

Planning Justification and Rationale Report

1546 Scott Street

Applications for Zoning By-law Amendment and Site Plan

REID'S
Heritage Properties

EVOKE



Prepared for Reid's Heritage Properties
by IBI Group
November 26, 2021

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1 Introduction

This Planning Justification and Rationale Report is provided in support of applications for Zoning By-law Amendment and Site Plan, filed on behalf of Reid's Heritage Properties to permit the proposed redevelopment of lands at 1546 Scott Street (Figure 1). The subject lands are legally described as Part of Lot 3 & 4 (North of Bullman Street) and Part of Lots 3 & 4 (south of Scott Street), Registered Plan 58, and Part Lots 1290, 1292 & 1303, Registered Plan 157, City of Ottawa (PIN #040340023).

The proposed development includes the construction of a 25-storey mixed-use, high-rise apartment building, with a tower floor plate area of less than 750 square metres. The development proposes a total of 230 dwelling units and a 222 square metre commercial unit on the ground floor. The building design includes a covered parking area, with 13 spaces and a drive aisle which provides access from Scott Street to the rear of the building and adjacent loading facilities on the abutting property, as well as access to the underground parking ramp. The covered parking area is buffered to the east by a 1.3-metre-wide landscape strip. Four levels of underground parking are provided, with an additional 163 parking spaces. A total of 176 parking spaces are proposed, of which 154 are allocated for residential parking and 22 spaces are provided to meet the minimum visitor parking requirement.

The subject lands are designated Mixed Use Centre in the City of Ottawa Official Plan and are zoned Mixed Use Centre Subzone 12, Exception Number 22, with a Maximum Floor Space Index of 3.0 in Schedules 99-100 in Zoning By-law 2008-250.

The purpose of this Report is to evaluate how the proposed development meets the objectives of the applicable policy and regulatory framework, evaluate its compatibility within its neighbourhood and community context, as well as determine if it is appropriate for the site.



Figure 1: Location of 1546 Scott Street, shown in red (Source: Google Earth, 2018).

1.1 Applications

A Zoning By-law Amendment (ZBA) is required to permit the proposed development, in order to establish site-specific amendments with respect to maximum building height, maximum floor space index and landscaping provisions relating to parking lots. The proposed development is also subject to Site Plan Control.

1.2 Pre-consultation and Required Studies

A Pre-Consultation Meeting was held with City staff on May 12, 2021 to determine the reports and plans required for a “complete application” and to obtain feedback from staff on the proposed development. The following items were identified as required for a combined Zoning By-law Amendment and Site Plan Applications:

- Planning Rationale
- Urban Design Brief
- Site Plan
- Architectural Building Elevations
- Landscape Plan
- Survey Plan
- Shadow Analysis
- Wind Study
- Site Servicing Report and Plan
- Stormwater Management Report and Grading Plan
- Noise Study
- Confederation Line Proximity Study
- Transportation Impact Study
- Geotechnical Study
- Phase I Environmental Site Assessment

2 Site Overview and Context

2.1 Location and Property Description

The subject lands are located on the south side of Scott Street, mid-block between Holland Avenue and Parkdale Avenue. The lands have an area of approximately 0.25 hectares and approximately 31 metres of frontage on Scott Street.

The property is currently developed with a one-storey commercial building operating as The Beer Store, and associated surface parking and loading facilities.

The property benefits from an easement over the adjacent parcel of land at 1560 Scott Street for access to Bullman Street to the south, where it turns 90 degrees and becomes Hamilton Avenue

North. The property is also subject to an easement in favour of 1560 Scott Street over the drive aisle for vehicular and pedestrian traffic, as well as a stormwater pipe below grade.

The lands are adjacent to Tunney's Pasture, a large campus operated by the Government of Canada that houses many federal services, and are also 200 metres from the Tunney's Pasture light-rail transit stop that provides direct access to downtown Ottawa, approximately 3 kilometres away. Additionally, there are many frequent-service bus routes (service every 15 minutes or less on weekdays) and a rapid station-to-station express bus route also within 500 metres of the subject site. Scott Street also features designated bus-priority lanes and a separated eastbound bike lane. The remainder of the road is dedicated to three lanes of 2-way automotive traffic.



Figure 2: Site context, 1546 Scott Street shown in red (Source: Google Earth, 2018).

2.2 Surrounding Uses

The subject lands are located in a Mixed-Use Centre bounded by the Tunney's Pasture federal campus and Mechanicsville to the north, Hintonburg to the east, and Wellington Village to the south and west. The Sir John A. Macdonald Parkway and Highway 417 also lay farther north and south respectively and serve as hard infrastructure boundaries.

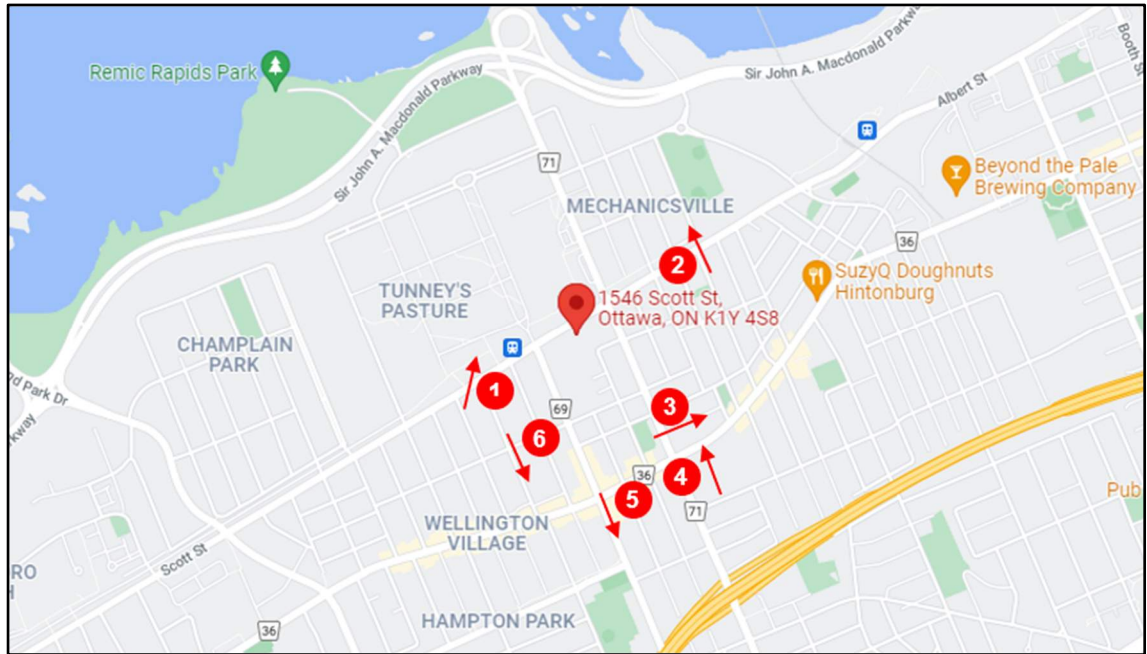


Figure 3: Map pinpointing the context photos featured below. Arrows indicate the direction the photo is taken in.

3.2.1 North

The site is bounded to the north by Tunney's Pasture, a 49-hectare federal employment campus with a total of 17 buildings on-site. The Tunney's Pasture LRT station is directly to the south of the campus, serving as a direct rapid transit option to the centre of Ottawa's downtown. Additional BRT connections are facilitated through the Tunney's Pasture station. The City has recently completed a new Master Plan for Tunney's Pasture that seeks to enhance it as a growing employment community with a unique opportunity to champion transit-oriented development and high standards in urban design, planning, and sustainable development.

Mechanicsville abuts the eastern side of Tunney's Pasture. Mechanicsville is primarily residential, with a variety of housing typologies ranging from single detached, to row houses, duplexes, and apartments. Lots here are considerably varied in the setbacks, orientations, and lot coverages. The Ottawa River and Sir John A. Macdonald Parkway serve as a hard barrier to any development further northward.



Figure 4: Pinpoint #1, Scott St. facing NE towards Tunney's Pasture; Pinpoint #2, facing N through Mechanicsville.

3.2.2 East

The site is bounded to the east by the Hintonburg neighbourhood. This neighbourhood is characterized by low density, predominantly single detached dwellings, with 2-3-storey commercial and newer midrise apartments along Wellington Street West. There is a mixture of high-rise residential, commercial, and institutional uses along Scott Street as it spans Hintonburg.



Figure 5: Pinpoint #3, at the intersection of Parkdale Ave. and Oxford St. facing E through Hintonburg.

3.2.3 South

The site is bounded to the south by Wellington Village. Like Hintonburg, this neighbourhood is also characterized by low density, predominantly single-family residential dwellings, with 2-3-storey commercial and newer midrise apartments along Wellington Street West. Directly to the south of the subject property, there are two blocks comprised of mid-rise apartments, townhouses, and commercial spaces clustered closely together, focusing their frontages primarily on both Holland Avenue and Spencer Street. Highway 417 is located approximately an additional 400 metres south, spanning east to west and effectively constraining Wellington Village from protruding further southwards.



Figure 6: Pinpoint #4, at the intersection of Parkdale Ave. and Wellington St. W. facing N; Pinpoint #5, Hinton Ave. N. facing S. through Wellington Village.

3.2.4 West

The site is bounded immediately to the west and south by Holland Cross, which includes two 7-storey buildings with various commercial and retail tenants, and underground parking. An east-west mid-block connection separates Holland Cross from the 9-storey apartment buildings and townhouses to south. The site is also bounded to the west by Wellington Village. This tract of Wellington Village has a more homogenous typology of low density, single detached dwellings. These residential uses carry on along Scott Street.



Figure 7: Pinpoint #6, at the intersection of Huron Ave. N. and Spencer St. facing W.

3 Reports Submitted

3.1 Phase 1 Environmental Site Assessment

Phase 1 Environmental Site Assessment - Enhanced prepared by COLESTAR Environmental Inc. dated September 27, 2021. The report outlines the following conclusions:

- A Phase 2 Environmental Site Assessment is required to:
 - Assess fill quality across the site to ascertain if coal or burnt coal residuals have adversely affected soil and/or groundwater quality beneath the site.
 - Assess soil and groundwater quality in the area of the former building occupied by the construction company to establish if soil and groundwater quality has been adversely affected by potential equipment/vehicle repair operations conducted within the former garage portion of the building.
 - Assess groundwater quality on the east side of the site to ascertain if sources at offsite PCAs (service stations, auto service garages, auto-bodies, dry cleaner, tin product fabrication) have adversely affected groundwater quality beneath the site; and
 - Assess ground water quality on the south side of the site to ascertain if sources at offsite PCAs (metal manufacturing plants/foundries, printing plants, service

stations, auto service garages) have adversely affected groundwater quality beneath the site.

3.2 Phase 2 Environmental Site Assessment

Phase 2 Environmental Site Assessment - Enhanced (P2ESA) prepared by COLESTAR Environmental Inc. dated September 27, 2021. The report outlines the following conclusions:

- There is one area of soil contamination located within the limits of the site. It is located in the southeast corner of the site and is characterized by a concentration of PHC F1 in the soil sample obtained from 0.1 to 0.6 m belowground at BH2 (Figures 6c, 8a, and 8 b in the P2ESA).
- Benzene and chlorinated VOCs were detected above standards in groundwater within the bedrock formation at the site.
 - Benzene was detected in the groundwater sample from MW-10 located in the northeast corner of the site (Figures 7b, 9a, and 9b in the P2ESA). Benzene was detected at a concentration of 0.7 ug/L, which is only marginally above the standard (0.5 ug/L).
 - Chlorinated VOC constituents were detected above standards in groundwater samples from MW2, MW3, MW5, O-MW7, O-MW8, MW9 and MW10 situated on the east side of the site (Figures 7a, 10a to 10d in the P2ESA). Chlorinated VOCs detected above standards include chloroform, c12-DCE, t12-DCE, PCE, TCE and vinyl chloride.

3.3 Soil Vapour Quality Assessment

Soil Vapour Quality Assessment prepared by COLESTAR Environmental Inc. dated September 27, 2021. The report outlines the following conclusions:

- The soil stratigraphy in the outdoor probes consists of sand or sand and gravel overlying limestone bedrock encountered at 0.8 to 1.2 m belowground. The strata beneath the concrete slab within the building consists of sand and gravel.
- Chlorinated constituents that were detected in groundwater in the bedrock were not detected in soil vapour within the overburden soil formation at the site at concentrations that could pose even a theoretical potential for an adverse risk to building occupants (including employees and visitors, as well as residents if there were to be residential use) via the vapour intrusion to indoor air pathway under the current commercial land use or future residential land use.

3.4 Subsurface Investigation Report

Subsurface Investigation Report prepared by Yuri Mendez Engineering dated August 11, 2020. The report outlines the following conclusions:

- The site is underlain by shallow bedrock at depths ranging from 1.1 to 2.9 m depth. Approximately 10 cms of asphalt cover overburden materials consisting on the pavement base of granular materials and fill. The fill mostly consists of *dense* mixed sand, silty sand, and gravel overlying rock or glacial till. *Dense* glacial till consisting of silty sand with gravel was encountered in 3 boreholes ranging in thickness of 0.5 m to 1 m between overburden fill and shallow bedrock.
 - The field program confirmed the sedimentary Limestone bedrock reported by the geology data base.

- Through a series of Unconfined Compressive Strength (UCS) tests, it was determined that the general hardness class range of the bedrock is “moderately hard to hard”, and it appears to be increasing with depth. A density of 2,870kg/m³ was determined within the framework of UCS tests.
- For the strength, hardness, jointing, and RQD, the bedrock is of the “stable” class. Nearly vertical cuts are thus technically feasible.
- The investigation did not reveal special concerns for the proposed development, such as slope stability, liquefaction, organic materials, etc.

3.5 Noise Study

Noise Study prepared by HGC Engineering dated October 27, 2021. The report outlines the following conclusions:

- The second-floor terrace adjacent to and with exposure to Scott Street requires an acoustic barrier to mitigate transportation noise levels.
- Central air conditioning will be required for proposed building. The location, installation, and sound rating of the outdoor condensing units must be compliant with MECP Guideline NPC-30, as applicable.
- Upgraded glazing construction will be required for north façade. Minimum building constructions are recommended in an urban area such as this.
- The use of warning clauses in the property and tenancy agreements is recommended to inform future residents of traffic noise issues and to indicate the presence of the nearby commercial/office uses.

3.6 Vibration Study

Given that the LRT is currently not operational, it was not possible to collect data for a Vibration Study. It is anticipated that the data will be collected when the LRT is operational again.

3.7 Confederation Line Proximity Study

It is noted that a Level 1 Study is required for the proposed development, however it is noted that the Confederation Line Proximity Study Guidelines require the study in relation to a Site Plan Control Application and may be required prior to deeming the application complete, during the review of the application, or through a conditions of approval. Given that it was not possible to collect the vibration data, the Proximity Study was also not completed. It is anticipated that the data will be collected when the LRT is operational again.

3.8 Traffic Impact Assessment

A Traffic Impact Assessment was prepared by IBI Group. Based on the findings of the study, it was determined that the proposed development will integrate well with and can be safely accommodated by the adjacent transportation network. As the impact of the proposed development to the adjacent intersections is expected to be insignificant, no off-site modifications will be required, and an RMA is not required. Similarly, due to the negligible increases in site-generated traffic expected on the adjacent road network as a result of the proposed development, a Post-Development Monitoring Plan is not required.

3.9 Site Servicing and Stormwater Management Report

IBI Group prepared a Site Servicing and Stormwater Management Report to outline the required municipal services, including water supply, stormwater management and wastewater disposal, needed to support the redevelopment of the subject property. The Report demonstrates that sanitary and storm flows from and water supply to the subject site can be accommodated by existing infrastructure. The proposed servicing has been designed in accordance with MECP and City of Ottawa current level of service requirements.

3.10 Pedestrian Wind Study

Pedestrian Wind Study prepared by RWDI dated October 29, 2021. The report outlines the following conclusions:

- With the addition of the proposed development, wind speeds are predicted to slightly increase at select locations compared to the existing configuration but are still suitable for the intended usage of the areas. Wind conditions generally comfortable for sitting, standing, or strolling are expected in the summer and fall, and walking or better in the spring and winter.
- Wind conditions at the main entrances of the proposed building are anticipated to be comfortable for sitting, which is appropriate for an entrance where pedestrians may linger. The canopy above the primary entrance is a positive design feature that helps to disperse winds downwashing off the tall façade and should be retained in the final design.
- Wind conditions during all seasons on the Level 2 amenity space are predicted to be comfortable for sitting or standing which are suitable for passive pedestrian activities.

3.11 Shadow Study

Shadow Study prepared by Tregobov Cogan Architecture dated September 14, 2021. The report outlines the following conclusions:

- The proposed development has a minimal shadow impact upon adjacent lands. Moreover, these impacts meet the City of Ottawa's shadow study criteria
- The public realm of open space along Scott Street and the Confederation Rail Line is not significantly impacted by the new net shadow of the proposed development. The cast shadow does not result in an average of 50% of any of this public space being cast in shadow for 5 or more hourly intervals during the September 21 test dates.
- In analyzing the Communal Amenity area of study, it was determined that the new net shadow of the proposed development does not have any impact on these shadow sensitive areas. The proposed development does not affect the criteria of allowing for an average of 50% of any communal amenity being exposed to sun light during two consecutive hourly interval times between 11am and 3pm within the September 21 and June 21 test dates.
- The analysis of the Traditional and Arterial Mainstreets indicated that the most significant shadow impacts occur along the Scott Street and Parkdale Avenue, while Holland Avenue receives no shadow impact. Additionally, the shadows casted on the impacted streets and the sidewalks meets the required criteria, in not casting a shadow in one given spot for more 3 consecutive hourly test time during the September 21 test dates.
- Lastly, the Ground Level Residential Private Outdoor Amenity Space analysis illustrates the impact of the proposed developments shadow on the neighboring residential private outdoor amenity space during the September 21 and June 21 test dates. While the

shadows do cover some of the no impact zones, no one zone is cast in shadow for more than 2 consecutive hourly test times during the specified test dates.

4 Policy Analysis

4.1 Provincial Policy Statement

The Provincial Policy Statement 2020 (PPS) provides policy direction on matters of provincial interest regarding land use planning and development and sets the policy foundation for regulating land use and development of land. The PPS was issued under Section 3 of the *Planning Act* and the current 2020 PPS came into effect on May 1, 2020. In this regard, Section 3 of the *Planning Act* requires that land use planning decisions be consistent with the PPS.

Provincial Policy Statement	Proposed Project
<p>Section 1.1.1: Healthy, liveable, and safe communities are sustained by:</p> <p>(a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.</p> <p>(b) accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs.</p> <p>(c) avoiding development and land use patterns which may cause environmental or public health and safety concerns.</p> <p>(d) avoiding development and land use patterns that would prevent the efficient expansion of <i>settlement areas</i> in those areas which are adjacent or close to <i>settlement areas</i>.</p> <p>(e) promoting the integration of land use planning, growth management, <i>transit-supportive</i> development, <i>intensification</i>, and <i>infrastructure</i> planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.</p> <p>(g) ensuring that necessary <i>infrastructure</i> and <i>public service facilities</i> are or will be</p>	<p>(a) <i>Develops an underutilized site within an already serviced area of the City.</i></p> <p>(b) <i>Residential uses are a type and tenure that have been identified as being needed to sustain the City of Ottawa's growth. The project developer will meet with the City staff to discuss the City's framework in relation to achieving community benefits.</i></p> <p>(c) <i>Infill development and increasing density in urban areas is the most sustainable development form available to cities. Tighter-knit, denser built form offers more opportunities for activating uses and helps create more active, healthier, and safer communities.</i></p> <p>(d) <i>The project site is within an existing built-up area of Ottawa and will not impede the expansion of the settlement area.</i></p> <p>(e) <i>Develops an underutilized site within an already serviced area of the City.</i></p> <p>(g) <i>Makes use of existing municipal servicing and enhances neighbourhood service connections where appropriate to accommodate the new dwellings.</i></p>
<p>Section 1.1.2: Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines.</p> <p>Within <i>settlement areas</i>, sufficient land shall be made available through <i>intensification</i> and</p>	<p><i>The project site is located within the Urban Boundary within a developed neighbourhood. The redevelopment of the site will add needed residential units to Ottawa's housing stock, particularly within close proximity to the downtown core where there is a concentration of services and amenities.</i></p>

<p><i>redevelopment</i> and, if necessary, <i>designated growth areas</i>.</p>	
<p>Section 1.1.3.1: <i>Settlement areas</i> shall be the focus of growth and development.</p> <p>Section 1.1.3.2: Land use patterns within <i>settlement areas</i> shall be based on densities and a mix of land uses which:</p> <p>(a) efficiently use land and resources.</p> <p>(b) are appropriate for, and efficiently use, the <i>infrastructure</i> and <i>public service facilities</i> which are planned or available and avoid the need for their unjustified and/or uneconomical expansion.</p> <p>(d) prepare for the impacts of a <i>changing climate</i>.</p> <p>(e) support <i>active transportation</i>.</p> <p>(f) are <i>transit-supportive</i>, where transit is planned, exists, or may be developed.</p>	<p><i>The subject lands are located within the Urban Boundary within a developed neighbourhood. The site's redevelopment will diversify its land uses and aid in the progressive regeneration of the major arterial road it is situated on.</i></p> <p><i>(a) The site's redevelopment as a 25-storey mixed-use tower will result in a more efficient use of land that is compatible with existing development in the surrounding area. It promotes cost-effective development standards to minimize land consumption and servicing costs.</i></p> <p><i>(b) The lands are within a developed area and can be serviced by existing municipal infrastructure.</i></p> <p><i>(d) Assists in meeting the City of Ottawa's climate resiliency goals by introducing increased density around a significant transit node and encouraging modes of active transport.</i></p> <p><i>(e) The lands are located within walking and biking distance of the downtown core, providing the opportunity for modes of active transportation.</i></p> <p><i>(f) The site is located along several major transit routes, including the O-Train Line 1 LRT, rapid station-to-station bus service, and many frequent weekday bus service (service every 15 minutes or less).</i></p>
<p>Section 1.1.3.3: Planning authorities shall identify and promote opportunities for <i>intensification</i> and <i>redevelopment</i> where this can be accommodated taking into account existing building stock or areas, including <i>brownfield sites</i>, and the availability of suitable existing or planned <i>infrastructure</i> and <i>public service facilities</i> required to accommodate projected needs.</p>	<p><i>The site is currently a small, single-use commercial property, and its redevelopment would serve as an excellent opportunity for intensification through infill redevelopment.</i></p>
<p>Section 1.1.3.4: Appropriate development standards should be promoted which facilitate <i>intensification</i>, <i>redevelopment</i>, and compact form, while avoiding or mitigating risks to public health and safety.</p>	<p><i>The project consists of the redevelopment of an existing developed property into a high-density mixed-use tower. No negative impacts on public health or safety are anticipated.</i></p>
<p>Section 1.1.3.5: Planning authorities shall establish and implement minimum targets for <i>intensification</i> and <i>redevelopment</i> within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.</p>	<p><i>The proposed development is located within the City's urban boundary and will help Ottawa achieve its directed intensification target of housing more than half of its growing population through residential infill.</i></p>

<p>Section 1.1.3.7: Planning authorities should establish and implement phasing policies to ensure:</p> <p>(a) that specified targets for <i>intensification</i> and <i>redevelopment</i> are achieved prior to, or concurrent with, new development within designated <i>growth areas</i>.</p>	<p><i>The proposed development is located within the City's urban settlement area and will help the City achieve its directed intensification targets for residential infill. The proposal also achieves the goal of providing infill prior to new development within the designated growth area.</i></p>
<p>Section 1.4.1: To provide for an appropriate range and mix of <i>housing options</i> and densities required to meet projected requirements of current and future residents of the <i>regional market area</i>, planning authorities shall:</p> <p>(a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through <i>residential intensification</i> and <i>redevelopment</i> and, if necessary, lands which are <i>designated and available</i> for residential development.</p>	<p><i>The proposed development will provide redevelopment of an underutilized site within walking distance of the downtown core. This connectivity accommodates the needs of current and future residents by granting easy access to a range of amenities and employment opportunities.</i></p>
<p>Section 1.4.3: Planning authorities shall provide for an appropriate range and mix of <i>housing options</i> and densities to meet projected market-based and affordable housing needs of current and future residents of the <i>regional market area</i> by:</p> <p>(b) permitting and facilitating:</p> <p>2. all types of <i>residential intensification</i>, including additional residential units, and <i>redevelopment</i> in accordance with policy 1.1.3.3.</p> <p>(c) directing the development of new housing towards locations where appropriate levels of <i>infrastructure</i> and <i>public service facilities</i> are or will be available to support current and projected needs.</p> <p>(d) promoting densities for new housing which efficiently use <i>land resources, infrastructure, and public service facilities</i>, and support the use of <i>active transportation</i> and transit in areas where it exists or is to be developed.</p>	<p><i>(2) The proposal is to provide residential intensification and redevelopment in accordance with policy 1.1.3.3.</i></p> <p><i>(c) The subject lands are within a developed area of the City, already served by infrastructure and public service facilities capable of supporting the proposed redevelopment.</i></p> <p><i>(d) The proposed development promotes a level of housing density that efficiently utilizes land and existing resources, infrastructure, and public service facilities. The site's location and connectivity also support the use of alternative transportation modes and a robust network of public transit opportunities that are easily accessible by site users.</i></p>
<p>Section 1.6.6.2: <i>Municipal sewage services and municipal water services</i> are the preferred form of servicing for <i>settlement areas</i> to support protection of the environment and minimize potential risks to human health and safety. Within <i>settlement areas</i> with existing <i>municipal sewage services and municipal water services</i>, <i>intensification and redevelopment</i> shall be promoted wherever feasible to optimize the use of services.</p>	<p><i>The proposed development can be serviced by existing municipal sewage and municipal water services.</i></p>

<p>Section 1.6.7.2: Efficient use shall be made of existing and planned infrastructure, including through the use of <i>transportation demand management</i> strategies, where feasible.</p>	<p><i>The subject lands can be readily serviced by existing municipal infrastructure. The site is in close proximity to several major transit routes and also within walking distance of the downtown area.</i></p>
<p>Section 1.6.7.3: As part of a <i>multimodal transportation system</i>, connectivity within and among <i>transportation systems</i> and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.</p>	<p><i>OC Transpo currently operates one major LRT route (O-Train Line 1) and several bus routes (including a rapid station-to-station service and several frequent service routes) that directly connect the subject site to the greater Ottawa metropolitan area. These transit options are located at the Tunney's Pasture transit station, approximately 200 metres away from the subject lands. Additional transit stops and routes, including Routes 53, 80, 11, 51, 14, 16, and 66, are easily accessible within a 500m radius from the site location.</i></p>
<p>Section 1.8.1: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the <i>impacts of a changing climate</i> through land use and development patterns which:</p> <p>(a) promote compact form and structure of nodes and corridors.</p> <p>(b) promote the use of <i>active transportation</i> and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.</p> <p>(e) encourage <i>transit-supportive</i> development and <i>intensification</i> to improve the mix of employment and housing uses to shorten commute journey and decrease transportation congestion.</p>	<p>(a) <i>The project concentrates residential development on an underutilized site; this development pattern encourages compact form and better distinguishes Scott Street as an intensifying, mixed-use corridor.</i></p> <p>(b) <i>The site is approximately 3 kilometres from the downtown core and can easily be accessed through modes of active transportation and transit. This consequently minimizes the length and number of vehicle trips into the downtown and eases congestion.</i></p> <p>(e) <i>Many employment opportunities are within a 20-minute active transit commute of the subject site, including downtown Ottawa, Parliament Hill, the University of Ottawa, and several museums and cultural institutions.</i></p>

4.2 Official Plan

The subject lands are designated Mixed-Use Centre on Schedule B in the City of Ottawa Official Plan (OP) (Figure 4). The subject application proposes to create a 25-storey mixed use building with ground-floor commercial uses.

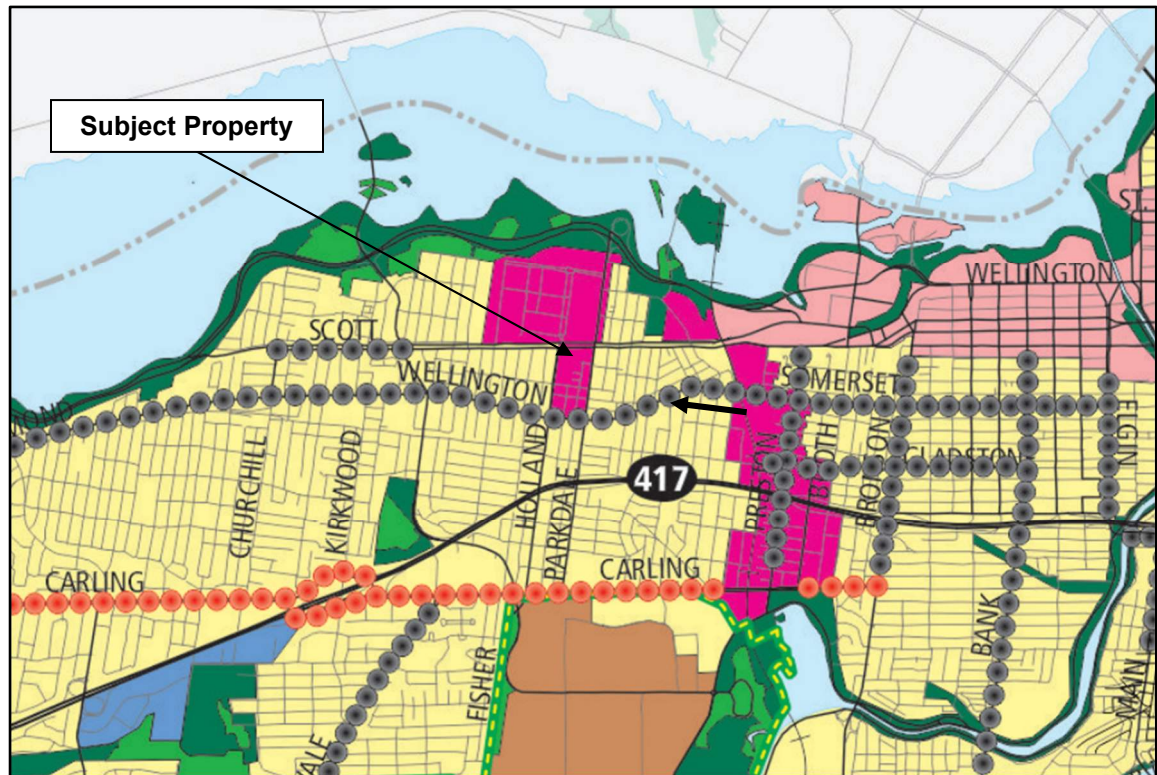


Figure 8: Excerpt of Schedule B (Source: City of Ottawa Official Plan).

Lands within this OP designation occupy strategic locations on the Rapid-Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. These centres are integral to the City's strategy of accommodating growth and are intended to support intensification to achieve compact and mixed-use development. Intensification in these areas facilitates transit-oriented development, helps create an essential community focus, allows for minimum travel, and minimizes disruption in existing stable neighbourhoods.

It should be noted that City Council recently approved an updated OP with a new 25-year outlook and strategy; however, it has not yet been adopted by MMAH. The adopted draft was reviewed to ensure the proposed development complies with new policies moving forward, and the overall planning vision set out by the City of Ottawa. It begins by listing five core cross-cutting values that underlie the rest of the document:

1. Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
2. By 2046, the majority of trips in the City will be made by sustainable transportation.
3. Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
5. Embed economic development into the framework of our planning policies.

Of particular relevance to the proposed development, the Urban Designations section (Section 6.0) creates a more direct, linear relationship between hubs, corridors, and neighbourhoods, with an intentional focus on the "15-minute neighbourhood". The minimum density target for Tunney's Pasture has been removed.

The Scott Street Secondary Plan has also been updated to be consistent with the new OP. The revised Secondary Plan places the subject property in the Hub designation (Schedule A) and identifies the maximum building height at 25 storeys, without an angular plane requirement (Schedule B).

Section 3.6.2: Mixed-Use Centres and Town Centres

OP Policy Statement	Proposed Project
<p>Policy 1: Mixed-Use Centres all meet the following criteria:</p> <p>(a) most of the centre is within an 800m walking distance of one or more rapid transit stations, and contains one or more arterial roads with all day, frequent transit service.</p> <p>(b) there is opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land.</p> <p>(c) High-Rise Buildings of 10 storeys and more can be accommodated in a manner that provides appropriate transition to the surrounding area.</p> <p>(e) the are is or can become transit-oriented, as described in this section.</p> <p>(f) the are is suitable for a mix of uses and could be linked within the area's greenspace network.</p>	<p><i>The proposed development is located within approximately 200m of Tunney's Pasture rapid transit station and is situated amongst several major roads, each with their own frequent transit service.</i></p> <p><i>The 25-storey building height fits within the parameters outlined by the City for high-density infill, and its siting and massing provides appropriate transition to adjacent, lower-density neighbourhoods. The project also ensures appropriate integration within the area's greenspace network and is easily established within the area's existing transit-oriented fabric.</i></p>
<p>Policy 4: In order to achieve the employment targets for Mixed Use Centres and the target density within walking distance of existing and proposed stations on the City's Rapid Transit System, a range of building heights including High-Rise may be considered. Appropriate transition, in building height, is to be provided at the periphery where the Mixed-Use Centre abuts established Low-Rise or Mid-Rise areas.</p>	<p><i>The proposed development is a high-rise tower located within walking distance of the Tunney's Pasture rapid transit station. The subject property is located with additional mid- and high-rise properties surrounding it, acting as an appropriate density buffer for any abutting established low- and mid-rise areas.</i></p>
<p>Policy 5: Mixed Use Centres will permit a broad variety of land uses at transit-supportive densities, such as [...] high- and medium-density residential uses and mixed-use development.</p>	<p><i>The proposed land use is compatible with the high-density residential use outlined in this OP policy.</i></p>
<p>Policy 8: Community Design Plans will require that residential uses be a component in all Mixed-Use Centres.</p>	<p><i>The proposed development fulfills the requirement of providing a residential use in accordance with the Scott Street Community Design Plan.</i></p>

<p>Policy 9: All development applications and Community Design Plans for Mixed-Use Centres will be reviewed in the context of this Plan and in particular:</p> <p>(a) will be evaluated in the context of the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11, particularly with regard to achieving a compact, mixed-use, transit-oriented, pedestrian-friendly environment and creating a place with visual interest.</p> <p>(b) will, where possible, contribute to a range of housing options in the area.</p>	<p><i>(a) Sections 2.5.1 and 4.11 will be addressed in greater depth further on in this report.</i></p> <p><i>(b) The proposed development shall provide 138 1-bedroom residential units, 92 2-bedroom residential units, for a total of 230 rental units to help provide for a range of housing options in the area.</i></p>
<p>Policy 10: Mixed-Use Centres will optimize the use of land through provisions for compact mixed-use development. The Zoning By-law and community design plans will:</p> <p>(a) require employment and housing as part of a larger mix of uses and permit a mix of uses within a building or in adjacent buildings.</p> <p>(b) require residential uses in the form of apartments and other multiples at a medium or high density.</p> <p>(c) provide for the potential for shared parking arrangements among uses that peak at different time periods.</p> <p>(f) ensure that an appropriate transition in built form between the Mixed-Use Centre and any surrounding General Urban Area occurs within the Mixed-Use Centre site.</p>	<p><i>(a) As mentioned above, the proposed development provides a range of housing options as part of a larger mix of uses on-site and in the neighbourhood as a whole.</i></p> <p><i>(b) The proposed development seeks to provide high-density residential uses in an apartment building typology.</i></p> <p><i>(c) The development's design accommodates for an easement on-site, along with parking lot accommodations that appropriately serve users across peak time periods.</i></p> <p><i>(f) As mentioned above, due to the proposed development's central location in a mixed-use parcel and other surrounding high- and mid-rise uses, the proposed tower will be constructed in a fabric that already fulfils an appropriate transition in built form.</i></p>

Additionally, in order to demonstrate its commitment to development within Mixed-Use Centres, the City will consider them to be priority locations for increasing the capacity of transit and water services, investing in new pedestrian, and cycling facilities, and parking reduction strategies.

As such, not only is the proposed development consistent with the policies for Mixed-Use Centres, but it is fundamentally encouraged by the City of Ottawa. Residential infill and mixed-use redevelopment opportunities around Tunney's Pasture are limited, as the majority of properties within a 600-metre radius of Tunney's Pasture are in stable, low-rise residential neighbourhoods. The proposed development respects this context while also providing much-needed residential potential in a critically growing area within Ottawa.

Section 2.2.2: Managing Intensification within the Urban Area

This section states that the OP supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Intensification is directed to Target Areas for Intensification which have the potential to develop at moderate to high densities in a compact form. The following Section 2.2.2 policies relate to intensification targets for Mixed-Use Centres and opportunities for achieving intensification through greater building heights. The relevant policies are as follows:

3. Target areas for intensification are the Central Area, Mixed-Use Centres, Mainstreets, and Town Centres;
5. Minimum density targets, expressed in jobs and people per gross hectare, are set out in Figure 2.3;
 - Tunney's-Quad Minimum Density Target is 250 jobs and people per gross hectare.
6. All new development within the boundaries of the intensification target areas listed in Figure 2.3 will be required to meet the minimum density targets. Higher or lower densities may be permitted in a secondary plan for a target area where that Plan that re-allocates density among sites to achieve the overall objective of people and jobs. Where phased development is proposed the proponent must demonstrate how the density target will be achieved at build out. Where implemented through secondary plans and zoning, the targets in Figure 2.3 will be converted from gross density to net density and from people and jobs per hectare to dwelling units and gross floor area equivalents.
 - The Scott Street Secondary Plan requires a minimum density of two times the lot are for the subject property, which is to be measured as an FSI calculation of existing and proposed development.
10. 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.
11. The distribution of appropriate building heights will be determined by:
 - a) The location in a Target Area for Intensification identified in Policy 4 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
 - b) 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.
12. Building heights are classified in Figure 2.4 and will be used for establishing appropriate height limits in community design plans, secondary plans, the Zoning By-law, and other policy plans, in land use designations in Section, and when considering amendments to this Plan.
 - The High-Rise classification permits a maximum building height of 10 to 30 residential storeys.

The proposal conforms to the applicable growth management policies of Section 2.2.2. The proposed development is situated on an underutilized lot within a target area intended to accommodate high-rise building heights to achieve greater density for the Mixed-Use Centre designation surrounding the Tunney's Pasture Rapid Transit Station.

Policies 3, 5, and 6 of this section speak to density targets for areas designated for intensification. The minimum density target for the site is established in the Scott Street Secondary Plan (Sec. 4.1.1), and requires a minimum FSI of 2, which is not specific to a land use type. The proposed development achieves this density target and enhances it by introducing complementary commercial uses at-grade.

Policy 10 states that denser development, which 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. The proposed high-rise mixed-use development conforms to this policy by supporting the adjacent rapid transit infrastructure that includes the Tunney's Pasture Rapid Transit Station located across Scott Street.

Section 2.5.1: Designing Ottawa

As per Section 2.5.1 – Designing Ottawa, of the Official Plan, Mixed Use Centres are designated as Design Priority Areas. In Design Priority Areas, all private developments adjacent to the public realm are reviewed for their contribution to an enhanced pedestrian environment and their response to the community character and opportunities of the area. Section 2.5.1 of the Official Plan also encourages good urban design and innovative architecture to stimulate the development of community places with unique character, that are attractive for people to live, work and socialize.

This section establishes a vision and guidelines for how the City wants to influence the built environment as the city matures and evolves. These design objectives apply to all development across all land use designations, from a city-wide to a site-specific basis; they are also highlighted as a tool to stimulate the creation of lively community places with distinctive character. It should also be noted that Mixed-Use Centres are broadly identified as design priority areas, where both the public and private sectors are required to achieve higher standards of design. These areas also have priority for completion of community design plans that show how the density and design requirements for these areas can be achieved.

The policy direction stresses that design compatibility must be considered when introducing new development and higher densities into existing areas that have developed over a long period of time and have established characteristics. Compatible development is defined as development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties.

Official Plan Design Objectives

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.
2. To define quality public and private spaces through development.
3. To create places that are safe, accessible and are easy to get to, and move through.
4. To ensure that new development respects the character of existing areas.
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.
6. To understand and respect natural processes and features in development design.
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

As demonstrated by the architectural submissions and the contents of this Urban Design Brief, the proposed development conforms with these design objectives through:

- Providing a high-density, mixed-use development that complements and enhances surrounding land uses and transportation infrastructure.

- Providing increased and diversified housing stock, including rental opportunities, to address the demand for housing availability.
- Providing flexible ground-floor commercial space for a variety of potential tenants to strengthen the fabric of the Mixed-Use Centre zone and to help animate the streetscape.
- Providing desirable intensification on an underutilized lot in a form that is sensitive to surrounding land uses and built form.
- The proposed built form and mix of uses are characteristic of Mixed-Use Centres.
- Entrances to the proposed development provide direct access to the street and are designed to be safe, accessible, and inviting.
- Well-lit covered parking and residential entrance provides protection from inclement weather, entrance to underground parking garage is at the rear, removed from areas of high pedestrian activity to reduce conflicts and improve safety.
- Responds to the Mixed-Use Centre land use designation policies, which encourage high-density, pedestrian-friendly development in and around Tunney's Pasture. It respects the existing mixed-use, high-density building forms to the north and west, while incorporating design elements such as low-rise podium and tower setbacks to ensure compatibility with adjacent properties.
- Low-rise podium at the base of the building maintain low-profile building height along street, while the tower is stepped back to reduce visual and showing impacts.
- The architecture of the proposed buildings includes fenestration, detailing and coloured highlights to add visual interest. Pedestrian activity at grade will be generated by the entrance to both commercial and residential units.
- The proposed development will include landscaping at the front, as well as on the second-floor terrace for residents.

Section 2.5.6: Collaborative Community Building and Secondary Planning Processes

Section 2.5.6 contains policies on the matter of secondary planning processes that are intended to guide the development of large redevelopment sites or whole communities in a manner that implements the policies of the Official Plan. Within this Section, Policies 13 and 15 are of particular significance:

Provisions for High-Rise and High-Rise 31+ Buildings

13. The City intends that the highest density of development, including High-rise buildings, locate where rapid transit is being provided. Secondary plans and community design plans should locate high-rise buildings proximate to rapid transit stations to support that objective. High-rise buildings are also a built form that requires detailed attention to urban design and their impacts on the existing communities into which they are located. Building design and appropriate transition, such as those identified in section 4.11, should be provided to reduce impacts on existing developed areas.
15. Consider the following:
 - a) A prominent location or locations fronting on streets, lanes, public open space, and other public land preferably and good transportation access.
 - b) Avoiding or mitigating negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces.
 - c) The provision of a mix of uses within the building or the surrounding area to service residents or business tenants within the building and the broader community.
 - d) Conservation, retention and renovation of designated heritage buildings and significant heritage resources.
 - e) Building transition and the mitigation of impacts on adjacent low-rise neighbourhoods through building design, massing as per Section 4.11.

- f) The identification of priority community amenities or public institutional uses that may be required and the mechanisms by which they will be provided.
- g) Mechanisms to encourage architectural excellence and sustainable design; and
- h) Any specific requirements identified during the secondary planning process.

The proposal confirms to the applicable policies of Section 2.5.6. The subject lands consist of an existing built form with substantial opportunity for additional building height, and their redevelopment would also provide new land uses that complement the addition of a high-density residential use.

Section 4.11: Urban Design and Compatibility

Section 4.11 of the Official Plan contains policies on Urban Design and Compatibility. The purpose of the policies is to lay the groundwork for requiring high quality urban design. The design and compatibility of a development application is evaluated at the time of application in the context of these policies, as well as the design objectives in Section 2.5.1.

Section 4.11 lists the following over-arching design themes to be addressed, where applicable, through proposed development:

Views	The proposed building is 25 storeys and does not obstruct any protected views.
Building design	The proposed building will successfully integrate into the existing neighbourhood through a number of design elements: Podium and tower design; Front façade interacts and provides animation on Scott Street through the use of commercial at grade and outdoor terrace on second level; high architectural design elements; landscaping is used to accentuate main entrances.
Massing and scale	The proposed height is contemplated by the Secondary Plan. A Shadow Study has been completed (included in Appendices), as well as a Wind Analysis demonstrating that the proposed development will not result in undue adverse impacts on the adjacent lots with respect to shadowing or wind.
High-rise buildings	The proposed design is generally consistent with the Secondary Plan in terms of building tower and podium design with a base that respects the scale and proportion of the overall building, as well floor plate size and separation from other high-rise buildings.
Outdoor amenity areas	An outdoor terrace is provided on the second floor for the use of residents and includes several amenities and programmed spaces. Undesirable overlook is not anticipated, as there are no existing private outdoor amenity spaces immediately abutting the property. A combination of communal and private amenity space is provided, including the terrace and indoor shared spaces, as well as private balconies for each apartment unit.

Public Art

No public art is proposed; however, high-level landscaping is proposed. The flowing paving patterns, curving seating and complementary materials link the built form of the development to the public realm. The public realm has been created to reflect the flowing form of the building. The landscape is an extension of the built form that extends the from the interior to exterior spaces. The flowing design of the within the public space has been designed to draw pedestrians into the commercial and residential spaces through curvilinear form.

Design Priority Area

The proposed development is subject to review by the Urban Design Review Panel.

First Nations People Design Interests

It is noted that the proposed development is on privately owned land and the City's right-of-way.

4.3 Scott Street Secondary Plan

The site is subject to the Scott Street Secondary Plan, with applicable designations illustrated below in Figure 5.

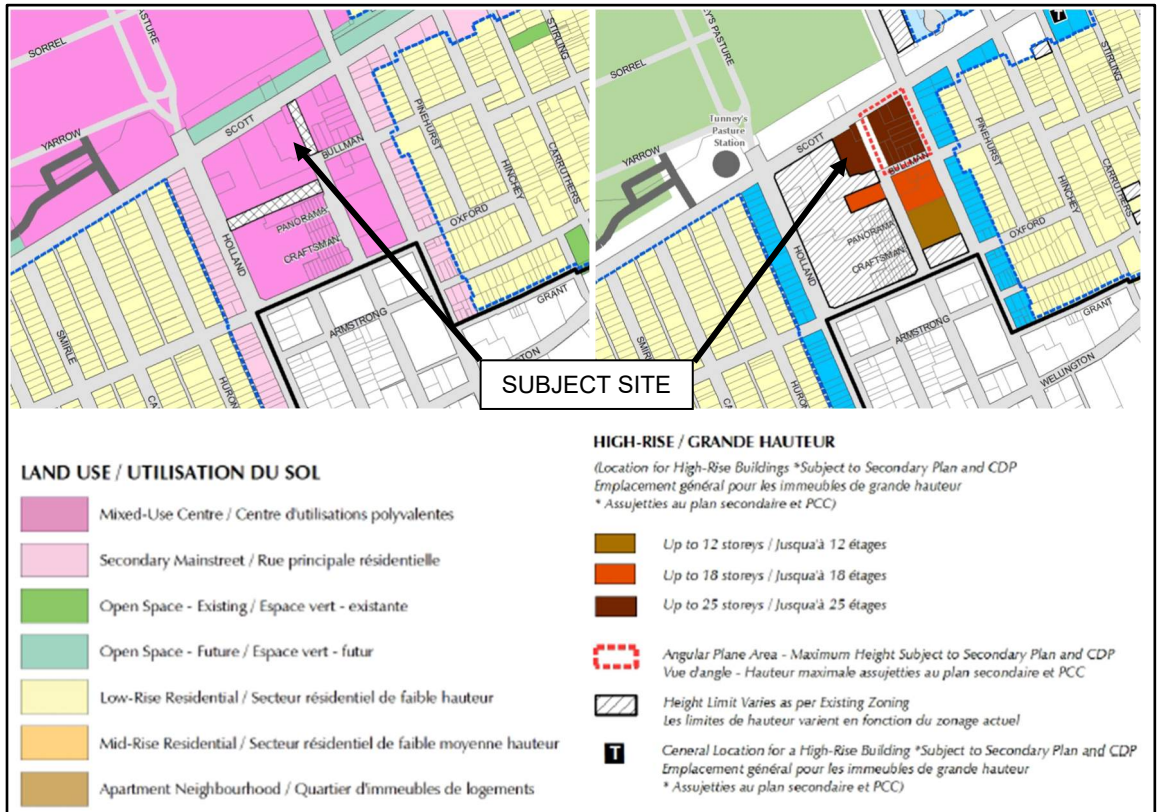


Figure 9: Excerpt of Schedules A & B (Source: City of Ottawa Official Plan).

The site's designations shown above include:

- Schedule A – Land Use
 - Mixed-Use Centre (all of the subject property and surrounding lands)

- Schedule B – Maximum Building Heights
 - Subject Site: Up to 25 storeys

This Secondary Plan is based on the Community Design Plan for Scott Street, and it helps direct greater intensification to certain areas while maintaining the low-rise character in other areas; Tunney's Pasture is identified as a targeted growth area major element of the Plan. The language in Section 2.2 identifies Tunney's Pasture as an emerging community, currently undergoing a master planning process that will incorporate many changes including the introduction of residential uses, mixed-use developments, and public realm enhancements. These changes will result in Tunney's Pasture becoming more integrated with the surrounding neighbourhoods and allow for greater porosity through Tunney's Pasture by residents and employees alike.

Section 3.3 of the Plan provides the following goals and principles relating to the strategic and sensitive integration of higher density development:

- a) Focus new higher density development in Tunney's Pasture and on large sites in the Mixed-Use Centre between Holland and Parkdale Avenues.
- b) Design high-rise development to provide a meaningful transition to surrounding neighbourhoods and mitigate shadow and wind impacts; and
- c) Ensure the ground floors of mid- and high-rise buildings enhance adjacent streets and open spaces, and locate service, garbage, and storage areas at the rear of the building or in other areas that minimize the impact of the street edge. Parking should be located underground.

Section 4.1 of the Plan contains policies for the Mixed-Use Centre designation, with the following being relevant to the subject site and proposed development:

1. Development will have a minimum density of two times the lot area. The highest development in density and height will be located closest to Tunney's Pasture Transit Station.
2. Development on lots with frontage on Scott Street will provide minimum building setbacks of generally 3.0 metres from the protected right-of-way as illustrated in the Scott Street CDP. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For areas such as sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City's discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.
5. The existing mid-block connection shown on Schedule A - Land Use Schedule between Holland Avenue to Hamilton Avenue North is an important pedestrian connection and will be maintained and enhanced through future development of the site.

Section 4.1.2 of the Plan contains policies relating to location and height for high-rise buildings, with the following being relevant to the subject site and proposed development:

1. High-rise buildings will take a podium and tower form, as generally described in the Scott Street CDP. A high-rise building that deviates from a podium and tower form with support from a specialized design review with members of the City's Urban Design Review Panel will be permitted subject to the design of the building and the site meeting the applicable policies below.
3. Tower portions of high-rise buildings will have minimum setbacks from rear and interior lot lines of 11.5 metres except where the high-rise building abuts a mid-block connection, the setback may be reduced to 3.5 metres. Reductions in these setbacks may be permitted provided that policy 4 below can be met.
4. Tower portions of high-rise buildings will be staggered from each other. Non-residential towers facing one another will have minimum separation distances of 12.0 metres.

Residential towers will have minimum separation distances of 23.0 metres. A reduced separation distance of no less than 18.0 metres may be permitted for residential towers fully offset from one another or for proposals where a residential tower faces a non-residential tower.

5. A maximum floor plate of the tower portion of a high-rise building is:
 - a) 750 m² for a residential building.
 - b) 2000 m² for a non-residential building.

Proposals for high-rise buildings with tower floor plates greater than indicated above may be considered provided that the following criteria are met:

- a) Micro-climate impacts and shadowing are not increased significantly.
 - b) The separation distance requirements between high-rise buildings in the policy above is met; and
 - c) The proposed high-rise building reflects the planned context of the area contained in the CDP.
6. The design of the podiums of high-rise buildings will meet the building guidelines contained in the CDP. Generally, the podiums of high-rise buildings will have a minimum height of three storeys and a maximum height of six storeys. For those high-rise buildings on lots fronting onto Parkdale Avenue, the tower portion of the high-rise building will be set back a minimum of 3.5 metres from the face of the podium along Parkdale Avenue
 8. The tower portions of high-rise buildings will not have blank facades. The podium portions of high-rise buildings facing the street will have window and door entrances that will occupy at least 50% of the building façade.

The proposed mixed-use development conforms to the Scott Street Secondary Plan. The conceptual site plan submitted for the Zoning By-law Amendment consists of an infill building that provides the following:

- An active, one-storey at-grade podium
- Ground-floor commercial space oriented to the pedestrian promenade
- The desired density as outlined in the Official Plan and Scott Street Secondary Plan
- The appropriate massing of density in relation to the surrounding context and the Scott Street streetwall
- Appropriate tower design and architectural considerations, with parking and servicing well integrated

5 Urban Design Framework

5.1 Scott Street Community Design Plan

The Scott Street Community Design Plan (2014) provides direction on private and public development and aims to connect Mechanicsville, Hintonburg, Wellington Village and Champlain Park. The CDP identifies the subject property within the Mixed-Centre Area, and within the Holland-Parkdale Node. The Scott Street CDP contains the same directives for the subject site as those identified in the Scott Street Secondary Plan. As such, the rationale provided in the previous sections of this Brief in relation to the Scott Street Secondary Plan, Sections 2.5.1 and 4.11 of the Official Plan, and the Applicable Design Guidelines also apply to the Scott Street CDP in support of the applications.

The CDP identifies the subject property as being within the Mixed-Centre Area, as being within the Holland-Parkdale Node.

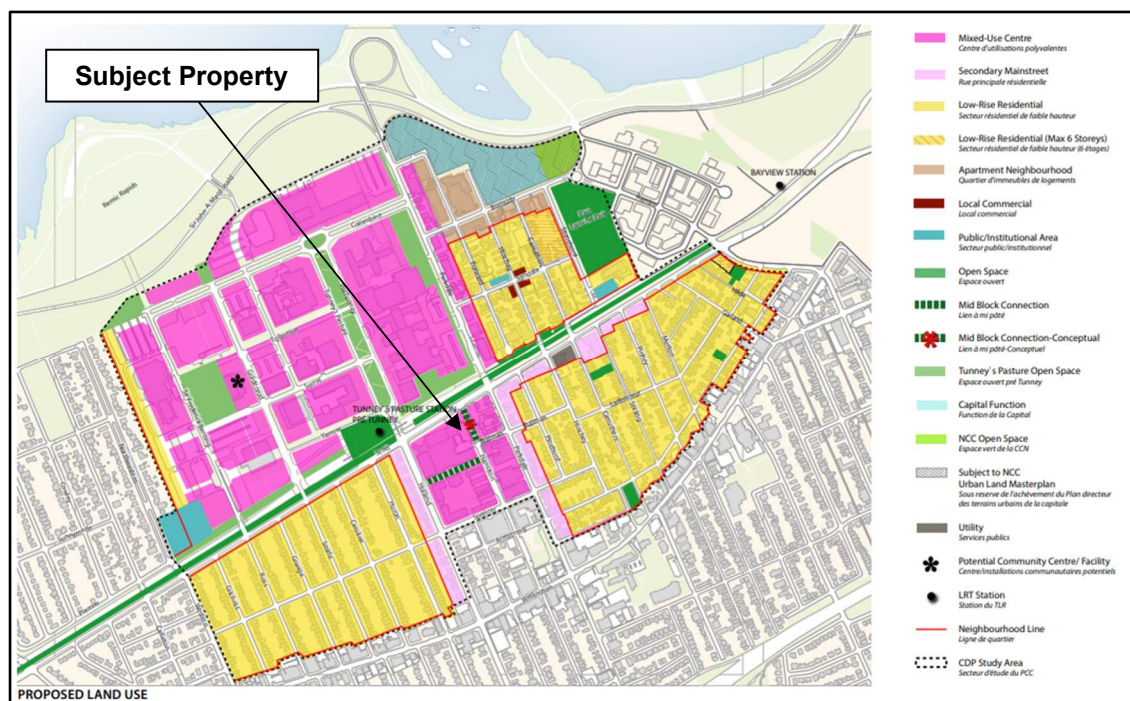


Figure 10: Scott Street Community Design Plan – Proposed Land Use

5.2 Urban Design Guidelines

There are two specific guidelines that apply to the subject site and proposed development: Urban Design Guidelines for High-Rise Buildings and Transit-Oriented Development Guidelines. These guidelines apply to varying degrees, and due to the nature of the proposal, result in substantial overlap in design objectives.

5.2.1 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-rise Housing (2009) apply to all proposed high-rise development in the City of Ottawa, in order to promote and achieve appropriate high-rise development. The Guidelines address components such as Context, Built Form, Pedestrian and Public Realm, Open Space and Amenities, Environmental Considerations, Site Servicing and Parking, and Services and Utilities.

The objectives of the Urban Design Guidelines for High-Rise Buildings are to highlight ways to:

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

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

- The proposed building integrates into the surrounding context through proper massing, setbacks, transitions in building height, and through appropriate design qualities and character. It will share a similar footprint and character to the buildings located around Tunney's Pasture Rapid Transit Station and other nearby lands with employment uses. It will also contribute to a continuous building frontage along Scott Street, consistent with the streetwall on Scott Street and Holland Avenue.
- As demonstrated elsewhere in the City since the introduction of the LRT, it is anticipated that the lands immediately surrounding the Tunney's Pasture Rapid Transit Station will be redeveloped with building heights that reinforce those lands as the centre of the node (i.e., 25+ storeys), and the surrounding land, which includes the subject site, as background context in support of the node.
- The transition techniques (stepping down, setbacks and buffer, scale & massing, and design & character) are appropriate to the site context.
- The distribution of the building's form and massing are appropriate to the scale and proportion of the built surroundings.
- The orientation, size, and location of the tower have been conceived to minimize the extent and duration of shadowing on adjacent sites and streets.
- The best available separation distance has been accounted for between the proposed tower and abutting building to the west. Shadow, wind, and natural light impacts have been minimized, and no loss of sky views is anticipated.
- The proposed podium supports human-scaled streetscape and quality pedestrian environment through architectural design, quality materials, and landscaping.
- The active uses, such as the building's commercial component, will be located along the street facade and will effectively enhance the building's relationship to the public realm.
- The proposed building features fluid, prominent connections to the street, transit, and to surrounding neighbourhoods and supporting uses.
- The provisions of outdoor amenity space for both communal and private areas have been integrated into the building's design.
- Entrances to the parking garage are located so as to not interfere with pedestrian flow. These discreet locations prevent them from being prominent features along the Scott Street and Hamilton Avenue North streetscape. All parking for the site will be accommodated on-site. Secure bicycle parking is located indoors protected from weather elements.
- The mechanical and electrical equipment have been integrated into the building's design. Other utilities and services areas will be located away from public view and away from adjacent properties.

5.2.2 Transit-Oriented Development Guidelines

The Transit-Oriented Design Guidelines were approved by Council in 2007 and apply to development in Mixed Use Centres to achieve well-designed, context-sensitive development applications. The Transit-Oriented Development Guidelines were created to help assess, promote, and achieve appropriate transit-oriented development within the City of Ottawa. These guidelines are to be applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station, which includes the subject site, as it is located an approximately 200-metre walking distance from the Tunney's Pasture Rapid Transit Station.

The Transit-Oriented Development Guidelines are organized into six general sections, as summarized below:

1. Land Use: the kinds of land use and the intensities needed to support transit efficiency.

2. Layout: land use patterns and the layout of site developments to reduce distance travelled and reliance on circuitous routes to support transit use.
3. Built Form: establishing attractive public realms around transit infrastructure.
4. Pedestrians & Cyclists: making the pedestrian experience, both walking and cycling, more convenient and positive.
5. Vehicles & Parking: minimizing conflict between pedestrians and cars on streets and in parking environments, and incentivizing parking reductions.
6. Streetscape & Environment: designing attractive and quality pedestrian infrastructure to enhance the overall transit experience.

The proposed development satisfies the general intent and purpose of these goals through:

- Establishing a highly desirable, intensified mixed-use redevelopment in immediate proximity to the Tunney's Pasture Rapid Transit Station (Guidelines 1-6).
- Siting the building in a way that creates a cohesive streetwall, orients the uses on-site towards adjacent rapid transit, maintains appropriate angular setbacks as defined in design guidelines, and uses streetscape infrastructure and transparency to contribute to active street uses (Guidelines 7-15).
- Ensuring pedestrian connections are maintained with ample signage and lighting, and to AODA standards. Also incorporates on-site bicycle parking to help increase access to transit for cyclists (Guidelines 16-31).
- Locating residential parking below-grade and loading areas at the rear of the property and incorporating safe pedestrian linkages throughout (Guidelines 32-47).
- Providing quality streetscape infrastructure and amenities to create a more pleasant experience for street users (Guidelines 48-56).

6 Regulatory Framework

6.1 City of Ottawa Comprehensive Zoning By-law 2008-250

The subject lands are zoned Mixed-Use Centre Subzone 12, Special Exception 22, Maximum Floor Space Index 3.0, Height as per Schedule S100 {MC12[22] F (3.0) S 99,100} in the City of Ottawa Zoning By-law 2008-250. The purpose of the Mixed-Use Centre zone is to ensure that areas designated Mixed-Use Centres in the Official Plan accommodate a combination of transit-supportive uses such as high density residential uses, retail, as well as services uses such as restaurants and personal services businesses. Permitted uses should be in a compact and pedestrian-oriented built form in mixed-use buildings and be subject to development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.

A range of residential and commercial uses is permitted in the Mixed-Use Centre zone, including Apartment Dwelling, High Rise, which is defined in the By-law as "a residential use building that is ten or more storeys in height and contains four or more principal dwelling units". A Mixed-use building is defined as "a form of development in which a building contains both residential and non-residential uses". Commercial uses such as retail store, restaurant, and personal service business are all permitted. Subzone 12 prohibits several uses, none of which are being proposed.

The urban exception 22 applies the following provisions to the subject property:

- retail store permitted only at grade
- commercial uses limited to 1.0 floor space index
- commercial uses to be located in Area Y on Schedule 99

- parking lot and day care use to be located in Area Z on Schedule 99
- maximum building height in accordance with Schedule 100
- minimum 6 m yard setback required
- required landscaped area may be located on a podium in Area Z on Schedule 99
- parking prohibited in required yards adjacent to Holland Ave
- existing yards are deemed to be in conformity provided they were lawfully established prior to March 4, 1998

Schedule 100 provides maximum heights of the subject property, which is located within Area A and Area C. Area A has a maximum height of 98.35 above sea level and Area C has a maximum height of 72.35 m above sea level. From the property survey completed January 202, the average elevations above sea level ranges from 60.72 m to 62.24 m. Assuming a finished grade of 64 m above sea level, the maximum permitted height in Area A is 34.35 m and 8.35 m in Area C.

A maximum permitted floor space index of 3.0 applies to the entire property, including an FSI of 1.0 maximum for commercial uses.



Figure 11: Zoning for the subject property outlined in blue (Source: geoOttawa).

6.2 Zoning Matrix

PROVISION	SECTION	REQUIRED	PROPOSED	RELEIF REQUIRED
1546 Scott Street MC12[22] F (3.0) S99, S100				
Permitted Uses	191 (1)(b)		High-rise Apartment; Various non-residential	No
Lot area (min)	191 2(a)	No minimum	2,524.5 m ²	No

Lot width (min)	191 2(b)	No minimum	31.64 m	No
Front yard and corner side yard setback (min)	[22]	6 m	2.8 m (Ground Floor)	Yes
			12.3 m (Tower)	No
Interior side yard setback (min)	[22]	6 m	7.8 m East 0.0 m West (Ground Floor)	Yes
			4.1 m East 8.9 m West (Tower)	Yes
Rear yard setback (min)	[22]	6 m	0.6 m (Ground Floor)	Yes
			11.6 m (Tower)	No
Floor space index (max)	191 2(f)	3.0 (as per zoning map)	5.5	Yes
Building height (min)	191 2(g)(i)	6.7 m	145.8 m	No
Building height (max)	191 2(h)(iii)	Schedule 100 Area A = 98.35 m ASL Area C = 72.35 m ASL	145.8 m ASL	Yes
Width of landscaped area (min)	191 2(i)	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped.	189 m ²	No
Minimum Parking Space Rates	101 (2)	Area Z, Schedule 1A; No parking required	154	No
Visitor Parking Spaces	102 (2) Table 102	0.1 space per unit above 12 units; Max 30 spaces in Area Z	22	No
Maximum Parking Spaces Near Rapid Transit	Table 103	345 (1.5 per dwelling unit - combined total of resident and visitor parking)	345	No
Landscaping Provisions for Parking Lots	110 (1)	Minimum of 15% of parking lot area must be provided as perimeter or interior landscaped area	8%	Yes
Landscaping Provisions for Parking Lots	Table 110	For a parking lot containing more than 10 cars but abutting a street – 1.5 metres	1.3 metres	Yes
Landscaping Provisions for Parking Lots	110 (3)	All outdoor loading and refuse collection areas contained in a parking lot must be located at least 9	Building interior, with outdoor staging area.	No

		m from a lot line abutting a public street, and screened from view by an opaque screen with a minimum height of 2 m.		
Bicycle Parking Spaces	Table 111A	115 (0.50 per dwelling unit)	120	No
Bicycle Parking Spaces	Table 111A	1 (1 per 250 sq m GFA)	2	No
Loading	113A (e)	None required	1 Loading Dock provided, shared by residential and commercial.	No
Amenity Space (total) (min)	137 (1)(4)	1,380 m ² (6 m ² per dwelling unit)	1,564 m ²	No
Amenity Space (communal) (min)	137 (1)(4)	690 m ² (50% of required total amenity area)	874 m ²	No

6.3 Requested Zoning By-law Amendment

The purpose of the Zoning By-law Amendment is to amend the current Mixed-Use Centre Subzone 12, Special Exception 22, Maximum Floor Space Index 3.0, Schedules 99,100 {MC12[22] F(3.0) S 99,100} zone to Mixed-Use Centre Subzone 12, Special Exception with a Height Schedule (MC12[XXXX] SXXX). The amendment would increase the maximum FSI provision and increase the maximum height limit through a Schedule. The Special Exception would address site-specific setbacks and landscaping requirements for parking lots.

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

As outlined in the Zoning Table provided in the previous section, the proposed development meets the intent of the MC Zone provisions in terms of permitted uses, setbacks, FSI and building height. It is noted that the MC zone would not require front, interior or rear yard setbacks, however Exception 22 requires a blanket 6 metre yard setback on the site.

7 Conclusion

The requested Zoning By-law Amendment for 1546 Scott Street would facilitate the redevelopment of the subject property in conformity with the City's intensification targets for high density, mixed-use development in close proximity to the rapid transit network.

- The proposed development is consistent with the intent of the Provincial Policy Statement. It provides an opportunity to redevelop an underutilized property within the City's urban area where municipal infrastructure, such as servicing and transit, are available.
- The proposed development conforms to the goals, objectives, and policies of the Mixed-Use Centre designation in the Official Plan. The Mixed-Use Centre designation encourages compact, mixed-use development at medium to high density in close proximity to transit. The proposed development includes a high-density residential use in proximity to existing commercial and retail uses, with excellent pedestrian connections to the Tunney's Pasture LRT station and Scott Street, and a high standard of amenity areas

on site. The proposed 25-storey building is appropriate given the subject property context on Scott Street, which is a mixed-use node providing connectivity between Mechanicsville, Hintonburg, Wellington Village, and Champlain Park.

- The proposed building height and massing are consistent with the planned function of the area and subject property, as detailed in the Scott Street Community Design Plan and Secondary Plan. The proposed development includes a 25-storey, mixed-use building with high-density residential and commercial at grade with an FSI of 5.5, podium and tower form, with a one-storey podium of 6.9 metres in height, which reads visually as two storeys and is proportionate to the shape and orientation of the tower. Furthermore, it would provide an enhanced pedestrian environment at the public realm, as the commercial use is closer to the street to animate the streetscape and the proposed landscape design demonstrates that the setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. The proposed floor plate does not exceed 750 square metres and the tower meets separation distance from anticipated high-rise to the south.
- The accompanying Urban Design Brief demonstrates that the proposed development is compatible with the surrounding community and meets the design objectives of the Official Plan, and applicable Design Guidelines for Transit-oriented and High-rise Development.

The proposed Zoning By-law Amendment conforms with the policies of the City of Ottawa Official Plan, including the future policy direction of the recently City Council approved New Official Plan (pending adoption by MMAH), and is consistent with the policies of the 2020 Provincial Policy Statement as outlined in this Report. Based on our analysis and that of the supporting studies, it is our professional opinion that the proposed development is an appropriate use of the subject lands and constitutes good land use planning.

Sincerely,

IBI Group

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