units and front yard amenity spaces.
2. Mature tree plantings and re-introduction of soft landscaping and grass along the frontage and sidewalk.
3. Removal of front yard parking and improved surface treatment along Ashton Avenue.
4. 6-storey podium, transitioning to 3-storey podium responds to low-rise context along Ashton Avenue.
5. Varying materials create visual interest and respond to their scale and context.
6. Cantilevered and inset balconies as well as at grade amenity areas bring more activity and eyes on the street to this façade.
7. Tower is setback 17 m from the 6th floor amenity terrace, 26.6 m from the property line.

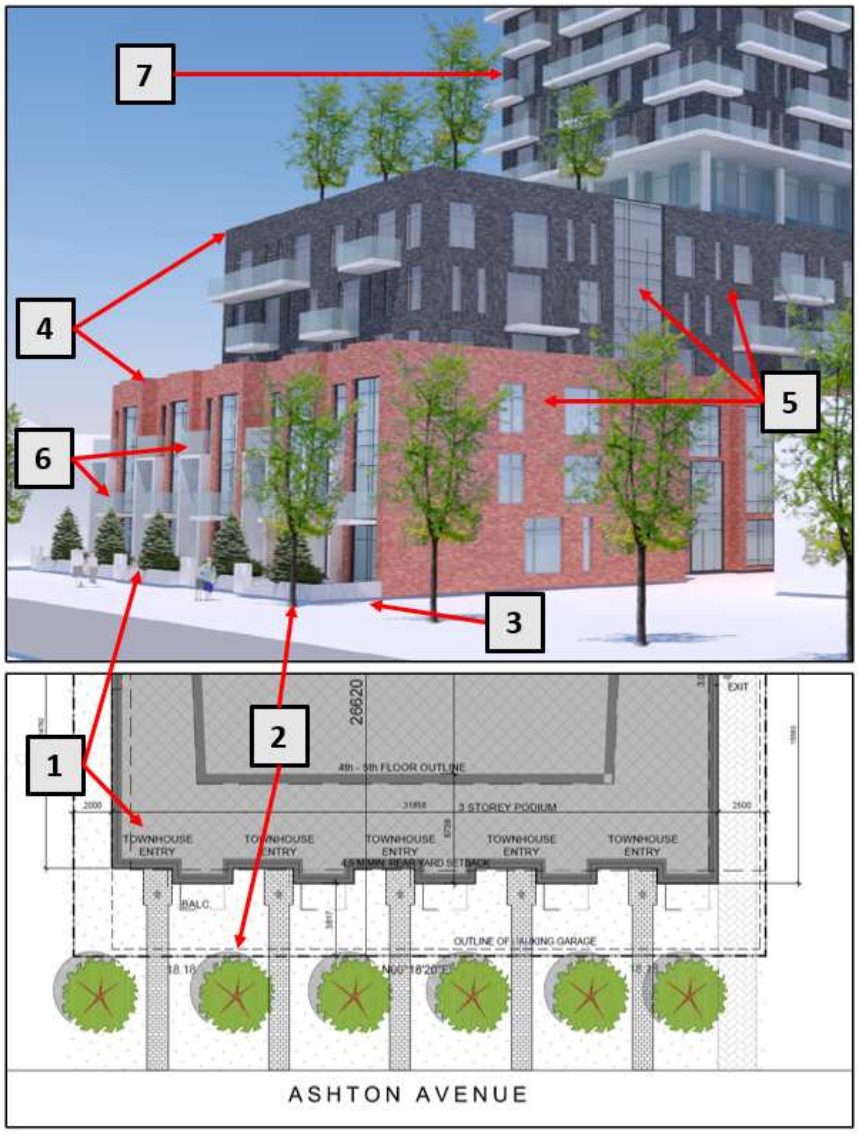

Figure 18. Demonstration of building design and transition elements of the proposed building.

4.0
POLICY & REGULATORY FRAMEWORK

4.1 Provincial Policy Statement (2020)

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 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, 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;
- Settlement areas shall be the focus of growth and development;
- 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;
- In an appropriate location and promotes the opportunity for intensification and redevelopment as described by the municipality;
- Development takes place in designated growth areas adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities;
- 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 maintaining and, where possible, enhancing the vitality and viability of downtowns and Mainstreets.
- 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;
- 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
- Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The proposed development is in conformity with the intent and policies of the proposed Provincial Policy Statement (2020).

4.2 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.

Section 3.6.3 – Mainstreets
The subject lands are designated 'Traditional Mainstreet', as demonstrated in the City of Ottawa's Official Plan Schedule B – Urban Policy Plan (Figure 19). Though the lots fronting Ashton Avenue would otherwise be designated as General Urban Area, since the lots are now joined with those fronting Scott Street the Traditional Mainstreet designation applies to the whole of the lots as described in Policy 3 of Section 3.6.3. The Traditional Mainstreets designation is one that supports 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.

Figure 19. City of Ottawa Official Plan – Schedule B Urban Policy Plan.

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.

The proposed development is an example of redevelopment and intensification that will introduce a pedestrian oriented façade with commercial uses at grade in a mixed-use building directly at the sidewalk level. Scott Street is a Traditional Mainstreet with access to transit which represents a significant

opportunity for intensification. Additionally, the Ashton Avenue frontage provides townhouse dwellings at grade and an active frontage with direct access to the sidewalk.

Traditional Mainstreets generally support mid-rise building heights, however, there are instances where different heights may be permitted, per Policy 11. Where greater heights are proposed, they may only be permitted through a Secondary Plan.

Building heights and the Richmond / Westboro Secondary Plan policies that allow for the consideration of taller buildings are discussed in greater detail below.

Section 2.2.2 – Managing Intensification Within the Urban Area
This section of the Official Plan offers support for intensification in the urban area where there are opportunities to accommodate more housing and jobs and to support increased transit use. The Official Plan defines residential intensification in Policy 1 as follows:

- 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.

The proposed development meets the criteria for residential intensification, as defined in the Official Plan, and is in a Target Area 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, that often means 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 determination for appropriate distribution of building heights is detailed in Policy 11 as follows:

- The location in a Target Area for Intensification identified in Policy 3 above 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.

The proposed development is located in a Target Area for Intensification and is approximately 160 metres walking distance from the Westboro Transit Station. The proposed development is compatible with the existing and planned context of the area, as discussed in greater detail below.

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.

The proposed development is a consolidation of five lots, which was undertaken when staff proposed that additional separation would be needed to abutting low-rise residential dwellings. The revised tower

design meets the required ten metre rear yard tower setback as well as the east side yard tower setback as proposed in the High-Rise Zoning Provisions, which are discussed in greater detail below. The west side tower setback is proposed at seven metres.

Section 2.5.1 – Designing Ottawa

Section 2.5.1 discusses a number of design objectives for the City of Ottawa listed as qualitative statements of how the built environment can be influenced by new development. This section establishes design objectives 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 existing area and bringing residents to an area well served by transit with a range of commercial and community uses nearby.
/ Contributes to the creation of a distinctive, pedestrian-oriented frontage along Scott Street, with active entrances providing direct access from the sidewalk to the commercial and residential components of the building.
/ Improves upon the Ashton Avenue frontage with the removal of front yard parking, addition of trees, removal of large amounts of asphalt to be replaced with grass, and pathways and townhouse units at grade.
/ Is sensitive to existing surrounding development and potential future development by incorporating appropriate rear and side yard setbacks, landscaping buffers, stepbacks, and transition.

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 with the mezzanine to accommodate commercial uses.
/ 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; one of which is currently an automobile-oriented use.
/ Contributes to the overall transitioning of building height and form from west to east along Scott Street.
/ The Ashton Avenue frontage responds to the low-rise residential nature of the street and surrounding area as it is designed to mimic the materials and scale of low-rise dwellings at the three-storey podium level.
/ The addition of amenity spaces at grade and cantilevered balconies overhead along Ashton Avenue brings eyes and activity to the street and the 6th floor amenity terrace will create a space for new residents of the building to enjoy themselves in a quality private space.

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 as it connects to other features in the area such as the transit station or Lion's Park.
/ The subject lands are easily accessible from public transit, including the Westboro Rapid Transit Station which is located approximately 160 metres away.
/ Incorporates windows at the ground floor and commercial units along Scott Street as well as ground-oriented units along Ashton Avenue, which will contribute to more 'eyes on the street' and a safer public environment along both frontages.

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

/ Adequate side yard setbacks are proposed, particularly on the west side in order to respect the existing low-rise residential dwellings located south of the subject lands. The tapering of the podium towards Ashton Avenue also improves the transition of the massing towards the low rise residential dwellings.
/ Integrates the building into the existing and planned development fabric, including consideration of building height, setbacks, and stepbacks.
  - The proposed development is in keeping with the planned and existing height and density context of Scott Street and its function as a transit supportive corridor in close proximity to a transit station.
  - The abutting low-rise residential dwellings to the west have a front yard setback of approximately 3.6 metres, therefore the rear yard (fronting Ashton Avenue) of the development seeks to implement a setback of 3.817 metres to match the existing fabric of the street.
  - The three-storey podium fronting Ashton Avenue is proposed to reflect the existing low-rise context of the street. The change in materials and character from the six-storey podium and tower down to the three-storey podium is intended to play into the transition towards Ashton Avenue as well.
  - The existing R4G zoning applicable to the lots fronting Ashton Avenue would dictate a side yard setback of 1.5 metres for a low-rise residential dwelling under 11 metres in height. Therefore, although the zoning amendment seeks to remove the R4G zoning, the proposed development is designed with side yard setbacks of minimum two metres on the west side.
/ Appropriate consideration is given to the development potential of the adjacent lands to the east and the recent discussions for a high-rise building at the Granite Curling Club site through the provision of a stepback and a ten-metre tower separation distance to the east property line. Similarly, the west side is proposed at seven metres. Although this is deficient from the ten-metre requirement, it has been deemed acceptable by staff per the Zoning By-law Amendment application D02-02-20-0034.
/ Contributes to the architectural evolution of the neighbourhood by proposing unique architecture that reflects the modern design elements of similar developments in the area while maintaining elements at the podium level that are compatible with existing dwellings.

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 along Scott Street.
/ 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 vehicle needs but also responds to future transit and planned improvements to active transportation infrastructure by providing an excess of bicycle parking spaces.

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

/ The side yard areas are to be landscaped with soft landscaping to allow for natural water percolation and reduce the heat island effect.
/ Trees and other landscaping are proposed along the Ashton Avenue frontage to reflect the scale and existing character.
/ 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.
- Proposes an appropriate number of parking spaces to encourage use of active modes of transportation while ensuring minimal to no spillover of vehicles into neighboring streets.
- Provides a supply of bicycle parking spaces in excess of zoning requirements, as well as storage lockers and maintenance areas, to facilitate bicycle use by residents and visitors.
- Buildings construction elements that contribute to sustainability will be considered.

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 will review development proposals in Design Priority Areas against the design objectives listed above and the overall intent of the Official Plan.

The Ottawa Urban Design Review Panel has reviewed the proposed development on two separate occasions for informal and formal reviews. The urban design and compatibility objectives of Section 4.11 are discussed in detail below.

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, however, it is not located within nor will it impact any prominent or important views identified in the Official Plan.

Building Design

- A portion of the frontage of the subject lands is to be dedicated to the City as part of planned right-of-way widening and improvements of Scott Street. Consequently, the proposed development has a zero front yard setback and fronts directly onto the sidewalk on the south side of Scott Street; corresponding with other new developments along Scott Street.
- The rear yard setback along Ashton Avenue is proposed at 3.817 metres, compatible with the abutting low-rise residential dwellings along Ashton Avenue. Though technically a rear yard setback, it will essentially function as a front yard for those dwellings fronting Ashton Avenue.
- The six-storey podium of the proposed development complements the existing massing of the adjacent condo building to the west and is stepped back on the east side to provide transition and tower separation to the abutting Granite Curling Club site. Tower separation on the west side is provided at seven metres, which would also permit development of a tower on that site in the unlikely scenario that the condominium building is redeveloped.
- The tower portion of the building is designed with glass, dark grey and white cladding to clearly separate it from the podium base, which features red brick and a more contemporary design to reflect the low-rise context of Ashton Avenue.
- The ground floor features commercial and residential entrances that open directly onto the sidewalk fronting Scott Street. The entrances are clearly defined by windows and vertical articulations of the façade which frame the angle of the front lot line and street. Entrances for dwellings along Ashton Avenue are directly accessible at grade and feature landscaping, trees, and amenity areas.

- The development meets a significant number of Council-approved urban design guidelines, as summarized later in this Planning Rationale.
- The rooftop mechanical components are stepped back from the 30th floor to reduce the visual impact of its massing.
- Garbage collection is proposed within the underground parking garage, internal to the building.

Massing and Scale

- The prevailing pattern of development along the south side of Scott Street can be generally characterized by mid- to high-rise buildings, transitioning to low-rise buildings along surrounding collector and local streets.
- The proposed setbacks and tower separation are consistent with similar types of built form in the area and meet the intent of the Zoning By-law. The six-storey podium responds to the existing context of the condominium building abutting the subject lands to the west and other planned or existing podiums while the three-storey podium reflects the scale of low-rise residential dwellings along Ashton Avenue.
- A Shadow Analysis of the proposed development demonstrates minimal negative impacts to adjacent low-rise neighbourhood as most of the shadowing will fall north onto Scott Street and the Transitway.
- Sufficient interior side yard tower separation is provided to the adjacent Granite Curling Club property to the east, as discussions are currently underway for a proposed high-rise building at that site.
- The west tower side yard setback is proposed at seven metres and has been deemed appropriate by staff. The adjacent property to the west, being a five-storey condominium building at 323 Winona Avenue, was completed in 2010. Given the nature of the building's tenancy as a condominium and its relatively new construction, it is highly unlikely that it will be redeveloped within a reasonable time frame and likely would only be redeveloped at the end of its lifecycle, several decades from now. However, if there is a redevelopment scenario that occurs, there would be sufficient area on the lot to accommodate a high-rise tower at the corner fronting Winona Avenue and Scott Street with the appropriate rear and side yard setbacks.
- The rear yard area fronting Ashton Avenue will be grassed and landscaped with mature trees creating a condition more similar to a front yard to reflect the adjacent dwellings and existing low-rise on the street. This represents a significant improvement from the existing condition of asphalt and surface parking.
- As per the Urban Design Guidelines for High-rise Buildings, angular planes that are appropriate to the existing and surrounding context can aid in determining appropriate heights and transitions for new development. Possible applications of the angular plane, as shown within the guidelines, include using the property line or other natural edge of a stable low-rise neighbourhood. Although the development proposal exhibits strong transitional design, it does not meet the angular plane as illustrated in the guidelines. However, it is important to note that is in small part aggravated by the required right of way dedication along the Scott frontage but more importantly, this is not a policy but a guideline and as such and similar to recent high-rise developments within the same context, must be measured against the policy objectives discussed within this rationale.

High-Rise Buildings

- Shadow study confirms that most shadows fall across Scott Street and the Transitway to the north and due to the small tower floor plate, will travel very quickly.
- Some degree of overlook is to be expected from the proposed development to adjacent properties as this is a compact, urban environment. However, mature trees at the rear property line will continue to provide some degree of privacy to those rear yards of abutting low-rise residential dwellings. Additionally, the tower is pushed forward toward Scott Street to pull the massing away from existing residential dwellings south of the property.
- No protected views or heritage buildings are impacted by the proposed development.

- The design of the tower is proposed as a typical high-rise building with a podium base, middle tower, and top. The base of the building consists of a six-storey podium which fronts directly onto Scott Street, reflective of existing scale and frontage conditions of the adjacent property to the west, and other development on Scott Street east of the subject lands. This podium steps down to three-storeys at the Ashton Frontage. The tower portion is setback from the east side lot line above the podium by ten metres and on the west side is proposed at seven metres to ensure enough tower separation for a potential tower on the adjacent property.
- High-rise zoning provisions and the Urban Design Guidelines for High-rise Buildings are discussed further below.

Outdoor Amenity Areas

- Mature trees at the rear property line along Ashton Avenue will continue to provide a degree of privacy for ground floor amenity areas as well as balconies above.
- The proposed development includes several amenity areas including an outdoor terrace above the podium, an interior amenity area at the seventh level, and private balconies.
- The proposed development exceeds the amenity area zoning requirements.

Public Art

- No public art is proposed for this development.

Design Priority Areas

- The ground floor is proposed at more than four metres in height through the mezzanine for the units fronting Scott Street with significant glazing to accommodate commercial units and provide natural surveillance.
- The residential and commercial entrances open directly onto Scott Street.
- The façade of the building fronts directly onto the sidewalk and is articulated for visual interest and delineation of entrances and the parking garage.
- Changing materials, articulations, and massing are proposed as part of the podium levels to accentuate the transition between the base and tower of the building as well as the different contexts of Scott Street versus Ashton Avenue.
- A portion of the front yard of the subject lands is to be dedicated to the City as part of planned road widening and improvements for Scott Street. This portion of the frontage will be utilized by pedestrians as an addition to the sidewalk and is to be surfaced with interlocking brick or other hard landscaping.
- Landscaping at grade is proposed for the rear yard area of the site along Ashton Avenue and will compliment the residential entrances.

4.3 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. The Richmond Road/Westboro Secondary Plan is intended to guide design and development in the community over the long term, taking into consideration land use, urban design, transportation, compatibility, zoning, and existing conditions of the area. The Secondary Plan envisions the area to have a wide mix of uses, including a range of housing types and choices. Intensification will occur primarily on appropriate sites on Richmond Road, Scott Street, and areas adjacent to existing Transitway stations. The Westboro Transitway Station area has the greatest potential for intensification with appropriate transition to their surroundings.

As demonstrated in Figure 20, the subject lands are mostly located within Sector 5 – Scott Street and the Westboro Transitway Station Area of the secondary planning area. The policies for this Planning Area Sector state that Council will:

- Encourage the evolution of Scott Street to a mixed use live/work environment, including ground floor employment / commercial uses, to take advantage of the proximity of the Westboro Transitway Station;
- Ensure that new infill development is generally in the four- to six-storey range, and is compatible with and provides an appropriate transition to the adjacent low-rise residential community;
- Recognize the Granite Curling Club site as a future redevelopment opportunity for a mixed-use project, providing a transition in building scale to the low-rise residential area to the south and potentially incorporating the existing building.

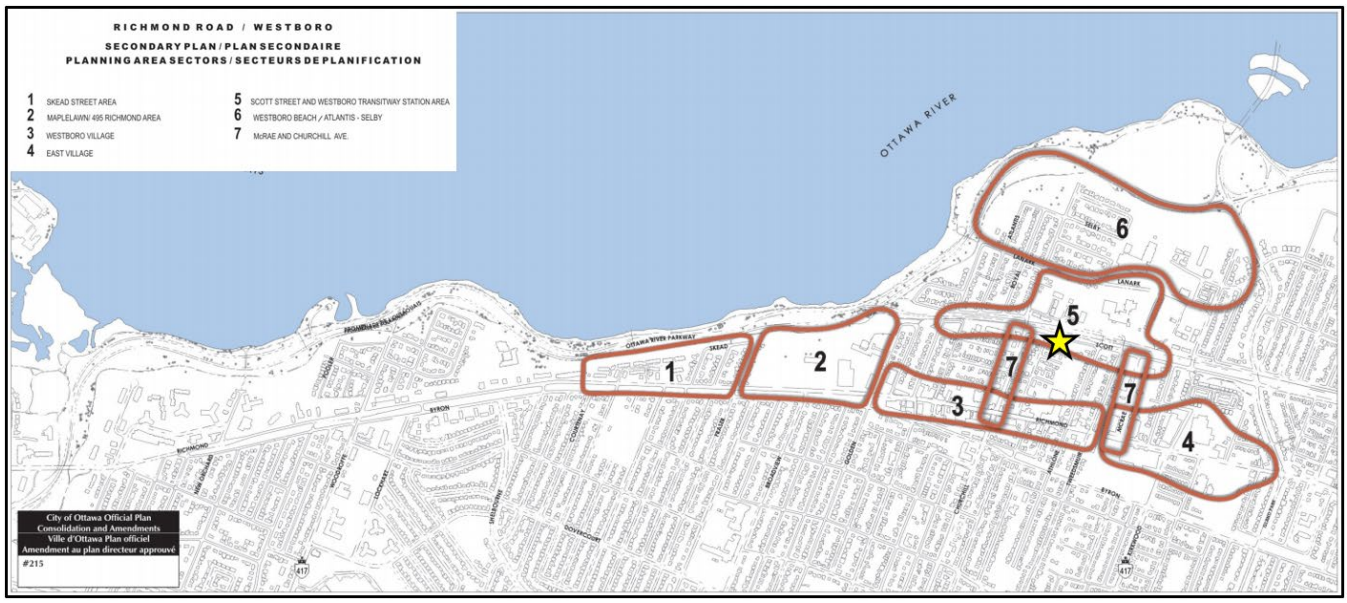

Figure 20. Richmond Road / Westboro Secondary Plan – Planning Area Sectors.

Intensification “at a human scale that is compatible with the existing community on appropriate key potential redevelopment sites” is identified as one of the main objectives of the Secondary Plan. More specifically, the following recommendations are proposed for achieving compatible intensification on key redevelopment sites:

- 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.

The proposed development will introduce a transit supportive, high-rise building within the Westboro Transitway Station area that incorporates adequate transition to low-rise residential areas south and west of the subject lands. Urban design and compatibility are discussed in greater detail in Section 3.2 of this report.

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 to six 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 5 of the planning area specifies that along Scott Street Council shall:

- Encourage the evolution of Scott Street to a mixed use live/work environment, including ground floor employment/commercial uses, to take advantage of the proximity of the Westboro Transitway Station;
- Ensure that new infill development is generally in the four- to six-storey range, and is compatible with and provides an appropriate transition to the adjacent low-rise residential community;
- Recognize the Granite Curling Club site as a future redevelopment opportunity for a mixed-use project, providing a transition in building scale to the low-rise residential area to the south and potentially incorporating the existing building.

Figure 22 below identifies the general maximum building height ranges for properties within the study planning area. The subject lands are contemplated for development at heights between four (4) and six (6) storeys.

Although the Secondary Plan contemplates heights in the four to six storey range for the subject lands, Policy 1.3.3 of the plan also permits consideration for greater building heights without the need for an Official Plan Amendment. Per Policy 1.3.3., the proposed development contributes to an established pattern of building heights and transitional elements along Scott Street in addition to supporting transit. Section 37 of the Planning Act is applicable to the proposed development and community benefits are being negotiated as part of the approvals process. Sections 2.5.1 and 4.11 of the Official Plan are discussed in greater detail in Section 3.2 of this report.

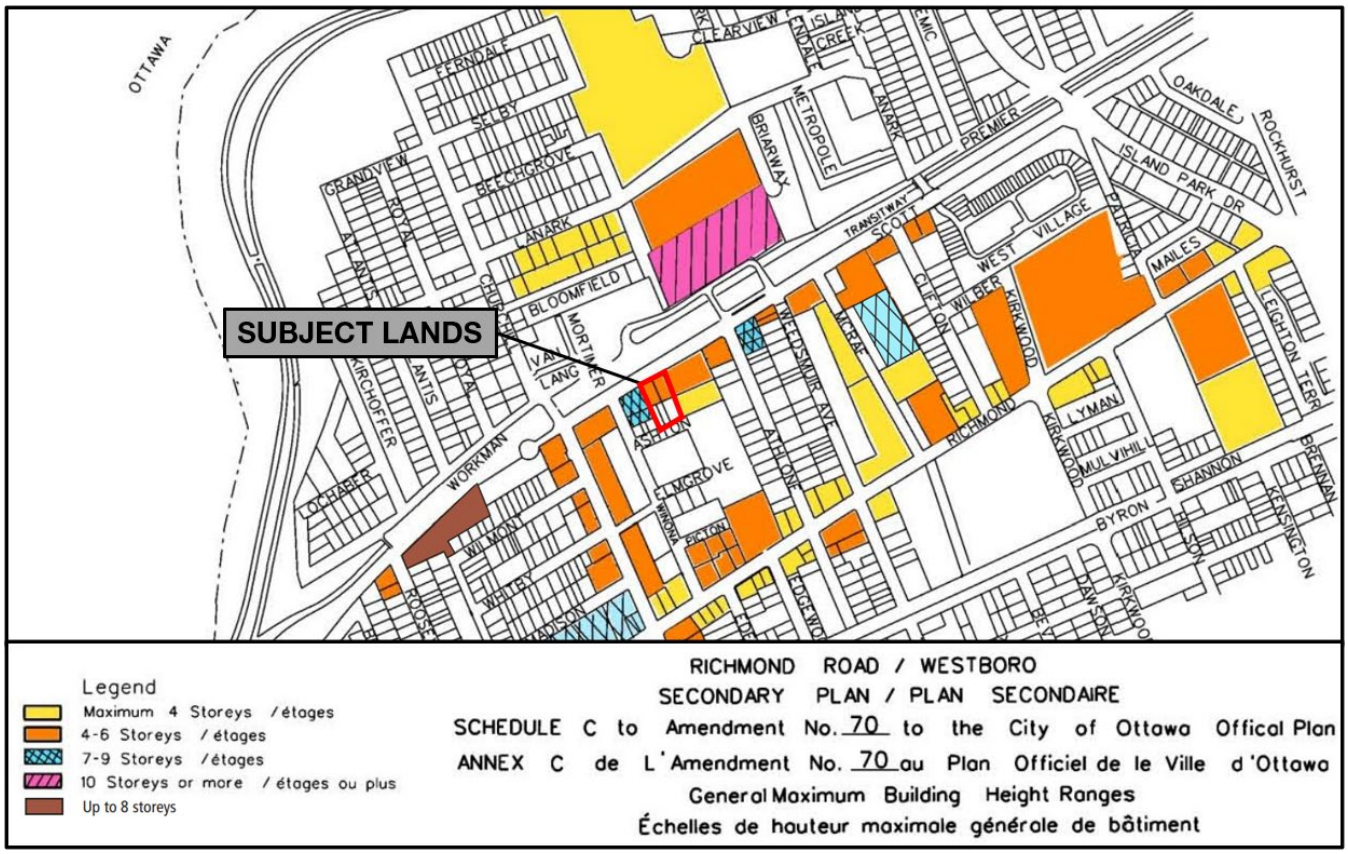

Figure 21. Richmond Road / Westboro Secondary Plan – General Maximum Building Height Ranges.

4.4 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 3.3 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 demonstrated in Figure 23. The subject lands are highlighted in red as incompatible, non-mainstreet related uses, which are encouraged to be redeveloped in addition to the Ashton Avenue lots which are identified as an established area.

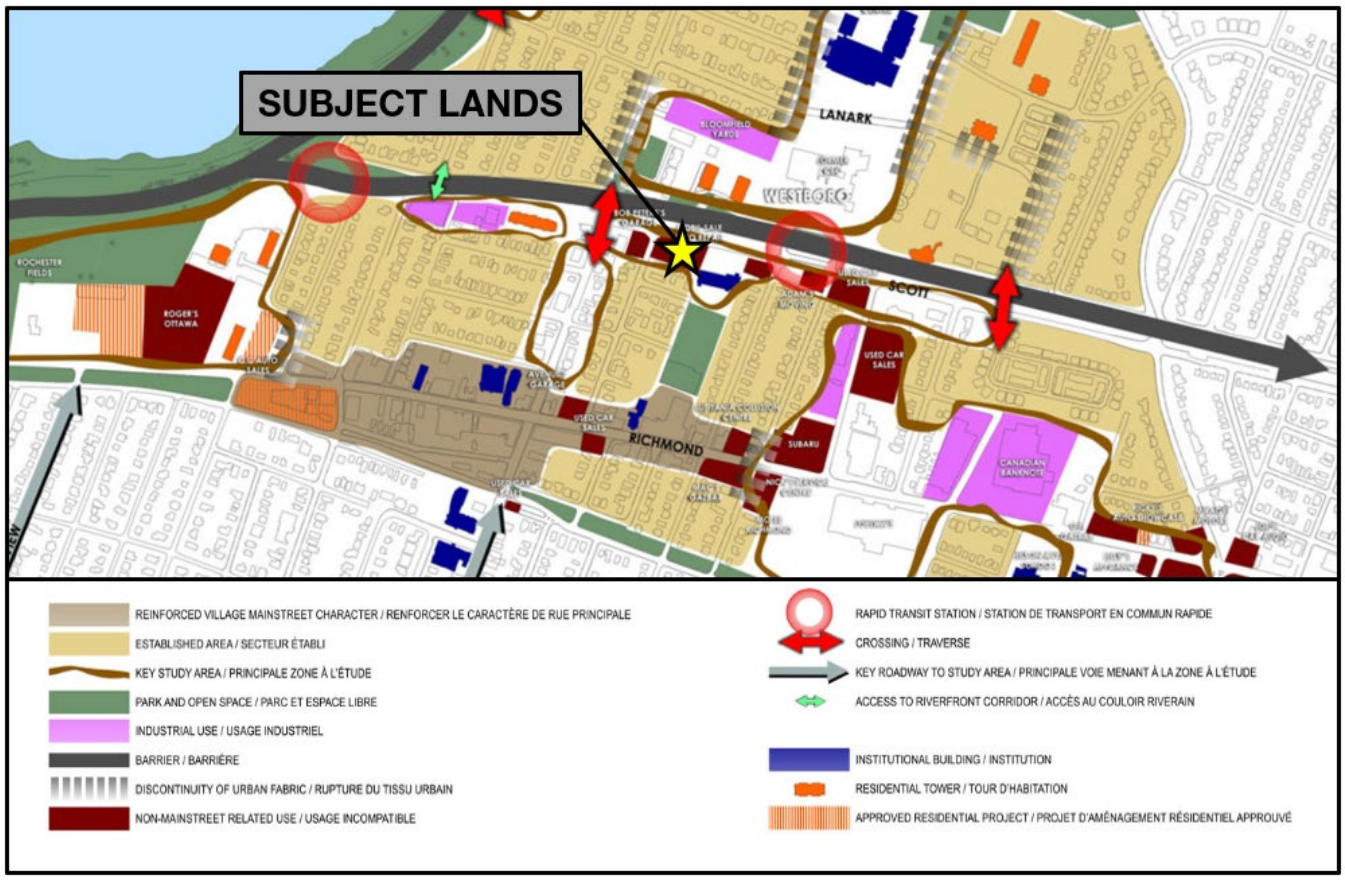

Figure 22. Existing conditions and opportunities identified in the Richmond Road / Westboro Community Design Plan.

The CDP identifies planning areas as sectors, similar to the Secondary Plan, and the subject lands are located within Sector 7 – Scott Street and Westboro Transitway Station. The following challenges and opportunities are identified:

- Try to improve the limited access to the Westboro Beach community north of the Transitway corridor.
- Through a streetscaping strategy, define the public space on south side of Scott, which currently has no sidewalk and no street trees.
- Opportunity for mixed-use/employment infill development on Scott to take advantage of the proximity of the Transitway station.
- Recognize the redevelopment and intensification opportunity presented by the former CBC building site adjacent to the Transitway station, while addressing the issues of compatibility and traffic impact on Lanark and other streets in Sector 8.

The CDP's Planning Strategy includes Overlying Objectives and Principles found in Section 4.2. The first objective is to encourage intensification at a human scale that is compatible with the existing adjacent community on appropriate key potential redevelopment sites. The following Principles are applicable to the subject lands and the proposed development:

- Preserve the scale and character of established residential neighbourhoods and minimize any adverse impacts of intensification;
- Compatible intensification on key redevelopment sites shall:

- Provide appropriate setbacks and transition in building height, including lower heights along the edges of existing low density/scale residential areas, regardless of existing zoning;
- Contribute to the restoration of the urban fabric and helps promote transit usage. Westboro Transitway Station area has the greatest potential for intensification (up to 12 storeys), while Dominion Station has more limited potential;
- Conform to the maximum recommended building height for the sector. Maximum heights of 6 to 8 storeys (10 storeys – north half of 471 Richmond) will be limited to sites that are compatible with adjacent uses, such as the Ottawa River Parkway open space, or higher density/scale. Note that 747 Richmond is an exception discussed in Section 6.3;
- Conform to the Richmond Road/Westboro design guidelines respecting building form, shared use of facilities, more energy efficient buildings, setbacks, relationship of the building with the adjacent neighbourhood character, and other criteria aimed at achieving compatible infill development and minimizing impacts on adjacent residential neighbourhoods;
- Avoid creating a wall of buildings by using 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 to the sidewalk.

The proposed development is appropriately setback from adjacent properties and includes transitional elements to low-rise residential dwellings in the surrounding area. The redevelopment of underutilized and automobile-oriented lots to a mixed-use, pedestrian oriented building will restore and improve the urban fabric of Scott Street in addition to adding to the residential character of Ashton Avenue. Appropriate urban design elements are introduced to reduce impacts of infill and intensification as described in this report.

Section 6 of the CDP contemplates land uses and building heights. Figure 24 demonstrates the heights contemplated for the planning area. 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, however, updated Official Plan policies contemplate heights up to nine storeys and above on Traditional Mainstreets. The CDP does allow for greater building heights in any of the following circumstances:

- through CDP studies;
- if they conform to the prevailing building heights or provide a transition between existing buildings;
- if the development creates a community focus (e.g., corner lot, gateway or transit station/stop);
- if services/facilities are provided in return for an increase in height/density;
- or, are determined to be appropriate by the application of the Official Plan's compatibility policies.

The proposed development conforms to prevailing heights existing and planned along Scott Street, is located in close proximity to transit, will provide a community benefit, and is compatible with the Official Plan's compatibility policies.

Within Sector 7 – Scott Street and the Westboro Transitway Station Area, the CDP provides the following additional land use recommendations for Scott Street:

"The south side of Scott Street, a designated Traditional Mainstreet, should evolve from an industrial/auto-oriented, pedestrian-unfriendly landscape to a mixed-use environment where people can both live and work. Ground floor commercial should include employment uses, such as offices, to take advantage of the proximity of the Westboro Transitway Station. Although some lots are less than 45 metres in depth, existing maximum building heights in the six- to eight- storey range were established by site specific re-zonings or as part of the 1997 M1 zoning study to encourage redevelopment of the existing industrial/commercial uses. New infill development will need to ensure that an appropriate transition is provided with the adjacent residential community."

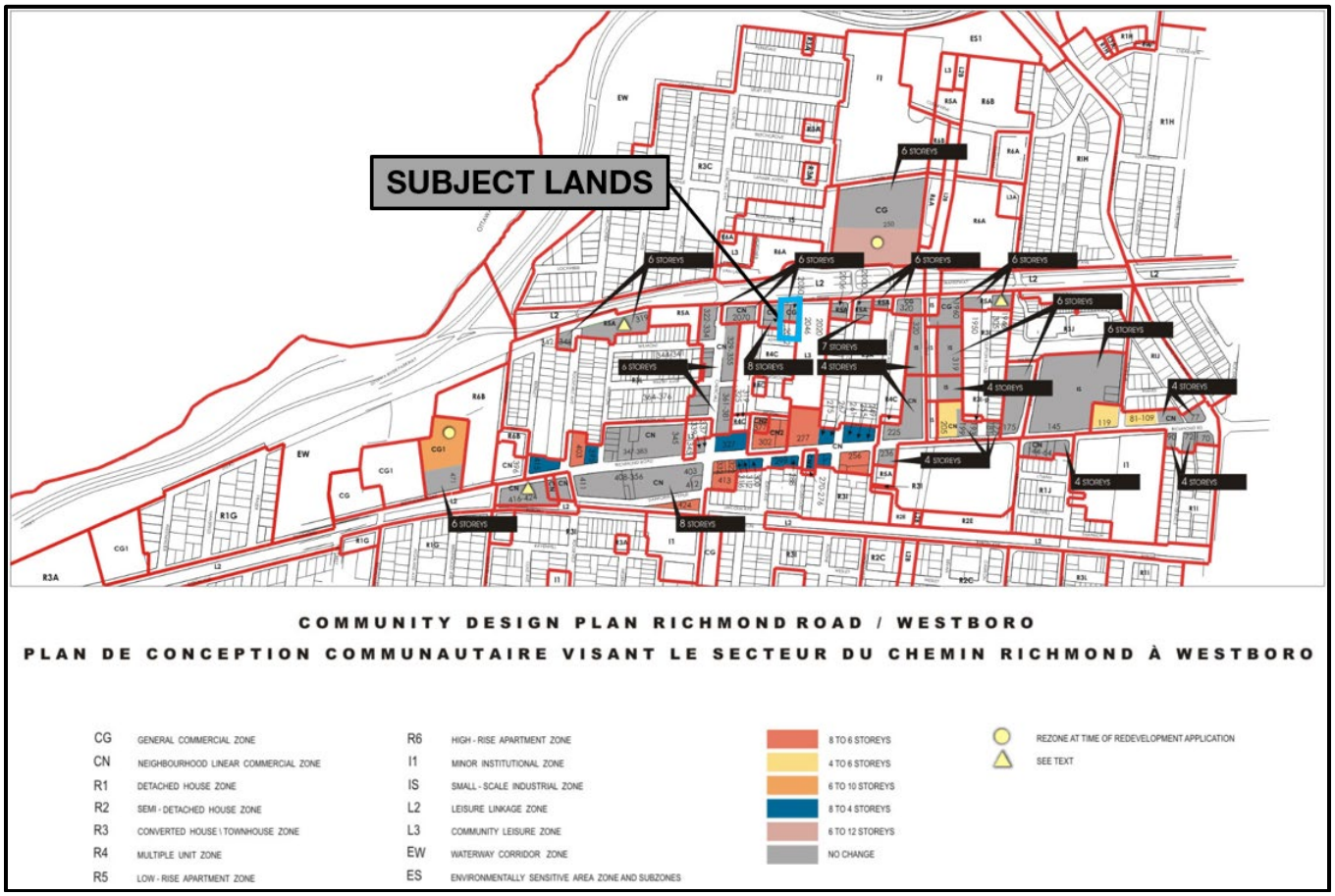

Figure 23. Proposed heights for the Richmond Road / Westboro Community Design Plan.

Section 8.3 of the CDP provides additional guidelines specific to promoting appropriate redevelopment along Scott Street. The following guidelines are applicable to the proposed development:

- Scott Street is bordered to the north by a green strip including a recreational pathway and the Transitway, with no buildings other than the Transitway station. Development only on the south side of the street creates an incomplete streetscape that does not provide a sense of enclosure; it fosters the definition of a strong edge to the urban fabric. Therefore, to provide a sense of enclosure on the south side, a continuous street wall of buildings is recommended, with periodic breaks provided by the north-south street intersections;
- Scott Street is a prime location for intensification because of its proximity to the Transitway station. However, a transition in building scale with the established low-density residential community south of Scott is required. The building height and rear setback provisions of the draft TM zone will be applicable to Scott Street. A two-storey minimum building height is proposed, with a front setback where the building height is greater than 15 metres as per the TM zone provisions;
- 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 along the edge of a parking lot fronting on a public street;

- 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.

Additionally, 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.

Many of the CDP's recommendations and guidelines require some form of update or revision as they no longer conform to Official Plan policies and direction. However, the proposed development conforms to many of the recommendations listed above as discussed throughout this report. The subject lands are a prime candidate for redevelopment and will achieve many of the objectives outlined for this section of Scott Street including supporting transit, providing employment and commercial uses at the ground level, a pedestrian oriented façade, and appropriate transition to surrounding residential areas.

4.5 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 apply and are achieved through the proposed development:

1	Align streetwall buildings with the existing built form or with the average setback of the adjacent buildings in order to create a visually continuous streetscape.
2	Plant clusters of trees on the flanking residential streets, where they meet the mainstreet, for additional greenspace
4	Use periodic breaks in the street wall or minor variations in building setback and alignment to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk
8	Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned, buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias etc.
9	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.
11	Use 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
13	Locate 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).
19	Locate front doors to face the mainstreet and be directly accessible from the public sidewalk.
26	Where properties are landlocked in the middle of the block and no other alternative exists, vehicular driveways can be provided off the mainstreet.
28	Select trees, shrubs and other vegetation considering their tolerance to urban conditions such as road salt or heat. Give preference to native species of the region that are of equal suitability.

4.6 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines were approved by Council in January 2009 and are intended to be used for development near transit stations.

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

1	Provides a transit-supportive land use within a 600-metre walking distance of a rapid transit station.
3	Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning ByLaw. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another.
7	Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit. Coordinate the location and integration of transit stops and shelters early in the design process to ensure sufficient space and adequate design.
8	Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station. This could be provided within one building or within several adjacent buildings. Consider the Official Plan's Implementation Mechanisms by Authority under the Planning Act (Section 5.2) and the City's Housing First policy.
9	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.
11	Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.
12	Create highly visible landmarks through distinctive design features that can be easily identified and located. For example, taller buildings can create a landmark location because they stand out on the skyline.
15	Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing.

28	Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences.

4.7 Urban Design Guidelines for High-rise Buildings

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

1.11	When a high-rise building or group of high-rise buildings are proposed on a site surrounded by other high-rise buildings of consistent height, relate the height and scale of the proposed buildings to the existing context and provide variations.
1.12	Include base buildings that relate directly to the height and typology of the existing or planned streetwall context.
1.13	An angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas.
1.14	The lot should be in regular shape to allow for a design that incorporates effective transition measures.
1.16	When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back: – in areas where land assembly is difficult, the minimum lot area may be reduced without compromising the setback, step back and separation requirements and proponents of a high-rise building may enter into a Limiting Distance Agreement with neighbouring property owners, registered on title.
1.17	When a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition: – in the Central Area and the emerging downtown districts the lot should be of sufficient size to establish a minimum 20m tower setback from the abutting low-rise residential properties – in other areas, the lot should be of sufficient size to establish a gradual height transition on site by generally following an angular plane, typically 45°
2.1	Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which: – 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.
2.16	Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots.
2.18	Where there is an existing context of streetwall buildings with consistent height, the base of the proposed high-rise building should respect this condition through setbacks and architectural articulation.
2.19	For sites where the adjacent context is lower-scale and not anticipated to change:

	– a. the height of the base or the portion of the base immediately adjacent to the neighbouring lower-scale buildings should match the height of the neighbouring buildings; and – b. provide a transition in height on the base through setbacks and architectural articulation
2.20	Respect 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 – introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor
2.23	The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.
2.24	Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces: – the maximum tower floor plate for a high-rise residential building should be 750m².
2.26	In the Central Area and some areas within the Greenbelt where lot fabric is tight, a reduced separation to a minimum of 15 to 20m respectively may be considered provided the towers are staggered and do not overlap by more than 15 to 20% of the length of the facing facades.
2.29	Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews: – a step back of 3m or greater is encouraged. – the minimum step back, including the balconies, should be 1.5m; and – where development lots are very narrow (less than 30m), such as in the Central Area and emerging downtown districts, and a step back is difficult to achieve, use various design techniques to visually delineate the tower from the base. Use other measures to mitigate shadow and wind impacts.
2.32	Articulate the tower with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity, including: – orienting and shaping the tower to improve building energy performance, natural ventilation, and daylighting; – articulating the facades to respond to changes in solar orientation, wind effects, and context.
2.33	For a background building, create a fenestration pattern, and apply colour and texture on the facades that are consistent with and complement the surrounding context.
2.36	Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.

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

The subject lands are split zoned 'Traditional Mainstreet, Exception 103 – TM[103]' and 'Residential Fourth Density, Subzone G – R4G'. The two lots fronting Scott Street are zoned TM[103] while the three lots fronting Ashton Avenue are zoned R4G.

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.

The intent of the Residential Fourth Density zone is to permit a wide range of residential buildings forms ranging from low-rise apartment dwellings to detached dwellings as well as additional housing in a manner that is compatible with existing land use patterns.

The property is located within the Mature Neighbourhoods Overlay. As the Overlay is intended to regulate the character of low-rise residential development, the provisions of the Overlay do not apply to applications for high-rise development.

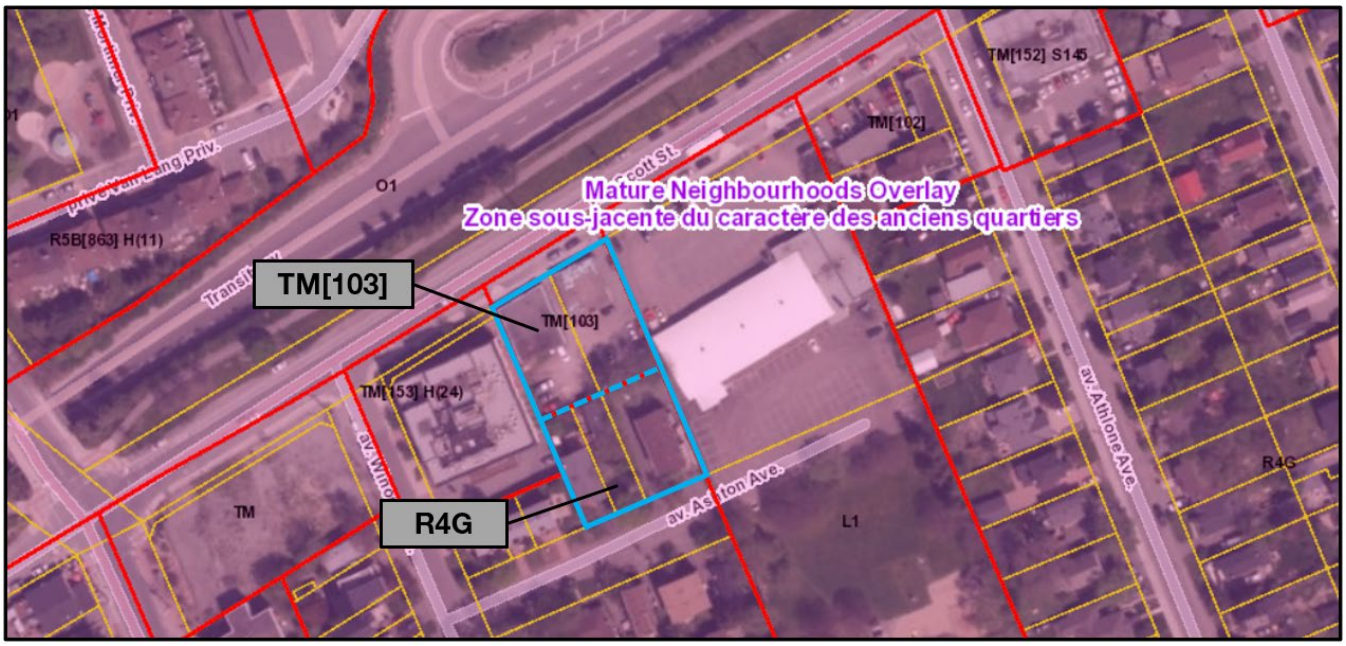

Figure 25. Existing zoning of the subject lands.

Zoning By-law Amendment application #D02-02-20-0034 is intended to remove the R4G zoning and apply TM zoning with a site-specific exception to the entirety of the subject lands, as demonstrated in Figure 26. The Zoning By-law Amendment is in the final stages of staff review for approval and the proposed development presented in this report corresponds to the design that was reviewed and generally supported by staff during the zoning amendment process.

Figure 26. Proposed zoning.

4.8.1 Proposed Zoning

Zoning By-law Amendment application #D02-02-20-0034 is intended to remove the R4G zoning and apply TM zoning with a site-specific exception to the entirety of the subject lands, as demonstrated in Figure 25. The Zoning By-law Amendment is in the final stages of staff review for approval and the proposed development presented in this report corresponds to the accepted design that was reviewed by staff during the zoning amendment process. The existing exception, Exception 103, and its additional provisions will be removed and replaced with a new exception referred to as [XXXX] in order to capture the design as proposed.

For the currently applicable Traditional Mainstreet zoning, Exception 103 adds the following provisions to the zone:

- retail and wholesale display and sales area permitted only at the south east corner of Scott Street and McRae Avenue
- maximum building height of 18 m for buildings containing residential uses
- in all other cases, a maximum of height of 10.5 m

Furthermore, Exception 103 has the following listed as additional permitted uses:

- automobile dealership
- automobile rental establishment
- automobile service station
- carwash
- gas bar
- parking garage
- parking lot
- retail and wholesale display and sales area

The table below provides a comparison of the proposed development against the applicable zoning provisions of the new TM[XXXX] zone. Areas of non-compliance will be incorporated into the new zoning following the final approval of application #D02-02-20-0034.

Zoning Mechanism		TM[XXXX]	Proposed	Compliance
Minimum Lot Area		No minimum	2,513.18 m^2	✓
Minimum Lot Width		No minimum	36.78 m	✓
Maximum Front Yard Setback		2 m Does not apply to any part of a building above 15 metres, for which a minimum front yard setback of 2 metres must be provided.	0 m 0 m	✓ ✗
Maximum Interior Side Yard Setbacks		3 metres between a non-residential use building or a mixed-use building and another non-residential use building or mixed-use building, except where a driveway is provided, in which case the setback must be a maximum of 6 metres where the driveway leads to a parking area of 20 or more spaces	Scott Street Frontage 2 m (west side) 0 m (east side) Ashton Avenue Frontage 2 m (west side) 2 m (east side)	✓ ✓
Minimum Interior Side Yard Setbacks		The maximum setback provisions of row (d)(i) above do not apply to the following cases and the following minimum setbacks apply: (1) 3 metres for a non-residential use building or a mixed-use building abutting a residential zone, and (2) 1.2 metres for a residential use building All other cases - no minimum (maximum setback provisions of row (d)(i) apply in these cases)		
Minimum Rear Yard Setback	(iv) other cases	No minimum	3.817 m	✓
Maximum Building Height		18 m where the building height is greater than four storeys or 15	92 m No additional setback provided above 15 m	✗ ✗

Zoning Mechanism	TM[XXXX]	Proposed	Compliance
	metres, at and above the fourth storey or 15 metres whichever is the lesser a building must be setback a minimum of 2 metres more than the provided setback from the front lot line as set out under subsection 197(5)		
Minimum Required Resident Parking (Area X)	0.5 spaces per unit after 12 units: 331 units – 12 = 319 units 319 units x 0.5 = 160 parking spaces Can be reduced by 10% or 20 parking spaces, whichever is lesser: 160 – 10% = 144 parking spaces	213 parking spaces	✓
Minimum Required Commercial Parking	Where a non-residential use is located partly or entirely on the ground floor or in the basement: 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. 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. 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.	None	✓
Minimum Required Visitor Parking	0.1 per unit after 12 units: 331 units – 12 = 319 units 319 units x 0.1 = 32 parking spaces No more than 30 spaces	30 parking spaces	✓

Zoning Mechanism	TM[XXXX]	Proposed	Compliance
Minimum Parking Space Dimensions	2.6 m x 5.2 m	2.6 m x 5.2 m	✓
Minimum Drive Aisle Width	6 m, but not greater than 6.7 m	6.4 m	✓
Minimum Number of Bicycle Parking Spaces	Residential: 0.5 spaces per dwelling unit 331 units x 0.5 = 166 bicycle parking spaces Commercial Retail: One space per 250 m^2 of GFA = 1 bicycle parking space Total = 167 bicycle parking spaces	275 bicycle parking spaces	✓
Minimum Required Amenity Area	6 m^2 per unit 331 units x 6 m^2 = 1,986 m^2	3,856 m^2	✓
Minimum Required Communal Amenity Area	50% of total amenity area required 1,986 m^2 x 50% = 993 m^2	1,948.7 m^2	✓
Minimum Width of Landscaped Area	Abutting a residential zone: 3 m; can be reduced to 1 m where a 1.4 m opaque fence is provided All other cases: No minimum, except that where a yard is provided and not used for required driveways, aisles, parking or loading spaces, the whole yard must be landscaped Any area not used for parking or buildings must be landscaped	2 m along west side yard abutting R4G zoning at Ashton Avenue. A solid wood fence greater than 1.4 m is already in place.	✓ ✓

4.8.2 Proposed High Rise Zoning Provisions

The City of Ottawa has recently proposed a number of zoning provisions for high-rise buildings, which are listed in the table below. As discussed above, the zoning proposed for this development is currently the subject of an ongoing approval and has yet to be officially approved, however, the proposed development has been supported by staff and the zoning provisions proposed here are those that we're presented as part of that process. The proposed development meets the provisions of the High Rise Zoning except for the west side yard tower setback which is proposed at seven metres when ten is required. This has been reviewed by staff as part of the ongoing zoning amendment application #D02-02-20-0034 and they have indicated general support for the building design and that at the time of the writing of this report the required adjustments to the zoning standards still need to be considered and approved by Planning Committee and City Council.

Proposed Provisions		**Area A** **Outside MD Zone but within Greenbelt** (includes Blackburn Hamlet and Bells Corners- see graphic below)	**Proposed**	**Compliance**
Minimum Lot Area	**Corner Lot**	1,150 m^2	2,513.18 m^2	✓
	Interior Lot	1,350 m^2		
Minimum Interior Side and Rear Yard Setbacks for a Tower		10 m	10 m (east side) 7 m (west side)	✓ ✗
Minimum Separation Distance Between Towers on the Same Lot		20 m	N/A	✓

5.0 CONCLUSION

It is our professional opinion that the proposed Site Plan Control application is appropriate, represents good planning, and is 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 applicable requirements of the Comprehensive Zoning By-law 2008-250. The requested amendments as part of the zoning amendment process are appropriate and have been supported by staff as presented in this document. The proposed development reflects a design that has been reviewed by staff, the community, and the local Councillor and has been deemed appropriate.

Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,

Nick Sutherland, MCIP RPP
Planner

Brian Casagrande, MCIP RPP
Partner