

## **2006, 2020, 2026 Scott Street and 314, 318 Athlone Avenue**

Planning Rationale  
Zoning By-law Amendment  
February 6, 2026

# FOTENN

Prepared for Morely Hoppner + Colonnade Bridgeport

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# 1.0 Introduction

Fotenn Planning and Design (Fotenn) has been retained by Morely Hoppner and Colonnade Bridgeport (the Owner) to prepare this Planning Rationale in support of a Zoning By-law Amendment application for the properties municipally known as 2006, 2020, 2026 Scott Street and 314, 318 Athlone Avenue (the subject property) in the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the property, and compatible with adjacent development and the surrounding community. This Planning Rationale should be read in conjunction with the suite of materials submitted as part of this complete application package.

## 1.1 Application History

A Zoning By-law Amendment and associated Zoning Schedule (ACS2022-PIE-PS-0130) was approved 9 November 2022. The approved proposal contemplated two towers with heights up to 40-storeys and setbacks noted on the associated Schedule.

Due changes in market forces, the Owner of the property is seeking to amend the existing zoning provisions to provide a similar level of density (to a maximum of 73,000 square meters of gross floor area) dispersed across three buildings, instead of two.

## 1.2 Requested Application

The purpose of the Minor Zoning By-law Amendment is to formally establish a zoning framework to facilitate the development of the proposed residential development on the subject property, 2006, 2020, 2026 Scott Street and 314, 318 Athlone Avenue.

The proposed Zoning By-law Amendment would amend the existing zoning, Traditional Mainstreet, Urban Exception 2829, Schedule 465, with an associated Holding Provision – **TM[2829] S465-h**, to Traditional Mainstreet, Urban Exception XXXX, Schedule YYY – **TM[XXXX] SYYY**.

The provisions to be included in the Urban Exception include the following:

- / Amend Schedule 465 to reflect the requested setbacks and maximum building heights, as identified on the accompanying Zoning Schedule.
- / Permit a maximum of three towers on the subject property
- / Maximum Gross Floor area of 73,000 square metres.
- / The tower portion of the building, being any portion above 6-storeys, must be setback a minimum of 4.0-metres from the corner lot line.
- / The tower portion of the building, being any portion above 6-storeys, must be setback a minimum of 5.5-metres from the rear lot line, abutting a non-residential zone.
- / Maximum permitted parking rate per unit is 0.6 spaces per unit.

The following proposed Zoning Schedule reflects the requested maximum built heights and general setbacks:

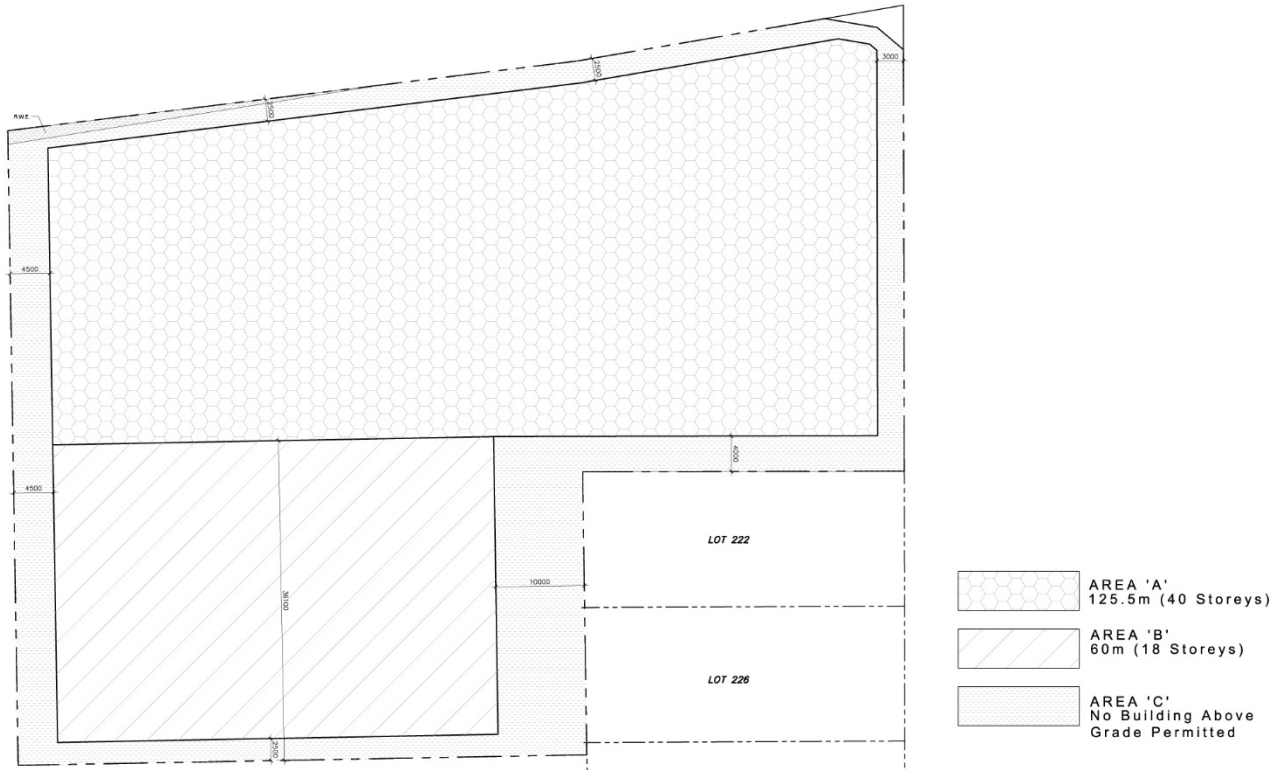


Figure 1: Proposed Zoning Schedule to identify maximum building heights and minimum setbacks for the proposed development.

### 1.3 Public Consultation Strategy

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities will/have been undertaken in anticipation of the application submission:

#### Notification and Meeting with Ward Councillor, Jeff Leiper

- / In advance of submitting the development applications the Owner met with the Councillor to discuss and gauge their receptiveness to the general intent of the updated proposal.
- / The Ward Councillor will be notified via e-mail by the planning consultant of the proposed development in advance of the application submission.

#### Notification to residents and local registered Community Association(s)

- / Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.

#### Public Consultation Meeting(s)

- / Should either the Ward Councillor or Community Association request a public consultation meeting, an agreed upon date and meeting format may be accommodated.

#### Planning Committee Meeting Advertisement and Report Mail out to Public

- / Notification for this statutory public meeting will be undertaken by the City of Ottawa.

## Subject Property and Surrounding Area

### 2.1 Subject Property

The subject property, known municipally as 2006-2026 Scott Street and 314 Athlone Avenue, are located in the Kitchissippi ward of the City of Ottawa. The properties are located at the south-west corner of Scott Street and Athlone Avenue. The subject property has a frontage along Scott Street of 98.35 metres and 33.34 metres along Athlone Avenue. The area of the subject property is 6,088.43 square metres. The parcels presently feature the Granite Curling Club, two single storey commercial units on Scott Street and a single detached dwelling unit at 314 Athlone Avenue. The subject property is located approximately 65 metres from the Westboro Rapid Transit Station, which is scheduled to be redeveloped into a Light Rail Transit (LRT) station.

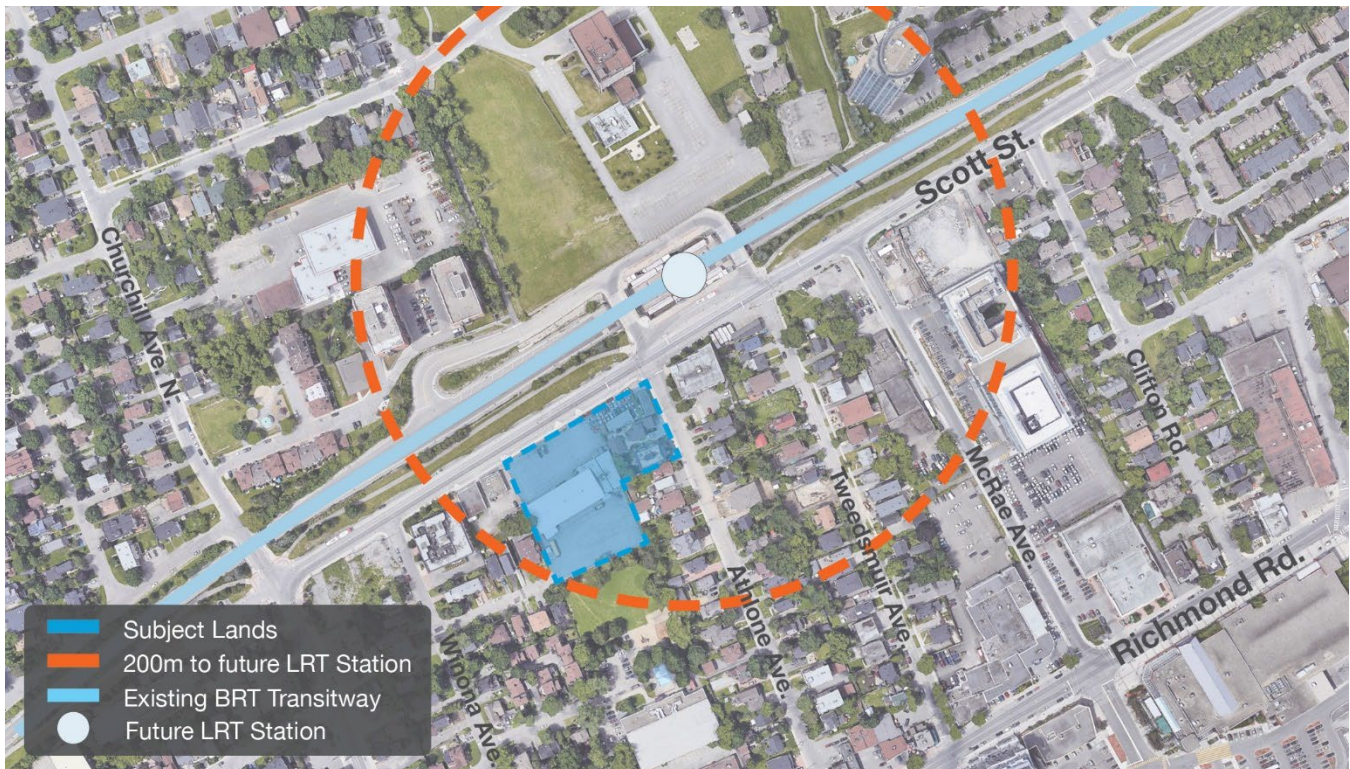


Figure 2: Aerial image of subject property and surrounding context.

### 2.2 Surrounding Context

The following land uses are located in the area surrounding the subject property:

#### North

Directly north of the subject property is the transitway associated with the Westboro Rapid Transit Station. North of the Transitway is a predominantly residential area, characterized by single and semi-detached dwelling units. Additional residential uses in the area include high-rise towers near the Sir John A. Macdonald Parkway. Other uses in the area include parks, schools, and parkland.

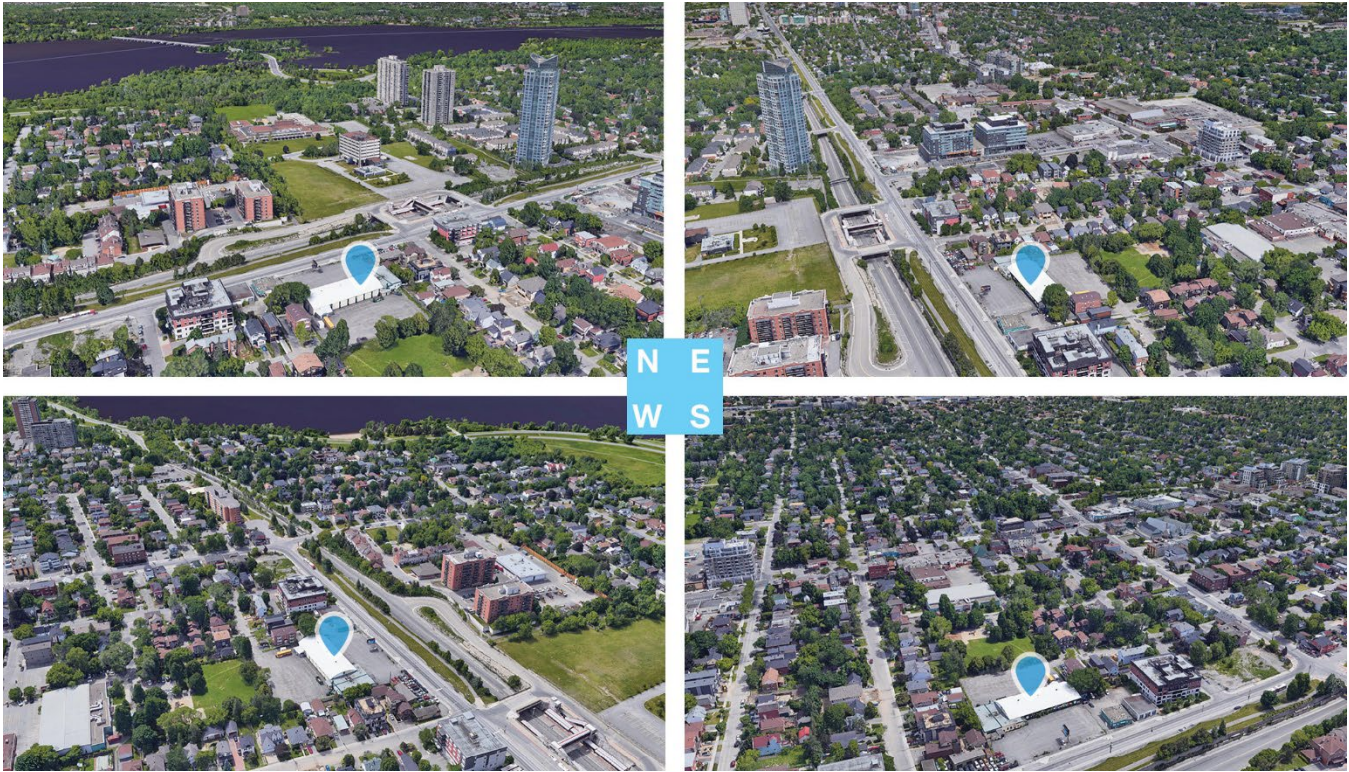


Figure 3: Area context views in each cardinal direction.

**East**

East of the subject property, on McRae Avenue, is a collection of commercial uses which include two grocery stores, a coffee shop, and several restaurants. Residential uses east of the subject property vary in density from single detached dwelling units to the 32-storey Minto Metropole. Additional uses in the area include parkland, churches, and government institutional buildings.

**West**

West of the subject property, at 2027 Scott Street, is the recently occupied 26-storey residential building. Further west is a mid-rise building at 2100 Scott Street. The Transitway runs west of the subject property and connects to the Kichi Zibi LRT station, located at the junction of the Transitway and Kichi Zibi Mikan Parkway. Uses west of the subject property, not located on Scott Street, are primarily residential and low-rise in built form. Additional uses in the area include parkland, institutional and commercial uses.

**South**

Immediately south of the subject property are the Lion’s Park and the Ottawa Gymnastics Centre. South of the Gymnastics Centre is Richmond Road, which is the primary commercial street in the neighbourhood. Uses along Richmond Road include banks, gas stations, restaurants, and a large format grocer. Residential uses in the area are characterized by single and semi-detached dwelling units. Other uses south of the subject property include schools and parkland.

**Community Amenities:**

The subject property is located within close proximity to several area amenities, including:

- / Westboro Beach
- / Westboro BRT Station
- / Real Canadian Superstore
- / NCC walking trail

/ Multiple places of worship

/ Multiple schools and daycares



Figure 4: Street view, looking east on Scott Street in front of the subject property.



Figure 5: View of subject property, looking west on Scott Street in front of the Westboro Transit Station.  
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## 2.3 Transit Network

The subject property is well positioned for access to the existing BRT network and future LRT network once extended to the Westboro Station. The Westboro Station is located within 65 metres of the subject property, as designated on Schedule C2 of the City of Ottawa Official Plan. Further, local OC Transpo bus stops are located within close proximity to the subject property. Local service routes in close proximity to the subject property include, 16, 50, 81, and 153.

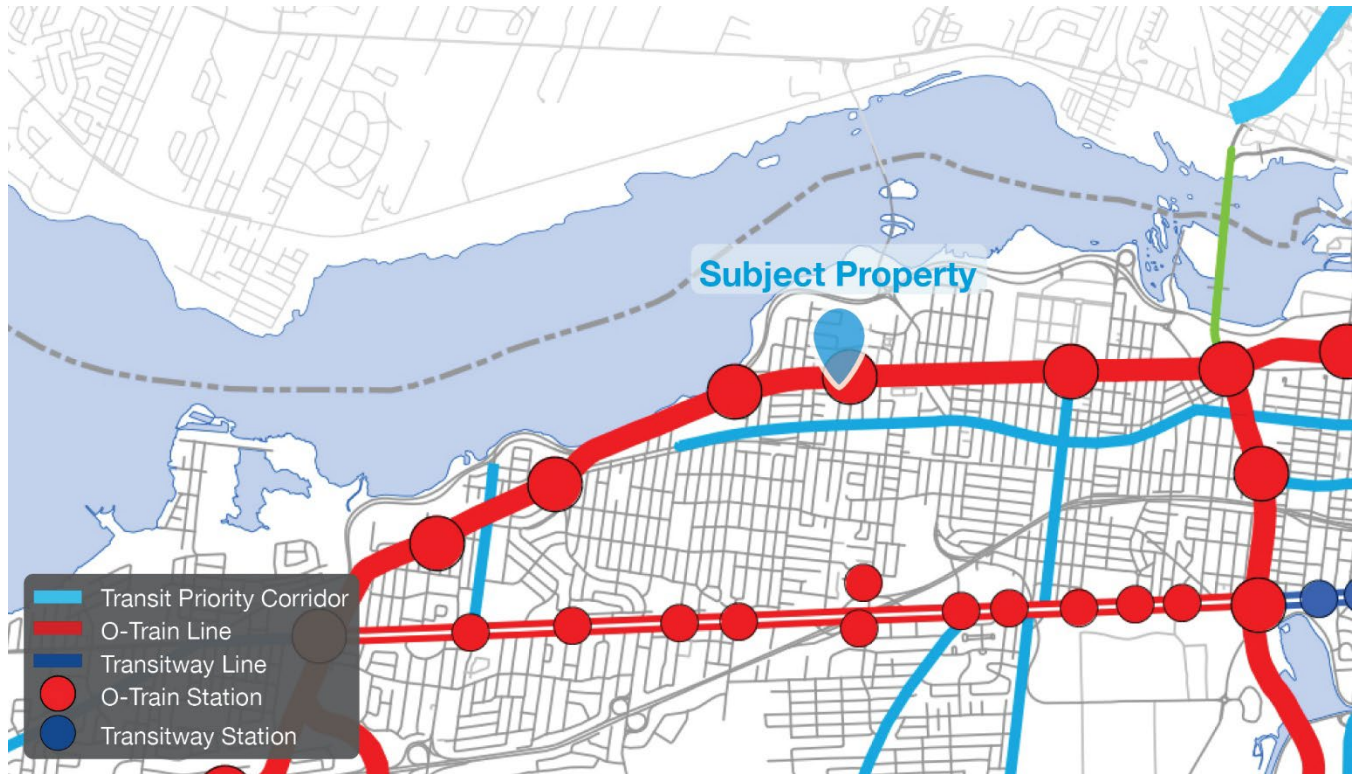


Figure 6: Schedule C2 – Transit Network (Ultimate), City of Ottawa Official Plan.

## 2.4 Road Network

The subject property fronts Scott Street which is designated Arterial Road, as identified on Schedule C4 (Figure 5) of the City of Ottawa Official Plan. Arterial Roads are roads within the City intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification.

Arterial roads can also be found in close proximity to the subject property on Richmond Road to the south, and Churchill Avenue to the west of the site. Further, the Kichi Zibi Mikan Parkway and Island Park Drive are federally owned roads that efficiently and effectively accommodate large vehicular capacity.



Figure 7: Schedule C4 – Urban Road Network, City of Ottawa Official Plan.

## 2.5 Active Transportation Network

The subject property is well positioned with regard to active transportation. Noted on Schedule C of the old City of Ottawa Official Plan, it is located along a Cross-Town Bikeway and Spine Route. Scott Street has bike lanes in both directions in the area around the subject property. In addition to the Bikeway, multiple multi-use pathways (MUPs) are located in close proximity to the subject property. This includes the NCC trail the runs along the Ottawa River and MUPS on Scott Street and Byron Avenue. On Schedule C3 of the new Ottawa Official Plan, the subject site is positioned within close proximity to Major Pathways along Scott Street, Sir John A. Macdonald Parkway, and Byron Avenue.

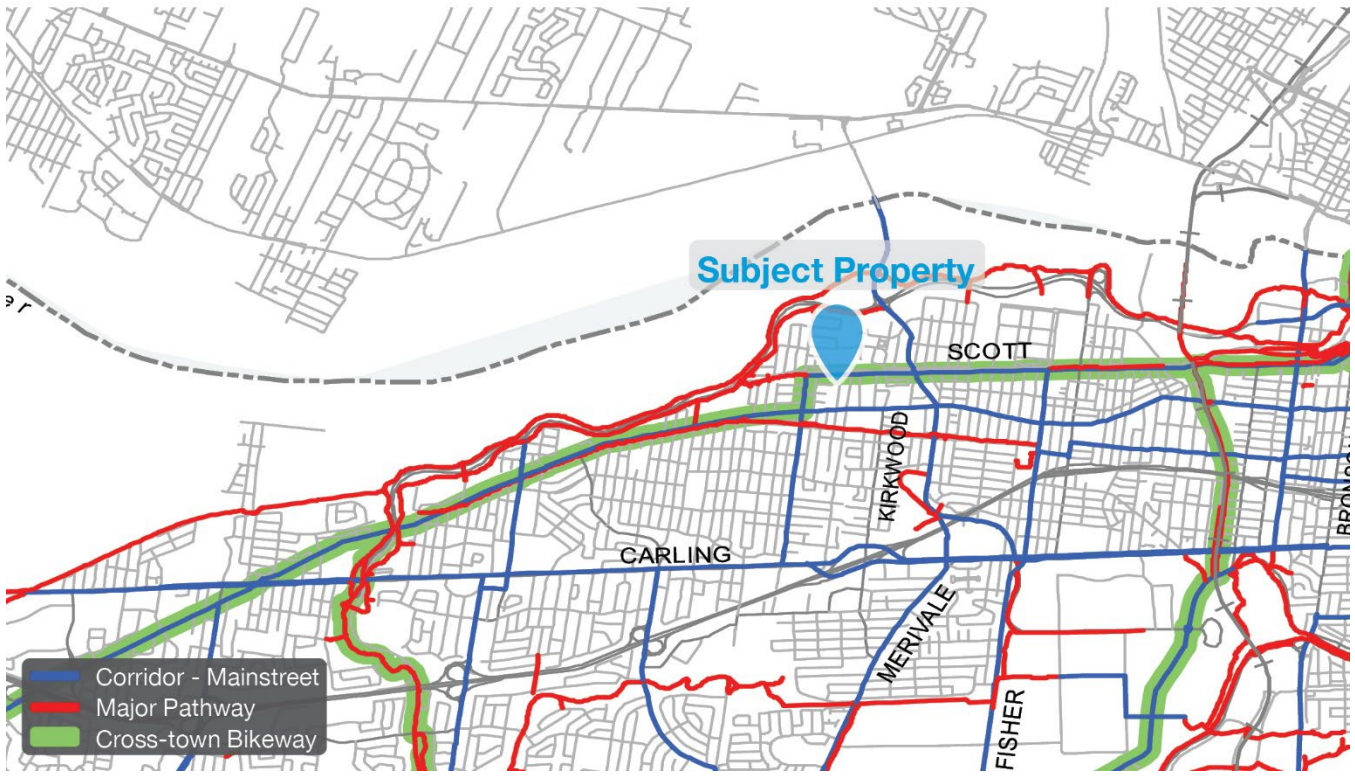


Figure 8: Map 1 – Cycling Network, City of Ottawa Transportation Masterplan.

## 3.0 Proposed Development

### 3.1 Overview

The proposed development, consisting of three high-rise buildings and a pedestrian plaza and thoroughfare, which intends to become an urban hub, drawing users into the site and activating the streetscapes and adjacent Lion's Park.

This development aims to provide residential and commercial/ retail units in close proximity to the future LRT station. The three-building site will require the demolition of the existing Granite Curling Club, commercial units, and their adjacent surface parking lots. The development is to be split into three phases. Phase 1 includes Building 1, the associated parking garage directly below Building 1, and the at-grade landscape development for the north-east corner of the site. Phase 2 includes Building 2, the associated parking garage and surrounding landscaping. Phase 3 encompasses Building 3, the final phase of the parking garage, and the remainder of the at-grade development and landscape.

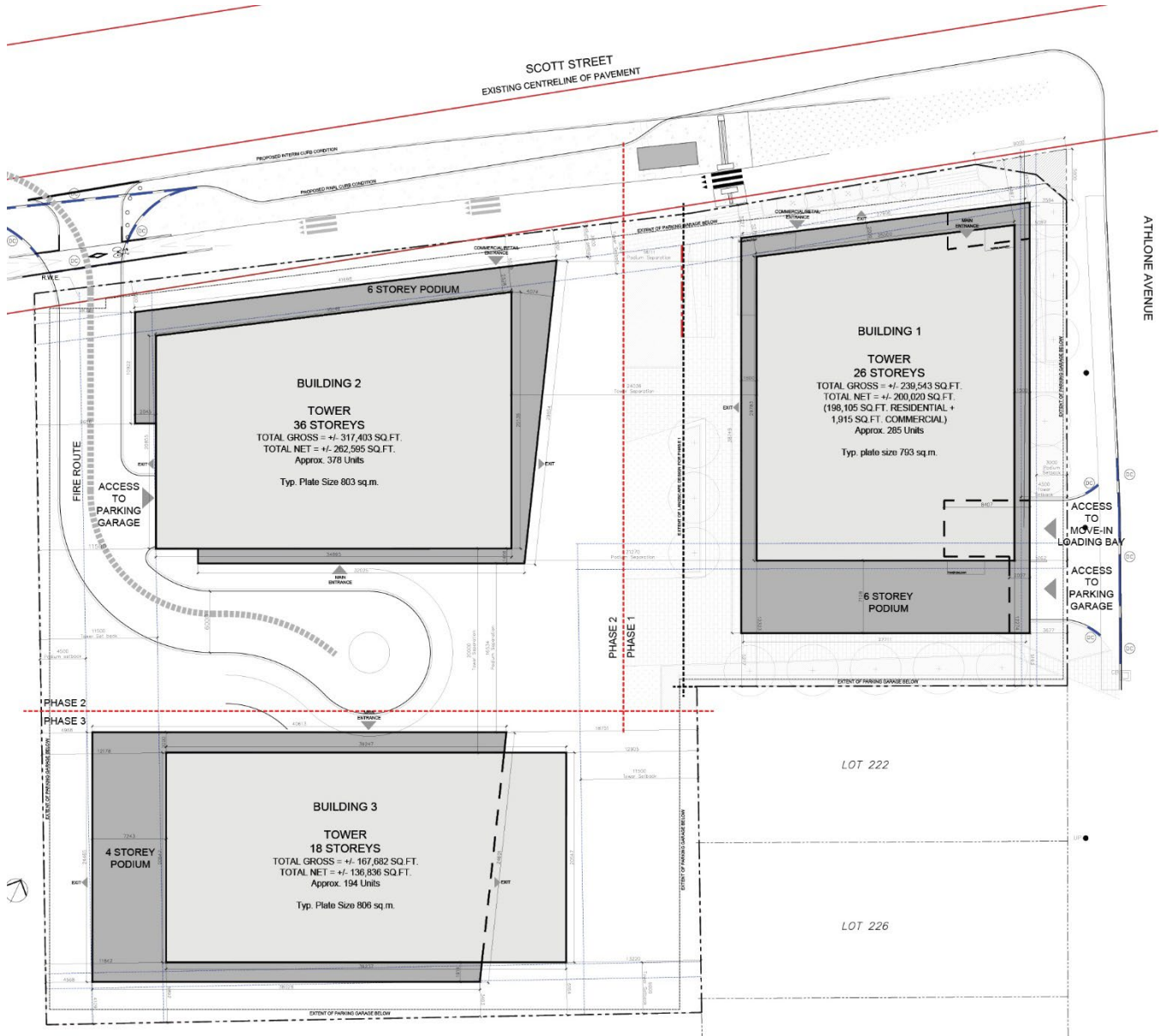


Figure 9: Site Plan of proposed development, identifying areas of phased development.

### 3.2 Unit Mix

The unit mix is broken down in the tables below:

#### Building 1

Unit Type	Total Number of Units	Percentage of Total Units
Studio	30	11%
1 Bedroom	105	37%
1 Bedroom + Den	60	21%

2 Bedroom	60	21%
2 Bedroom + Den	30	11%

### Building 2

Unit Type	Total Number of Units	Percentage of Total Units
Studio	38	10%
1 Bedroom	152	40%
1 Bedroom + Den	75	20%
2 Bedroom	75	20%
2 Bedroom + Den	38	10%

### Building 3

Unit Type	Total Number of Units	Percentage of Total Units
Studio	20	10%
1 Bedroom	78	40%
1 Bedroom + Den	38	20%
2 Bedroom	38	20%
2 Bedroom + Den	20	10%

## 3.3 Parking

Parking will be provided on three sub-grade floors. The total number of spaces provided is 441. The parking rate is 0.5 units per dwelling. Additionally, the vast majority of the 442 bicycle parking spaces will also be located within the parking floors. The remained will be located at-grade but within the interior of the buildings. The provided bicycle parking exceeds the minimum 0.5 spaces per dwelling.

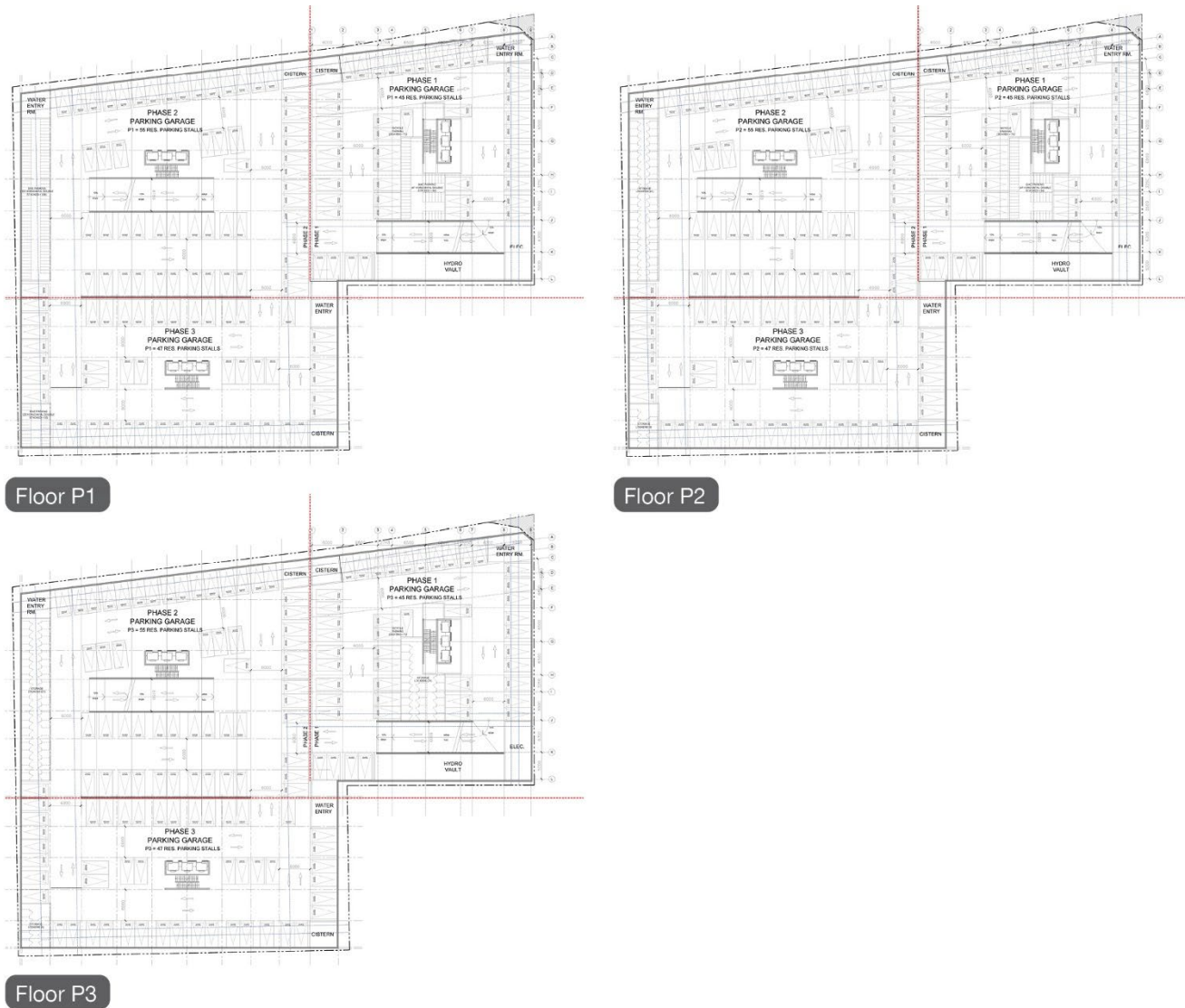


Figure 10: Floor plans of each sub-grade parking floor.

### 3.4 Massing and Materiality

Building 1 and Building 2, comprised of 26 storeys and 36 storeys in height respectively encompass six storey podiums. Building 3, comprised of 18 storeys, encompasses a four storey podium, providing greater relief towards the low-rise residential neighbourhood and Lion's Park.

The various uses at grade intend to activate the ground plane. It is intended that commercial/retail units and amenity spaces, primarily glazed, will line the interior plaza spaces and create lively façades along Scott Street. Each building's "back-of-house" services, such as move-in rooms will be accessed via a Scott Street vehicular entrance point, and off of Athlone Avenue. Waste and recycling for Phase 1 (Building 1), located at grade, will be accessed via Athlone Avenue. Opaque materiality and architectural screens where these services are located aids in the distinction between user's lively amenity spaces and service areas.

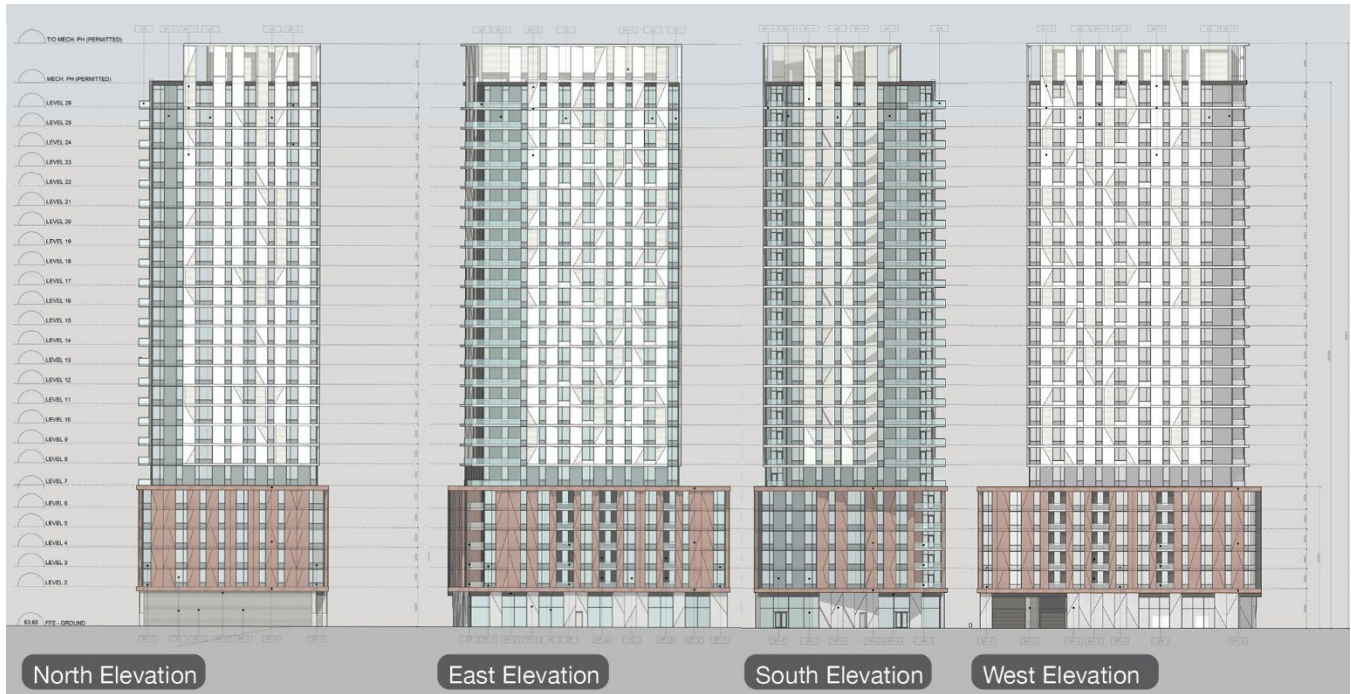


Figure 11: Elevations of proposed Building 1, which will be contemplated as part of a forthcoming Site Plan Control application.

The porosity of the buildings, and the site as a whole, is further emphasized as the buildings relate to each other at grade. Access to commercial/retail and amenity spaces within the interior plaza space opposing each other intend on creating a lively relationship between all three buildings. This interior plaza space aims to become an interactive space for residents of each building and the greater public. The building materiality also emphasizes this notion of duality as the buildings reflect each other as siblings but are not viewed as triplets. Landscape features paralleling the architectural intent of this space result in a vivid and lush common gathering space.

### 3.5 Relationship to Surrounding Context

The site's overall landscape strategy intends to create a clear connection between the future LRT station, and the existing park, by creating places for users to rest, play, and experience the development, while meandering from one destination to another. The site's previous use as a curling club, and the adjacent park and gymnastics club, indicate the desire for a place of leisure. The proposed landscaping concept replicates this notion and provides various settings for this to occur.



Figure 12: View looking east on Scott Street.

## 4.0 Policy and Regulatory Review

### 4.1 Provincial Planning Statement

The Provincial Planning Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting land use planning “be consistent with” such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns that optimize land use, resources, public investment, and public service facilities.

The proposed development is consistent with the following policies of the PPS:

#### 2.1 Planning for People and Homes

2.1.4 To 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, planning authorities shall:

- / maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
- / maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

2.1.6 Planning authorities should support the achievement of complete communities by:

- / accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- / improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- / improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

**The proposed development is consistent with Policy 2.1 of the PPS, as it is an intensification of the subject property, located in a built-up area of the city where services are readily available and with convenient access to public transit, nearby amenities, and employment opportunities. The proposed development seeks to create new housing options for a diversity of residents with a range of housing choices.**

#### 2.2 Housing

2.2.1 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by permitting and facilitating:

- / all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
- / all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use,

development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

- / Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

## 2.3 Settlement Areas

2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- / efficiently use land and resources;
- / optimize existing and planned infrastructure and public service facilities;
- / support active transportation; and
- / are transit-supportive, as appropriate.

2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

## 2.4 Strategic Growth Areas

2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- / to accommodate significant population and employment growth;
- / as focal areas for education, commercial, recreational, and cultural uses;
- / to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and,
- / to support affordable, accessible, and equitable housing.

**The subject property is in a built-up settlement area with sufficient servicing and infrastructure. The subject property has access to existing and improving higher order public transit, active transportation options, and a variety of nearby amenities and uses, thus helping to promote air quality, energy efficiency, and public health. The proposed development will occur in an existing community and add infill development to a well-established neighbourhood.**

**The proposed development directs new housing development in a location where appropriate levels of infrastructure and public service facilities are readily available. The proposed development is compact in form, and its relative density will make efficient use of the subject property and support nearby public transit routes.**

## 2.9 Energy Conservation, Air Quality and Climate Change

- 2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
- / support the achievement of compact, transit-supportive, and complete communities;
  - / incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
  - / support energy conservation and efficiency;
  - / promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
  - / take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

**The proposed development intensifies the subject property with a compact and dense built form. Residents have modal choices to promote sustainable travel patterns in all weather conditions.**

**The subject property is in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject property will help optimize the existing infrastructure, service facilities, and public transit. The proposed development will intensify lands in a built-up area and optimize the long-term availability and use of land and resources. The proposed development also contributes to the diversity of housing options in the surrounding area.**

## 4.2 City of Ottawa Official Plan (2022, as amended)

The Official Plan for the City of Ottawa was approved in, 2022. The Plan provides a framework for development in the City until 2046, when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

### 4.2.1 Strategic Direction

The Official Plan proposes five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century.

- 1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

**As an infill development within the Inner Urban Transect, the proposed development advances the objective to achieve more growth through intensification rather than greenfield development.**

- 2) **By 2046, the majority of trips in the City will be made by sustainable transportation.**

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.

Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

**The subject property is well positioned on Scott Street, 65 metres away from a higher order rapid transit station. Additionally, the area is well served by local OC Transpo, and Richmond Road, which is a Transit Priority Corridor is a block south of the subject property.**

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.**

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

**The urban design and transition policies of the Official Plan support higher-density development on the subject property to optimize land use efficiency and promote a well-integrated built form, in close proximity to rapid transit.**

4) **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

**The proposed redevelopment of the subject property supports the City's environmental objectives in the following ways:**

- / **Strengthening and contributing to a complete community;**
- / **Supporting sustainable mobility options;**
- / **Accommodating housing demand, reducing pressure for future land conversion;**
- / **Proposing a more compact building format, which is correlated with lower operational energy use.**

5) **Embed economic development into the framework of our planning policies.**

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

**The proposed development supports this policy indirectly by providing residential intensification at a central location, proximate to important employments hubs, and further supports nearby businesses, even if such uses are not included on-site.**

#### 4.2.2 Cross-Cutting Issues

The Official Plan establishes a number of cross-cutting issues, as identified in Section 2.2 of the Official Plan. Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies,

plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

**Section 2.2.1, Intensification and Diversifying Housing Options**, provides policy direction for intensification within the City of Ottawa. It is identified that residential growth be directed towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk.

**Section 2.2.2, Economic Development**, provides policy direction for economic growth and development. The intention is to support Ottawa's economic growth by attracting talent, focusing employment in strategic areas, integrating land uses, supporting key sectors like education and health, and protecting spaces for business, logistics, and rural development.

**Section 2.2.3, Energy and Climate Change**, provides policy direction for the mitigation and adaptation to climate change. The Official Plan aims to achieve the development of a compact and connected city where higher density development is encouraged in areas close to transit and within walking distance of a wide range of services. A compact urban built form with a mix of land uses and housing options is encouraged, to ensure both energy efficiency and sustainable patterns of development over the long term. Further, a shift from the reliance of personal automobiles to active and zero emission transportation modes such as public transit, walking and cycling is favoured.

**Section 2.2.4, Healthy and Inclusive Communities**, provides policy direction to promote healthy, inclusive, and resilient communities by encouraging 15-minute neighbourhoods, accessible design for all ages, and sustainable development. It recognizes that the built environment plays a key role in addressing public health challenges, supporting well-being, and building resilience to climate and social stressors.

**Section 2.2.5, Gender Equity**, provides policy direction to embed gender and racial equity into all aspects of planning by recognizing how intersecting identities affect access to housing, mobility, and amenities. It aims to eliminate systemic barriers through inclusive engagement and tools that assess equity at every stage of the planning process, improving quality of life for all residents.

**Section 2.2.6, Culture**, provides policy direction integrating culture into land use planning to foster identity, inclusion, and well-being. It supports creating cultural spaces, promoting the arts in placemaking, reinforcing local identity through design, and growing the creative economy to enhance livability and attract talent.

**The proposed development helps to further advance the City's six cross-cutting issues by adding critical density to a central location proximate to major employment hubs and transit, thereby strengthening and contributing to a complete community; accommodating housing demand and reducing pressure for future land conversion; and proposing a more compact building format.**

#### 4.2.3 Transect Policy Area

Schedule A of the Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

As identified on Schedule A of the City of Ottawa Official Plan (Figure 13), the subject property is in the **Inner Urban Transect**, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban. The Official Plan anticipates the Inner Urban transect to continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.



Figure 13: Schedule A – Transect Policy Areas, City of Ottawa Official Plan.

The proposed development meets the following Inner Urban Transect policies outlined in **Section 5.2**, among others:

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

5.2.1.3 The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- Proximity and access to frequent street transit or rapid transit;
- 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, or as a result of the application of heritage conservation policies in Subsection 4.5; and
- Resolution of any constraints in water, sewer and stormwater capacity

**The proposed development meets all the requirements for high-density development. The development is 65 metres walking distance from a future rapid transit station, meets the provisions outlined in the Urban Design Guidelines for High-Rise Buildings, and has no constraints with regard to servicing capacity.**

5.2.1.4 The Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
- Small, locally oriented services may be appropriately located within Neighbourhoods;
- Existing and new cultural assets are supported, including those that support music and nightlife;
- Larger employment uses are directed to Hubs and Corridors; and

- e) Increases in existing residential densities are supported to sustain the full range of services

**The proposed development will increase the residential density in the neighbourhood to help support and sustain new services with the growth of 15-minute neighbourhoods.**

5.2.1.5 The Inner Urban area is planned for mid- to high-density, urban development forms where either no onsite parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:

- a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
  - i) Is generally discouraged; and
  - ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
- b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches; and
- c) Further to the above, development applications may be required to
  - i) Reduce the number and/or width of private approaches on a site;
  - ii) Re-use existing private approaches; or
  - iii) Relocate and/or combine existing private approaches with no net increase in number or width.
- d) In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible.

**The ultimate proposed development contemplates two points of ingress/egress, one on Scott Street and one on Athlone Avenue. This represents a reduction in the number of curb cuts on both Scott Street and Athlone Avenue, from three on Scott Street to one, and two on Athlone Avenue to one.**

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

5.2.2.1 In the Inner Urban Transect, the Zoning By-law shall prohibit new automobile-oriented land uses and development forms, including but not limited to:

- a) Automobile service stations;
- b) Automobile dealerships, except automobile showrooms entirely contained within a building; or
- c) Drive-through facilities.

**The proposed development will include the removal of a surface parking lot that fronts onto Scott Street and will help with the promotion of transit by adding density within 65 metres of the Westboro Transit Station.**

5.2.2.2 The transportation network for the Inner Urban Transect shall:

- a) Prioritize walking cycling and transit; and
- b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users

**The proposed development prioritizes transit through its locating of higher density development within close proximity to a rapid transit station. Further, the landscaped areas are designed provide pedestrian access to the abutting Lion’s Park, to the south of the property.**

5.2.2.3 Motor vehicle parking in the Inner Urban Transect shall be managed as follows:

- a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
- b) No parking shall be required as a condition of development within Hubs;
- c) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and
- d) Where new development is proposed to include parking as an accessory use, such parking:
  - i) Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
  - ii) Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and
  - iii) May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

**The vast majority of parking is located underground, while the limited above ground temporary spaces are specifically for servicing and deliveries to the proposed buildings. Further, the interior landscaped areas, between the buildings provide no opportunity for interactions between pedestrians and motor vehicles.**

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

5.2.2.1 In the Inner Urban Transect, the Zoning By-law shall prohibit new automobile-oriented land uses and development forms, including but not limited to:

- a) Automobile service stations;
- b) Automobile dealerships, except automobile showrooms entirely contained within a building; or
- c) Drive-through facilities.

**The proposed development will include the removal of a surface parking lot that fronts onto Scott Street and will help with the promotion of transit by adding residential density within 65 metres of the Westboro Transit Station.**

5.2.2.2 The transportation network for the Inner Urban Transect shall:

- a) Prioritize walking cycling and transit; and
- b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users

**The proposed development prioritizes transit through its locating of higher density within close proximity to a rapid transit station. Further, the landscaped area, interior to the site, offers a throughway for pedestrians and cyclists to parkland south of the subject property. Finally, all parking is located below grade to mitigate automobile conflicts with pedestrians and cyclists.**

5.2.2.3 Motor vehicle parking in the Inner Urban Transect shall be managed as follows:

- a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
- b) No parking shall be required as a condition of development within Hubs;
- c) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and
- d) Where new development is proposed to include parking as an accessory use, such parking:
  - i) Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
  - ii) Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and
  - iii) May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

**The vast majority of parking is located underground, while the limited above ground temporary spaces are specifically for drop offs, servicing, and deliveries to the proposed buildings. Further, locating parking entrances at the edges of the development helps minimize the impact of motor vehicles on the subject property.**

5.2.3.2 Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks, and angular planes:

- a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise;
- b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres, generally up to 9 storeys except where a secondary plan or area-specific policy specifies different heights; and
- c) In all cases:
  - i) The wall heights directly adjacent to a street, and the heights of the podiums of High-rise buildings, where permitted, shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and
  - ii) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

**As identified on Schedule C16, the ROW of Scott Street is 26 metres. As noted in Section 4.3 of this rationale, the Richmond Road / Westboro Secondary Plan identifies the site as appropriate for high-rise development. Further, the subject property is within 300 metres of a rapid transit station, and is in an area that is characterized by high-rise buildings. While not in the above noted policy, proximity to rapid transit stations and in areas characterized by taller buildings are indicators of appropriate locations for high-rise buildings.**

#### 4.2.4 Urban Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four residential designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation

represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighborhoods).



Figure 14: B2 - Inner Urban Transect, City of Ottawa Official Plan.

As identified on Schedule B2 of the City of Ottawa Official Plan (Figure 14), the subject property is designated **Mainstreet Corridor**. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. Further, the Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate.

The proposed development meets the following Corridor designation policies outlined in **Section 6.2**, among others:

### Define the Corridors and set the stage for their function and change over the life of this Plan

- 6.2.1.2 Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:
- Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
  - May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
  - For sites generally of greater than one hectare in area or 100 metres in depth:

- i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
- ii. Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and,
- iii. Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

**The proposed development has located the tallest buildings, 36 and 26-storeys respectively, along Scott Street, which is designated both an Arterial Mainstreet and Mainstreet Corridor. The building which does not abut Scott Street is 18-storeys tall, which appropriately transitions the proposed development's height to the low-rise built form located to the south of the property. Further the design includes a large mid-block pedestrian connection to the abutting parkland to the south of the subject property.**

#### Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development

6.2.2.1 In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

**The proposed development includes a commercial unit in Building 1, which adds to the activation of the street and contributes to the future continuous stretch of active frontages as the neighbourhood grows towards a successful 15-minute neighbourhood.**

#### 4.2.5 Growth Management Framework

Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. **Section 3** of the New Official Plan contemplates how the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.

The policy intent of the City's Growth Management Framework is:

- / To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- / To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;
- / To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- / To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- / To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

The proposed development meets the following Growth Management Framework policies among others:

#### Designate Sufficient Land for Growth

3.1.3 The urban area and villages shall be the focus of growth and development.

**As outlined in the Transect section, the subject property is within the urban area and located in an ideal location for further intensification based on the policy direction to locate higher densities in proximity to rapid transit within Hubs and Corridors.**

### Support Intensification

3.2.1 The target amount of dwelling growth in the urban area that is to occur through intensification is 51% and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area

**The proposed development looks to replace the current low-rise built buildings, in the form of recreational uses and single detached dwellings, with a more efficient use of the property, which includes a total of 838 dwelling units dispersed between three buildings.**

3.2.2 Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height. The definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan

**The subject property is designated as a Mainstreet Corridor in the Inner Urban Transect. The Official Plan's height category classifies the subject property as suitable for "Low-rise and Mid-rise and High-rise: minimum 2 storeys and maximum 40 storeys dependent on road width and transition".**

3.2.3 The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services.

**The subject property is located within a Mainstreet Corridor and the proposed development looks to contribute to the intensification of an area designated for greater density. Further, the development of 838 additional residential units will contribute to the vitality and sustainability of the goals of a 15-minute neighbourhood in the area.**

3.2.4 Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.

**The subject property is located along a Mainstreet Corridor within the Inner Urban transect and has sufficient road width and transition distance between buildings to support high-rise development. Further, the subject property is fully serviced and supporting studies included in the Zoning Bylaw Amendment application confirm the protection of groundwater resources.**

3.2.5 Intensification is permitted and encouraged on former industrial or commercial sites, including brownfield sites where feasible in order to collectively achieve intensification and sustainable and resilient design goals and targets.

**The subject property is presently used as a low-density local recreational facility. The proposed development replaces the use with three high-rise towers which support the City's intensification and sustainable and resilient design goals and targets.**

3.2.8 Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices.

**The proposed development will diversify and increase the variety of dwelling units in the neighbourhood. Specific dwelling unit sizes, for all three buildings, will be contemplated more precisely when a Site Plan Control application is submitted for each building. However, preliminary unit mixes include a combination of studio, one bedroom, two bedroom, and two bedroom plus den units. Refer to Section 3.2 for specific unit counts within each building.**

3.2.10 The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.

**Per Table 3a, the minimum area-wide density requirement for Mainstreets is 120 people and jobs per gross hectare, and the minimum residential density requirement for intensification for Mainstreets is 120 dwellings per net hectare. The proposed development's residential density of 1251 units per hectare (838 dwelling units on a 0.67-hectare lot) exceeds the New Official Plan's density requirements. The proposed development's residential density also meets the Target Residential Density Range for Intensification for the Inner Urban Transect of 60 to 80 dwellings per net hectare.**

#### 4.2.6 Urban Design

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

**Section 4.6** of the Official Plan contemplates an urban design framework to outline the City's urban design program.

The subject property is identified as a **Tier 3 – Local (Major) Design Priority Area (DPA)** per Table 5 – Design Priority Areas of the New Official Plan, as it is located along a Mainstreet Corridor outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

The proposed development meets the following Urban Design policies among others:

#### Promote design excellence in Design Priority Areas

4.6.15 Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;

- b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

**The proposed development uses high-quality materials and includes ample fenestration which will help illuminate and animate the streetscape. Further, the inclusion of exterior areas that permeate throughout the site will enhance the pedestrian experience of the site. Supporting studies submitted with the application indicate that the majority of inhospitable micro-climate impacts have been mitigated.**

### **Protect views and enhance Scenic Routes including those associated with national symbols**

4.6.2.3 Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:

- a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and
- b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.

**The proposed development contributes to a cohesive silhouette comprised of a diversity of building heights by providing three towers of varying heights in an area where the planned function of the surrounding area is to accommodate taller building heights. The proposed development will have no visual impact from key vantage points identified on Schedule C6A.**

### **Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes**

4.6.5.2 Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

**As demonstrated throughout Section 4 of this rationale, the proposed development meets all relevant policies with regard to the Corridors designation. The proposed buildings, in combination with the landscaped areas at-grade, effectively frame the streetscape and offer a setback that presents additional public space to further animate the street in front of the subject property.**

4.6.5.3 Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

**The proposed development will internalize, where possible, all servicing and loading areas. The vast majority of the proposed parking is located underground, and the small amount of surface parking is shielded from public view by the western building fronting Scott Street.**

### **Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all**

**4.6.6.1** To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;
- b) Where the planned context anticipates the adjacency of buildings of different heights; and
- c) Within a designation that is the target for intensification, specifically:
  - i. Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
  - ii. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

**The proposed development is located within a Corridor and within 65 metres of the Westboro Rapid Transit Station. Further, the development is located in an evolving area that is characterized by high-rise buildings. The proposed design steps down in height as the development becomes further from the Transit Station and further from the Mainstreet Corridor.**

4.6.6.2 Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning Bylaw or by other means in accordance with Council-approved Plans and design guidelines

**The proposed development design contemplates reducing height from 36-storeys to 18-storeys as the development recedes from the Mainstreet Corridor and Rapid Transit Station. Further, the towers were designed with small floorplates to mitigate casting shadows on the surrounding area. Finally, subject property is located within an Evolving Overlay, which projects future development will become more dense overtime. This development is in line with the policy advocating for the future density in the area.**

4.6.6.4 Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential.

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

**The proposed development contemplates 1,710 square metres of amenity space, which meets the required amount, as per the Zoning By-law.**

4.6.6.8 High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

**The proposed development includes three high-rise buildings which include 36, 66, and 18-storey buildings respectively. The towers meet the minimum tower separation distance as per the Zoning By-law. The height of the buildings are appropriate within the subject property's designation and transect.**

4.6.6.9 High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

**The tower separation between Building 1 and 2, which are fronting Scott Street is 24 metres. The tower separation between Building 2 and 3 is 20 metres, which meets the Zoning By-law provision for tower separation.**

### 4.3 Richmond / Westboro Secondary Plan

The Richmond Road/Westboro Secondary Plan is a guide to its long-term design and development, taking into consideration land use, urban design, zoning, transportation, existing streetscape conditions, compatibility of new development, and other issues of concern to the local communities. The Secondary Plan provides a framework for the overlying objectives and principles through the policy context for the specific sectoral strategies that focus on land use and building scale, as well as a greenspace network strategy. The Secondary Plan provides detailed background information on existing conditions and community issues as well as land use policy and zoning recommendations.

#### 4.3.1 Unifying Vision, Overlying Objectives and Principles

The Secondary Plan outlines four objectives and corresponding principles for the Richmond Road / Westboro Area:

- / Retain all useable public greenspace; increase greenspace where possible
- / Increase recreational amenities
- / Ensure the area develops in such a way as to ensure that prioritizes pedestrians and cyclists
- / Preserve the scale and character of existing neighbourhoods and ensure the compatibility of new development

**The proposed development contemplates locating 838 dwellings within 65 metres of a rapid transit station, which will encourage greater ridership of the forthcoming O-train service. Further, the development looks to remove the surface parking lot associated with the Granite Curling Club and provide at-grade features that will permeate through the site, towards Lion's Park. The proposal contemplates 6-storey podiums, which will provide for a humane scaled experience along Scott Street.**

#### 4.3.2 Scott Street / Westboro O-Train Station Planning Area

As demonstrated in Figure 15, the subject lands are located within Sector 5 – Scott Street / Westboro O-Train Station Planning Area of the secondary planning area. The policies for this Planning Area Sector state that Council will:

- / Encourage the evolution of Scott Street to a mixed-use live / work environment, including ground floor employment / commercial uses, to take advantage of the proximity of the future Westboro and Kichì Sibi O-Train Stations;
- / Ensure that new development is generally in the form of high low-rise and low midrise buildings, and is compatible with and provides an appropriate transition to the adjacent low-rise neighbourhood;
- / Recognize the Granite Curling Club site as a future redevelopment opportunity for a mixed-use project, providing a transition in building scale to the low-rise neighbourhood to the south.

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

- / Providing appropriate setbacks and transition in building heights, including lower heights along the edges of neighbourhoods;

- / Contributing to the restoration of the urban fabric and introducing transit supportive development. The future Westboro O-Train Station area has the greatest potential for intensification in the form of high-rise buildings with appropriate transition to their surroundings, while the future Kichi Sibi O-Train Station has more limited potential;
- / Conforming to the maximum recommended general maximum building height ranges for each sector. High-mid rise and High-rise buildings will be limited to sites that are compatible with adjacent uses, such as the Capital Greenspace, sites that have deeper lots, or sites that have other natural or constructed separations enabling impacts associated with such development to be mitigated and where a step down in height can be provided abutting existing low-rise buildings;
- / Conforming to the CDP design guidelines respecting built form, shared use of facilities, setbacks, relationship of the building to the adjacent neighbourhood’s character, other policies of the Official Plan aimed at achieving compatible development while minimizing impacts on adjacent residential neighbourhoods, and the High Performance Design Standards that ensure sustainable and climate resilient design;
- / Conforming to the CDP design guidelines respecting built form, shared use of facilities, setbacks, relationship of the building to the adjacent neighbourhood’s character, other policies of the Official Plan aimed at achieving compatible development while minimizing impacts on adjacent residential neighbourhoods, and the High Performance Design Standards that ensure sustainable and climate resilient design;
- / Avoiding the creation of a street canyon effect by providing breaks in massing where appropriate or variations in building height, building setback and alignment to add interest to the streetscape and to provide space for activities and trees along the sidewalk.

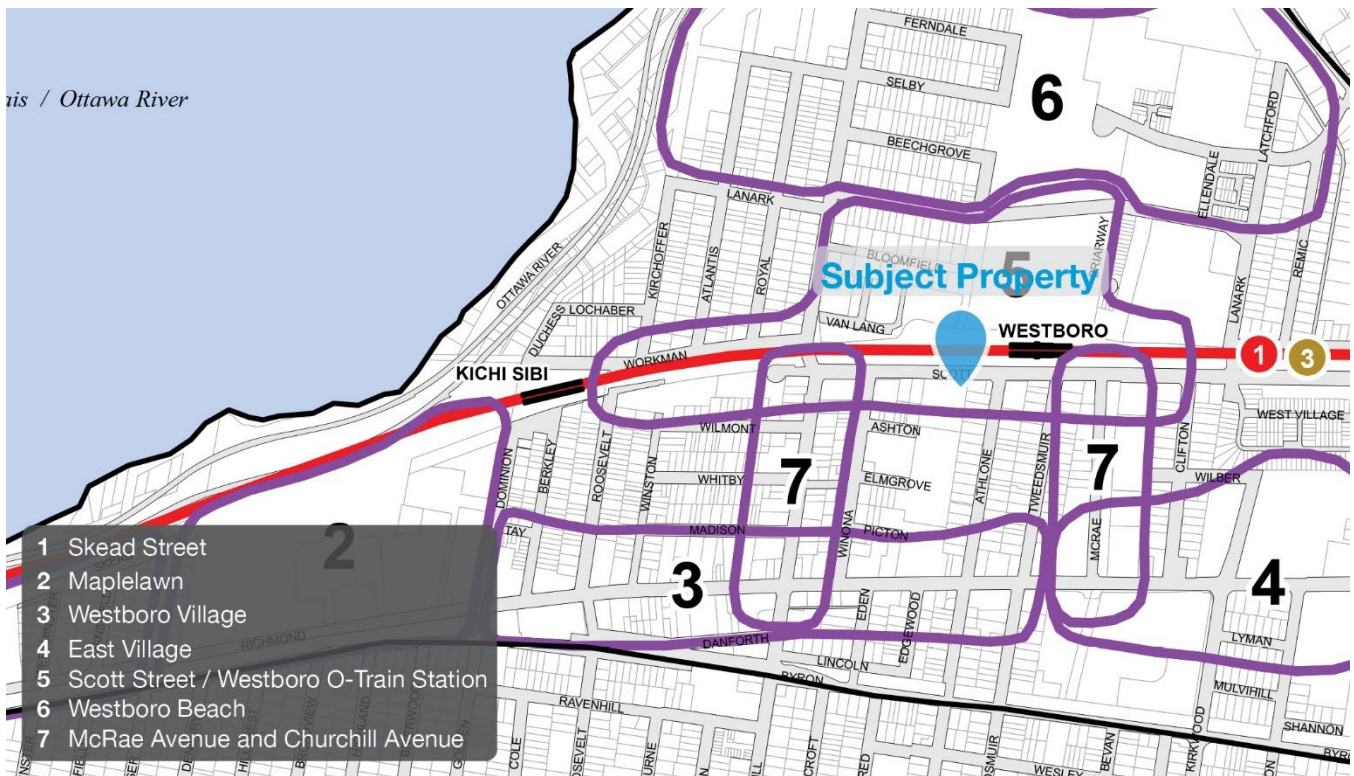


Figure 15: Schedule A – Planning Area Sectors, Richmond / Westboro Secondary Plan.

**The proposed development will introduce three transit supportive, high-rise buildings within the Westboro Transitway Station area that incorporates adequate transition to low-rise residential areas south and east of the**

**subject properties. Further, policy in the Secondary Plan specifically speaks to the redevelopment of the Granite Curling Club site. Urban design and compatibility are discussed in greater detail in Section 4 of this Rationale.**

### **4.3.3 Richmond Road and Scott Street Mainstreet Corridors**

Policy 4.2 contemplates redevelopment and infill along Scott Street to optimize the use of land through increased building height and density. The Plan generally supports building height in the range of four to six storeys, however, greater building heights will be considered in any of the following circumstances without the need for an Official Plan Amendment:

- / Specific building heights are permitted by the Zoning By-law based on the Richmond Road / Westboro Community Design Plan or other Council-approved studies;
  - Refer to Section 4.4 of this Rationale for a fulsome review of the Richmond Road / Westboro Community Design
- / The proposed building height is compatible in scale with, or provides a transition between existing buildings;
  - The planned function of the area is to provide high-rise development, as per the Official Plan, development within 300 metres of a rapid transit station is appropriate for high-rise development;
  - High-rise development is either approved for development or has been constructed elsewhere on Scott Street;
  - The podiums of each building are proposed to be 6-storeys which will provide a human scale for pedestrians; and
  - The proposed development contemplate a transition in height from 36-storeys fronting on Scott Street to 18-storeys at the rear of the property.
- / The development provides a cultural asset, and is located on a corner lot, at a transit stop or station, or is located at a prominent location, such as a major destination, an important public space, the termination of a vista or view, or a unique natural setting;
  - The subject property is located at the corner of Scott Street and Athlone Avenue and contemplates an attractive design in close proximity to a rapid transit station.
- / The development incorporates facilities, amenities, or services that that support the goals for Mainstreet Corridors as per the Official Plan including the provision of wider sidewalks or other public realm improvements consistent with Section 4.6.3; and
  - The proposed development contemplates setting the podiums back three metres from the property line, which will provide for a wider sidewalk condition along Scott Street; and
  - A commercial unit is presently contemplated along Scott Street.
- / Where the application of the provisions of Section 4.6 of the Official Plan determine that additional height is appropriate.
  - Refer to Section 4.2.6 of this Rationale for a fulsome discussion of the proposed development's compliance with Section 4.6 of the Official Plan.

**The Secondary Plan generally supports mid-rise building heights, but it is Fotenn's opinion that an Official Plan Amendment is not required given that the Secondary Plan provides criteria for greater building height in strategic locations, while having regards to Official Plan policies related to an appropriate building transition.**

**The proposed building height of 36, 26 and 18-storeys are in keeping with other prevailing building heights along the Scott Street corridor including Minto's Metropole tower, the abutting 30-storey tower at 2050 Scott Street, and new approved and/or constructed towers in proximity to the Westboro transit station.**

**The development fosters the creation of a community focus, and is located on a corner lot, at a gateway location and at a location to support the transit station. The "L"-shaped parcel has frontage onto Scott Street and Athlone Avenue**

and is immediately at the Westboro transit station and transitway. The parcel is strategically located along the Scott Street corridor to contribute to transit ridership.

**4.3.4 Maximum Building Heights**

With respect to Policy 5.5 3 and opportunities for increased building height and density, the following considerations are important:

- / The Secondary Plan generally supports mid-rise building heights, but it is Fotenn’s opinion that an Official Plan Amendment is not required given that the Secondary Plan provides a criteria for greater building height in strategic locations, with having regards to Official Plan policies related to an appropriate building transition.
- / The proposed building height of 36, 26 and 18-storeys are in keeping with other prevailing building heights along the Scott Street corridor including Minto’s Metropole tower, and new approved and/or constructed towers in general proximity to the Westboro transit station.
- / The development fosters the creation of a community focus, and is located on a corner lot, at a gateway location and at a location to support the transit station. The “L”-shaped parcel has frontage onto Scott Street and Athlone Avenue and is immediately at the Westboro transit station and transitway. The parcel is strategically located along the Scott Street corridor to contribute to transit ridership.

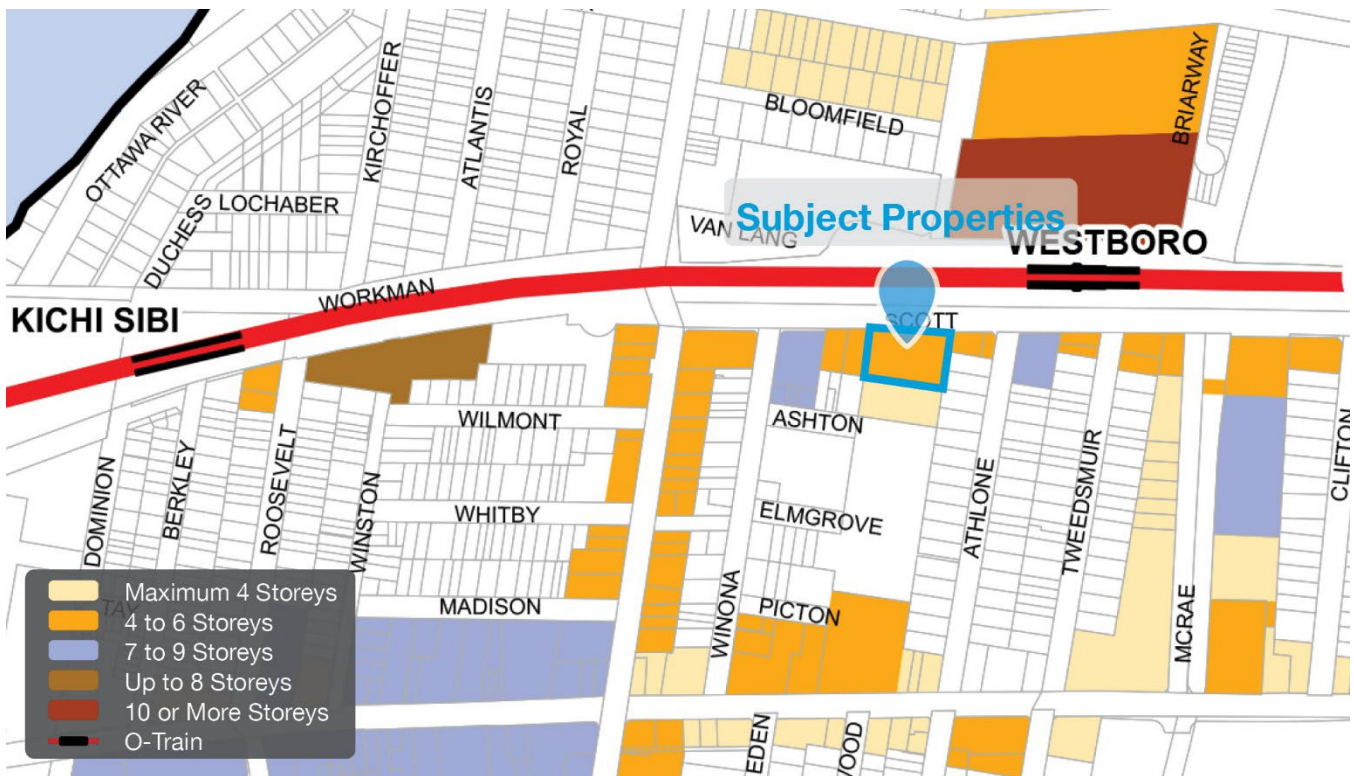


Figure 16: Schedule C – Maximum Building Height, Richmond Road / Westboro Secondary Plan.

Although the Secondary Plan contemplates heights in the four to six storey range for the subject lands, Policy 4.2 of the Plan also permits consideration for greater building heights without the need for an Official Plan Amendment. Per Policy 4.2, the proposed development contributes to an established pattern of building heights and transitional elements along Scott Street in addition to supporting transit. Further, the proposed design includes at-grade commercial space supplemented by a large at-grade landscaped area, contributing to a substantial improvement to the public realm. Although the design approach is not typical of a Traditional Mainstreet (continuous building frontage, small tenant spaces, commercial parking, etc.), the context of the area, the proximity to the transit station, the function of Scott Street as a high-intensity, high traffic volume arterial road supports the design approach.

The three tower approach with street-facing podiums and street-accessible open space between the buildings is the most appropriate design, and contributes to a gateway or important public / semi-public space. Additional public benefits, including opportunities for community facilities, potential enhancement to the abutting Lion’s municipal park and the pedestrian plaza will be part of the project design.

The Community Benefits Charge is applicable to the proposed development and additional community benefits will be made available to the community through the financial contribution.

#### 4.4 Richmond Road / Westboro Community Design Plan

Approved in 2007, the Richmond Road/Westboro Community Design Plan (CDP) provides the basis for much of the policies and strategies identified in the Richmond Road/Westboro Secondary Plan, discussed in Section 4.3 of this report. Consequently, there is some overlap in the recommendations proposed for each, however, other guidance found in the CDP document is discussed below. The CDP recognizes that there are significant opportunities for intensification and infill development through compact forms of development within the planning area, particularly on Traditional Mainstreets such as Scott Street.

Section 3 of the CDP identifies the existing conditions of the planning area, as demonstrated in Figure 16. The subject property is located in two different conditions. The area of the subject property located at the corner of Scott Street and Athlone Avenue is highlighted in red as incompatible, non-mainstreet related uses, which are encouraged to be redeveloped. The area of the subject property that consists of the Granite Curling Club is highlighted as an Institutional Building. However, policy within the Richmond Road / Westboro Secondary Plan indicates the Curling Club is recognized as an area for future redevelopment.

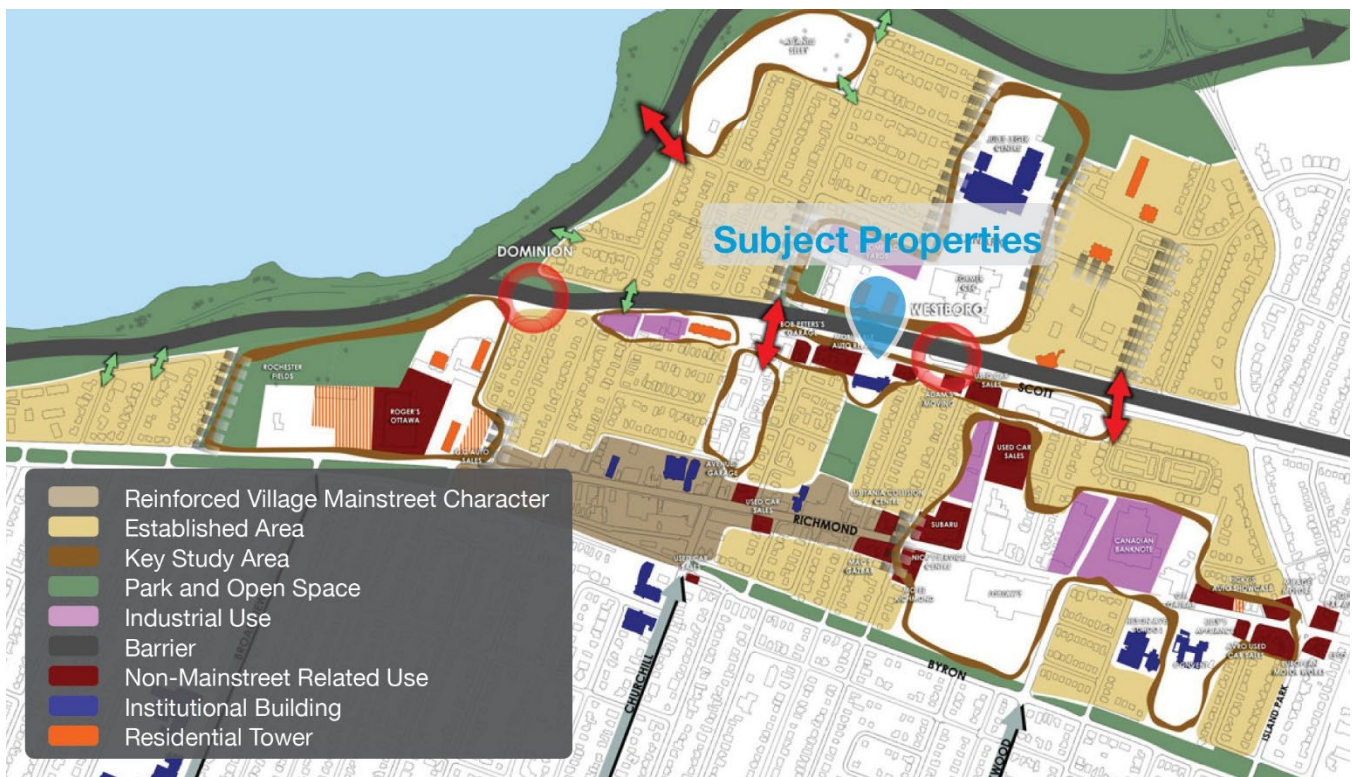


Figure 17: Map 3 – Existing Conditions, Richmond / Westboro Community Design Plan.

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

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

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

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



Figure 18: Map 9b – Proposed maximum Building Height Changes, East Sector.

The proposed development is appropriately setback from adjacent properties and includes transitional elements to low-rise residential dwellings in the surrounding area. The redevelopment of the Granite Curling Club is advocated for in the associated Secondary Plan. Further the redevelopment of the subject property will add a new mix of housing units to the residential character of the area while adding a at-grade landscaping elements that integrates the site into the abutting greenspace. Appropriate urban design elements will be introduced to reduce impacts of infill and intensification.

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

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

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

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

storey minimum building height is proposed, with a front setback where the building height is greater than 15 metres as per the TM zone provisions;

- / A variety of uses can be accommodated at ground level including retail, office or other employment uses, but also housing, to take advantage of the proximity to the Transitway station. If housing is located at grade, an adequate separation space from the sidewalk should be provided and be appropriately landscaped;
- / Provide a minimum three-metre wide landscaped area along the edge of a parking lot fronting on a public street;
- / Provide a minimum three-metre wide landscaped area, which may include a solid wall or fence in addition to planting, at the edges of sites adjacent to residential or institutional properties.

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

- / The building should safeguard exposure to sunlight along the sidewalk;
- / The building should not have significant negative effects on surrounding properties and residential neighbourhoods regarding shadowing and visual impact;
- / The lower portions of buildings facing Richmond Road in Westboro Village should be designed with vertical distinctions that reflect the existing village character;
- / The applicant must address the planning strategy and the urban design guidelines of the CDP and undertake a transportation impact study.

**Many of the CDP’s recommendations and guidelines require updates or revisions as they no longer conform to Official Plan policies and direction. However, the proposed development conforms broadly to the intent of the CDP with regard to the sensitive integration of density in a manner that enhances the existing neighbourhood and transitions appropriately to low-rise residential uses. The subject property is an ideal candidate for redevelopment and will achieve many of the objectives outlined for this section of Scott Street including supporting transit, providing greater access and permeability through the site to Lion’s Park, a pedestrian oriented façade, and appropriate transition to surrounding residential areas.**

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

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

The proposed development meets the intent and purpose of several of the City’s Urban Design Guidelines for Development Along Traditional Mainstreets, including the following:

##### Streetscape

- Guideline 1** Align streetwall buildings with the existing built form or with the average setback of the adjacent buildings in order to create a visually continuous streetscape.
- Guideline 2** Plant clusters of trees on the flanking residential streets, where they meet the mainstreet, for additional greenspace.

##### Streetscape

- Guideline 4** Use periodic breaks in the street wall or minor variations in building setback and alignment to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk.
- Guideline 6** Create attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards, outdoor cafés, seating and decorative pools or fountains
- Guideline 8** Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned, buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias etc.

### Built Form

- Guideline 11** Use clear windows and doors, to make the pedestrian level facade of walls facing the street highly transparent and locate active pedestrian-oriented uses at-grade.
- Guideline 12** Set back the upper floors of taller buildings to help achieve a human scale and more light on the sidewalks.
- Guideline 16** Highlight buildings on corner sites, where two public streets intersect, with special treatment such as a corner entrance. Continue the same level of architectural detailing around both sides of the building.

### Pedestrian and Cyclists

- Guideline 20** Design pedestrian walkways of materials such as concrete or unit pavers that are easily maintained for safety.
- Guideline 23** Locate surface parking in the rear yard with vehicular access off side streets and laneways.

### Servicing and Utilities

- Guideline 37** Share service and utility areas between different users within a single building or among different buildings.
- Guideline 38** Enclose all utility equipment within buildings or screen them from both the traditional mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks, ramps, air conditioner compressors, utility meters and transformers.
- Guideline 39** Supplement street lighting where necessary with lighting affixed to the buildings in order to accentuate and animate buildings and spaces.
- Guideline 41** Provide lighting that is appropriate to the street character and mainstreet ground-floor use, with a focus on pedestrian areas.

## 4.6 Transit Oriented Development Guidelines

Approved by City Council on September 26, 2007, the City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa.

These guidelines are to be applied to all development throughout the City within a 600-metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500-metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

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

### Land Use

- Guideline 1** Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station.
- Guideline 3** Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another.

### Layout

- Guideline 6** Create pedestrian and cycling "short cuts" that lead directly to transit. Pathways require a minimum 6-metre right-of-way.
- Guideline 10** Orient buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles.

### Built Form

- Guideline 11** Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.
- Guideline 14** Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.
- Guideline 15** Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing.

### Pedestrians and Cyclists

- Guideline 16** Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit.
- Guideline 17** Use different materials such as concrete for crosswalks or treatments such as painted patterns to provide visual identification of pedestrian routes for motorists.

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

### Vehicles and Parking

**Guideline 35** Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side.

**Guideline 36** Design access driveways to be shared between facilities. This helps to improve the pedestrian environment by limiting the number of depressed curbs across public sidewalks and reduces potential points of conflict between pedestrians and vehicles.

**Guideline 37** Provide areas where motorists, including taxis, can drop off or wait for transit passengers. Passengers require a direct connection to the transit station.

**Guideline 38** Design and locate parking lots and internal roads to minimize the number of vehicle crossings over primary pedestrian routes.

**Guideline 39** Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping.

**Guideline 43** Locate loading areas off the street, behind or underneath buildings. Avoid routing deliveries through parking areas and across primary pedestrian, transit and cyclist routes.

### Streetscape and Environment

**Guideline 54** Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view.

## 4.7 Urban Design Guidelines for High-Rise Buildings

Approved by City Council in 2018, the City of Ottawa's Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The design guidelines will be applied wherever high-rise residential and mixed-use buildings are proposed.

These guidelines seek to highlight ways to:

- / Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and
- / Promote development that responds to the physical environment and microclimate through design.

The guidelines are to be used during the review of development proposals to promote and achieve appropriate high-rise development. These are general guidelines, and not all will apply equally in all circumstances. Each context will inform the application of, and the emphasis on, various guidelines. Specific site context and conditions will be considered in conjunction with these guidelines.

The guidelines are general and are not to be used as a checklist for evaluating a proposal. These guidelines have been developed to improve and enhance compatibility, transition, and livability, as well as to manage the relationship between high-rise buildings and nearby, buildings, streets, parks, and open spaces.

The proposed development meets the intent and purpose of several of the City's Urban Design Guidelines for High-Rise Buildings, including the following:

### Context

- 1.14** The lot should be in regular shape to allow for a design that incorporates effective transition measures.
- 1.15** The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.
- 1.16** When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back.
- 1.18** A proposal to accommodate a high-rise building over 30-storeys in height will require a larger lot to meet the required greater separation distances.

### Built Form

- 2.1** Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which (a) fits into the existing urban fabric, animates existing public spaces, and frames existing views.
- 2.2** Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that (b) respects and/or enriches urban fabric and skylines.
- 2.3** Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:
  - a) A high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives;
  - b) A high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment.
- 2.13** Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):
  - / In the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution.

- 2.15** The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street.
- 2.17** The minimum height of the base should be 2 storeys.
- 2.23** The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.
- 2.24** Encourage small tower floor plates to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into interior spaces:
- a) The maximum tower floor plate for a high-rise residential building should be 750m<sup>2</sup>; and
  - b) Larger tower floor plates may be considered in suburban locations with design features to mitigate shadow and wind impacts, maintain sky views, and allow for access to natural lights.
- 2.29** Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening sky views.
- 2.35** The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.
- 2.36** Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.

### Pedestrian Realm

- 3.1** Provide a minimum 6m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area.
- 3.10** Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.
- 3.12** Animate the streets, pathways, parks, open spaces, and POPS by (c) providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time.
- 3.14** Locate parking underground or at the rear of the building.
- 3.16** Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.
- 3.17** When they are not internalized, screen servicing, loading, and required utilities from public view and ensure they are acoustically dampened where possible.

- 3.18 Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm.
- 3.19 Recess, screen, and minimize the size of the garage doors and service openings visible from streets and other public spaces.

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

The subject property is currently zoned Traditional Mainstreet, Urban Exception 2829, Schedule 465, with an associated Holding Provision – **TM[2829] S465-h**. The purpose of the Traditional Mainstreet Zone is to:

- / Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto related uses, in areas designated Traditional Mainstreet in the Official Plan;
- / Foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;
- / Recognize the function of Business Improvement Areas as primary business or shopping areas; and
- / Impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.

**Permitted uses include:**

- |                                |  |                              |
|--------------------------------|--|------------------------------|
| / apartment dwelling, low rise | / apartment dwelling, mid rise         | / bed and breakfast          |
| / dwelling units               | / group home                           | / home-based business        |
| / home-based day care          | / retirement home                      | / retirement home, converted |
| / rooming house                | / community health and resource centre | / convenience store          |
| / community centre             | / day care                             | / diplomatic mission         |
| / library                      | / instructional facility               | / office                     |
| / restaurant                   | / retail food store                    | / retail store               |

**Apartment dwelling, high-rise is not a permitted use but was established through the Urban Exception associated with the Zoning By-law Amendment approved in 2022.**

**Urban Exception 2829 outlines the built form provisions associated with Schedule 465, as well as permits an amenity space above the maximum building height, maximum GFA, and conditions to remove the holding zone.**

**Schedule 465 identifies the permitted heights, setbacks, and separations from each building, as noted below.**

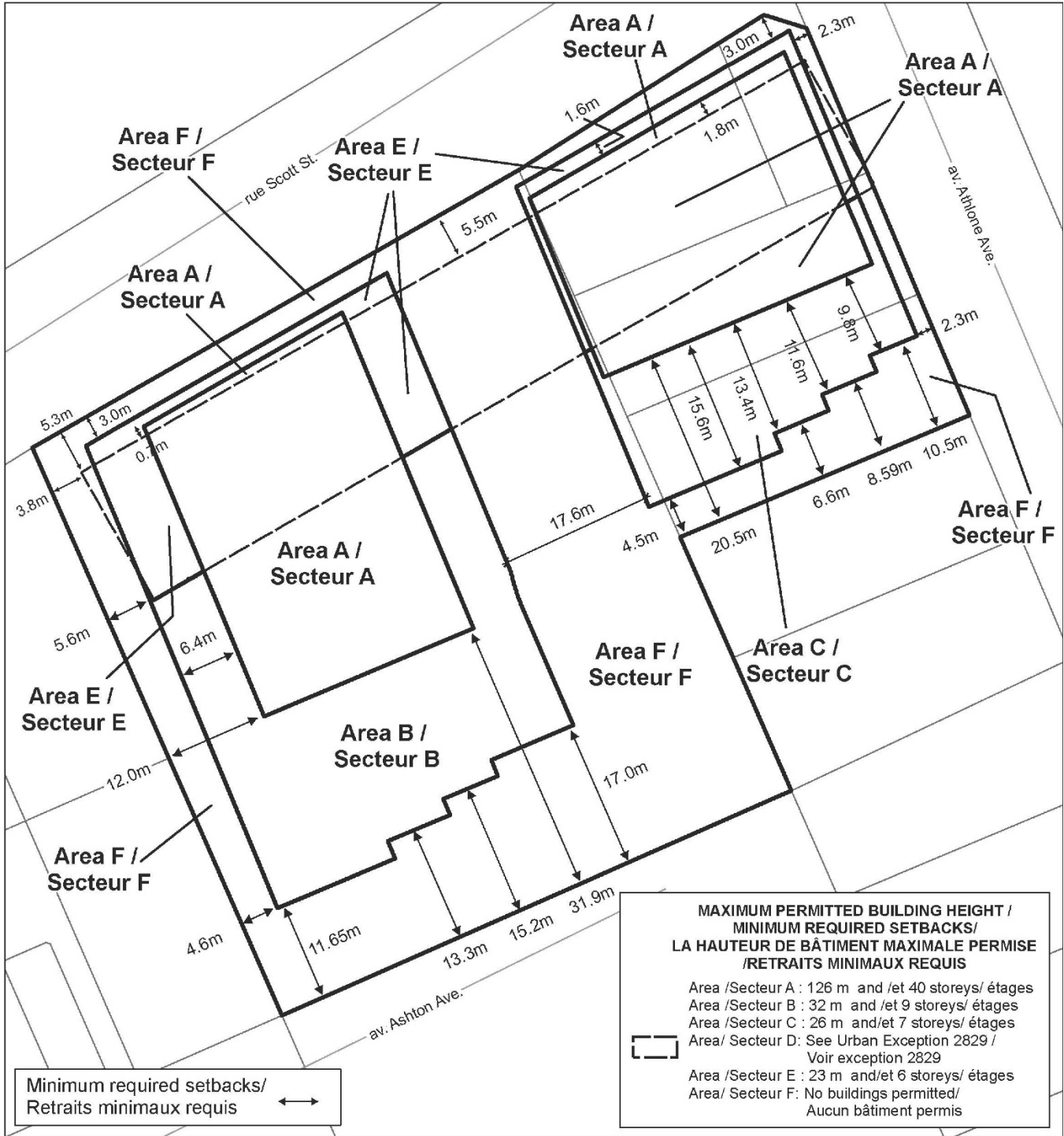


Figure 19: Schedule 465, identifying the existing built form provisions and setbacks of the subject property. The following table summarizes the updated built form provisions relative to the existing Schedule 465 provisions and TM zone provisions not captured as part of the Schedule.

Zoning Mechanism	Provision	Provided	Compliance
Minimum Lot Area	No minimum	6,686 m <sup>2</sup>	✓

<i>Table 197(a)</i>			
<b>Minimum Lot Width</b> <i>Table 197(b)</i>	No minimum	101.4 m	✓
<b>Maximum GFA</b> <i>Schedule 465</i>	73,000 square metres	73,000 square metres	✓
<b>Front Yard Setback</b> <i>Schedule 465</i>	2.7-7.5 metres <i>As per Schedule 465</i>	2.5 metres	X
<b>Interior Side Yard Setback</b> <i>Schedule 465</i>	3.8-5.6 metres <i>As per Schedule 465</i>	1.2 metres	X
<b>Rear Yard Setback</b> <i>Schedule 465</i>	5.5-17 metres <i>As per Schedule 465</i>	4 metres (abutting a residential zone)  2.5 metres (All other cases)	X
<b>Minimum Tower Separation</b> <i>Exception 2829</i>	25 metres	20 metres	X
<b>Maximum Building Height</b> <i>Schedule 465</i>	As per Schedule 465 (Maximum 40-storeys)	As per Updated Schedule (Maximum 40-storeys)	X
<b>Minimum Setback above 9<sup>th</sup> floor along western property line</b> <i>Exception 2829</i>	12 metres	11.5 metres	X
<b>Maximum Vehicle Parking Rate</b> <i>Schedule 465</i>	0.6 spaces per dwelling	0.6 spaces per dwelling	✓
<b>Amenity Space</b> <i>Table 137(4)</i>	857 x 6 m <sup>2</sup> (total) 857 x 3 m <sup>2</sup> (communal)	1,710 square metres 855 square metres	✓ ✓
<b>Minimum Driveway Width</b> <i>107(1)(a)(ii)</i>	Parking lot: 6.0 metres	6.0 metres	✓
	Parking garage: 6.0 metres	6.0 metres	✓
<b>Minimum Aisle Width</b> <i>107(1)(c)(ii)</i>	Parking lot: 6.0 metres	6.0 metres	✓
	Parking garage: 6.0 metres	6.0metres	✓
<b>Minimum Parking Space Dimensions</b> <i>106(1)(a)(c)</i>	Length: 5.2 metres Width: 2.6 metres	5.2 metres 2.6 metres	✓ ✓
	Up to 40% of required parking spaces may be 4.6 m by 2.4 m	<40%	✓
<b>Minimum Required Bicycle Parking Spaces</b> <i>Table 111A(b)</i>	0.5 per dwelling unit (429)	442	✓
<b>Minimum Bicycle Parking Space Dimensions</b> <i>Table 111B(a)(b)</i>	1.8 metres x 0.6 metres	1.8 meres x 0.6 metres	✓

<b>Minimum Bicycle Parking Space Aisle Width</b> <i>Section 111(9)</i>	1.5 metres	1.5 metres	✓
<b>Maximum Provision of Vertical Bicycle Parking Spaces</b> <i>Section 111(11)</i>	50%	<50%	✓
<b>Minimum width of landscaped area around a parking lot</b> <i>Section 111(11)</i>	None	None	✓
<b>Minimum Required Landscaped Area within a Parking Lot</b> <i>Table 110(b)</i>	None	None	✓

As identified in the table above, the proposed development adheres to the general intent of the Traditional Mainstreet zone, which is to promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit, and automobile.

The proposed relief to the existing Zoning By-law provisions, detailed Section 5 will address site specific requirements to accommodate the proposal as presented in this submission.

## 5.0

# Proposed Zoning By-law Amendment

## 5.1 Requested Zone

The requested Zoning By-Law Amendment is proposed to amend the existing zoning – **TM[2829] S465-h, to TM[XXXX] SYYY**. The updated Urban Exception and Schedule would generally reflect the zoning provisions and built form of the proposed development.

### 5.1.1 Requested Exception Provisions

**Amend Schedule 465 to reflect the requested setbacks and maximum building heights, as identified on the accompanying Zoning Schedule.**

- / Whereas Schedule 465 on the Zoning By-law presently provides required setbacks and maximum building heights for the subject property, the proposed amendment would replace the existing Schedule with a new Schedule that reflects the setbacks and building heights of the proposed development as identified on the provide Schedule.
  - The proposed amendment to Schedule 465 is appropriate attributable to the fact that the relief requested represent no deviation in GFA (maximum 73,000 square metres) from the existing zoning.
  - The proposed three tower configuration does not provide greater impacts on abutting properties, relative to the existing two tower configuration found in Schedule 465
  - Regarding deviations in setbacks and tower separations from Schedule 465, the impacts of reducing setbacks and tower separation are marginal (generally within 10% of the existing setback and separations) and do not functionally change the condition of pedestrians at-grade or meaningfully reduce privacy between buildings

**Permit a maximum of three towers on the subject property**

- / To reflect the number of buildings on the accompanying Site Plan.

**Maximum Gross Floor area of 73,000 square metres.**

- / Retain the existing provision to limit the gross floor area of the proposed development to 73,000 square metres.
  - The intent of retaining this provision is to ensure an identical level of intensification is permitted, while providing that intensification in a built form that contemplates three towers, whereas the existing zoning would only permit two.

**The tower portion of the building, being any portion above 6-storeys, must be setback a minimum of 4.0-metres from the corner lot line.**

- / Whereas the existing corner yard setback for the tower portion of a building is identified in Schedule 465, the proposed amendment would provision the tower setback to 4.0 metres from the corner yard lot line.
  - The requested tower setback reflects the provided tower setback as identified in Area A on Schedule 465. The requested exception looks to provide the same setback without provisioning the exact location of the tower.

**The tower portion of the building, being any portion above 6-storeys, must be setback a minimum of 5.5-metres from the rear lot line, abutting a non-residential zone.**

- / Whereas the existing rear yard setback for the tower portion of a building is identified in Schedule 465 varies between 11.65 and 17 metres, the proposed amendment would reduce the tower setback to 5.5 metres when abutting a non-residential zone.

- The requested exception is appropriate given that the abutting use to the rear of the property (in the non-residential zone) is a park, which does not require the same level of protection with respect to privacy concerns that tower proximity may incur.

**Maximum permitted parking rate per dwelling unit is 0.6 spaces per unit.**

- / Retain the existing provision with respect to number parking spaces.
  - The requested parking rate is appropriate, given that the proposed GFA remains 73,000 square metres, requiring the proposed development to accommodate a similar number of dwelling units as contemplated in the previously approved Zoning By-law Amendment.

**5.1.2 Requested Zoning Schedule**

Below is the proposed Zoning Schedule to be associated with the Zoning By-law Amendment and Urban Exception. The Zoning Schedule identifies the general setbacks and permitted heights for the proposed development.

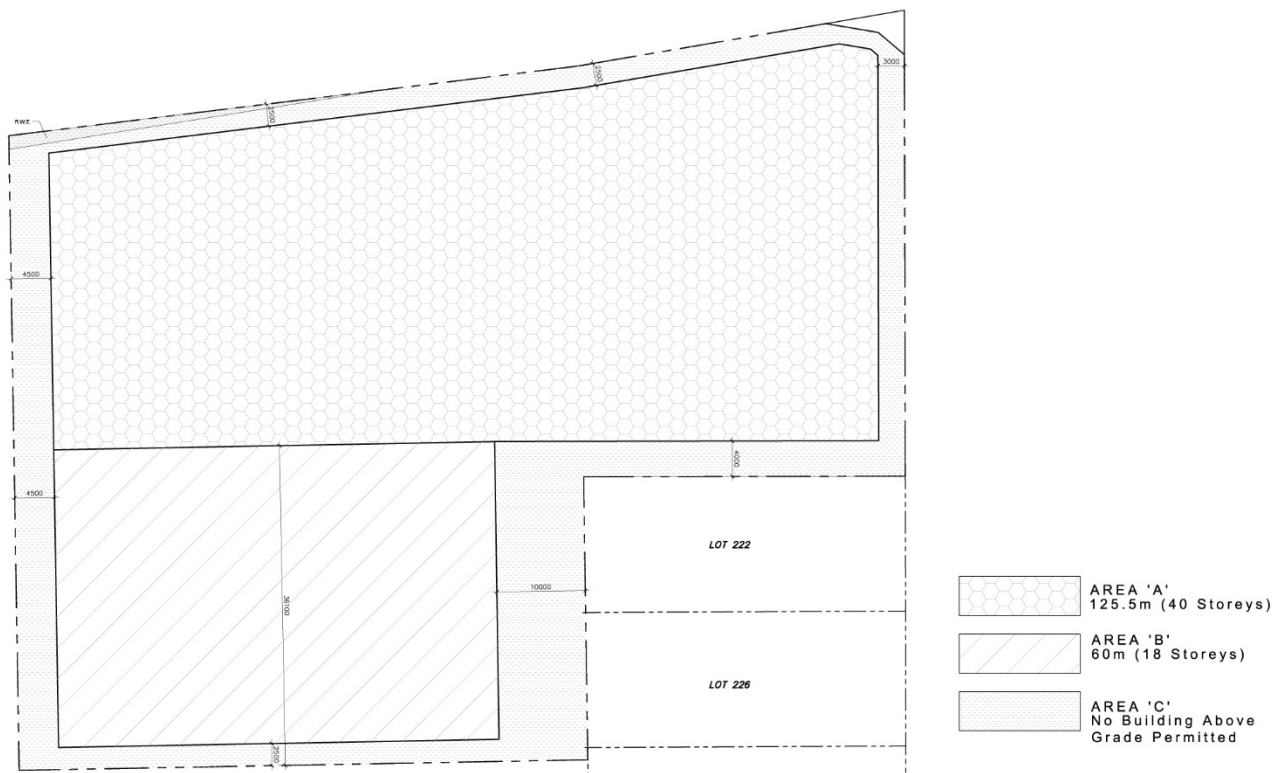


Figure 20: Proposed Zoning Schedule to identify maximum building heights and minimum setbacks for the proposed development.

## 6.0 Conclusion

It is our professional planning opinion that the application for a Zoning By-law Amendment is appropriate, represents good planning, and is in the public interest.

The proposed development is consistent with the Provincial Planning Statement by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area that contributes to the range of housing options available in the community.

The proposed development conforms to the Official Plan's vision for managing growth in the urban area. The proposed development responds to the existing context by meeting the urban design and compatibility objectives, principles, and policies in Sections 3 – Growth Management Framework and 4.6 – Urban Design of the Official Plan. Further, the proposed development is in conformity with respect to the subject property's Designation and Transect. In particular, the subject property is appropriate for the proposed high-rise built form, due to its proximity to transit and location along a Mainstreet Corridor within the Inner Urban Transect.

The proposed development conforms broadly to the intent, policies, and guidelines in the Richmond / Westboro Secondary Plan. Specifically, with regard to policy 4.2, which mitigates the need to seek an Official Plan Amendment.

The proposed Zoning By-law Amendment would apply a modified Traditional Mainstreet – TM zoning to the subject property, which ensures efficient development patterns of a suitable scale and density which are in keeping with policies regarding close proximity to Rapid Transit Stations and the planned neighbourhood context.

Supporting studies confirm that the proposal is functional and appropriate.

For your consideration,



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Senior Planner