

**Subject: Zoning By-law Amendment – 2006, 2020, 2026 Scott Street, and 314,  
318 Athlone Avenue**

**File Number: ACS2022-PIE-PS-0130**

**Report to Planning Committee on 27 October 2022**

**and Council 9 November 2022**

**Submitted on October 11, 2022 by Derrick Moodie, Director, Planning Services,  
Planning, Real Estate and Economic Development**

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**Ward: Kitchissippi (15)**

**Objet : Modification du Règlement de zonage – 2006, 2020 et 2026, rue Scott,  
et 314 et 318, avenue Athlone**

**Dossier : ACS2022-PIE-PS-0130**

**Rapport au Comité de l'urbanisme**

**le 27 octobre 2022**

**et au Conseil le 9 novembre 2022**

**Soumis le 11 octobre 2022 par Derrick Moodie, Directeur, Services de la  
planification, Direction générale de la planification, des biens immobiliers et du  
développement économique**

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## **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve an amendment to  
Zoning By-law 2008-250 for 2006, 2020, 2026 Scott Street and 314, 318**

**Athlone Avenue, as shown in Document 1, to permit the construction of two 40-storey mixed-use buildings, as detailed in Document 2.**

- 2. That Planning Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of 9 November 2022 subject to submissions received between the publication of this report and the time of Council’s decision.**

## **RECOMMANDATIONS DU RAPPORT**

- 1. Que le Comité de l’urbanisme recommande au Conseil d’approuver une modification du Règlement de zonage 2008-250 visant les 2006, 2020 et 2026, rue Scott et les 314 et 318, avenue Athlone, des biens-fonds illustrés dans le document 1, afin de permettre la construction de deux immeubles polyvalents de 40 étages, comme l’expose en détail le document 2.**
- 2. Que le Comité de l’urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d’explication’ aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 9 novembre 2022 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.**

## **EXECUTIVE SUMMARY**

### **Staff Recommendation**

Planning staff recommend approval of the Zoning By-law Amendment application for 2006, 2020, 2026 Scott Street and 314, 318 Athlone Avenue to facilitate the construction of two 40-storey mixed-use buildings. The development concept provides approximately 800 dwelling units within the two buildings, 546 vehicular parking spaces (of which approximately 80 will be for visitor parking), and 500 plus bicycle parking spaces available to residents.

The applicant has requested to rezone the subject property from L1, TM [102] and R4UB zones in the Zoning By-law 2008-250, to a Traditional Mainstreet Zone with exception and height schedule with a holding - h (TM[xxx] Syyy - h), while leaving 10% of the subject property along Lion's Park as L1, to be dedicated to the City for parkland.

The proposal aligns with applicable Official Plan policies for this site. In the current Official Plan, the site is designated as Traditional Mainstreet (Section 3.6.3), a target area for intensification, and a designation which envisions some of the most significant development opportunities. While the Official Plan supports mid-rise building heights on Traditional Mainstreets, greater building heights may be considered in some situations, based upon site conditions, existing character and compatibility. The application of Sections 2.5.1 and 4.11 assist in determining that additional height is appropriate.

Under the new Official Plan, the site is located within the Inner Urban Transect Policy Area, which seeks to achieve an urban pattern of built form, site design and mix of uses, the prioritization of walking, cycling and transit, as well as providing direction to Neighbourhoods, Hubs and Mainstreet Corridors within the Transect. The Inner Urban Transect is generally planned for mid- to high-density developments, subject to proximity to rapid transit and subject to the urban design policies of Section 4.6.

The proposal is subject to Richmond Road / Westboro Secondary Plan in Volume 2 of the current Official Plan (and new Official Plan). On Schedule A, the site is located within Sector 5 – Scott Street and Westboro Transitway Station Area. The secondary plans represent an implementation of the Richmond Road/Westboro Community Design Plan (CDP). The vision for this area includes encouraging the evolution of Scott Street as a mixed-use corridor with a live/work environment, including ground floor commercial uses supporting the proximity of Westboro O-Train Station.

### **Applicable Policy**

The following policies support this application: The Richmond Road/Westboro Secondary Plan, Policy 1.3.3.

High-rise buildings are permitted in this area as set out in the Richmond Road/Westboro Secondary Plan, Policy 1.3.3, which supports greater building heights where there are opportunities to support transition at a station, where Section 2.5.1 and 4.11 of the current Official Plan determine that additional height is appropriate. The proposal's building height relates well to neighbouring properties and supports active transit with the Westboro Transit Station being within 65 metres walking distance from the site.

## Public Consultation

A Councillor led community meeting was held on June 13, 2022, via Zoom where approximately 60 members from the public were in attendance.

Comments received from the community consisted mostly of opposition. Those in opposition generally expressed concerns relating to height and massing, traffic and parking, neighbourhood transition, parkland, community benefit, housing affordability, pedestrian and cycling safety, intensification, transit integration, architecture and design, environment and sustainability, and construction and servicing.

## RÉSUMÉ

### Recommandation du personnel

Le personnel des Services de planification recommande d'approuver la demande de modification du Règlement de zonage visant les 2006, 2020 et 2026, rue Scott et les 314 et 318, avenue Athlone, afin de permettre la construction de deux immeubles polyvalents de 40 étages. Le concept d'aménagement prévoit environ 800 logements répartis dans les deux immeubles, 546 places de stationnement pour véhicules (dont environ 80 destinées aux visiteurs) et 500 places de stationnement pour vélos mises à la disposition des résidents.

Le requérant souhaite faire passer la désignation de la propriété visée de L1, TM [102] et R4UB dans le Règlement de zonage 2008-250 à Zone de rue principale traditionnelle assortie d'une exception, d'une annexe de hauteur et d'un symbole d'aménagement différé - h (TM[xxx] Syyy - h), tout en laissant une désignation L1 à dix pour cent de la propriété, c'est-à-dire la partie longeant le parc Lion's Park, que la Ville affecterait à la création d'un parc.

La proposition est conforme aux politiques du Plan officiel pertinentes pour cet emplacement. Le Plan officiel actuel désigne l'emplacement comme étant une rue principale traditionnelle (section 3.6.3), un secteur cible de densification, et une désignation qui vise à permettre les possibilités d'aménagement parmi les plus importantes. Bien que le Plan officiel encourage les immeubles de hauteur moyenne le long des rues principales traditionnelles, des hauteurs plus élevées peuvent être envisagées en fonction de l'état des lieux, de l'aspect actuel du secteur et de la compatibilité. L'application des sections 2.5.1 et 4.11 aide à déterminer si une hauteur supplémentaire est appropriée.

Aux termes du nouveau Plan officiel, l'emplacement visé se trouve dans le secteur de politique du transect urbain intérieur, un secteur qui vise à créer un modèle urbain de

forme bâtie et une conception des sites, à offrir une variété d'utilisations, à prioriser la marche, le vélo et le transport en commun et à fournir une orientation aux quartiers, aux carrefours, et aux couloirs de rue principale dans le transect. Le transect urbain intérieur est généralement destiné aux aménagements de densité moyenne à élevée, sous réserve d'une proximité avec le transport en commun rapide et des politiques de design urbain de la section 4.6.

La proposition est assujettie au Plan secondaire du secteur du chemin Richmond à Westboro, qui figure dans le volume 2 du Plan officiel actuel (et du nouveau Plan officiel). À l'annexe A, l'emplacement est situé dans l'îlot 5 – Secteur de la rue Scott et de la station Westboro du Transitway. Les plans secondaires représentent une mise en œuvre du Plan de conception communautaire (PCC) du secteur du chemin Richmond à Westboro. La vision d'avenir pour ce secteur consiste notamment à encourager l'évolution de la rue Scott vers un couloir polyvalent où l'on peut habiter et travailler, avec en rez-de-chaussée des utilisations commerciales qui tirent profit de la proximité de la station Westboro de l'O-Train.

### **Politique applicable**

La politique suivante est favorable à cette demande : Plan secondaire du secteur du chemin Richmond à Westboro, politique 1.3.3.

Les immeubles de grande hauteur sont autorisés dans ce secteur, comme l'indique la politique 1.3.3 du Plan secondaire du secteur du chemin Richmond à Westboro. Cette politique appuie les hauteurs de bâtiment plus élevées lorsqu'il est possible de soutenir la transition à une station, lorsqu'une hauteur accrue est jugée convenable selon les sections 2.5.1 et 4.11 du Plan officiel actuel. La hauteur de bâtiment de la proposition est adéquate par rapport aux propriétés du secteur et soutient le transport en commun actif, la station Westboro se trouvant à moins de 65 mètres de l'emplacement.

### **Consultation du public**

Une réunion communautaire organisée par le conseiller a eu lieu le 13 juin 2022 sur Zoom, réunion à laquelle une soixantaine de membres du public ont participé.

Les commentaires émis par la population étaient essentiellement défavorables au projet. Ces commentaires négatifs avaient souvent trait à des préoccupations entourant la hauteur et la volumétrie, la circulation et le stationnement, la transition vers les secteurs voisins, les parcs, les avantages communautaires, l'abordabilité des logements, la sécurité des piétons et des cyclistes, la densification, l'intégration du

transport en commun, l'architecture et le design, l'environnement et la durabilité ainsi que la construction et la viabilisation.

## **BACKGROUND**

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

### **Site location**

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

### **Owner**

Granite Private Equity Group Inc.

### **Applicant**

Hoppner Holdings Inc.

### **Architect**

Hobin Architecture

### **Description of site and surroundings**

The subject property has a frontage of 98.35 metres on Scott Street and a frontage of 33.34 metres on Athlone Avenue. Currently, the Granite Curling Club, two single-storey commercial units on Scott Street, a single detached dwelling unit at 314 Athlone Avenue, and a semi-detached dwelling at 316 and 318 Athlone Avenue, occupy the site. The site is located approximately 65 metres from the Westboro Bus Rapid Transit station (future Lines 1 and 3 Westboro O-Train station).

The area surrounding the property is characterized by the Westboro neighbourhood context which includes a broad mix of uses and building typologies. North of the subject site is the Westboro Bus Rapid Transit station, Centre Jules-Léger, and a number of high-rise residential towers located near the Sir John A. Macdonald Parkway. The area immediately east of the subject property is generally characterized by low-rise residential dwellings and a collection of commercial uses along McRae Avenue, which includes two grocery stores and a variety of retail uses. The area south of the subject property is characterized by low-rise residential buildings and commercial uses along

Richmond Road. The area west of the site is characterized by low-rise detached and semi-detached dwellings, as well as a high-rise residential tower fronting onto the transitway. The Scott Street corridor between Churchill Avenue North and Clifton Road has evolved into a high-rise mixed-use corridor with recent developments and approvals.

### **Summary of requested Zoning By-law amendment proposal**

The site in question consists of a land assembly having frontage on both Scott Street and Athlone Avenue. The property fronting on Scott Street is zoned L1 (Community Leisure Zone), while properties fronting on Athlone Avenue are zoned TM [102] (Traditional Mainstreet, Exception 102) and R4UB (Residential Fourth Density, Subzone UB). The proposed Zoning By-law Amendment seeks to facilitate the construction of two 40-storey mixed-use towers with six-storey podiums. The development concept provides approximately 800 dwelling units within the two buildings, 546 vehicular parking spaces (of which approximately 60 will be for visitor parking), and 500 plus bicycle parking spaces available to residents.

The site is proposed to rezone the subject property from L1, TM [102] and R4UB zones in the Zoning By-law 2008-250, to a Traditional Mainstreet Zone with a site-specific urban exception (xxx) and height schedule (Schedule 'yyy') with a holding symbol (-h) (TM[xxxx] Syyy - h), while leaving 10% of the subject property along the southern portions abutting Lions Park as L1, which is reflective of the area to be dedicated to the City for parkland. It is important to note that the portion of the site left for parkland dedication is not shown on Document 1 as the existing L1 is appropriate to remain. The effect of the parkland dedication will result in an expansion of the existing Lion's Park property owned by the City. The following site-specific provisions are proposed:

- Maximum building height (40-storeys) and minimum yard setbacks as per Schedule 'yyy'
- A four-storey feature is permitted to be incorporated into the building through any four floors above the second storey.
- Maximum Gross Floor Area: 73,000 square metres
- Minimum Tower separation: 25 metres
- The tower portion of the building, being any portion above nine-storeys, is to be setback a minimum of 12.0 metres from the westerly side lot line.

- Maximum vehicular parking rate is 0.6 spaces per dwelling unit.
- A holding symbol is applied and may not be removed until such time as a Site Plan application has been approved, including registration of an agreement, satisfying the following through conditions or approved plans:
  - Adequate built-form transition to the abutting southerly neighbourhood;
  - Final design and location of the bridge connection feature;
  - A publicly accessible at-grade connection connecting Scott Street to Lion's Park;
  - Transit Demand Management strategies to be identified and conditioned accordingly to ensure the development supports active transportation;
  - Storm sewer easement or removal of the infrastructure;
  - Conditions relating to the parkland dedication (land conveyance) and a strategy for public consultation on design of the expanded Lion's Park;
  - For informational purposes, this application was submitted prior to September 19, 2022, and would have otherwise been subject to Section 37, therefore it does not meet the exemption criteria for Community Benefits Charge, which will be assessed during application for Site Plan Control to determine the applicable Community Benefit Charge resulting from this development.

## **DISCUSSION**

### **Public consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications. Planning Services received approximately 100 public comments on the proposal. The comments are detailed in Document 4 – Consultation Details.

A Councillor led community meeting was held on June 13, 2022, via Zoom where approximately 60 members from the public were in attendance.

Comments received from the community consisted mostly of opposition. Those in opposition generally expressed concerns relating to height and massing, traffic and parking, neighbourhood transition, parkland, community benefit, housing affordability,



pedestrian and cycling safety, intensification, transit integration, architecture and design, environment and sustainability, and construction and servicing.

For this proposal's consultation details, see Document 3 of this report.

## **Official Plan designation(s)**

### **Current Official Plan**

The subject site is designated as Traditional Mainstreet on Schedule B of the Official Plan. Scott Street is identified as an on-road cycling route on Schedule C and an Arterial Road on Schedule E.

### **New Official Plan**

The subject site is located within the Inner Urban Transect Policy Area on Schedule A of the new Official Plan. The property is also designated as a Corridor – Mainstreet, and subject to an Evolving Neighbourhood Overlay on Schedule B2 of the new Official Plan.

## **Other applicable policies and guidelines**

The proposal is subject to Richmond Road / Westboro Secondary Plan in Volume 2 of the current Official Plan (and new Official Plan). On Schedule A the site is located within Sector 5 – Scott Street and Westboro Transitway Station Area. The vision for this area includes encouraging the evolution of Scott Street as a mixed-use corridor with a live/work environment, including ground floor commercial uses supporting the proximity of Westboro O-Train Station. Furthermore, new infill development will provide appropriate transition to the adjacent low-rise residential community. This plan, however, also recognizes Scott Street as a Traditional Mainstreet where redevelopment and infill are encouraged to optimize the use of land through height and density. The Plan supports building heights generally in the range of four- to six-storeys, but permits consideration for greater building heights in Policy 1.3.3, without the need for an Official Plan Amendment (OPA), where the proposed building height provides a transition between existing buildings, the building is located where there are opportunities to support transit, the development incorporates Section 37 benefits, or the application of provisions 2.5.1 and 4.11 of the Official Plan determine that additional height is appropriate. While Section 37 no longer applies, this development will be subject to the new Community Benefits Charge by-law.

The secondary plan represents an implementation of the Richmond Road/Westboro Community Design Plan (CDP).

The Urban Design Guidelines for Development along Traditional Mainstreets apply to this development. The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Traditional Mainstreets.

The Urban Design Guidelines for Transit-Oriented Development apply to this development. The purpose of these guidelines is to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa.

The Urban Design Guidelines for High-Rise Housing apply to this development. These urban design guidelines are to be used during the review of development proposals to promote and achieve appropriate high-rise development.

### **Urban Design Review Panel**

The property is within a Design Priority Area and the Zoning By-law Amendment application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting on September 9, 2022, which was open to the public.

Note: concepts were presented to the panel to focus on site layout and massing strategy for the purpose of informing the zoning approach. The proposed towers will be subject to additional formal UDRP review during site plan control.

The panel's recommendations from the formal review of the Zoning By-law amendment application are provided in Document 5.

The panel was successful in aiding in the implementation of the following:

- Providing direction on shifting away a three-tower concept to a two-tower concept.
- Positive feedback on ideas concerning the connecting amenity bridge.
- Direction on strategies for animating the ground floor through a mix of uses and public realm interaction as well as greening the edges of the site.
- Support the intent for public connectivity through the site including way finding between Scott Street and Lion's Park.

- Further exploring the rear massing and transition within the podium levels, which has been detailed into the holding symbol criteria.

The following recommendation by the panel was not met:

- Variation between the two buildings would be helpful.
  - Staff are recommending both buildings being permitted a height of 40-storeys, in accordance with the Official Plan and Richmond Road / Westboro secondary plan and note that the design, including architectural expression and incorporation of the mechanical penthouse level will be determined through site plan control. Although the same height is permitted, the finished design can influence the skyline appearance. As this site is directly across Westboro Station and abutting Lion's Park, it warrants consideration for the tallest buildings along this Mainstreet corridor.
- Architectural expression: I prefer texture building types for this site given the neighbourhood adjacency rather than glossy buildings.
  - The architectural expression will be reviewed during site plan, including the requirement to return to another formal UDRP at the time of site plan control.

## **Planning rationale**

### Current Official Plan

The Official Plan designates the site as Traditional Mainstreet (Section 3.6.3), a target area for intensification, and a designation which envisions some of the most significant development opportunities. While the Official Plan supports mid-rise building heights on Traditional Mainstreets, greater building heights may be considered in some situations, based upon site conditions, existing character and compatibility. The application of Sections 2.5.1 and 4.11 assist in determining that additional height is appropriate.

In demonstrating its commitment to development on Mainstreets, the City considers these as priority locations for land assembly. The proposal consists of a consolidation of 2006, 2020, 2026 Scott Street and 314, 318 Athlone Avenue, which results in a land parcel of sufficient size for a compatible Mainstreet development.

Section 2.5.1 seeks to implement design objectives which will help ensure a sensitive approach and a respect for a community's established characteristics. It also provides

guidance on measures that will mitigate differences between existing and proposed development and help achieve compatibility of form and function. The proposed development has located the tallest portion of the buildings towards Scott Street, while having building podiums that step down towards the rear portion of the property where it abuts the low-rise residential neighbourhood and Lion's Park.

The siting of the tower portions and the stepped backed podiums at the rear of the buildings need to provide an appropriate buffer and transition into the adjacent low-rise residential neighbourhood to the south of the subject site. Within the holding provisions it is indicated that development cannot move forward unless it is demonstrated that there is an adequate built-form transition from the high-rise building heights abutting Scott Street to the low- and mid-rise heights at the rear of the subject property, generally providing a 45-degree angular plane from the yard setbacks.

Six-storey podiums have been designed along the Scott Street elevation with ground-oriented commercial units having front facing doors to reinforce the active Traditional Mainstreet nature of the area. The podium's consistent datum lines along Scott Street varies as the podium steps down towards the south to maintain a sense of scale and materiality with the surrounding architecture. A publicly accessible pedestrian plaza and pedestrian walkway is integrated into the site in order to allow for pedestrian access from Scott Street to Ashton Avenue and Lion's Park.

Section 4.11 seeks to ensure high quality urban design in all parts of the city and design excellence in design priority areas. This section addresses specific design directions for high-rise buildings, which may be considered on Traditional Mainstreets where the proposed location is within 600 metres of a rapid transit station and where a Secondary Plan acknowledges that there are significant opportunities to support transit by providing a pedestrian and transit-oriented mix of uses and activities. The Richmond Road/Westboro Secondary Plan, Policy 1.3.3, supports greater building heights where there are opportunities to support transit at a station, where Section 2.5.1 and 4.11 of the Official Plan determine that additional height is appropriate. The Westboro Transit Station is 65 metres walking distance from the site.

Section 4.11 further references compatibility of new buildings with their surroundings through setbacks, heights, transitions, colours and materials, orientation of entrances, location of loading facilities and service areas, and podium design. Through discussions with staff, as well as an Urban Design Review Panel session, the proposal has advanced to include two towers above six-storey podiums that step down to the adjacent neighbourhood. The holding provisions will ensure that the design is further

advanced, and the project will go before the Urban Design Review Panel again at the time of site plan. One vehicular access to a parking garage is off Scott Street and another is off of Athlone Avenue. Lot consolidation has made it possible to achieve an appropriate tower setback and transition to the nearby residential neighbourhood.

### New Official Plan

Under the new Official Plan, the site is located within the Inner Urban Transect Policy Area, which seeks to achieve an urban pattern of built form, site design and mix of uses, the prioritization of walking, cycling and transit, as well as providing direction to Neighbourhoods, Hubs and Mainstreet Corridors within the Transect. The Inner Urban Transect is generally planned for mid- to high-density developments, subject to proximity to rapid transit and subject to the urban design policies of Section 4.6.

High-rise built forms are permitted on Mainstreet Corridors where the right of way width is greater than 30 metres. Otherwise, high-rise buildings are permitted where the right of way width is less than 30 metres if the Secondary Plan supports greater heights. In this case, the combination of the Scott Street right of way and that of the transit way make up a distance of over 60 metres. The proposal also includes a mid-block connection which will facilitate pedestrian access to and from Scott Street, Ashton Avenue and Lion's Park.

Section 6.2 speaks to the Corridors designation of the new Official Plan. Mainstreet Corridors are recognized as having a different context from other corridors, setting out policies to foster their development. Table 7 states that Mainstreet Corridors within the Inner Urban Transect can feature low-rise, mid-rise and high-rise built forms, with a minimum two storeys and maximum 40 storeys dependent on road width and transition.

Section 6.3 speaks to the Neighbourhoods designation of the new Official Plan, which generally permits low-rise heights, but permits greater building heights in areas where the secondary plan supports them, and in areas characterized by taller buildings.

Section 4.6 seeks to promote design excellence in Design Priority Areas. Developments which include high-rise towers shall consider their impacts on the skyline by demonstrating that the proposed building contributes to a cohesive silhouette. In this case, siting the tallest buildings closest to the Westboro Transit Station assures such cohesiveness and assists with wayfinding to the station. The section also encourages public realm investments aimed at addressing the neighbourhood's need, such as the proposed mid-block connection and the opportunity to expand Lion's Park through parkland dedication.

## Richmond Road / Westboro Secondary Plan

The property is located within Sector 5 – Scott Street and Westboro Transitway (O-Train) Station Area on Schedule A of the Richmond Road / Westboro Secondary Plan. While the plan supports heights generally in the range of four to six storeys, greater building heights can be considered where the heights are established in the Zoning By-law, where the proposed building conforms to prevailing heights and provides transition, and where the additional height has been deemed appropriate through the application of Sections 2.5.1 and 4.11 of the current Official Plan (Section 4.6 of the new Official Plan). In addition to the proximity to Westboro O-Train Station and the provision of adequate tower setback to the nearby low-rise residential area, the analysis of Sections 2.5.1 and 4.11 of the Official Plan (Section 4.6 of the new Official Plan) determined that additional height is appropriate.

### Recommended Zoning Details

As detailed in Document 2, the proposed Zoning By-law amendment has the effect of rezoning the site into a Traditional Mainstreet zone with site specific provisions. The following summarizes the site-specific zoning provisions and planning rationale:

1. The entire lot assembly is proposed to be rezoned to TM[xxx] Syyy - h (Traditional Mainstreet, Exception xxxx, Height and setback schedule with a holding designation).
2. A new Exception is provided to address massing, height, limit vehicular parking, introducing a unique architectural feature, as follows:
  - a. Maximum building height and minimum yard setbacks as per the Schedule 'yyy'
  - b. Permit a four-storey feature to be incorporated into the building through any four floors above the second storey, and as shown on Schedule 'yyy'.
  - c. Maximum Gross Floor Area: 73,000 square metres
  - d. Minimum Tower separation 25 metres
  - e. Tower portion of the building to be 12 metres from the westerly side lot line.
  - f. The maximum vehicular parking rate per dwelling unit is 0.6 spaces per unit.

3. A holding provision is provided to direct design as it further evolves, ensure pedestrian connectivity through the site, ensure traffic demand strategies are incorporated to support active transit, proper stormwater easement is incorporated and there is appropriate parkland development, as follows:
  - a. Facilitate adequate built-form transition from the high-rise building heights abutting Scott Street to the low- and mid-rise heights at the rear of the subject property, generally providing a 45-degree angular plane from the yard setbacks.
  - b. Proper location and design of the unique architectural feature
  - c. Requiring public access easement and built publicly accessible at-grade connection between Scott Street and Lion's Park;
  - d. Transit Demand Management Strategies shall be identified and conditioned accordingly to ensure the development supports active transportation;
  - e. Determine if an easement will need to be registered on title for an existing storm sewer or if the storm sewer can be removed from the private property; and
  - f. Conditions relating to the parkland dedication (land conveyance) and a strategy for public consultation on design of the expanded Lion's Park.

### **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

### **COMMENTS BY THE WARD COUNCILLOR**

Councillor Leiper provided the following comments:

"There are improvements to this proposal since a first submission was received this past spring. The elimination of the third tower on the site, and a revised massing strategy to redistribute heights to the other two towers aids in addressing concerns surrounding the crowding of the three towers on the site presented in its previous form.

The accompanying result is also a better treatment of the setbacks and transitions at the southern portion of the site facing Lion's Park. Furthermore, the full 10% addition of parkland to Lion's Park from the site represents a much-needed addition of greenspace to the community. On its face, the broad strokes of the proposal before us today represents a step in the right direction in the face of significant concerns expressed by the community previously.

However, this is not a proposal that should move forward in its current iteration at this time. While the yet-to-be approved Official Plan anticipates heights of up to 40 on Mainstreet Corridors such as Scott, this remains an exceptional build that demands the full attention of the community surrounding the site. Opportunities to address transition should still be explored at the planning stage. Furthermore, given the immediate proximity of the site to a future LRT station, we would strongly encourage the applicants to go above and beyond the minimum requirements for affordable housing on the site provided by the CMHC. It simply isn't enough to offer the bare minimum at a location such as this, seeking the density it is in due part because of its proximity to transit.

With the first resubmission of the proposal having been presented in mid-September, and the very first submission being provided in May of 2022, it deservedly requires attention and consultation that can be provided in less than a month. Those weighing in on the proposal should be aware of the details of the holding symbol that will accompany its zoning, which still remain unclear at this time. It is not reasonable to expect that a significantly reworked submission could be responded to by the community within two weeks time. This is a site, and an application, worthy of due time and consideration. We will advocate that it receives that.

### **ADVISORY COMMITTEE(S) COMMENTS**

No comments were provided from an advisory committee. The Accessibility Advisory Committee will be consulted when a Site Plan application is submitted.

### **LEGAL IMPLICATIONS**

In the event the recommendations are adopted and the resulting zoning by-law is appealed to the Ontario Land Tribunal, it is expected that a five day hearing would be required. It is anticipated that the hearing could be conducted within staff resources. Should the application be refused, reasons must be provided. In the event of an appeal, it would be necessary to retain an external planner.



**RISK MANAGEMENT IMPLICATIONS**

There are no risk implications associated with this report.

**ASSET MANAGEMENT IMPLICATIONS**

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

**FINANCIAL IMPLICATIONS**

There are no direct financial implications associated with the report recommendations. In the event the application is refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services' operating budget.

**ACCESSIBILITY IMPACTS**

There are no accessibility implications for the requested Zoning By-law amendment. The new buildings will be required to meet the accessibility criteria contained within the Ontario Building Code.

**ENVIRONMENTAL IMPLICATIONS**

A Phase I and a Phase II Environmental Site Assessment were prepared in order to address areas of potential environmental concerns. The presence of soil and groundwater contamination onsite is noted in these reports. Therefore, a Remedial Action Plan (RAP) and a Site Remediation Report is required to demonstrate that all the contamination has been successfully removed with verification testing being completed. If any contamination is extending offsite, an Offsite Management Agreement will be required. Due to the proposed land use change to a more sensitive use, filing a Record of Site Condition (RSC) is required prior to issuing a building permit, for each phase of development. The appropriate conditions of approval will be required through Site Plan Control.

**TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number D02-02-22-0037) was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

## **SUPPORTING DOCUMENTATION**

Document 1 Zoning Map

Document 2 Details of Recommended Zoning

Document 3 Schedule 'yyy'

Document 4 Consultation Details

Document 5 Urban Design Review Panel (UDRP) Recommendations

## **CONCLUSION**

The proposed development introduces intensification through high-rise buildings in a manner consistent with the current Official Plan and Richmond Road / Westboro Secondary Plan. The development fits within the existing and planned context and is a compatible use. The requested zoning amendments are supported by staff and recommended for approval.

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the following, of City Council's decision: Owner, Applicant, Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

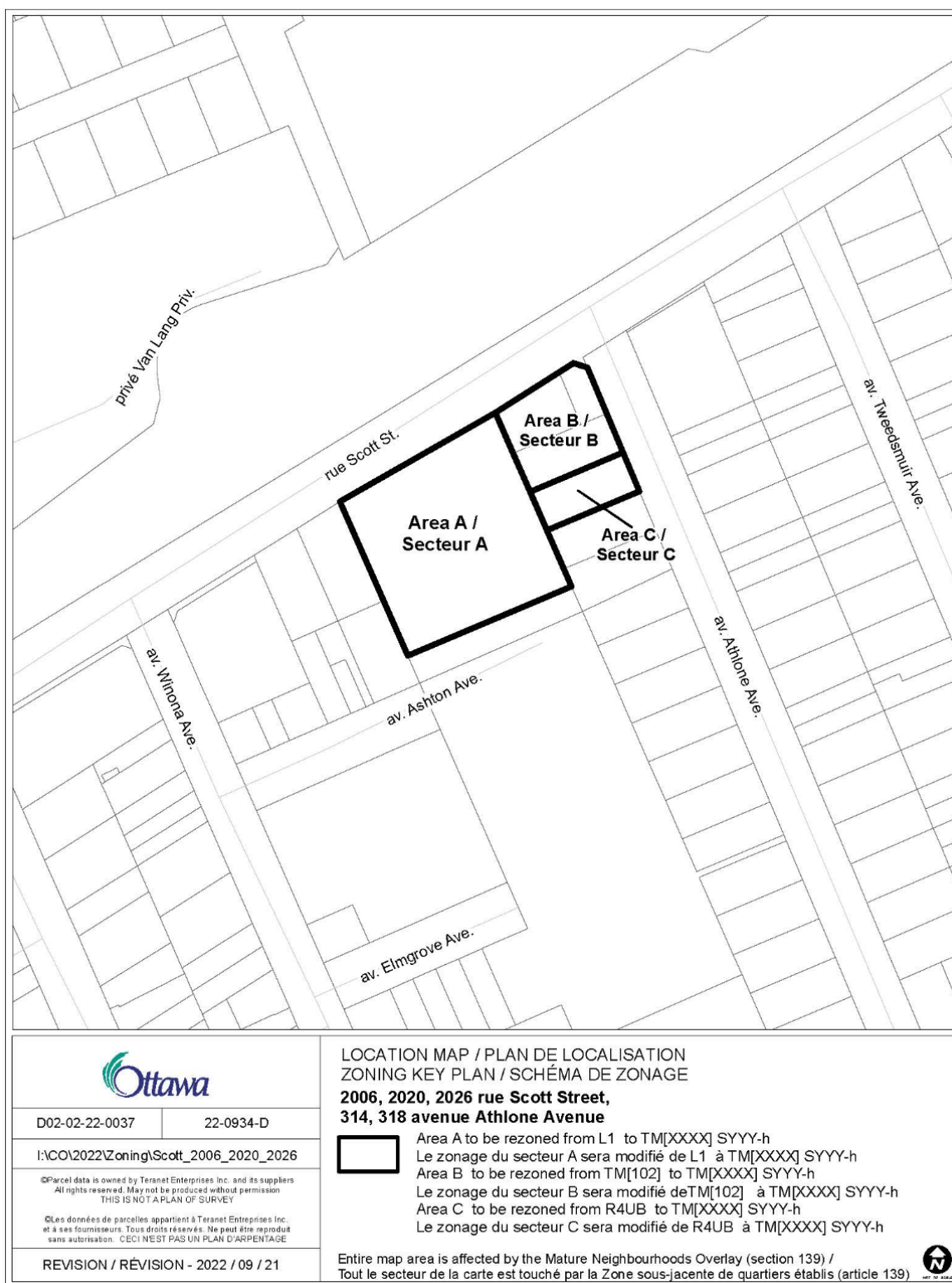
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long-Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

## Document 1 – Location Map

For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.ca)



## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for [Address of the site]:

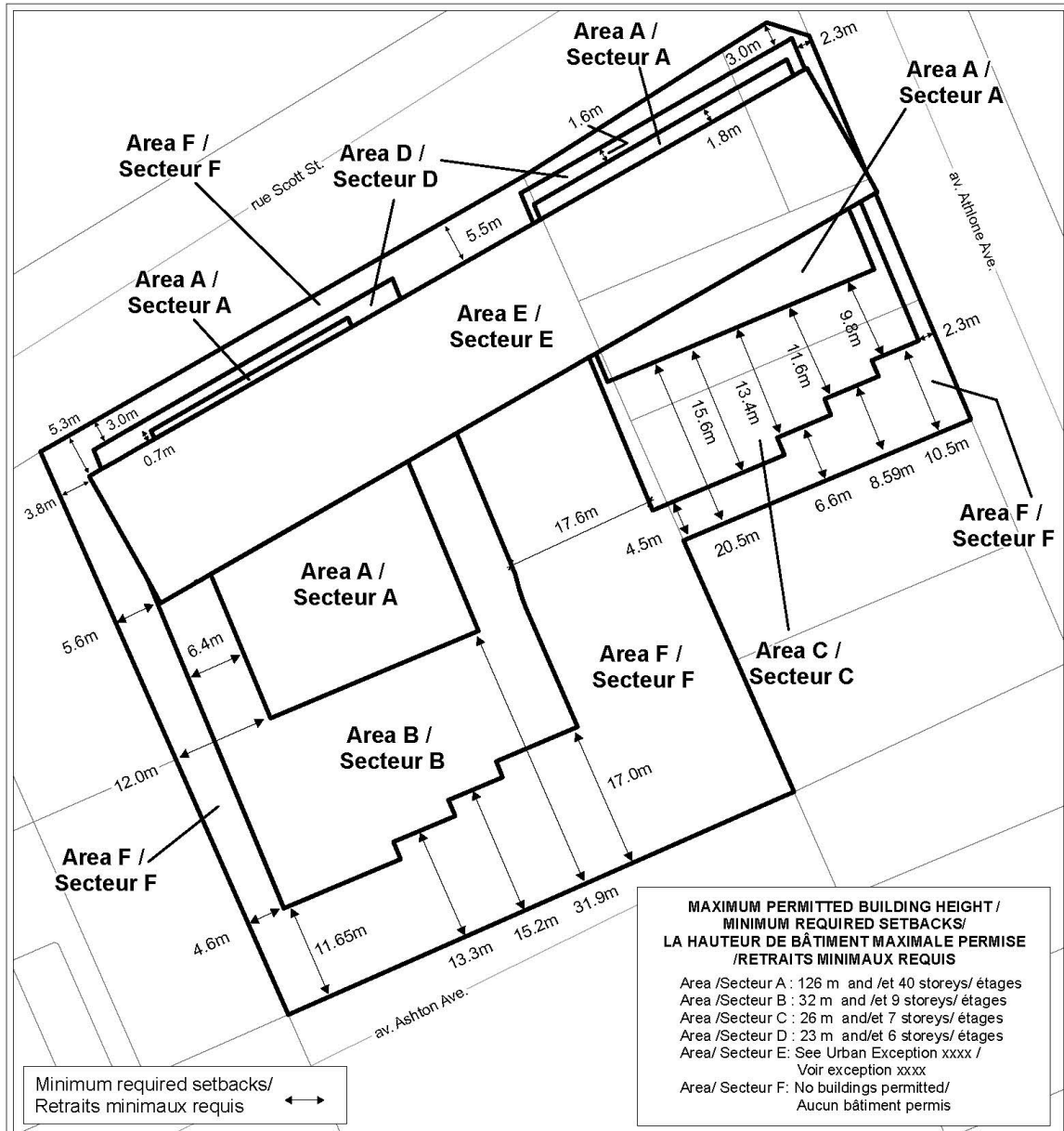
1. Rezone the lands as shown in Document 1
2. Amend Part 17, Schedules, by adding a new Schedule 'yyy', as shown in Document 3.
3. Amend Section 239, Urban Exceptions, by adding a new exception [xxxx] with provisions similar in effect as follows:
  - a. In Column II, Applicable Zoning, add the text "TM [xxxx] Syyy-h"
  - b. In Column V, include provisions similar in effect to the following:
    - i. Maximum building height and minimum yard setbacks as per Schedule 'yyy'.
    - ii. A single occupancy washroom and indoor roof top amenity area are permitted to project above the maximum height limit shown on Schedule YYY, provided the combined area does not exceed 200 square metres with a maximum height of 5 metres and incorporated into the Mechanical Penthouse level per building.
    - iii. The four-storey feature shown on Schedule 'yyy' in Area D is permitted in the location as shown on the schedule, but must be incorporated into the building above the second storey and is limited to a maximum height of four storeys for this feature.
    - iv. Maximum Gross Floor Area: 73,000 square metres
    - v. Minimum Tower separation 25 metres
    - vi. The tower portion of the building, being any portion above 9-storeys, must be setback a minimum of 12.0 metres from westerly side lot line.
    - vii. The maximum vehicular parking rate per dwelling unit is 0.6 spaces per unit.
    - viii. The holding symbol applies to all uses and may not be removed until such time as a Site Plan application has been approved, including

registration of an agreement pursuant to Section 41 of the Planning Act, to the satisfaction of the General Manager, Planning, Real Estate and Economic Development, satisfying the following through conditions or approved plans:

1. Facilitation of an adequate built-form transition from the High-rise building heights abutting Scott Street to the Low- and Mid-rise heights at the rear of the subject property, generally providing a 45-degree angular plane from the yard setbacks, despite Schedule 'yyy';
  2. The final design and location of the connection, Area D on Schedule 'yyy', will be determined through Site Plan review including consideration from any recommendation from formal Urban Design Review Panel during Site Plan;
  3. The inclusion of a publicly accessible at-grade connection between the front of the subject property abutting Scott Street and the rear of the property abutting Lion's Park, with a public access easement;
  4. Transit Demand Management strategies shall be identified and conditioned accordingly to ensure the development supports active transportation;
  5. There is an unregistered easement in 2026 Scott Street for the existing public 375mm concrete storm sewer. Currently this sewer is serving the subject property and Aston Avenue. A detail investigation is required by the applicant at no cost to the City as per the City's Rules and Regulation to determine if an easement will need to be registered on title for 375mm public Storm Sewer or if the sewer can be removed from the private property; and
  6. Conditions relating to the parkland dedication (land conveyance) and a strategy for public consultation on design of the expanded Lion's Park.
- c. Partial removal of the holding symbol may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the

requirements for that development phase satisfy the requirements for the lifting of the holding zone specified above.

## Document 3 – Schedule 'yyy'



D02-02-22-0037

22-0954-X

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 CECI N'EST PAS UN PLAN D'ARPENTAGE

This is Schedule \_\_\_ to Zoning By-law No. 2008-250  
 Annexe \_\_\_ au Règlement de zonage n° 2008-250

This is Attachment \_\_\_ to By-law Number \_\_\_\_, passed \_\_\_\_, 2022  
 Pièce jointe n° \_\_ du Règlement municipal n° \_\_\_\_, adopté le \_\_\_\_, 2022



## **Document 4 – Consultation Details**

### **Notification and Consultation Process**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

One public meeting was also held in the community on June 13, 2022, via Zoom where approximately 60 members from the public were in attendance. Comments received from the community consisted mostly of opposition. Those in opposition generally expressed concerns relating to height and massing, traffic and parking, neighbourhood transition, parkland, community benefit, housing-affordability, pedestrian and cycling safety, intensification, transit integration, architecture and design, environment and sustainability, and construction and servicing.

### **Public Comment Themes and Responses**

Most responses were for the original submission which included three residential towers of 40, 36, and 20 storeys atop of podiums of four and five storeys with approximately 870 dwelling units and inadequate parkland dedication. The design changed in the second submission to two residential towers of 40 storeys each atop of six-storey podiums, that step-back at the rear of the property, with approximately 800 dwelling units. Full parkland dedication is now also proposed, adjacent to Lions Park.

### **Theme 1: Height and Massing**

- a) Residents are concerned about the negative impacts on sunlight exposure, wind, noise, privacy, and access to fresh air as a result of the height of the towers.
- b) Three towers of this size are incompatible directly adjacent to a low-rise residential neighbourhood.
- c) Resident's reference other projects along Scott Street as precedent for lower heights of the towers (i.e. 2070 Scott St.).
- d) For the second submission, one commentor is concerned that two 40-storey buildings do not transition well to the neighbourhood and is concerned of the appearance of the two massive buildings as well as the impact on sun and the community.



**Response:**

The property's location is within 65 metres to the future Westboro O-Train Station which makes it an ideal candidate for increased heights and densities. Placing the tallest towers closest to the O-Train station also helps with wayfinding to the station. This site is even closer to the future O-Train station than is 2070 Scott Street. The effects of sun-shadowing and wind have been reviewed throughout the rezoning process, and will be further reviewed throughout the site plan process and have been demonstrated to be acceptable or able to be mitigated.

**Theme 2: Traffic and Parking**

- a) Existing traffic is worsening, and influx of this many residents would only exacerbate this.
- b) The existing transportation infrastructure is unable to support this much growth in cars.
- c) Excessive traffic onto local roads such as Athlone Avenue. Egress on Athlone will cause challenges related to traffic on such a narrow street.
- d) With so many parking spaces provided this development seems less aimed at TOD and LRT usage for its residents.
- e) Explore opportunities for car-sharing services.
- f) Above ground parking should be removed. This will create blank walls along Montgomery and Selkirk Streets which will create an unfriendly pedestrian experience.
- g) There should be one bicycle parking spot per unit to encourage active transportation.

**Response:**

Transportation staff have reviewed the proposal, including the Transportation Impact Statement, and have no objections. To further ensure that the project will encourage alternative forms of transportation, a zoning provision is being included which indicates that Transit Demand Management (TDM) strategies shall be identified before development cannot proceed (lifting of the -h) and conditioned accordingly through site plan control to ensure the development supports active transportation.

### **Theme 3: Neighbourhood Transition**

- a) Building provides very little transition to neighbouring dwellings. Stepbacks and setbacks should respect the immediate neighbours of the property.
- b) Transitional uses/typologies, such as ground-oriented units (townhouses), should be explored.
- c) Street-level animation towards the existing neighborhoods.

#### **Response:**

The first submission did not demonstrate adequate setbacks to the low- to mid-rise neighbourhood, which was indicated to the applicant. The second submission demonstrated more transition with stepping back the podium on the south side of the buildings that face the neighbourhood. In addition, a provision in the zoning indicates that development cannot proceed (lifting of the -h) until it can be demonstrated that there is adequate built-form transition generally providing a 45-degree angular plane from the yard setbacks. The two concept provides for appropriate built form transition, tower separation, and parkland dedication with a porous site design for community connectivity.

### **Theme 4: Parkland**

- a) Lion's Park is an existing amenity, this should not be a selling point of this proposal.
- b) Appreciate the design of the connection from Scott Street through the site to Lion's Park.
- c) The many new residents would place a strain on the already lacking greenspace in the area. More greenspace is needed, not improved greenspace.
- d) Lion's Park is a dog-free park, where will dog owners in these new buildings bring their pets?
- e) For the second submission, one commentor is asked whether the City's parks department been working with the applicant to design an expansion of Lions Park so that the city owned property (part 1 and 3 5R-14256) and the new park land can be redeveloped at the same time?

**Response:**

The first submission did not indicate any parkland dedication, whereas the second submission indicates a ten per cent dedication, represented by a strip abutting Lions Park. This allows an opportunity to expand Lions Park and the services it provides. The separate community consultation process will determine how this parkland will be developed. The applicant has indicated an interest in being involved in the process.

**Theme 5: Community Benefit**

- a) The curling facility is a central community hub. Residents want this to be replaced.
- b) A neighbourhood deficiency in community amenities (i.e., pools, recreation centres, etc.) has led some to request space for community benefits in the development to make up for the loss of the curling centre.
- c) Emphasize how this proposal is going to benefit from this development.

**Response:**

As indicated above, ten percent of property will be dedicated to the City allowing an opportunity to expand Lions Park and the services it provides. In addition, a zoning provision is included which indicates that development cannot proceed (lifting of the -h) until it can be demonstrated that a publicly accessible at-grade connection between the front of the subject property abutting Scott Street and the rear of the property abutting Lion's Park is created, secured by a public access easement. Staff and the Urban Design Review Panel will have an opportunity to influence the design of this space.

**Theme 6: Housing and Affordability**

- a) Considerations for an aging cohort (i.e., accessibility).
- b) Lack of family-oriented units.
- c) Relative homogeneity of units may result in a lack of mixing of residents into a family-oriented neighbourhood.
- d) What is being done in relation to the affordability of these units.

**Response:**

Inclusionary zoning is not in effect and affordable housing is not a requirement in any current planning framework associated with this property, and as such the application for Zoning By-law Amendment associated with this report cannot be used as a forum to require affordable housing.

The development is intended to be rental, which is helpful in regard to providing a variety of housing choices and also contributes to the overall housing affordability. Furthermore, the development provides a variety of unit types, including 3-bedroom units.

**Theme 7: Pedestrian and Cycling Safety**

- a) Lacking emphasis on the pedestrian realm surrounding the proposed development.
- b) Increased traffic on Scott St. and Athlone Ave. makes pedestrian passage and cycling much more dangerous.
- c) Lots of children in the area; this amount of intensification, without the appropriate infrastructure improvements, makes these areas less child friendly.

**Response:**

Transportation staff have reviewed the proposal, including the Transportation Impact Statement, and have no objections. To further ensure that the project will encourage alternative forms of transportation, a zoning provision is being included which indicates that Transit Demand Management (TDM) strategies shall be identified before development cannot proceed (lifting of the -h) and conditioned accordingly through site plan control to ensure the development supports active transportation.

**Theme 8: Intensification**

- a) Too much intensification on Scott St. already.
- b) This type of intensification is needed around LRT stations and is appreciated.
- c) The community amenities and neighbourhood features cannot support this intensity of development.
- d) New and existing intensification will result in a new heat island.

**Response:**

The proposed 40-storey mixed-use buildings are consistent with the Official Plan and Richmond Road / Westboro Secondary Plan, which permit the maximum building heights proposed and encourages intensification and mixed-use development with opportunity to support rapid transit.

**Theme 9: Transit Integration**

- a) Lack of confidence in TIA that it adequately estimates transit usage, given COVID and the LRT's issues.
- b) Require more information on how the Scott St. public realm will engage with LRT station and become a viable commercial and public space.
- c) Appreciation for the densification around transit, but hope that it brings more consumers, and diversified retail offerings to the area.

**Response:**

Transportation staff have reviewed the proposal, including the Transportation Impact Statement, and have no objections. Further design enhancements will be considered during the site plan control review process. The developer has proposed a pedestrian plaza and thoroughfare, in order to activate the streetscape surrounding the site. The developer has indicated that the site's proposed landscaping intends to create a clear connection between the future O-Train station, and the existing park, by creating places for users to rest, play, and experience the development, while meandering from one destination to another. Site connectivity is one of the conditions of the holding symbol.

**Theme 10: Architecture and Design**

- a) With extreme height allowances, the towers should be expected to provide exceptional feats of architecture.
- b) More details and elevations from Scott St., showing how the site will be inviting to those coming from the Westboro LRT station.
- c) The internal part of the development and mid-block connection should contain similar retail, restaurant, and other commercial spaces to give people a reason to occupy the space.
- d) The existing murals on the site should also be preserved and reintegrated and the proponent should explore the option of preserving the mid-century

architectural arches on the existing building at the southeast of the site for integration as public art that can help create connection to the site's past.

**Response:**

The subject proposal has been before the Urban Design and Review Panel for Zoning and will go before the Urban Design and Review Panel again through the site plan control process. Urban Design staff at the City will also be working with the applicant to advance the design of this project. The developer envisions that the ground levels of the building's podiums to house commercial spaces, amenity spaces, a gym, and bicycle storage. The utilization of these permeable spaces and services by future residents and visitors will result in a consistently vibrant relationship between the interior and exterior spaces at grade. The developer has been made aware of the idea of considering the murals and connection to the site's past.

**Theme 11: Environment and Sustainability**

- a) Importance of having EV charging compatibility built-in to the garage.
- b) Emphasis on bird-safe design, as the Ottawa River is a migratory corridor.
- c) Emphasis on protecting and increasing the tree canopy on the site.
- d) More information related to sustainability initiatives being taken on by the project.  
Sustainability goals / strategy.

**Response:**

During the site plan control review of this proposal, further consideration will be given to Bird-Friendly Design Guidelines, High Performance Development Standards, including EV charging compatibility and the City's Tree Protection By-law, which includes compensation requirements for any trees that cannot be retained.

**Theme 12: Construction and Servicing**

- a) The impact of all this construction will greatly impact the lives of those living in the adjacent area.
- b) The blasting and construction impacts were raised by residents, and they want to ensure their home will not be damaged.
- c) Will the existing sewer and servicing capacity be able to support this development?

**Response:**

If blasting is required, the site plan agreement will include specific conditions of approval requiring the owner to conform to the City's use of explosive standards, and to perform pre-blasting surveys of structures surrounding the property. All construction activity shall be done in accordance with Noise By-law and will be further regulated through the building permit process and traffic management plans. Additionally, it is typical for development of this nature to host a pre-construction meeting with nearby residents before any works commence.

**Westboro Community Association Comments and Responses**

We realize this application is very early in the planning phase and we hope that our concerns listed below will be considered in your review. We have summarized four main issues that we ask you review closely:

- the current configuration of the three towers
- insufficient details regarding the provision of affordable housing
- including a higher concentration of 2 bedroom or consider 3 bedroom units
- the lack of enhancement to the public realm

The footprint for this development is way too large and we already know that an additional tower on this block has already been approved. While we fully appreciate the need for intensification, we see this as skyline clutter as shown by their request for major rezoning to request relief from the front and corner yard setbacks. We feel the neighbourhood does not have recreational and other facilities to support 900 additional dwellings.

As we recall, the builders do not have a plan as of yet for offering units below market value or deeply affordable housing. We hope that a commitment can be put in place before any approvals are made.

Similar to the need for affordable housing, we are also concerned with the proposed unit mix. As outlined in the proposal summary, 544 of the 868 units will be either one bedroom or one bedroom with a den while only 241 units will be two bedrooms or two bedrooms with a den. We would like to see more two bedroom units and two bedrooms units with dens. This would help young families.

We do not see how this development enhances the community. We found the many references that the developer would enhance Lion's Park perplexing, since the park is run by the City. There seems to be no plan on how the park will be reconfigured, or how it will offer a community benefit to the local residents.

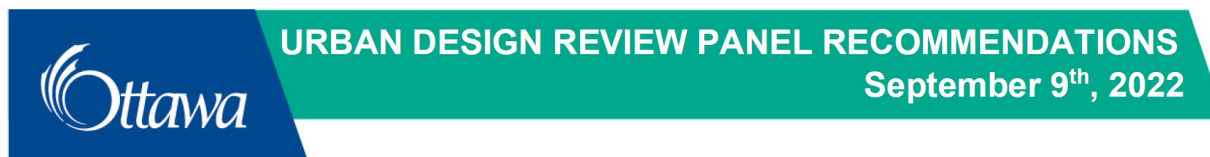
Thank you, we look forward to your comments and more community discussion for the application.

**Response:**

It is important to note that this development has advanced since these comments were provided as noted above. Much of the Community Association input is responded to above in the responses to public comments. In addition, the inclusion of more two bedroom units and two bedrooms units with dens will be further explored through the site plan control review process. The current concept shows the development as having approximately 30% of the building with 2-bedroom or larger units. Staff look forward to continued dialog with the Community Association as the development proceeds.



## Document 5 Urban Design Review Panel (UDRP) Recommendations



**2006, 2020 and 2026 SCOTT STREET and 314 and 318 ATHLONE AVENUE** | Formal Review | Zoning By-law Amendment | Colonnade BridgePort; Morley Hoppener; Hobin Architecture; Fotenn Planning + Design; Projet Paysage



### Summary

- The Panel thanked the proponent for the presentation and is in support of the two-tower approach conditional upon the following recommendations. The introduction of terracing facing the park is appreciated, and the Panel commends the proponent for the site's contribution to the immediate surroundings and neighbourhood. However, further studies on the building's transition to the low-rise neighbourhood are needed as the project moves to the Site Plan stage.
- The Panel notes the proposal is in the early stages of the evolution of the architectural expression; however, the Panel has some concerns regarding the bridge's relationship to the street.

### Context

- The Panel notes that it would have been beneficial to have contextual elevations of the building on Scott Street in relation to the other proposals on adjacent sites, to understand the height in context and streetwall relationships. The proponent should consider a variation in height of the two towers on Scott Street and

conduct further analysis on the evolution of the street, as the Panel considers the project as a gateway to the park.

- The Panel expects future submissions would show the building's transition from the neighbourhood to the south, including a 45-degree angular plane analysis to understand the transition in that area.

## **Massing**

- The Panel supports the idea of an amenity bridge to break up the massing, but the Panel questions whether the bridge is too high and overscaled, giving the building a civic appearance more appropriate for the downtown area. The bridge could be scaled down and incorporated with the podium, instead of above it, and brought closer to the ground.
- The Panel recommends the proponent study the bridge typology and views at street level, as the bridge will mostly be visible from long views towards the site. The bridge may not be as apparent from closer in views such as those on the street in close vicinity. Given the visibility of this feature, the panel questions the typology.
- The Panel believes the project would benefit from being a mixed-use development given that the site is across from a future LRT station. Providing retail uses is essential. Community uses would also complement and animate the public park.
- The Panel believes the towers should vary in height. The concern is that having both buildings at the same height when seen from different views, would create an overlap condition which could appear as a larger 'slab' building and they would read as a single slab building. The Panel recommends having a minimum distance of 12 metres or approximately four storeys to differential between the two towers and create a distinction on the skyline.
- The proponent should consider the building's transition, and façade treatment on Athlone as that side is predominately low-rise residences.

## **Architectural expression**

- The Panel recommends the proponent use a fine-grain treatment for the podium to give it a residential feel and study the elevations as the architectural expression is finalized.

- The Panel appreciates the building's serrated expression on Tower 1 facing the park, which provides an opportunity for the terracing units to integrate greenery and create a vegetated edge condition to the building. The Panel notes that Tower 2 also has some greenery, which provides continuity.
- The Panel recognizes the architectural expression has not been developed; however, it was noted that the precedent images included an extensive use of glass which raises a question of its compatibility with the neighbourhood. It was suggested that a more textured building would be appropriate.

**Public realm**

- The Panel appreciates the parti diagram and the clear-cut access to Lion's park as it is a great example of the site's porosity and when the transit station is functional the cut-through access will create a connection to the neighbourhood.