



## **PLANNING RATIONALE**

### Site Plan Control Application

**Proposal:**

Site Plan Control Approval to Permit a Mixed-use Infill Development

**Location:**

Holland Cross  
1560 Scott Street, Ottawa, Ontario

**Prepared for:**

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# 1. OVERVIEW

Stantec Consulting Ltd. (Stantec) has been retained by LaSalle Investment Management as the planning consultant for the purpose of preparing a planning rationale report in support of a proposed mixed- use infill development (the "proposal"). The owner's intent is to have Site Plan Control Approval (SPCA) in place by the Spring of 2022 to allow for construction to begin shortly afterwards.

The proposal is for a portion of the lands known municipally as 1560 Scott Street, commonly referred to as Holland Cross, which is an existing mixed-use complex (office and commercial) at the corner of Scott Street and Holland Avenue across from Tunney's Pasture. The proposal is for the following development:

- single 25-storey building to be added to the southeast corner of the existing podium
- 281 dwelling units and approximately 54 m<sup>2</sup> of gross floor area (GFA) of ground-level commercial space, for a total of approximately 17,031m<sup>2</sup> of new GFA
- maximum tower floorplate of 850 square metres, and a maximum building height of 25 storeys re-configured below-grade parking that includes no new resident vehicle stalls, 30 required visitor stalls, resident storage space, and resident bicycle stalls (at least 1 stall per dwelling unit, with additional indoor and outdoor stalls dispersed throughout the site and building)
- an appropriately scaled and articulated podium that utilizes materials and design elements sympathetic to the surrounding context
- significantly improved at-grade pedestrian environment and amenity space, with new hard and soft landscaping and functional space to better animate the mid-block connection



Figure 1. Conceptual Architectural Rendering (N45 Architecture Inc.)

The proposal is supported by recently approved amendments to the Official Plan (OPA 270) and zoning by-law (By-law 2021-409), and this report represents the required planning rationale to be provided for the site plan control application, and is to read in conjunction with other supporting plans and studies, including the architectural package and design brief. It is our professional opinion that the proposal conforms and complies to the general intent of applicable planning policy and regulations, that it represents good land use planning, that it is in the public interest.

## 2. CONTEXTUAL ANALYSIS

### 2.1 Surrounding Context

The property is located within Ward 15 – Kitchissippi, which is within the City’s Urban Policy Area, and is considered part of the Hintonburg neighbourhood. More specifically, the property is located at the southeast quadrant of the Scott Street and Holland Avenue intersection, which is immediately south of the Tunney’s Pasture Light Rail Transit (LRT) Station and Federal Government office campus.



Figure 2. Location Plan



Figure 3. Surrounding Context



This area of the City is characterized by a wide-ranging mix of land uses and densities, as well as built form vintage and architectural expression. New development in this area and along nearby mainstreets tends to be of mid to high-rise built form, a reflection of the prevailing policy framework which encourages greater height and density near transit stations and along mixed-use corridors. The below listed land uses and features surround the property, as illustrated in Figure 3.

*NORTH* of the property is Scott Street, a 5-lane east-to-west arterial roadway. On the north side of Scott Street is the OC Transpo Transitway, which was converted to LRT in September 2019. The LRT provides rapid transit for residents across Ottawa, with the current westerly line terminus being the Tunney's Pasture Station located directly across from the subject property. Further north is the Tunney's Pasture Federal Government office campus, which is planned for redevelopment into a compact mixed-use node around the transit station that will offer employment opportunities for approximately 22,000 to 25,000 employees.

*EAST* of the property is the intersection of Bullman Street and Hamilton Avenue North, as well as a mix of low and mid-rise residential and commercial uses. Further east is Parkdale Avenue, an arterial roadway that runs north-south and provides an interchange connection from Highway 417.

*SOUTH* of the property is a mid-block pedestrian promenade providing direct access from Holland Avenue to Hamilton Avenue North. This promenade sits above ramps providing access to the property's existing underground parking garage, providing a buffer from the Holland Cross complex lands to the residential lands to the immediate south. The residential lands south of the promenade contain a central greenspace courtyard that is framed by low-rise townhomes along its east half and 9-storey residential buildings along the west half.

*WEST* of the property is Holland Avenue, a 5-lane major collector roadway. Further west are low-rise residential blocks consisting of mixed building age and typology.

## 2.2 Property & Site Context

For the purpose of this report, reference to the "site" will refer specifically to the portion of the property that will be subject to redevelopment, whereas the "property" refers to the entirety of the lands described municipally as 1560 Scott Street.

The property is currently occupied by the Holland Cross complex, a 1980s development consisting of two 8-storey office towers oriented towards the abutting streets, and a large single storey concourse of commercial land uses. The concourse occupies the majority of the property and provides an animated public realm along its entire Scott Street and Holland Avenue frontages, as well as along its southern edge where the promenade provides a mid-block pedestrian connection between Holland Avenue and Hamilton Avenue North.

The subject site is the portion of the property containing the southeast wing of the existing one storey concourse. This area of the property is also where the promenade connects to Hamilton



Avenue North, the vehicular ramp provides access to existing underground parking, and where access is provided to loading and service areas at the intersection of Hamilton and Bullman.



Figure 4. Property & Site Context

The below site statistics and figures provide additional context:

Property Area ± 15,507 m<sup>2</sup> (1.55 ha / 3.83 ac)

Site Area ± 1,210 m<sup>2</sup> (0.12 ha / 0.29 ac)

Frontage ± 101 metres on Scott Street (Arterial Road)  
 ± 113 metres on Holland Avenue (Major Collector Road)  
 ± 42 metres on Hamilton Avenue North (Local Road)  
 ± 18 metres on Bullman Street (Local Road)

Legal Des. Southerly and Part of the Easterly Boundaries of PIN 04034-0192 Being Part of Westerly Limit of Hamilton Avenue and Part of Lots 1300, 1313, 1482 and 1507, and Part of Hinton Avenue (Closed by Judges Order CR158315) Registered Plan 157 City of Ottawa



Figure 5. Google Earth 3D Render of the Property & Site Facing West





Figure 6. Google Earth 3D Render of the Property & Site Facing East

FACING SOUTH TOWARDS THE SUBJECT SITE



FACING WEST ALONG BULLMAN



FACING NORTHWEST ALONG HAMILTON



Figure 7. Google Streetview Perspectives of the Site





### 3. PROPOSED DEVELOPMENT

The proposal is for a mixed-use development consisting of a 25-storey high-rise mixed use building, below grade visitor parking and resident storage space, a minimum of one bicycle space per dwelling unit, and an improved ground-level mid-block connection. The proposed building distributes its mass amongst a distinct base, middle, and upper section, which enhances visual interest, provides transition in massing, and respects a 20 metres tower setback from the adjacent townhouses to the south. The ground floor will consist of the residential lobby and amenity areas, as well as a small commercial retail space.

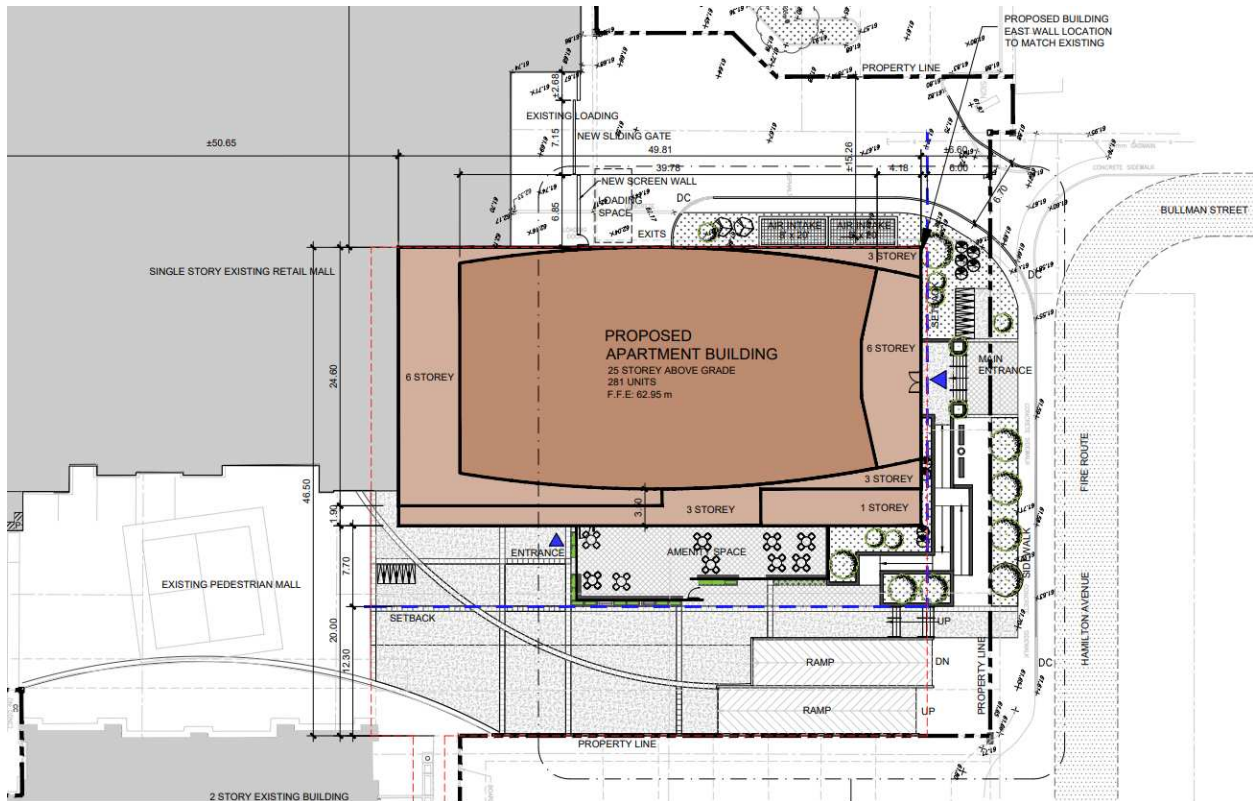


Figure 8. Site Plan Excerpt (N45 Architecture Inc.)

With respect to connectivity, the proposed development will result in minimal change to the way in which the site currently functions.

- Proposed building location is over a portion of the existing complex's' southeast corner;
- New visitor parking, bicycle parking, and residential storage lockers will be provided within the existing below-grade parking garage, with internalized access; and,
- The easterly end of the pedestrian promenade will be redesigned with a landscaping program focused on enhancing the public realm for both transient users (i.e., shoppers, commuters, visitors) and new residents of the building (i.e., provision of an outdoor covered patio).

The below table details the conceptual development statistics for the proposal, while Figures -11 provide excerpts of the submitted architectural renderings.



Table 1. Proposed Development Statistics

USES	GFA	UNITS	NEWLY PROPOSED PARKING STALLS (detailed parking analysis provided in Section 6)			
			Regular	Accessible	Bicycle	Loading
Apartment, high-rise	± 16,977 m <sup>2</sup>	281 Dwelling Units	30 visitor	2	≥ 281	NA
Non-residential (i.e., retail, retail food store, office, etc.)	± 54 m <sup>2</sup>	1				



Figure 9. Architectural Rendering (N45 Architecture Inc.)



Figure 10. Architectural Rendering (N45 Architecture Inc.)





Figure 11. Architectural Rendering (N45 Architecture Inc.)

## 4. POLICY & REGULATORY REVIEW

### 4.1 Provincial Policy Statement 2020

The Provincial Policy Statement (PPS) provides policy direction on planning matters for the Province of Ontario. This direction is for the planning of strong, sustainable, and resilient communities for all people, for clean and healthy environments, and for strong and competitive economies. Decisions affecting planning matters shall be consistent with the policies of the PPS.

The below review demonstrates that the proposed site plan is consistent with the applicable policies of the PPS.

#### SECTION 1.0 Building Strong Healthy Communities

**Section 1.1.1** of the PPS sets out the criteria whereby healthy, livable, and safe communities are sustained. In short, these include: promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types; avoiding development and land use patterns which may cause environmental or public health and safety concerns; promoting development patterns such as intensification that is cost-effective and transit-supportive; improving accessibility by identifying, preventing, and removing land use barriers; ensuring there is necessary infrastructure; promoting development and land use patterns that conserve biodiversity; and, preparing for the regional and local impacts of a changing climate.

**Section 1.1.3.2** of the PPS notes that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources (i.e., intensification and redevelopment that is transit-supportive and utilizes existing infrastructure).

**Section 1.1.3.3** of the PPS states that Planning authorities shall identify appropriate locations and



promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

**Section 1.4.1** of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, and that such housing types and densities be directed towards lands that are suitably zoned and serviced to accommodate them.

**Section 1.4.3** of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: directing the 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; and, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

**Section 1.5.1** of the PPS states that healthy, active communities should be promoted by: planning public spaces to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

**Section 1.6.6** of the PPS notes that planning for sewage and water services shall direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services.

**Section 1.6.7.4** states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

**Section 1.7.1** of the PPS states that long-term economic prosperity should be supported by: promoting opportunities for economic development and community investment-readiness; and, where possible, enhancing the vitality and viability of downtowns and mainstreets.

The proposed mixed-use development is consistent with and supportive of the above policy statements of Section 1.0. as the development will help to support and contribute to the following:

- encourage healthy and efficient modes of transportation and a reduction in personal vehicle trips. This is accomplished by introducing a high-density residential use to an existing office and commercial complex within proximity to an abundance of complementary uses and infrastructure (i.e., public transit and cycling network, office, institutional, commercial, open space, etc.);
- support the viability of surrounding commercial and employment uses by expanding and diversifying the local employment and consumer base with the provision of high-density housing with a range of unit types, including family-oriented units (i.e., studio, 1-bedroom, 1-



- bedroom + den, 2-bedroom);
- support the viability of the City's rapid transit infrastructure by bringing potential riders within 250 metres walking distance of the Tunneys Pasture LRT station;
- contribute to the supply of rental options to address the housing crisis;
- provide an appropriate and desirable renewal of a fully serviced parcel of land within a node identified for intensification;
- allow for appropriate transition of uses and building mass stepping down to the mid- and low-density residential lands to the south.

## **SECTION 2.0 Wise Use and Management of Resources**

Section 2.0 of the PPS states that Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental, and social benefits.

The proposal is not anticipated to result in any adverse impact to resources noted in Section 2.0 of the PPS as the subject site is built-out and the proposal is for an addition to the existing building.

## **SECTION 3.0 Protecting Public Health and Safety**

Section 3.0 of the PPS states that development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

The proposal is not anticipated to result in any unacceptable risk to public health and safety. The proposal will introduce a desirable mixed-use development to the site, which among other benefits, will contribute to housing stability, economic vitality, and the efficient use of land and public infrastructure. For these reasons, and the ones noted in the above review, the proposal is consistent with the policies of the PPS 2020.

## **4.2 Official Plan**

The City of Ottawa Official Plan is the primary long-term policy document that guides growth and development within the City. The current Official Plan was enacted in 2003 and has since gone through a number of major updates to comply with legislative requirements and to adapt to evolving context at a provincial-wide, City-wide, and community-wide scale. City Council approved a new Official Plan (New OP) on October 27, 2021, and it is understood that the New OP is planned to receive ministerial approval in early 2022.

The proposal conforms to the in-force Official Plan as well as the New OP, which is overviewed later in this report.

### **4.2.1 Section 3: Designation and Land Use**

The subject site is designated Mixed Use Centre in Schedule B of the Official Plan (see Figure 8), and this designation permits a wide range of uses and densities, with a focus on achieving higher density mixed-use development that exhibits quality urban design and is supportive of the City's existing and future transit network.



Section 3.6.2 of the Official Plan provides policy direction for Mixed Use Centres, and includes the below description for lands subject to this designation:

*“Town Centres and Mixed Use Centres 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 a critical element in the City’s growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit. More jobs and housing at these locations will increase transit ridership and draw more commuter travel to these locations. In the long term the centres will become complete, liveable communities that attract people for the jobs, leisure, lifestyle, and business opportunities they provide.”*



Figure 12. Excerpt of Schedule B of the Official Plan

The below policies from Section 3.6.2 are particularly relevant to the proposal, as they speak to the intent for Mixed Use Centre developments to support multi-modal connectivity, high-quality urban design (i.e., landscaping, amenities, and the public realm), and appropriate building relationships to the street. These policies are further detailed in Sections 2.5.1 and 4.11 of the Official Plan, which speak to the design quality and compatibility of new development.

*“Policies*

1. [...] Mixed Use Centres are designated on Schedule B [...] [and] meet the following criteria:
  - 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;
  - b. There is opportunity to achieve high densities of jobs and housing through intensification

and redevelopment of older sites and development of vacant land;

c. High-Rise Buildings of 10 storeys and more can be accommodated in a manner that provides appropriate transition to the surrounding area;

e. The area is or can become transit-oriented, as described in this section;

f. The area is suitable for a mix of uses and could be linked within the area's greenspace network.

3. Mixed Use Centres are priority areas for undertaking more detailed Secondary Plans. These plans may:

a. Provide for minimum and maximum buildings heights;

b. Apply the target density for the area [...]

c. Develop area-specific design considerations

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. [...]

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 [...].

8. Community Design Plans will require that residential uses be a component in all Mixed-Use Centres.

9. All development applications and Community Design Plans for Mixed-Use Centres will be reviewed in the context of this Plan and in particular:

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;

b. Will, where possible, contribute to a range of housing options in the area.

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:

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;

b. Require residential uses in the form of apartments and other multiples at a medium or high density;

c. Provide for the potential for shared parking arrangements among uses that peak at different time periods;

d. Allow for the potential redevelopment of surface parking areas;

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

11. Plans, public works and development proposals for Mixed-Use Centres will enhance opportunities for walking, cycling and transit and in particular will:

a. Give priority to walking and cycling in public rights-of-way;

b. Provide direct, barrier-free connections for pedestrians and cyclists linking transit and other developments in the Mixed Use Centre along public rights-of-way, off-road pathways and



open space connections;

c. Use public art and the design of public streets and spaces to create attractive public areas;

d. Provide adequate, secure, and highly visible bicycle parking at rapid transit stations and throughout the Centre;

e. Design transit shelters, seating and other facilities that contribute to attractive public areas and that enhance personal security through such measures as described in Section 4.8

13. In order to demonstrate its commitment to development within Mixed-Use Centres, the City will consider them to be priority locations for:

c. Increasing the capacity of transit service and water, stormwater and wastewater services to support new development;

d. Investing in new facilities for pedestrians and cyclists;

e. Comprehensive traffic management plans and strategies to reduce the need for parking;

14. Preserving a grid pattern of roads and rights-of-way is key to preserving the potential of the centres to intensify and become more transit and pedestrian-friendly over time. Through its planning and development review processes, the City will establish a grid pattern of rights-of-way for public roads within the centres that defines blocks for current and future development. The City will pursue the following policies to achieve this objective:

a. A secondary network of vehicular and pedestrian routes on a grid pattern will be required within development parcels to increase safety, improve connectivity within and between sites, and define development parcels for future infill or redevelopment;

b. Buildings will be located within the grid pattern of public rights-of-way and the secondary network in such a way that they do not preclude future development opportunities;"

As demonstrated through the above references, the site plan conforms to the intent and purpose of the Mixed Use Centre designation and its applicable policies found within Section 3.6.2 of the Official Plan. The proposed development will provide a high-density permitted land use supportive of, and compatible with the surrounding land uses, built form, and infrastructure.

The lands surrounding the site to the north, east, and south are also designated Mixed Use Centre, subjecting them to the same policies related to mixed-use intensification, multi-modal connectivity, compatibility of land uses, and high-quality urban design. Collectively, these lands are planned to have the potential to evolve and intensify over time, with particular focus on residential and commercial uses supportive of the City's rapid transit network.

As a large corner lot located a walking distance of 250 metres from a rapid transit station and a major employment campus, the subject property is an appropriate location for supporting growth through intensification. The property's existing 1980s era building contains a large podium style concourse that provides substantial opportunity for intensification in the form of added height and density, such as the proposed mixed-use tower to be added at the southeast corner.

The proposed building height is contemplated in the above policies of Section 3.6.2 as an appropriate design approach for achieving the type of development intended within Mixed Use Centre designations.





#### **4.2.2 Section 2.2.2: Managing Intensification within the Urban Area**

Section 2.2.2 states that the Official Plan 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 policies of Section 2.2.2 speak to intensification targets for Mixed Use Centres and situations that provide opportunity for achieving intensification through greater building heights.

*“Policies: Target Areas for Intensification*

*3. Target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and the Community Core in Riverside South. These areas are located on the Rapid Transit and Transit Priority Network as defined on Schedule D.*

*4. The City's target for residential intensification, as defined in Policy 1, is the minimum proportion of new residential dwelling units and accommodation based upon building permit issuance by calendar year in the urban area. [...]*

*5. Minimum density targets, expressed in jobs and people per gross hectare, are set out in Figure 2.3 and applied to those target areas with the greatest potential to support the Rapid Transit and Transit Priority Networks.*

*Tunney's-Quad Minimum Density Target: 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 [Scott Street Secondary Plan requires a minimum density of two times the lot area for the subject property – which is to be measured as an FSI calculation of existing and proposed development].*

*Policies: Intensification and Building Height*

*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. [...]*

*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*



15. High-Rise 31+ buildings will only be permitted where they are identified in a secondary plan that addresses the requirements of Section 2.5.6; or permitted by an amendment to an existing secondary plan that already allows High-Rise buildings; and where the High-Rise 31+ buildings will be:

- a. located generally within 400 metres walking distance of a Rapid Transit Station identified on Schedule D to maximize transit use; and
- b. separated from planned low-rise residential areas by a suitable transition as required by Section 4.11 policies 11 and 12.

16. The Location of High-Rise and High-Rise 31+ buildings 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 in order to address separation distance requirements.

17. For Official Plan amendments to increase building heights that are established in Section 3 of this Plan, or in a secondary plan, the proponent must demonstrate that the following criteria are met:

- a. the impacts on the surrounding area (e.g. the community design plan study area) have been assessed comprehensively;
- b. the direction in policy 10 above is met;
- c. the requirements of Section 2.5.6 where the proposal involves a High-Rise or High-Rise 31+ building; and
- d. an identified community amenity is provided."

The site plan conforms to the applicable growth management policies of Section 2.2.2. The proposed development is situated on a large, under-utilized corner 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 to 6 of this section speak to minimum 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 (i.e., residential or employment). The existing complex already achieves this minimum density target, and so the proposal will add to this by introducing a complementary use to the existing office and commercial uses at Holland Cross. Accordingly, it is our opinion that the proposal maintains conformity with Policy 6 of Section 2.2.2 regarding the minimum density target for the Tunney's-Quad Mixed Use Centre.

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 the Scott and Holland intersection.



Policy 17 of Section 2.2.2 contains criteria to be met as part of the rationale for proposed height amendments to the Official Plan. These criteria are met by the proposal, and an Official Plan Amendment was approved for permitting the proposed building height that, which is greater than the maximum permitted by the applicable Secondary Plan.

The site plan conforms to Section 2.2.2 of the Official Plan by facilitating high-rise intensification within a Target Area in a form that is desirable and appropriate for the use of the land.

#### **4.2.3. Section 2.5.1: Designing Ottawa**

The proposal conforms to the applicable design and compatibility policies of Section 2.5.1 of the Official Plan. This Section of the Official Plan provides general direction, through City-wide objectives and high-level policies, for the implementation of quality urban design within target areas. The intent of these objectives and policies is to ensure that areas targeted for growth can appropriately evolve over time while ensuring a compatible relationship with the character of established surrounding development. Specifically, this Section states the following with respect to growth and design:

*“As the City grows and changes over time, design of these elements should work together to complement or enhance the unique aspects of a community's history, landscape and its culture. Encouraging good urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinctive character that will attract people and investment to the City.*

*[...] The objectives of this Plan are to direct growth and intensification to identified rapid transit and transit priority locations and to develop those areas with a mix of uses and a greater focus on active transportation. Good urban design is critical in making these places enjoyable places to live, work and socialize. Many of these areas contain existing communities. New development must enhance the existing character and the way they function”*

Section 2.5.1 provides the following design objectives:

- To enhance the sense of community by creating and maintaining places with their own distinct identity;
- to define quality public and private spaces through development;
- to create places that are safe, accessible and are easy to get to, and move through;
- to ensure that new development respects the character of existing areas;
- to consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice;
- to understand and respect natural processes and features in development design; and,
- 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 report, the proposal is in general conformity with the design objectives of Section 2.5.1 by contributing to, providing, or maintaining the following:



- providing a high-density mixed-use development that will complement surrounding uses such as the Holland Cross office and commercial complex, the Rapid Transit Network, and the Tunney's Pasture employment campus;
- contributing to the rental market to address demand for housing availability and a broadened range in unit options;
- providing ground-floor commercial space which is sized and dimensioned to maximize flexibility for a variety of potential tenants, and to allow for adaptation to a changing marketplace;
- contributing to a revitalized public realm along the pedestrian east-west promenade that connects Hamilton Avenue North to Holland Avenue – a desirable pathway for access between residential neighbourhoods and the Tunney's Pasture rapid transit station and employment campus; and,
- providing desirable intensification in a form that is sensitive to the surrounding land uses and built form while achieving the planned function for a large underutilized lot designated Mixed Use Centre.

The proposal conforms to Section 2.5.1 of the Official Plan.

#### **4.2.4 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 specific to the provision of high-rise buildings, and state the following:

*"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 transitions, 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;*
- 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.*

*h. Any specific requirements identified during the secondary planning process."*

The proposal conforms to the applicable policies of Section 2.5.6. The subject property was central to the Scott Street community design and secondary planning processes that identify it as a site intended for intensification, as per the following factors:

- large corner lot within optimal proximity to the Tunney's Pasture Rapid Transit Station and Federal Government office campus
- consists of an existing built form with substantial opportunity for additional building height
- consists of office and commercial uses that would be mutually complementary with the addition of a high-density residential use

The proposed design is the result of extensive consultation, review, and planning approvals, processes which included discussion with City staff, the Community Association, the adjacent townhouse owners, an informal and formal presentation to the UDRP, and a statutory public hearing for the approved Official Plan and zoning amendments.

#### **4.2.5 Section 4.11: Urban Design and Compatibility**

The proposal conforms to the applicable policies of Section 4.11 of the Official Plan. This Section contains a number of design policies that seek to address the matter of compatibility between new and existing development. This relationship is primarily assessed by reviewing design elements relating to built form and functionality.

In the context of the proposal, the purpose of the policies of Section 4.11 are to set the stage for requiring design excellence, as the subject site is located within a Design Priority Area. Accordingly, the design and compatibility of the proposal will be evaluated in the context of the design objectives of Section 2.5.1, which were addressed previously in this report.

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

- Views
- Building design
- Massing and scale
- High-rise buildings
- Outdoor amenity areas
- Public art
- Design priority areas
- First Nations Peoples design interests

As demonstrated by the architectural submissions and the contents of this report, the proposed site plan is in general conformity with the policies of Section 4.11 by contributing to, providing, or maintaining the following:

- contributing a high-density mixed-use development to a Mixed Use Centre which will support transit and provide incentive for reduced automobile use, will strengthen the viability of the surrounding employment, commercial, mainstreet type land uses, and will utilize existing



- infrastructure, where possible;
- providing a ground floor commercial space with potential to enhance the vibrancy of the pedestrian promenade for both residents and transient users;
- introducing a building height and massing that is sympathetic to the surrounding uses and built-form;
- orienting and articulating the proposed building tower to have the effect of reducing visual mass and sun shadowing (situated north of the adjacent residential land uses);
- introducing a building form and materiality that will enhance visual interest and contribute to the Scott Street skyline;
- working with existing grades and accessibility features to enhance the public realm so that safety, accessibility, animation, landscaping, and appropriate scale remain a priority and are accommodating for people of all ages and capabilities.

The proposed development conforms to Sections 2.5.1 and 4.11 of the Official Plan and will function as a mixed-use example of high-quality design at Holland Cross.

#### **4.2.6 New Official Plan**

Ottawa City Council approved the New Official Plan (New OP) on October 27, 2021, with a revised version adopted by Council on November 24, 2021. Schedule B2 of the New OP designates the property as Hub within the Inner Urban Transect, with Schedule C1 identifying the property as being located within the Tunney's Protected Major Transit Station Area (PMTSA). The following policy excerpts demonstrate how the proposed site plan conforms to the New OP.

#### **Section 5.2.1 - Enhance or establish an urban pattern of built form, site design and mix of uses**

*"Policy 3) The Inner Urban Transect is generally planned for mid- to high-density development, subject to:*

- a) Proximity and access to frequent street transit or rapid transit;*
- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6 [...]*
- c) Resolution of any constraints in water, sewer and stormwater capacity.*

*Policy 4) The Inner Urban Transect shall continue to develop as a mixed-use environment, where:*

- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range services within walking distance from home, in order to support the growth 15-minute neighbourhoods;*

*Policy 5) The Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. [...]"*

#### **Section 5.2.2 - Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect**

*"Policy 2) The transportation network for the Inner Urban Transect shall:*

- a) prioritize walking, cycling, and transit"*



### **Section 5.2.3 - Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect**

*“Policy 1) Within Hubs, permitted building heights, are as follows:*

- a) Up to a 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 3 storeys and up to High-rise;”*

### **Section 6.1.1 - Define the Hubs and set the stage for their function and change over the life of this Plan**

*“Policy 2) The strategic purpose of Hubs is to:*

- a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;*
- b) establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design;*

*Policy 3) Development within a Hub:*

- a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;*
- d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;*
- e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;*
- f) Shall establish buildings that:
  - i) Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;*
  - ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and public realm; and*
  - iii) Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.”**

### **Section 6.1.2 - Set out the direction for Protected Major Transit Station Areas (PMTSAs)**

*“Policy 3) Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions [...].”*

*As demonstrated by the above overview, the subject site conforms to the New OP, as it provides and addresses the following:*

- High-density mixed use development in proximity to a rapid transit station;*
  - Prioritized pedestrian linkage to and through the site for an efficient and well-animated connection to the Tunney's Pasture transit station;*
  - Maintaining the existing below-grade parking structure accessed from the rear of the site;*
  - Masking the loading and drop-off zone by locating it at the rear of the site adjacent to the building and out of sight from Scott Street and Holland Avenue; and,*
- Providing a visually interesting building form and architecture.*



### 4.3 Scott Street Secondary Plan

The site is subject to the Scott Street Secondary Plan, with applicable designations illustrated below in Figure 12.

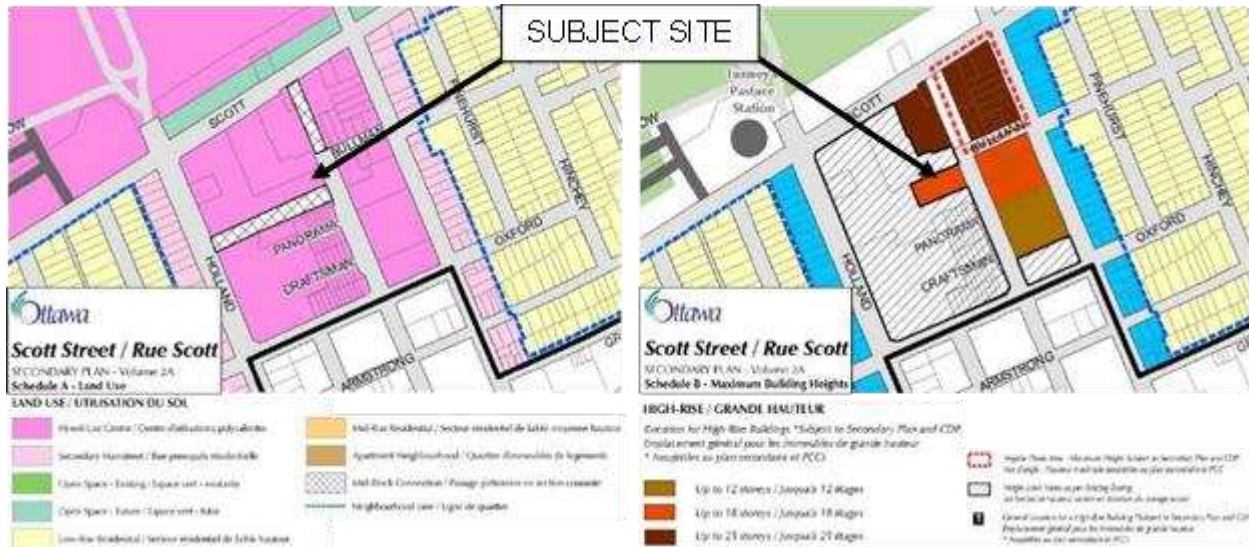


Figure 13. Excerpt of Schedules A & B

The site's designations shown in Figure 12 include:

Schedule A – Land Use

- Mixed Use Centre (all of the subject property and surrounding lands)

Schedule B – Maximum Building Heights

- Property: Height Limit Varies as per Existing Zoning
- Subject Site: Up to 18 storeys (amended by OPA 270 to permit up to 25 storeys)

Section 2.2 of the Plan states the following with respect to its objectives and purpose: *The purpose of this Plan is to direct greater intensification to certain areas while maintaining the low-rise character in other areas. In doing so, this Plan illustrates the relationship between the low-rise areas of the communities and the areas that are appropriate for greater intensification with increased density and taller buildings.*

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 Avenue.*

*b. Design high-rise development to provide a meaningful transition to surrounding neighbourhoods and mitigate shadow and wind impacts.*

*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 to 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.*

*4. Development on lots with frontage on Hamilton Avenue North and Bullman Street will have minimum building setbacks of generally 3.0 metres from the protected right-of-way. 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. These policies are conformed with as achieved, in part, through the recently approved amendment to the Plan to permit minor deviations from the height and floorplate size standards of these policies. The following review demonstrates conformity with the relevant policies of this section.

*"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.*

*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. [...]*

*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 intent and purpose of the Scott Street Secondary Plan, and consists of an infill building that provides the following:

- human-scaled podium of four storeys
- ground-floor commercial space oriented to the promenade
- enhanced pedestrian environment within the subject site where the building interacts with the existing promenade and Hamilton Avenue North ROW (i.e., landscaping, patio space, entrances and glazing, etc.)
- well-designed tower that will contribute to the skyline vistas, especially along Scott Street and from the LRT Confederation Line
- building tower location that respects required setbacks from nearby towers and property lines, and that is sensitive to the existing residential built form to the south (proposed building location, setbacks, and stepbacks have been planned to mitigate potential impacts relating to sun shadowing and microclimate).
- building tower design that presents a strong base and upper portion that fits well and works well with the existing building on the property (proposed podium height rises above the existing concourse roofline to create diversity in the existing building profile and to differentiate between architectural vintage)

#### 4.4 Scott Street Community Design Plan

The site is subject to the Scott Street Community Design Plan (CDP), which is a Council-approved design and visioning document that does not have the same legislative authority under the Ontario Planning Act as the Official Plan and its subsidiary plans. These documents are intended to guide change in areas of the City that are targeted for growth and improvement as directed by the Official Plan. Typically, the guidance provided in CDPs translates into Secondary Plans that form part of the Official Plan.

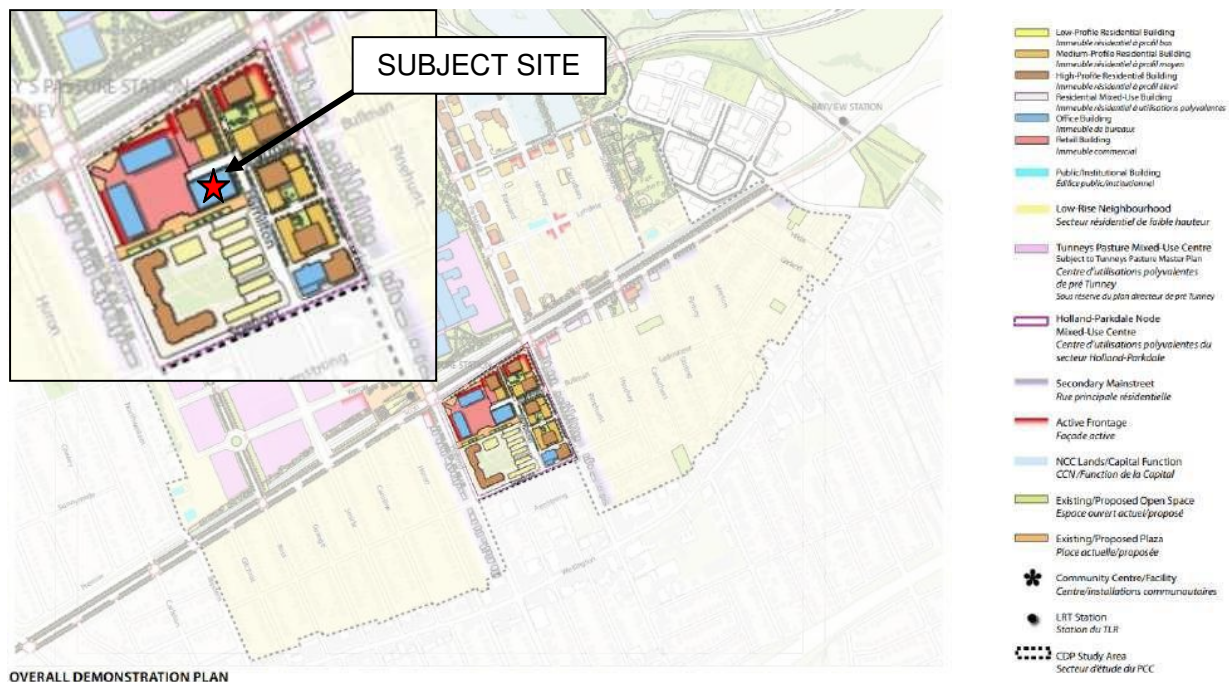


Figure 14. Scott Street CDP Demonstration Plan



The Scott Street CDP contains the same objectives for the subject site as those identified in the Scott Street Secondary Plan. As such, the same rationale provided in the review of the Scott Street Secondary Plan, Sections 4.11 and 2.5.1 of the Official Plan, and the applicable Urban Design Guidelines apply to this section in support of the applications.

The proposed land use and height maps of the CDP align with Schedules A and B of the Secondary Plan, with no material difference between the documents for the subject site (i.e., Mixed Use Centre). It is notable that the Overall Demonstration Plan of the CDP contemplates the potential for a tower along the property's southeast corner, such as the one being proposed. The Overall Demonstration Plan also contemplates high-rise residential buildings on neighbouring properties to the immediate north and east of the subject site (see Figure 14).

The proposal, as supported by the recent Official Plan Amendment to the Secondary Plan, conforms to the intent and purpose of the Scott Street CDP. The proposal will introduce a mixed-use development that respects the envisioned land use and planned function intended for this significant node along the Confederation Line and in proximity to the Tunney's Pasture employment campus. The proposal achieves this by utilizing increased building heights for added density, which allows for greater opportunity to contribute to housing availability and to revitalize the mid-block connection connecting Hamilton Avenue North to Holland Avenue.

## 5. URBAN DESIGN GUIDELINES

The purpose of the City's Urban Design Guidelines is to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development within specified areas throughout the City. Where these guidelines apply, their objectives will not necessarily be relevant in all cases or in their entirety. Compliance with the guidelines is not a statutory requirement, as in the case of policies of the Official Plan or regulations of the zoning by-law, but instead, is encouraged to promote quality design and consistency throughout the City.

There are four specific guidelines that apply to the subject site and proposed development, which include: High Rise Buildings, Development Along Arterial Mainstreets; and, Transit Oriented Development. These guidelines apply to varying degrees, and due to the nature of the proposal, result in substantial overlap in design objectives. These guidelines will be explored in greater detail through the site plan control process, as the architectural submissions for the proposed Official Plan and zoning by-law amendments have been designed to a detail appropriate for the subject applications.

### 5.1 High-rise Buildings

Ottawa City Council adopted the Urban Design Guidelines for High-Rise Buildings in 2018. The guidelines apply to all proposed high-rise development throughout the City, with the purpose of the guidelines being to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate high-rise development. These guidelines are not intended to be used as a checklist for evaluating a proposal, nor are all guidelines always applicable.

The context of each development proposal will inform the application of, and the emphasis on,



the particular guidelines that are relevant to the site. There are six objectives of the guideline, which are listed below.

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

The proposal satisfies the general intent and purpose of the above objectives as detailed below.

### Context

- **Guideline 1.1** – The property is at the intersection of a major collector (Holland) and an arterial road (Scott), and is across from the Tunney's Pasture Rapid Transit Station, which provides opportunity to complement existing views and vistas, and to create new ones with the proposed tower at the property's southeast corner.
- **Guidelines 1.4 & 1.6** – The proposed tower will be a background building and a context analysis has been prepared as a design brief by N45 Architecture Inc.
- **Guideline 1.9** – The proposed building tower will enhance existing and planned views (Tunney's Pasture Master Plan and surrounding upcoming high-rise developments within the Mixed Use Centre node). The building tower will fit and work well with the existing and planned urban fabric of the surrounding area, and will share a similar background from the Tunney's Pasture Rapid Transit Station and employment lands as the buildings located at 100 Tunney's Pasture Driveway (27 storeys) and 121 Parkdale (33 storeys).
- **Guideline 1.10** – 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., +31 storeys), and the surrounding land, which includes the subject site, as background context in support of the node.
- **Guideline 1.11** – Considering the context of the area (i.e., existing and proposed high-rise buildings adjacent to the site), and the anticipated future redevelopment of the Tunney's Pasture Government Campus, the proposed height relates to and respects built-form in the area.
- **Guideline 1.12** – The existing building where the tower will be located contains a streetwall framing the intersection of Hamilton Avenue N. and Bullman Street. This street wall will be enhanced with the proposed four storey podium and public realm design, and is compatible with adjacent built form consisting of three-storey townhouses to the immediate south of the promenade and a five storey apartment building to the immediate east.
- **Guideline 1.13** – Given the location of the proposed tower in relation to the south and east property lines, the angular plane is anticipated to be greater than 45 degrees, however, these property lines are bound by public ROW and a large promenade, which provide additional



building setback and reduce the effect of the proposed building scale on adjacent built form (i.e. shadowing, microclimate, wind).

- **Guideline 1.15** – The site abuts and will contribute to the public realm as it is bound to the south by a pedestrian mid-block connection and is located at the intersection of Hamilton Avenue N. and Bullman Street.
- **Guideline 1.16** – The subject site is part of a large corner lot property containing an existing two-storey concourse with two bar-design office towers. The proposed tower at the southeast corner of the property will have sufficient separation through setbacks and stepbacks.

### **Built Form**

- **Guideline 2.1** – The proposed building consists of a podium that will enhance the public realm along the abutting mid-block connection and adjacent intersection. New building façade, landscaping, amenity space, and a ground level commercial use will improve the pedestrian experience of this vital corridor for both residents and transient users.
- **Guideline 2.2** – The proposal will introduce a background tower to a property consisting of a two-storey concourse and two large and identical office towers. The expression of the proposed tower will provide desirable contrast to the existing towers by providing design detail and architectural elements that distinguish its primary use (residential) from the existing non-residential uses.
- **Guideline 2.3** – The design of the building provides a base, middle, and top, with tower floor plates having been reduced and varied as part of previous review and approvals processes to better address building expression.
- **Guideline 2.13** – The design of the proposal provides a continuous building edge along streets and the pedestrian promenade.
- **Guideline 2.14** – Where possible, setbacks greater than what is required have been provided to create a human-scale and to allow adequate space for public realm enhancement.
- **Guideline 2.15** – The adjacent ROW width is approximately 19.5 metres, whereas the proposed podium height is approximately 14 metres, a suitable height to width ration for providing a comfortable enclosure.
- **Guideline 2.16** – Additional stepbacks and setbacks are provided which contributes to the appropriateness of the proposed buildings height.
- **Guideline 2.17** – The base will be four storeys high.
- **Guideline 2.18** – The proposed podium respects the existing streetwall context.
- **Guideline 2.20** – Proposed building articulations, façade treatments, fenestration, and entrance locations, and amenity spaces will achieve a comfortable pedestrian scale at the base.
- **Guideline 2.21** – High-quality, durable, and environmentally sustainable materials will be used as much as possible to achieve visually interesting facades.
- **Guideline 2.22** – Where feasible, bird-friendly best management practices will be implemented.
- **Guideline 2.23** – Ground floor fenestration, materiality, and architectural articulations will result in a highly animated and desirable building base that frames and interacts with the pedestrian environment.
- **Guideline 2.24** – Tower floorplates will transition into narrower forms as the height rises, which will maintain and enhance views, and minimize the impacts of shadowing and wind.
- **Guideline 2.25** – The development proposes an appropriate separation from existing towers



(±60 metres).

- **Guideline 2.29 & 2.31** – Various tower stepbacks are proposed which allows the base to be the primary element of the site and adjacent public realm, and helps to minimize impacts of shadowing and wind.
- **Guidelines 2.32, 2.34 & 2.37** – The proposed building and design materials and elements, will contribute significantly to the enhancement of the area's skyline and streetscape.
- **Guideline 2.36** – Roof-top features will be incorporated into the top of the buildings where possible.
- **Guidelines 2.38 - 2.44** – Exterior illumination will be designed to required industry standards for the proposed uses and built form, with consideration of the impact it will have on the immediate and surrounding area.

### **Pedestrian Realm**

- **Guidelines 3.1, 3.2, 3.4 – 3.6, 3.8 – 3.13, 3.23** – The area between the curb and building face will be improved from its existing condition to reflect the introduction of a pedestrian use on the site. Improvements will include soft and hard landscaping, accessibility features, a commercial unit, and amenity/patio space, and of which will seamlessly tie into the existing promenade which provides a vital pedestrian connection to and from site entrances as well as the Tunney's Pasture Rapid Transit Station and government employment campus. This public realm will consist of appropriate CPTED elements such as lighting, signage, sightlines, and accessibility features.
- **Guideline 3.14** – Proposed parking to be located under-ground.
- **Guidelines 3.15 to 3.20** – Loading and service areas are located at the rear of the building and away from the primarily pedestrian realm, whereas the below grade parking is access via existing garage doors connecting to Hamilton Avenue N. Screening will be utilized, where necessary and possible.
- **Guidelines 3.21 & 3.22** – Mechanical equipment and public mobility infrastructure will be appropriately located and screened, if applicable, where feasible.
- **Guideline 3.25** – Accessibility design requirements of the Ontario Building Code and Accessibility for Ontarians with Disabilities Act will be met. Additional standards and guidelines will be explored, and implemented where feasible.
- **Guidelines 3.26 & 3.27** – A wind and shadow study was completed as part of previous planning approvals, and has been re-submitted as part of the subject application.
- **Guidelines 3.28 - 3.30** – Pedestrian weather protection has been considered through the design of the pedestrian realm (i.e., landscaping, promenade patios and amenity space, building entrances, etc.), and will be further addressed through the site plan control process.
- **Guideline 3.31** – Efforts will be made to incorporate pedestrian-scale lights, signage, street numbering and other features oriented towards improving the pedestrian experience.

## **5.2 Development Along Arterial Mainstreets**

The Urban Design Guidelines for Development along Arterial Mainstreets was completed in 2006. The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development along Arterial Mainstreets. There are six objectives of the guidelines, which are listed below.

1. To foster compatible development that will contribute to the recognized or planned



character of the streets;

2. To promote a comfortable pedestrian environment and create attractive streetscapes;
3. To achieve high-quality built form and establish a strong street edge along Arterial Mainstreets;
4. To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets;
5. To accommodate a broad range of uses including retail, services, commercial, office, institutional and higher density residential; and,
6. To enhance connections that link development sites to public transit, roads and pedestrian walkways.

Although the proposal is for the southeast corner of the property, which is physically and visually setback from the Scott Street corridor (Arterial Mainstreet), the proposal still satisfies the general intent and purpose of the above objectives by contributing to, providing, or maintaining the following:

- a safe and comfortable street edge defined by a mix of soft and hard landscaping, appropriate lighting and signage, promenade-facing storefront and accesses, and a human-scaled podium.
- provision of universally accessible pathways and spaces that provide a seamless connection from the inner neighbourhood east and south of the subject site to the centre of the mixed use node where Holland Avenue intersects with Scott Street.
- internalized below-grade visitor parking is out of sight from the adjacent streets and public realm, which allows visual attention to be drawn to the design elements of the proposal.
- appropriately sized ground-floor non-residential unit to allow for flexibility in the use.

### 5.3 Transit Oriented Development

The Transit-Oriented Development Guidelines was completed in 2007 with the purpose of providing guidance to 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 250 metre walking distance from the Tunney's Pasture Rapid Transit Station.

The Transit-Oriented Development guidelines are organized into six themes that are summarized below:

- Land Use – type and intensity of uses for supporting transit efficiency
- Layout – development, accessibility, and circulation patterns for supporting transit use
- Built Form – place making to establish attractive public realms around transit infrastructure
- Pedestrians & Cyclists – prioritizing the pedestrian experience
- Vehicles & Parking – efficient and safe designs for streets and parking environments
- Streetscape & Environment – attractive sidewalks, walkways, and transit stops

Although the subject site is not immediately adjacent to the Tunney's Pasture Rapid Transit Station, it is within an approximately 250 metre walking distance from it. As such, the above general objectives of the Transit-Oriented Development Guidelines apply at a high-level for the purpose



of the subject application.

As noted in previous sections of this report, the proposed development will introduce a land use type and form which is highly desirable within proximity to rapid transit infrastructure. The provision of a primarily residential use building on a large, underutilized property consisting of office and commercial type land uses achieves the mixed-use objectives for this major node along the City's Confederation LRT line. Tunney's Pasture is also the location of a major government employment campus and is bound to the north by a robust network of multi-use pathways and open space, all of which provides further justification for the introduction of nearby high-density residential use.

## 6. ZONING REVIEW

The subject site is zoned MC12[2148] F(3.0) S 99, 100 within the City of Ottawa Zoning By-law 2008-250. This site-specific zoning is described as Mixed Use Centre, Subzone 12, Exception 2148, Maximum Floor Space Index of 3.0, Schedules 99 and 100 (see Figures 15-16 and Tables 2-4).

The purpose of the MC parent zone is to accommodate a broad range of high-density mixed-use development within major nodes supported by rapid transit infrastructure. The proposed mixed-use development complies with the general intent and purpose, as well as the land use permissions of the applicable zoning. By-law 2021-409 was passed by Council on December 8, 2021, and serves to implement the zoning amendment that was required to support the proposed development. Specifically, the amendment consists of the following, as detailed in the explanatory note to By-law 2021-409:

- amend Area D of Schedule 100 to change the maximum permitted height from 112 metres ASL to 140 metres ASL. This translates into increasing the maximum building height from 16 storeys to 25 storeys.
- add a provision to existing Urban Exception 2148 to restrict the maximum tower floorplate within Area D of Schedule 100 to 850 square metres including the balconies.

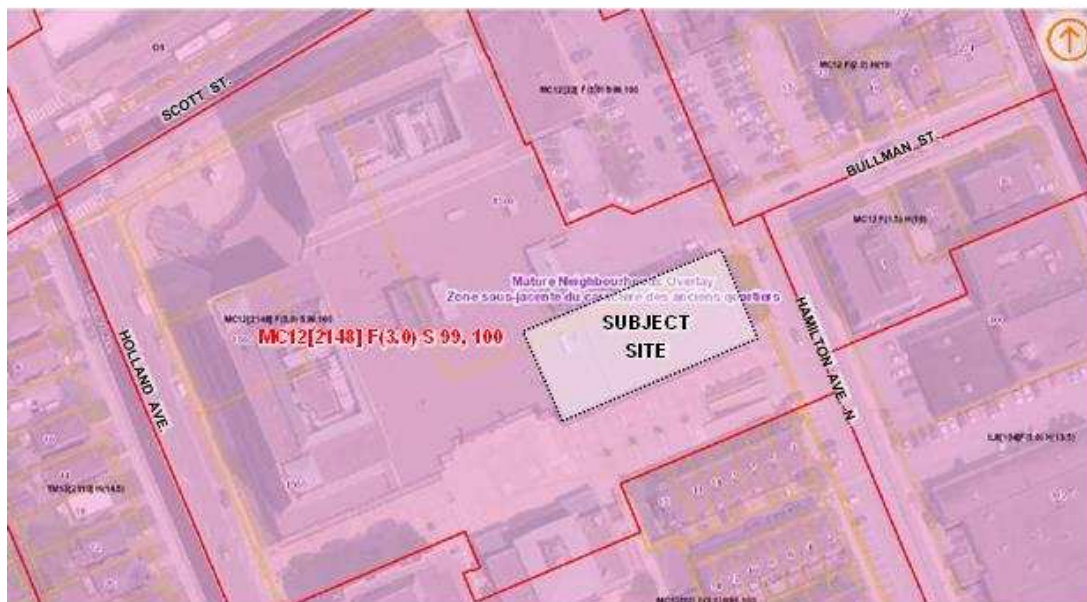


Figure 15. Zoning Extract





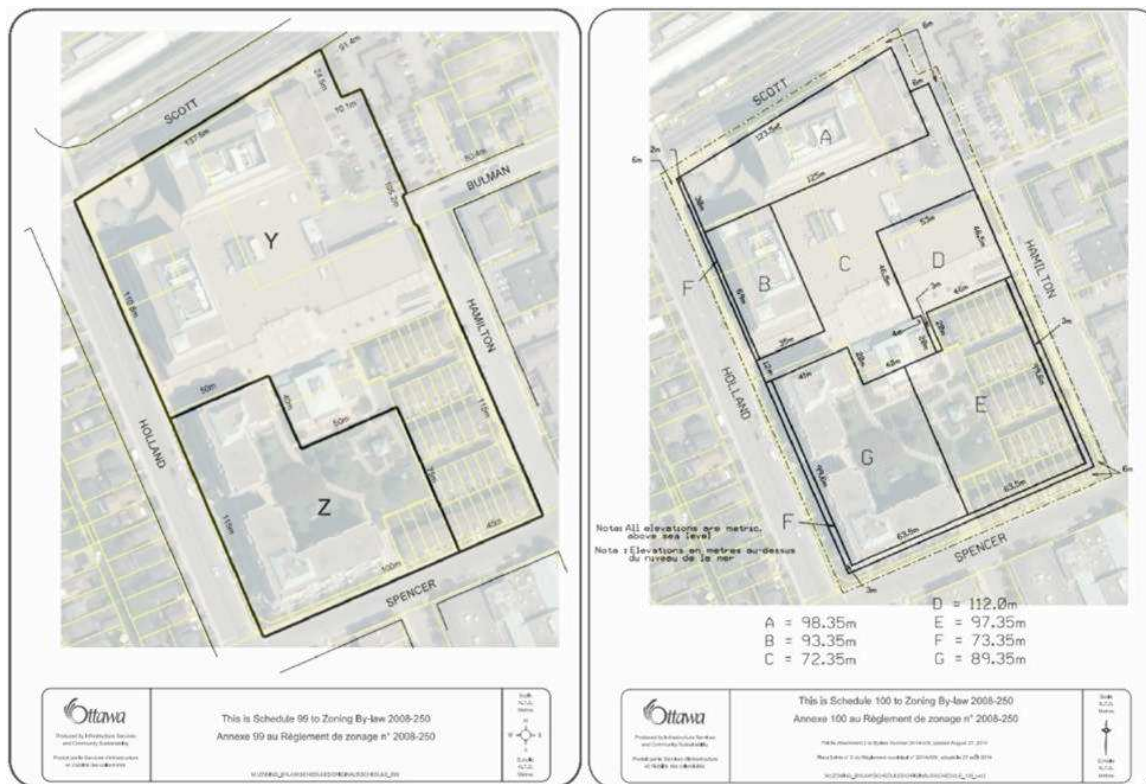


Figure 16. Zoning Schedules 99 and 100

Table 2. MC12[2148] F(3.0) S 99, 100 Zoning Matrix

PROVISIONS	BY-LAW SECTION	REQUIRED & PERMITTED	EXISTING / PROPOSED	COMPLIANCE NOTES
Minimum lot area	191(a)	No Minimum	± 15,507 m <sup>2</sup>	Compliant
Minimum lot width	191(b)	No Minimum	Irregular	Compliant
Minimum southerly yard setback	240[2148]	12.3 metres for 1 <sup>st</sup> storey	± 20 metres along subject site	Compliant
		11.0 metres above the 1 <sup>st</sup> storey		
All other yard setbacks	240[2148]	Must be a minimum of 6.0 metres, except existing yards, which are deemed to be in conformity provided they were lawfully established prior to March 4, 1998	EAST: ± 6.6 metres existing NORTH: ± 15.26 m proposed	Compliant
Maximum floor space index	191(f)	As per zoning map: F(3.0)	2.48	Compliant
Minimum building height	191(g)(i)	6.7 metres	> 6.7 metres	Compliant
Maximum building height	240[2148]	As per Schedule 100: - Area D: 140 m.a.s.l. (site is ± 62 m.a.s.l.)	≥ 140 m.a.s.l.	Compliant per By-law 2021-409
Minimum width of landscaped area	191(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	Applicable provided yards within the subject site will consist of hard and soft landscaping (i.e., planters, pavers, pathways, etc.)	Compliant



Table 3. Parking Matrix & Drive Aisle Summary

PARKING TYPE	REQUIRED & PROVIDED PARKING (Area Z on Schedule 1A & Area B on Schedule 1)					
	APARTMENT, HIGH RISE (281 Dwelling Units)			COMMERCIAL (±54 m <sup>2</sup> of GFA)		
	Required	Provided	Compliance	Required	Provided	Compliance
<b>Regular</b>	None	None	Compliant	None	0	Compliant
<b>Visitor</b>	No more than 30 spaces	30	Compliant		NA	
<b>Accessible</b>				Required: 20-99 provided spaces = 1 Provided: 2 (compliant)		
<b>Bicycle</b>	0.5 / DU = 141	≥ 281	Compliant	1 / 250 m <sup>2</sup> of GFA = 0	0	Compliant
<b>Loading</b>				Required: none Provided: 2 existing rear loading dock, 1 proposed (compliant)		

**Additional Provisions & Notes**

**Non-residential Parking Rates (By-law Sec. 111A(e))**

- Based on land use types and rate requirements from Table 111A(e) as the specific non-residential land use types won't be determined until leasing

**Maximum Permitted Parking (By-law Sec. 103)**

- Residential use: 1.75 per dwelling unit (combined total of resident and visitor parking)
- Office: 2.2 per 100m<sup>2</sup> of gross floor area
- Retail Store & Retail Food Store: 3.6 per 100m<sup>2</sup> of gross floor area
- Medical Facility: 5.0 per 100m<sup>2</sup> of gross floor area

**Drive aisles have been designed to comply with applicable provisions (By-law Sec. 107)**

- Minimum driveway width for a single traffic lane providing access to parking spaces not in a parking lot or garage (i.e., less than 4 spaces): 2.6 m
- Minimum driveway width for a single traffic lane providing access to a parking lot: 3.0 m
- Minimum driveway width for a double traffic lane providing access to a parking lot: 6.7 m
- Minimum driveway width for a double traffic lane providing access to a parking garage: 6 metres
- Minimum aisle width for providing access to parking spaces
  - 56-90 degree parking: 6.0 m

Table 4. Amenity Area Matrix

PROVISION	BY-LAW SECTION	REQUIRED		PROPOSED	
		Total Amenity Area	Communal Amenity Area	Total Amenity Area	Communal Amenity Area
Amenity Area	Section 137				
	(rates are the same for both Mixed-use Buildings of 9 or more dwelling units and for high rise apartment buildings)	6 m <sup>2</sup> per DU = 6(281 DU) = 1,686 m <sup>2</sup>	A minimum of 50% of the required total amenity area = 0.5 (1,686) = 843 m <sup>2</sup>	± 2,341 m <sup>2</sup> (compliant)	± 878 m <sup>2</sup> (compliant)
Additional provisions		i. Amenity area must be provided for a residential use that is a permitted use in the zone in which it is located, in accordance with Table 137. ii. Amenity area must be located on the same lot as the use for which it is provided. iii. Amenity area provided outdoors must not be located in a required front or corner side yard. iv. Where amenity area is located outside at grade, it may be included in the calculation of landscaped area requirements. v. Minimum required communal amenity area may only be included as part of a required landscaped buffer where it is aggregated into areas of 54m <sup>2</sup> or more. vi. Layout of communal amenity area: aggregated into areas up to 54 m <sup>2</sup> , and where more than one aggregated area is provided, at least one must be a minimum of 54 m <sup>2</sup> .			

## 7. CONCLUSION

The proposed mixed-use development for the subject site represents a permitted and desirable mix of land uses that will contribute to the planned function of an important node within the City that is targeted and ideally situated for intensification. The proposed development recently received approval for Official Plan and zoning by-law amendments, and now requires Site Plan Control Approval before proceeding to permitting and construction.

As demonstrated by this report and other technical submissions included with the required

application, which are to be read in conjunction with this report, the proposal represents a timely, appropriate, and carefully planned development that will fit and work well on the site and within the surrounding context.

It is our opinion that the proposed development represents good land use planning that is in the public interest, is consistent with the PPS, and is in general conformity and compliance with the Official Plan and Zoning By-law. As such, we recommend the site plan for approval.

Respectfully submitted,

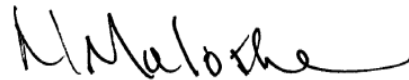
**Stantec Consulting Ltd.**

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