

1. Zoning By-Law Amendment – 320 McRae Avenue and 315 Tweedsmuir Avenue

Modification du Règlement de zonage – 320, avenue McRae et 315, avenue Tweedsmuir

Committee recommendation

That Council approve:

- 1. an amendment to Zoning By-law 2008-250 for 320 McRae Avenue and 315 Tweedsmuir Avenue to permit a 26-storey mixed-use development and a public park, as detailed in Document 2;**
- 2. that the implementing Zoning By-law not proceed to Council until such time as Agreement OC2004404 is discharged, and a new agreement under Section 37 of the *Planning Act* is executed.**

Recommandation du Comité

Que le Conseil approuve :

- 1. la modification du Règlement de zonage (no 2008-250) afin de permettre, au 320, avenue McRae et au 315, avenue Tweedsmuir, l'aménagement d'un bâtiment polyvalent de 26 étages et d'un parc public, comme l'indique le document 2;**
- 2. que le règlement de mise en œuvre ne soit pas soumis au Conseil avant la libération de la convention OC2004404 et la conclusion d'une nouvelle convention en vertu de l'article 37 de la *Loi sur l'aménagement du territoire*.**

Documentation/Documentation

- 1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated March 12, 2021 (ACS2021-PIE-PS-0030)**

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 12 mars 2021 (ACS2021-PIE-PS-0030)

2. Extract of draft Minutes, Planning Committee, March 25, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le
25 mars 2021

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
25 March 2021 / 25 mars 2021**

**and Council
et au Conseil
14 April 2021 / 14 avril 2021**

**Submitted on 12 March 2021
Soumis le 12 mars 2021**

**Submitted by
Soumis par:**

**Lee Ann Snedden
Director / Directrice**

Planning Services / Services de la planification

**Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

Contact Person / Personne ressource:

**Kimberley Baldwin, Planner / Urbaniste, Development Review Central / Examen
des demandes d'aménagement centrale
613-580-2424, 23032, Kimberley.Baldwin@ottawa.ca**

Ward: KITCHISSIPPI (15)

File Number: ACS2021-PIE-PS-0030

**SUBJECT: Zoning By-law Amendment – 320 McRae Avenue and 315
Tweedsmuir Avenue**

**OBJET: Modification du Règlement de zonage – 320, avenue McRae et 315,
avenue Tweedsmuir**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 320 McRae Avenue and 315 Tweedsmuir Avenue to permit a 26-storey mixed-use development and a public park, as**

detailed in Document 2.

2. That the implementing Zoning By-law not proceed to Council until such time as Agreement OC2004404 is discharged, and a new agreement under Section 37 of the *Planning Act* is executed.
3. 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 April 14," 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 la modification du Règlement de zonage (no 2008-250) afin de permettre, au 320, avenue McRae et au 315, avenue Tweedsmuir, l'aménagement d'un bâtiment polyvalent de 26 étages et d'un parc public, comme l'indique le document 2.
2. Que le règlement de mise en œuvre ne soit pas soumis au Conseil avant la libération de la convention OC2004404 et la conclusion d'une nouvelle convention en vertu de l'article 37 de la *Loi sur l'aménagement du territoire*.
3. 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 14 avril », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Staff Recommendation

The report recommends that Council approve an amendment to Zoning By-law 2008-250 for 320 McRae Avenue and 315 Tweedsmuir Avenue.

The proposal is similar to the proposed development associated with the Zoning By-law amendment previously approved by Council on June 13, 2018. The principal differences between the 2018 proposal and the revised proposal are:

- The relocation of the park from between the high-rise and low-rise building components to the southern part of the site;
- The two buildings now being connected into one building and the subsequent removal of a mid-block pedestrian easement between Tweedsmuir Avenue and McRae Avenue; and,
- An increase in the height of the tower from 78 metres to 80.5 metres (increasing the height of the tower from 25 to 26 storeys)

The Zoning By-law amendment application seeks to rezone the site into two zones, a Traditional Mainstreet Zone and a Parks and Open Space Zone, with site-specific provisions including an urban exception and height schedule, to permit a 26-storey mixed-use development and a public park. The application will also remove the holding provisions previously imposed in Urban Exceptions 2489 and 2490, which relate to the provision of a noise study to address stationary noise sources, the preservation of a publicly-owned Bur Oak tree and the construction of a public park to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development. The department recommends removing the holding provisions because there are other mechanisms, which are outlined in the planning rationale of this report, to ensure these three items are carried out in the revised development.

Finally, the application will establish new Section 37 Agreement details that relate specifically to the revised development proposal. The total additional Section 37 contribution to be provided from the secondary increase in gross floor area is valued at \$130,000.00. After applying indexing rates to the previously agreed-upon contributions, the revised proposal will secure and provide a total cash contribution of \$747,600.00 into a Ward 15 specific fund for pedestrian/cycling connectivity improvements. As a non-monetary contribution, the owner will construct a public park on the lands to be

re-zoned as Parks and Open Space Zone.

Applicable Policy

The revised development is consistent with the applicable Traditional Mainstreet and General Urban Area policies in the Official Plan. The Official Plan identifies this site, situated directly across the street from the Westboro Transit Station, as a target area for re-development and intensification. The revised development proposal conforms to the Traditional Mainstreet policies by providing a dense, compact, mixed-use development that supports, and is supported by increase walking, cycling and transit use.

The revised development also conforms to the General Urban Area policies that speak to achieving compatible development, that is not necessarily the same as existing development, but rather enhances and contributes to the desirable characteristics in the surrounding community. The proposal aligns with the Urban Design and Compatibility directives in Sections 2.5.1 and 4.11 of the Official Plan. The proposal locates the tower component at the north side of the lot, furthest away from the low-rise residential community, and also incorporates varying setbacks and stepbacks that transition effectively down to the adjacent low-density residential community. A retail unit is strategically located at the southern end of the proposed development to front and animate the future public park. The proposed public park, which was relocated to the south end of the site, will also enhance the surrounding community by providing a new resting place for the public to enjoy in this busy urban context.

The revised development satisfies the objectives set out in the Richmond Road/Westboro Secondary Plan policies by encouraging the evolution of Scott Street into a mixed-use live/work environment, that takes advantage of the proximity to the Westboro Transit Station. The development also aligns with the policies that support the redevelopment of McRae avenue into mixed-use buildings that provide an appropriate transition to the adjacent low-rise residential neighbourhood.

The Traditional Mainstreet policies in the Official Plan and the policies in the Richmond Road/Westboro Secondary Plan supports mid-rise building heights. However, greater building heights may be considered where the proposed building provides a transition between existing buildings, where the development is located near a transit station, the development incorporates Section 37 benefits, or the application of Sections 2.5.1 and 4.11 in the Official Plan determine that additional height is appropriate. The revised development meets the criteria to support greater building height at this location.

Financial Implications

The application will establish new Section 37 Agreement with a cash contribution of \$747,600 for Ward 15 pedestrian/cycling connectivity improvements and a requirement for the owner to construct a public park on the lands to be re-zoned as Parks and Open Space Zone.

Public Consultation/Input

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. Planning staff received 17 public comments regarding this application. Some cite support for the building architecture, however, the majority of the comments expressed concerns related to traffic, parking, construction, building architecture and height, occupancy, park location, grading, trees, views and bird-friendly design.

RÉSUMÉ

Recommandation du personnel

Dans le présent rapport, le personnel recommande au Conseil d'approuver une demande de modification du Règlement de zonage (n° 2008-250) visant le 320, avenue McRae et le 315, avenue Tweedsmuir.

Cette proposition est similaire à la modification du Règlement de zonage approuvée par le Conseil le 13 juin 2018. Les principales différences sont les suivantes :

- Déplacement du parc de son emplacement initial (entre l'immeuble de grande hauteur et l'immeuble de faible hauteur) à la partie sud du site;
- Fusion des deux immeubles et, par conséquent, retrait de la servitude piétonnière en section courante entre l'avenue Tweedsmuir et l'avenue McRae;
- Augmentation de la hauteur de la tour de 78 à 80,5 mètres (de 25 à 26 étages).

Cette demande vise à faire passer le zonage du site à une combinaison de zone de rue principale traditionnelle et de zone de parc et d'espace vert, en prévoyant des dispositions propres au site, dont une exception urbaine et une limite de hauteur, afin de permettre l'aménagement d'un bâtiment polyvalent de 26 étages et d'un parc public. La demande vise aussi à supprimer les dispositions d'aménagement différé imposées dans les exceptions urbaines 2489 et 2490, qui prévoyaient la tenue d'une étude sur les répercussions des sources de bruit stationnaire, la préservation des chênes à gros fruits

appartenant au secteur public et l'aménagement d'un parc public avec l'approbation du directeur général de la Planification, de l'Infrastructure et du Développement économique. La Direction générale recommande la suppression des dispositions d'aménagement différé parce qu'il existe d'autres mécanismes – décrits dans la partie « justification de l'aménagement » de ce rapport – pour que ces mesures soient appliquées dans le cadre du projet révisé.

Enfin, cette demande vise à instaurer une nouvelle convention conclue en vertu de l'article 37 qui se rapporte expressément à la proposition d'aménagement révisée. La contribution totale prévue dans cette nouvelle convention a été fixée à 1 571 050 \$ (747 600 \$ pour le fonds du quartier 15 destiné à l'amélioration de la connectivité des réseaux piétonniers et cyclables et 823 450 \$ pour l'aménagement d'un nouveau parc public).

Politiques applicables

La proposition cadre avec les politiques de rue principale traditionnelle et de zone urbaine générale du Plan officiel. D'après le Plan officiel, ce site – situé juste en face de la station de transport en commun de Westboro – est un secteur ciblé pour le réaménagement et la densification. Le projet révisé est conforme aux politiques de rue principale traditionnelle puisqu'il s'agit d'un aménagement diversifié, compact et dense qui favorise la marche, le cyclisme et l'utilisation du transport en commun et qui est avantage par ceux-ci.

Le projet respecte aussi les politiques de zone urbaine générale concernant la compatibilité puisque, même s'il n'est pas forcément identique à l'aménagement actuel, il contribue aux caractéristiques souhaitables du quartier environnant. La proposition cadre avec les directives de conception urbaine et de compatibilité des sections 2.5.1 et 4.11 du Plan officiel. Selon elle, la tour est située dans la partie nord du lot, le plus loin possible de la communauté résidentielle de faible hauteur. Elle comporte également divers retraits et reculs qui assurent une bonne transition descendante jusqu'à la communauté résidentielle de faible densité adjacente. Un commerce a stratégiquement été placé à l'extrémité sud du site afin d'animer le futur parc public, sur lequel il donnera. Ce parc, qui a été déplacé au sud, sera aussi un atout pour le quartier, puisqu'il offrira aux résidents un nouveau havre de paix dans ce secteur animé.

Le projet révisé répond aux objectifs énoncés dans les politiques du Plan secondaire du secteur du chemin Richmond à Westboro en favorisant l'évolution de la rue Scott en un milieu polyvalent conjuguant lieux de travail et espaces de vie qui profite de la proximité

de la station de transport en commun Westboro. Il cadre aussi avec les politiques qui appuient le réaménagement de l'avenue McRae en bâtiments polyvalents offrant une transition adéquate vers la communauté résidentielle de faible hauteur adjacente.

Les politiques de rue principale traditionnelle du Plan officiel et les politiques du Plan secondaire du secteur du chemin Richmond à Westboro encouragent la construction d'immeubles de hauteur moyenne. Une hauteur plus élevée est toutefois envisageable lorsqu'il y a une transition entre l'immeuble et les bâtiments existants, que l'immeuble se trouve près d'une station de transport en commun, qu'il comporte des avantages liés à l'article 37 ou que cette hauteur est jugée convenable selon les sections 2.5.1 et 4.11 du Plan officiel. Le bâtiment proposé répond à ces critères.

Répercussions financières

La demande entraînera la conclusion d'une nouvelle convention en vertu de l'article 37; cette convention sera assortie d'une contribution totale en espèces de 747 600 \$, laquelle ira dans le fonds du quartier 15 destiné à l'amélioration de la connectivité des réseaux piétonniers et cyclables, ainsi que de l'obligation, pour le propriétaire, d'aménager un parc public sur le terrain dont le zonage passera à zone de parc et d'espace vert.

Consultation publique/commentaires

Un avis public a été donné et une consultation publique a eu lieu, conformément à la Politique d'avis et de consultation publique approuvée par le Conseil municipal pour les modifications du Règlement de zonage. Le personnel de la planification a reçu 17 commentaires du public au sujet de cette demande. Certains résidents étaient favorables à l'architecture de l'immeuble, mais la majorité ont exprimé des réserves au sujet de la circulation, du stationnement, des travaux, de la hauteur de bâtiment, du nivellement, des arbres, de la vue et de la protection des oiseaux.

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

320 McRae Avenue and 315 Tweedsmuir Avenue

Owner

1213763 Ontario Inc. (GWL Realty Advisors)

Applicant

Fotenn Consultants

Architect

Neuf Architects

Description of site and surroundings

The property is located on the southwest corner of Scott Street and McRae Avenue and is 5,200 square metres in area. It has approximately 49 metres of frontage along Scott Street, 45 metres along Tweedsmuir Avenue and 148 metres along McRae Avenue. Currently, the site is occupied by two detached residential dwellings, an automobile service station and a surface parking lot.

The site is surrounded by a mix of land uses and densities. To the north, across Scott Street, is the Transitway and Westboro Transit Station, which are proposed to be converted to Light Rail Infrastructure as part of Phase 2 of the LRT expansion. On the southeast corner of Scott and McRae, is a 25-storey mixed-use development currently under construction. Across McRae Avenue, to the east is a recently constructed mixed-use, mid-rise development. To the south, along McRae Avenue, is a residential building and an automobile dealership. To the south and west, along Tweedsmuir Avenue and Athlone Avenue, are low-rise residential dwellings. On the southwest corner of Tweedsmuir Avenue and Scott Street is a one-storey commercial building currently occupied by a moving company.

Summary of proposed development

The proposal is for a mixed-use development comprised of a 26-storey tower, with a six-storey podium at the north end of the site, a three-storey residential component along Tweedsmuir Avenue, a four-storey mixed-use component along McRae Avenue and a future public park at the south end of the site, as shown in Documents 4 and 5. The proposed development will contain approximately 336 residential units, ground floor retail uses, 183 underground parking spaces and 187 bicycle spaces.

Summary of requested Zoning By-law Amendment proposal

There are currently three zones on the site. The north portion of the property along Scott Street is zoned Traditional Mainstreet, Exception 2489, with a height schedule and a holding zone (TM[2489] S382-h), which permits a mixed-use, high-rise building with a height limited to 78 metres (25 storeys). Immediately below this zone, along McRae avenue, is a Parks and Open Space Zone, Subzone 1 (O1), a zone which permits a park. The southern portion of the property, along McRae Avenue, is currently zoned General Mixed Use, Exception 2490, with a 15 metre height limit, and holding zone (GM[2490]H15-h), which permits a mix of land uses, limited to four-storeys in height. The holding zone, which is provided on two of the three existing zones, pertains to matters related to noise study requirements, the preservation of a city-owned Bur Oak tree, and the construction of the public park.

The Zoning By-law amendment application seeks to rezone the site into two zones. A Traditional Mainstreet Zone, with site-specific provisions including an urban exception and height schedule, to permit a 26-storey mixed-use development, and a Parks and Open Space Zone, for a future City park. This application also proposes to remove the holding zone provisions and establish new public benefit contributions pursuant to Section 37 of the *Planning Act*.

Brief history of proposal

On June 13, 2018, City Council approved a Zoning By-law amendment application (File Number: [ACS2018-PIE-PS-0037](#)) and (Development Review File Number: D02-02-09-0031) to permit a 25-storey mixed-use building, a public park and a four-storey mixed-use building on the property.

The 2018 approval also set out the facilities, services and matters to be provided as per Section 37 of the *Planning Act*. A cash contribution of \$600,000 was secured into a Ward 15 specific fund for improved lighting facilities along pedestrian and cycling pathways. As a non-cash contribution, the owner committed to construct a public park on the subject lands. The Section 37 contributions are to be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Ottawa, calculated from the date of the Section 37 Agreement to the date of the Site Plan Agreement. The Section 37 Agreement was executed on May 23, 2018 and registered as instrument number OC2004404 on June 20, 2018.

In 2020, under new ownership, the applicant submitted new Zoning By-law amendment and Site Plan Control applications for a revised development proposal on the site. The

revised plans are for a development that is similar to the earlier proposal. The principal differences between the earlier proposal and the revised proposal, shown in Documents 5 and 6, are summarized below:

- The relocation of the park from between the high-rise and low-rise building components to the southern part of the site;
- The two buildings now being connected into one building and the subsequent removal of a mid-block pedestrian easement between Tweedsmuir Avenue and McRae Avenue; and,
- An increase in the height of the tower from 78 metres to 80.5 metres (increasing the height of the tower from 25 to 26 storeys).

DISCUSSION

Public consultation

In accordance with the City's Public Notification and Consultation Policy, three signs were posted on the site and residents within 120 metres were notified of the proposal by mail. Local registered community groups were also notified.

Planning staff received 17 public comments on this project.

For this proposal's consultation details, see Document 7 of this report.

Official Plan designations

According to Schedule B of the Official Plan, the property is designated as a Traditional Mainstreet and General Urban Area. Scott Street is identified as an on-road cycling route on Schedule C and an Arterial Road on Schedule E.

The Mainstreet designation identifies streets that offer significant opportunities for intensification through compact forms of mixed-use development in a pedestrian-friendly environment. Redevelopment and Infill are encouraged on Traditional Mainstreets in a built form that encloses and defines the street edge with active frontages.

The General Urban Area designation permits all types, tenures and densities of housing in a manner that enhances and complements the surrounding neighbourhood and ensures the long-term viability of existing communities. Zoning By-law amendment applications are also guided by Sections 2.5.1 and 4.11 of the Official Plan. The policies in Section 2.5.1 of the Plan encourage compatible development that is not necessarily

the same as the existing buildings but coexist without causing undue adverse impact. The Urban Design and Compatibility policies in Section 4.11 of the Plan assesses compatibility of new buildings with their surroundings through setbacks, height transitions, colours and materials, orientation of entrances, location of loading facilities and podium design.

While the Official Plan supports mid-rise building heights up to six storeys on Traditional Mainstreets, secondary plans may identify circumstances where greater building heights may be permitted. The Richmond Road/Westboro Secondary Plan includes specific policies that permit greater building heights along Scott Street where certain circumstances, outlined in the next section of the report, are met.

Other applicable policies and guidelines

The [Richmond Road/Westboro Secondary Plan](#) includes policies for McRae Avenue to become a pedestrian-oriented, mixed-use street linking the Westboro Village and Scott Street mainstreets, achieving compatible infill/intensification through the provision of appropriate setbacks and transitions, and promoting transit usage. The Plan encourages the evolution of Scott Street to a mixed-use live/work environment to take advantage of the proximity to the Westboro Transit Station.

The Secondary Plan supports building heights generally in the range of four to six storeys, but permits consideration of greater building heights in Policy 1.3.3, 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.

The [Urban Design Guidelines for Traditional Mainstreets](#) guide development to provide compatibility in context, to achieve high-quality built forms, provide continuity along Mainstreets, to foster compact pedestrian-oriented development and a broad range of uses. The guidelines promote buildings that respect the rhythm and pattern of the existing or planned buildings on the street, set back upper storeys, and respect the privacy of buildings to the rear.

The [Urban Design Guidelines for Transit Oriented Development](#) apply as the development is within 600-metre of a rapid transit station (Westboro Station). The guidelines aim to locate the highest density on sites adjacent to transit stations; provide transition in scale by stepping down building heights from higher density to adjacent to lower density areas; provide a mix of uses and densities that complement both transit

users and the local community; ensure that the built form is designed and oriented to facilitate and encourage transit use; manage the safe circulation of pedestrians, cyclists, vehicles and parking; and create quality public spaces that provide direct, convenient, safe and attractive access to transit.

Also applicable to the site are the [Urban Design Guidelines for High-Rise Buildings](#). Particularly relevant to the proposal are the guidelines specific to addressing compatibility through massing, setbacks and transitions, including a podium, orienting the tower to minimize the extent of shadowing, and improving space for pedestrians and the public realm.

Urban Design Review Panel

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

The formal review meeting for the combined Zoning By-law amendment and Site Plan Control applications was held on August 6 and 7 2020.

The panel's recommendations from the formal review are provided in Document 8.

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

- The building was redesigned to incorporate additional setbacks. In particular, the tower was stepped back further from the podium, and loggias were added to further articulate the façade.
- The roofs have been treated with an alternative finish, to distinguish them from the top of the crown.
- Several windows along select facades were widened to mitigate the sense of verticality of the building and reduce the appearance of a solid façade.
- The building material on the McRae Avenue façade has been changed to brick to soften the scale of the building and reinforce its residential uses. The materiality on the Scott Street podium has also been changed to brick to further distinguish it from the tower.
- Through consultations with the City Forester, the proposed plan retains four

trees, along Tweedsmuir Avenue, including the large Bur Oak tree. The owner also proposes to plant two street trees along the Scott Street frontage and eight trees along McRae Avenue. The landscape plan may be further refined and reviewed through the Site Plan Control application process.

Planning rationale

Staff support the proposed Zoning By-law amendment to permit the development of a mixed-use building comprised of a 26-storey tower, with a six-storey podium at the north end of the site, a three-storey residential component along Tweedsmuir Avenue, a four-storey mixed-use component along McRae Avenue and a future public park at the south end of the site, as shown in Documents 4 and 5.

The proposed development will contain approximately 336 residential units, ground floor retail uses, 183 vehicle parking spaces and 187 bicycle spaces. Access to the underground parking garage is provided near the south end of the site, along McRae Avenue. Loading is provided internal to the building, with access from Tweedsmuir Avenue.

The proposal is similar to the proposal previously approved by Council in 2018. The principal differences between the earlier proposal and the new proposal are:

- the relocation of the park from between the high-rise and low-rise building components to the southern part of the site;
- the two buildings now being connected into one building and the subsequent removal of a mid-block pedestrian easement between Tweedsmuir Avenue and McRae Avenue; and,
- an increase in the height of the tower from 78 metres to 80.5 metres (increasing the height of the tower from 25 to 26 storeys)

The northern portion of the site is designated Traditional Mainstreet in the Official Plan. The objective of this designation is to encourage dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. The southern portion of the site, along McRae Avenue is designated as General Urban Area in the Official Plan, which permits a range of land uses and aims to facilitate the development of complete and sustainable communities.

The revised development proposal will continue to support the Traditional Mainstreet policies in the Official Plan by providing a dense, compact, mixed-use development

directly across from the Westboro Transit Station. Although vehicular traffic will increase in the area as a result of the increased development, the priority for site development at locations such as this is to encourage alternative transportation modes such as walking, cycling and transit use. Through the Site Plan Control application process, the proposed development will provide wider sidewalks and a future park that will improve the public realm in this area. The development also proposes to provide approximately 187 secure bicycle parking spaces in the underground parking garage that will encourage cycling and utilize the cycling infrastructure along Scott Street.

Applications for Zoning By-law amendment are also guided by Sections 2.5.1 and 4.11 of the Official Plan. Section 2.5.1 speaks to new design and innovation co-existing with existing development without causing undue adverse impact on surrounding properties. Section 4.11 of the Official Plan references compatibility of new building with their surroundings through setbacks, height transitions, colours and materials, orientation of entrances, location of loading facilities and podium design. The proposal is comparable to other high-rise developments along Scott Street. The development also incorporates varying setbacks and stepbacks that transition effectively down towards adjacent the low-density residential properties. The ground-floor commercial units proposed to wrap around Scott Street to McRae Avenue and Tweedsmuir Avenue, will create a continuous block of commercial activation along the mainstreet. A retail unit is also strategically located at the southern end of the proposed development to front and animate the future public park. Vehicular access to the underground parking continues to be provided on McRae Avenue, but has shifted towards the south end of the site, which allows for a more continuous, pedestrian-friendly, tree-lined streetscape along McRae Avenue. The loading area is provided in a discrete location, internal to the building, accessed from Tweedsmuir Avenue. Building colours, materials, and podium design will be reviewed and further refined through the Site Plan Control application process.

The revised development satisfies the objectives set out in the Richmond Road/Westboro Secondary Plan policies by encouraging the evolution of Scott Street to a mixed-use live/work environment, that takes advantage of the proximity to the Westboro Transit Station. The policies also support the redevelopment of McRae avenue into mixed-use buildings that provide an appropriate transition to the adjacent low-rise residential neighbourhood. The proposed public park, which was relocated to the south end of the site, will also benefit Westboro by provide a new resting space for the public to enjoy.

While the Traditional Mainstreet policies in the Official Plan and the policies in the Richmond Road/Westboro Secondary Plan support mid-rise building heights, greater building heights may be considered where the proposed building provides a transition between existing buildings, where the development is located near a transit station, the development incorporates Section 37 benefits, or the application of Sections 2.5.1 and 4.11 in the Official Plan determine that additional height is appropriate. The proposed development meets the criteria to support greater building height in this location. As previously noted, the development is across the street from the Westboro Transit Station, the building design is compatible with the surrounding area and the development will provide community benefits pursuant to Section 37 of the *Planning Act*.

Lastly, the proposal was reviewed in relation to the Urban Design Guidelines for High-Rise Buildings, the Urban Design Guidelines for Traditional Mainstreets, and the Urban Design Guidelines for Transit-Oriented Development. Planning staff can provide some examples of how the revised development generally aligns with these guidelines. In accordance with the High-Rise Building Guidelines, the revised development continues to locate the tallest portion of the building at the north side of the lot, the furthest area from the adjacent low-rise community. Shadows fall mainly to the north on Scott Street and the transitway and progresses quickly across the area. The proposal respects the rhythm and pattern of high-rise development under-construction or recently approved along Scott Street. The proposed six-storey podium and low-rise components of the development respond to the mid-rise mixed-use developments to the east and the low-density residential neighbourhood to the south and west. In accordance with the Transit-Oriented Development guidelines, the project establishes high-density residential uses and creates a multi-purpose destination near a transit station. As recommended in the guidelines, parking is provided underground and loading areas are located in a discrete location away from the mainstreet. Finally, the proposed building provides a continuous streetscape that will shape and define the public streets and foster a pedestrian-oriented environment.

Holding Zone Provisions

The 2018 Zoning By-law amendment imposed holding zone provisions within Urban Exceptions 2489 and 2490, which relate to the requirement for a noise study through the site plan control process to address stationary noise sources, the preservation of a publicly-owned Bur Oak tree and the construction of a public park to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development. When the

Zoning By-law amendment was approved by Council in June 2018, planning staff were aware that the ownership of the property may change in the near future. As such, the principal reason for establishing the holding zone provisions was for the City to highlight the matters that were agreed-upon through the 2018 Zoning By-law amendment process to the prospective buyer.

The land is now under new ownership. In 2020, the new owner submitted a Demolition Control application to obtain permission to demolish the two residential dwellings. When the Demolition Control application was approved, it included conditions and securities related to the protection of the Bur Oak tree. In 2020, the new owner also filed a Site Plan Control application for the revised development and included a stationary noise study in their site plan submission.

The department recommends removing the holding zone provisions because there are now other mechanisms in place to ensure these three items are carried out in the revised development. First, Policy 4.8.7 of the Official Plan states that a noise study addressing stationary noise sources is a standard submission requirement for all site plan control applications where noise-sensitive development is proposed on an arterial road. The proposed development is situated on an arterial road (Scott Street) and residential development is considered a noise sensitive use. As previously noted, the applicant submitted a noise study when they filed their Site Plan Control application in 2020. Second, there are now conditions and securities protecting the Bur Oak tree tied to the recently approved Demolition Control application associated with the proposed development. Third, the provisions related to the construction of the park is a public benefit being provided pursuant to Section 37 of the *Planning Act*. As such, staff recommend these park provisions be relocated to Part 19 of the Zoning By-law, in Section (16), titled 320 McRae Avenue and 315 Tweedsmuir Avenue.

Section 37 Agreement

Pursuant to Section 37 of the *Planning Act*, the City may authorize increases in the height and density of development above the levels otherwise permitted by the Zoning By-law, in return for the provision of community benefits. The Official Plan (Section 5.2.1.11) states that limited increases will be permitted in return for the provision of community benefits as set out in the Zoning By-law, which shall be secured through an agreement registered on title, as per the *Planning Act*. The project must represent good land use planning.

The original development and associated Zoning By-law amendment (approved by City Council in 2018), which proposed a 25-storey high-rise building, secured the following public benefits:

- In Section 19 (16) of the Zoning Bylaw:
 - \$600,000 into a Ward 15 specific fund for improved lighting facilities along pedestrian and cycling pathways.
- In holding zone provisions, within Urban Exceptions 2489 and 2490 of the Zoning By-law:
 - The construction of a public park to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development.

As noted above, the details of the public benefits provided pursuant to Section 37 of the *Planning Act*, were previously found in separate areas of the Zoning By-law. Contributions related the Ward 15 specific fund for pedestrian/cycling lighting improvements were described in Part 19, Section (16), titled 320 McRae and 315 Tweedsmuir Avenue. The details related to the construction of the park, were described in holding zone provisions within Urban Exceptions 2489 and 2490. By way of this zoning amendment application, the details of both the monetary and non-monetary Section 37 contributions will now be described entirely within Part 19, Section (16) of the Zoning By-law.

The revised development seeks an increase in gross floor area of 324.4 square metres and increase in height from 25 to 26 storeys. The owner is required to provide an additional Section 37 contribution to reflect the incremental change in density.

In accordance with the Council-approved guidelines, the additional Section 37 contribution, based on an additional gross floor area of 324.4 square metres, for this proposal has been valued at \$130,000.00, after considering all draw-down factors. Planning staff factored in the removal of the mid-block pedestrian easement that was present, and previously considered a draw-down factor, in the 2018 zoning approval, and secured additional funds to be reallocated towards another public benefit.

The Ward Councillor, in consultation with the local community, will allocate the additional Section 37 funds into a Ward 15 specific fund for pedestrian/ cycling connectivity improvements, including but not limited to lighting along pathways. The

Ward Councillor will assemble the previously agreed-upon funds related to pedestrian and cycling improvements with the additional funds into one Ward 15 specific fund.

The previously agreed upon cash contribution has been indexed from the date of the OC2004404 Agreement to March 11, 2021 (the Planning Committee date for this application). The original pedestrian/cycling connectivity improvements are now valued at \$617,600.00.

The combined benefits to be secured and provided through a new Section 37 Agreement are:

- A cash-contribution of \$747,600.00 into a Ward 15 specific fund for pedestrian/cycling connectivity improvements, including but not limited to lighting along pathways.
- The following non-cash contribution will be provided as part of the Site Plan Control approval process:
 1. The owner shall construct a park to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development and the General Manager of Recreation, Cultural and Facility Services.

Note: As part of the Site Plan Control approval process, in accordance with the City's Parkland Dedication By-law 2009-95, the owner will also dedicate a park block on the lands to be re-zoned as Parks and Open Space Zone.

The cash contribution into a Ward 15 specific fund will be secured prior to the issuance of the first building permit and details on final Section 37 contribution will be contained within the Section 37 Agreement and will be indexed in accordance with the Statistics Canada Construction Price Index for Ottawa that applies to the type of community benefit being secured, calculated from the date of the amended Section 37 Agreement to the date of payment. The non-cash contribution that the owner shall construct a park will be secured through the Site Plan Control approval process.

The implementing Zoning By-law will not proceed to City Council until such time as the Agreement OC2004404 is discharged, and a new agreement under Section 37 of the *Planning Act* is executed, to replace the OC2004404 Agreement.

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

The Ward Councillor is aware of the application.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendations of this report.

If approved, staff will not place the implementing by-law on the Council agenda until such time as the Agreement OC2004404 is discharged, and a new agreement under Section 37 of the *Planning Act* is executed, to replace that agreement.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with this report.

FINANCIAL IMPLICATIONS

The benefits to be secured and provided through a new Section 37 agreement are:

- A cash-contribution of \$747,600 into a Ward 15 specific fund for pedestrian/cycling connectivity improvements, including but not limited to lighting along pathways.
- The owner shall construct a park to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development and the General Manager of Recreation, Cultural and Facility Services.

The cash contribution into a Ward 15 specific fund will be secured prior to the issuance of the first building permit and details on final Section 37 contribution will be contained within the Section 37 Agreement and will be indexed in accordance with the Statistics Canada Construction Price Index for Ottawa that applies to the type of community benefit being secured, calculated from the date of the amended Section 37 Agreement to the date of payment. The non-cash contribution that the owner shall construct a park

will be secured through the Site Plan Control approval process.

ACCESSIBILITY IMPACTS

The new development will be required to meet the accessibility criteria contained within the *Ontario Building Code*. Based on the current Site Plan application review, the development demonstrates that the proposed building is accessible, including common entrances, corridors and amenity areas. Staff have no concerns about accessibility.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Integrated Transportation
- Thriving Communities
- Sustainable Infrastructure

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-20-0026) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to workload volumes and the complexity of the application.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Proposed Zoning Schedule

Document 4 Proposed Building (Architectural Building Elevations)

Document 5 Proposed Development (Site Plan)

Document 6 2018 Development Proposal, approved by City Council (Site Plan)

Document 7 Consultation Details

Document 8 Urban Design Review Panel Recommendations

CONCLUSION

The Planning, Infrastructure and Economic Development Department can support the Zoning By-law amendment to permit a 26-storey mixed-use development and public park on this property. The proposed development conforms to the applicable policies set out in the Official Plan, Richmond Road/Westboro Secondary Plan and Urban Design Guidelines. Staff are satisfied that the proposed development is similar to the previous development concept and Zoning By-law amendment approved by City Council in 2018. The proposed community benefits pursuant to Section 37 of the *Planning Act* have been adjusted to reflect the current development. The proposed development may be further refined through the associated Site Plan Control application process.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; 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.

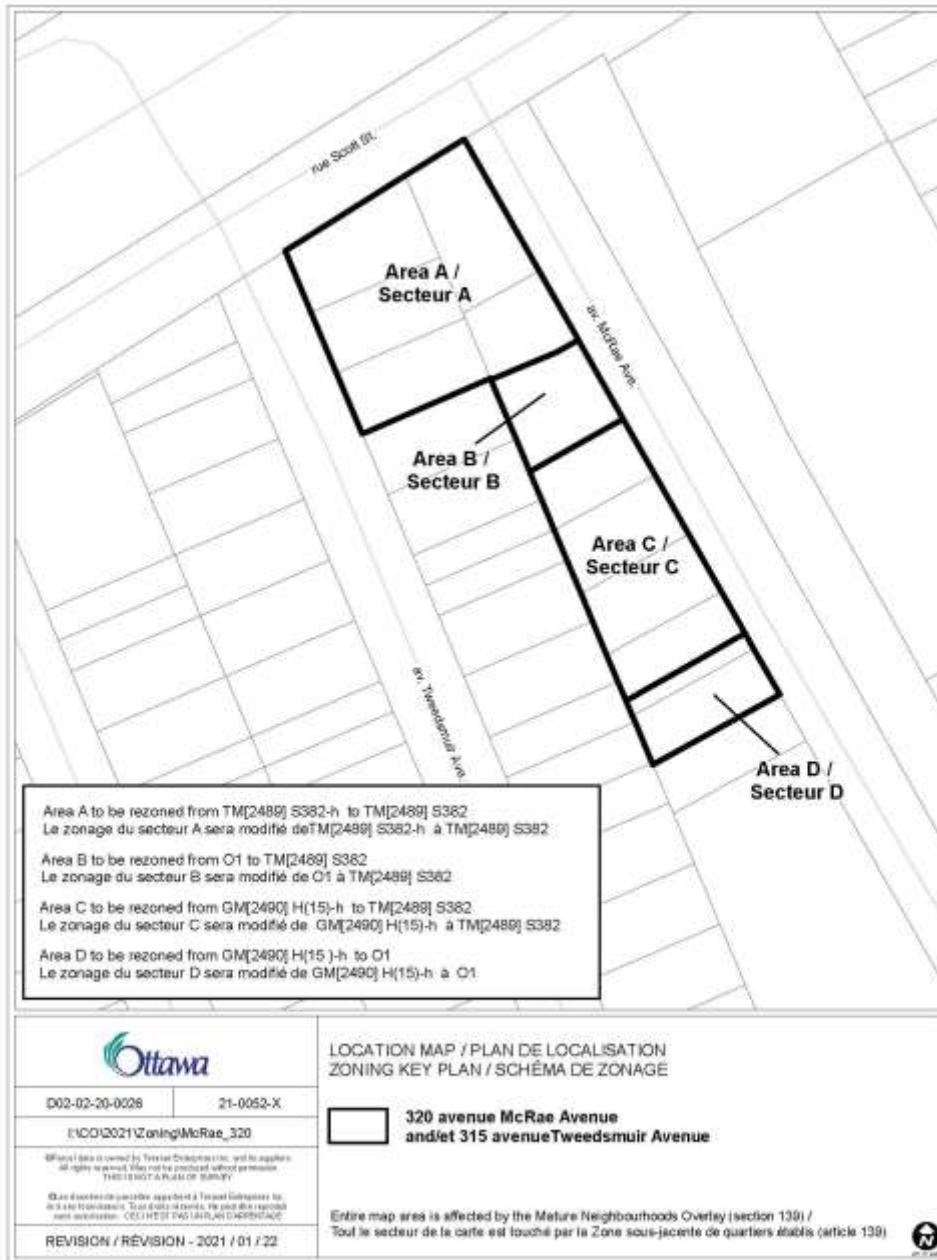
Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

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

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.

This image shows the different existing zones for each parcel and the future zones.



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 320 McRae Avenue and 315 Tweedsmuir Avenue:

1. Rezone the lands municipally known as 320 McRae Avenue and 315 Tweedsmuir Avenue as shown in Document 1 as follows:
 - a. Area A to be rezoned from TM[2489] S382-h to TM[2489] S382
 - b. Area B to be rezoned from O1 to TM[2489] S382
 - c. Area C to be rezoned from GM[2490] H(15)-h to TM[2489] S382
 - d. Area D to be rezoned from GM[2490] H(15)-h to O1
2. Amend Part 17 – Schedules, by replacing Schedule 382, as shown in Document 3.
3. Amend Section 239, Urban Exceptions, by replacing Exception 2489 with provisions similar in effect to the following:
 - a. In column II add the text: “TM[2489] S382”
 - b. In Column V
 - I. Setback and stepback requirements are as per Schedule 382
 - II. The only permitted land uses for the ground floor of any building within 6 metres from the lot line abutting a park are as follows
 - a. a restaurant
 - b. retail food store.
 - III. Residential uses are permitted on the ground floor within 6 metres of the front wall of the main building abutting McRae Avenue and Tweedsmuir Avenue.
 - IV. Section 197 (13) does not apply.
 - V. Wind barriers are considered as Section 64 permitted projections.
 - VI. Notwithstanding any other provision of this by-law, permitted

projections are exempt from the maximum heights established in Schedule 382.

VII. Porches, open stairways, steps, canopies, and awnings may project to within 0 metres of a front lot line or corner lot line

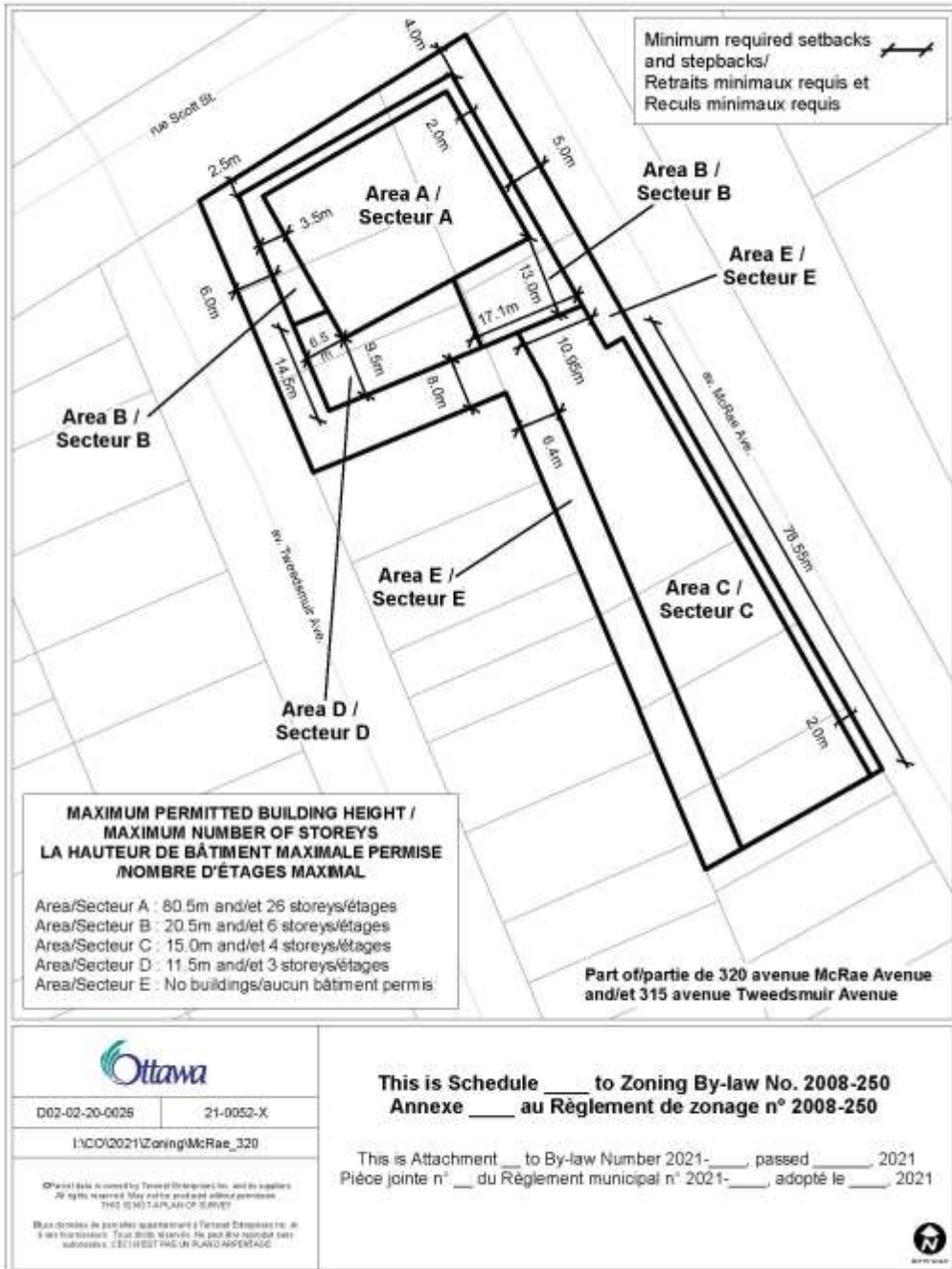
4. The following provisions dealing with a Section 37 authorization, will also be included in Exception 2489 in Section 239, Urban Exceptions:
 - a. Pursuant to Section 37 of the *Planning Act*, height and density of development permitted in this by-law are permitted subject to compliance with all of the conditions set out in this by-law including the provision by the owner of the lot of the facilities, services and matters set out in Section (16) of Part 19 hereof, to the City at the owner's sole expense and in accordance with and subject to the agreement referred to in b. below of this by-law.
 - b. Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of the *Planning Act* securing the provision of the facilities, services or matters set out in Section (16) of Part 19 hereof, the lands are subject to the provisions of this By-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the provisions of this by-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities.
 - c. Wherever in this by-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the *Planning Act*, then once such agreement has been executed and registered, such conditional provisions shall continue.
5. Amend Section 239, Urban Exceptions, by deleting Exception 2490, and reserve for future use.
6. The following provisions will replace the wording in Section (16) of Part 19 of the Zoning By-law, titled 320 McRae Avenue and 315 Tweedsmuir Avenue, and will set out the facilities, services and matters that must be provided as per Section 37 of the *Planning Act*.

- a) The City shall require that the owner of the lands discharge Agreement OC2004404 pursuant to Section 37 of the *Planning Act*, and replace said agreement with a new Section 37 Agreement to be registered on title, to the satisfaction of the City Solicitor and General Manager, Planning, Infrastructure and Economic Development, to secure the public benefits noted below, and which will comprise a combination of public benefits including monies that would be paid to the City to be used for defined capital projects and facilities/works to be undertaken by the owner with the total value of the benefits to be secured being \$747,600.00 to the City, indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Ottawa, calculated from the date agreement OC2004404 Section 37 Agreement is amended to the date of payment.
- b) The benefits to be secured are:
- i. A cash contribution of \$747,600.00 into a Ward 15 specific fund for pedestrian/ cycling connectivity improvements, including but not limited to lighting along pathways.
 - ii. The following non-cash contribution will be provided as part of the Site Plan Control approval process:
 1. the owner is to construct a park, to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development and the General Manager of Recreation, Cultural and Facility Services.
- c) If there are unspent or unallocated funds from a cash payment for a period of three years after receipt of the funds, the funds may be redirected to a different community benefit without requiring an amendment to the site specific by-law provided that
- i. The funds are redirected to a purpose that represents a reasonable planning relationship to the original development application; and
 - ii. Concurrence is received by the Ward Councillor
- d) Notwithstanding the foregoing, the owner and the City may modify or amend said agreement(s), from time to time upon the consent of the City

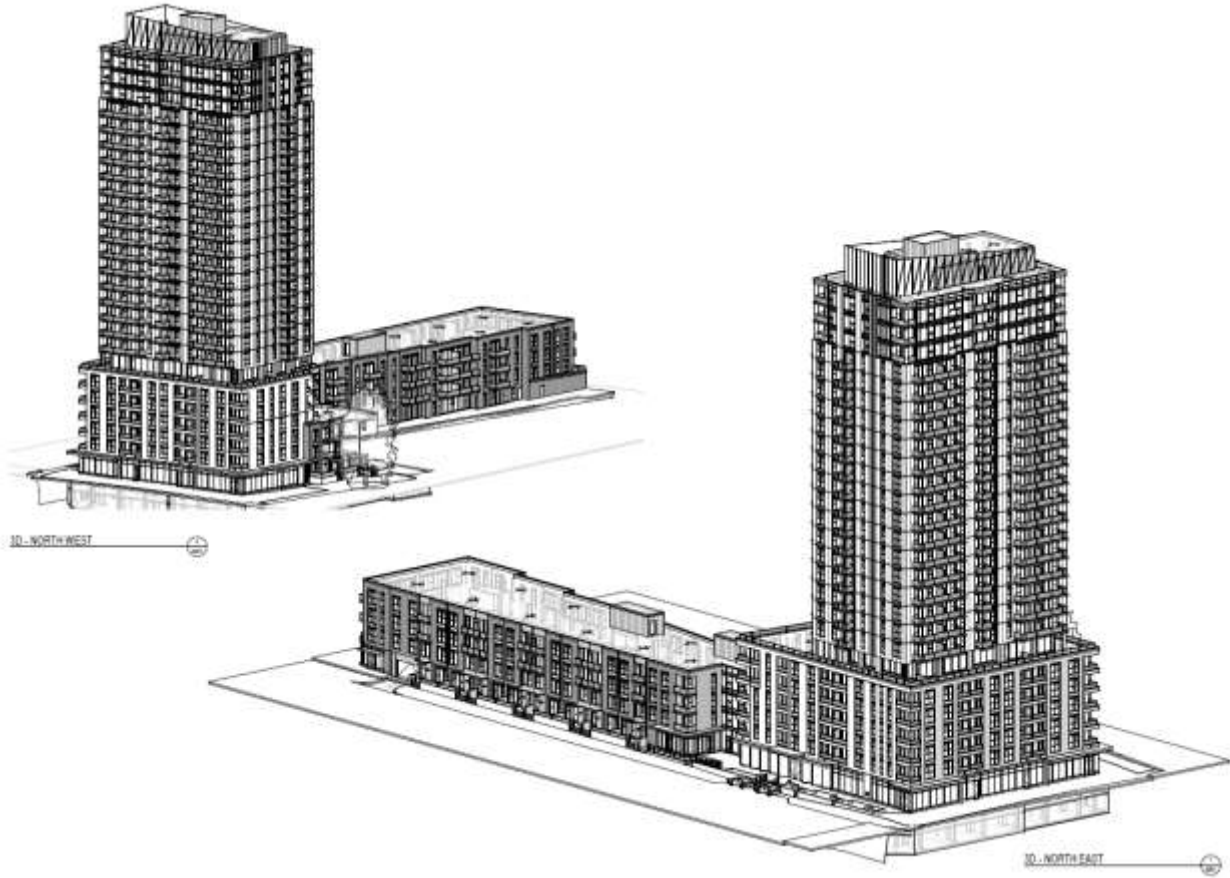
and the owner, without further amendment to those provisions of the Zoning By-law, which identify the facilities, services and matters to be secured.

- e) The payment of Section 37 funds shall be provided prior to the issuance of a building permit for the proposed development.

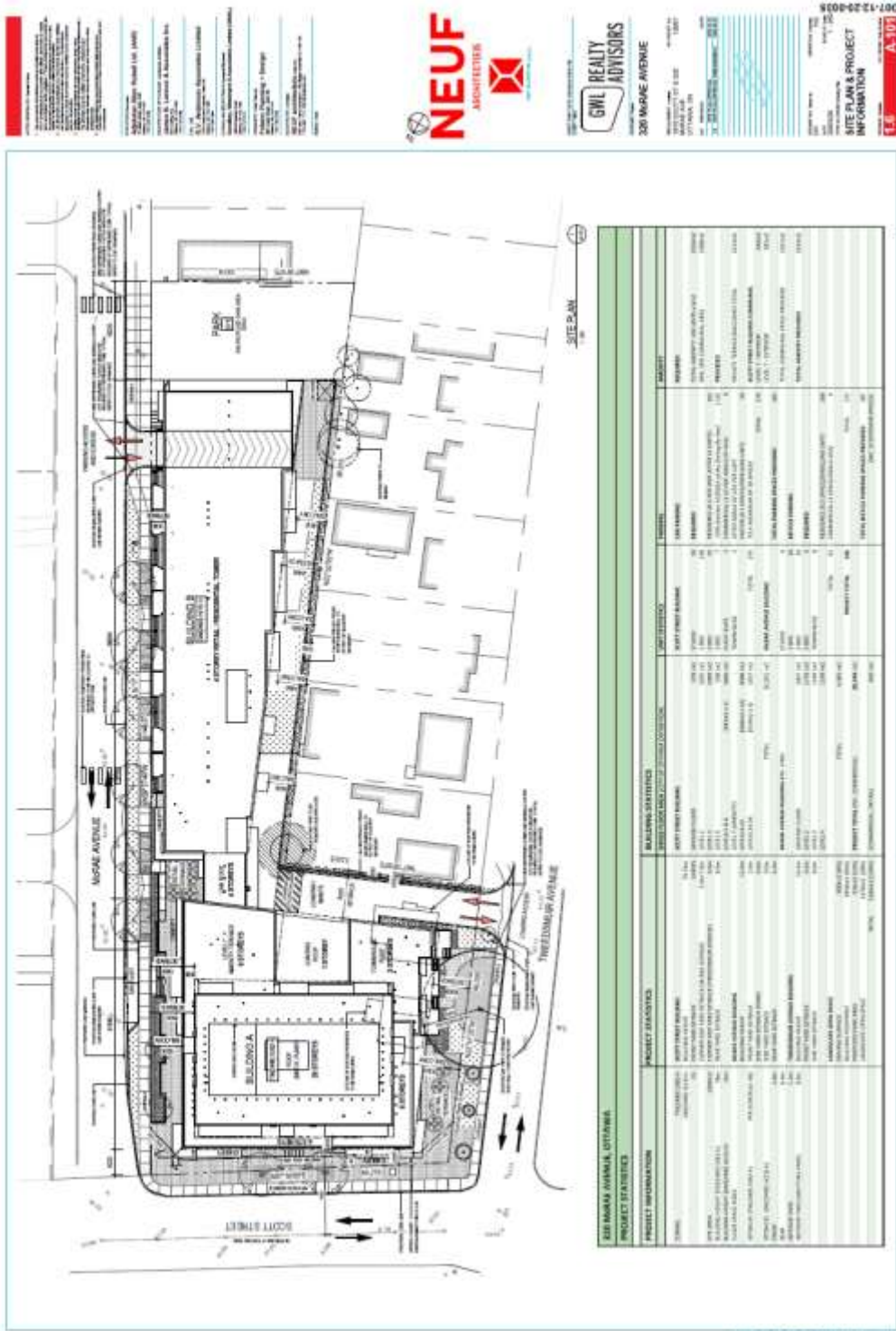
Document 3 – Proposed Zoning Schedule



Document 4 – Proposed Building (Architectural Building Elevations)



Document 5 – Proposed Development (Site Plan)



NEUF ARCHITECTES
 208 MAPLE AVENUE
 SUITE 100
 WILLOWDALE, ONTARIO M2H 1B7
 TEL: (416) 491-1111
 FAX: (416) 491-1112
 WWW.NEUFARCHITECTES.COM

NEUF ARCHITECTES

GWL REALTY ADVISORS
 208 MAPLE AVENUE
 SUITE 100
 WILLOWDALE, ONTARIO M2H 1B7
 TEL: (416) 491-1111
 FAX: (416) 491-1112
 WWW.GWLREALTY.COM

PROJECT INFORMATION		PROJECT STATISTICS		BUILDING STATISTICS		CONSTRUCTION COST ESTIMATE		CONSTRUCTION		MARKET	
PROJECT NAME	208 MAPLE AVENUE	TOTAL FLOOR AREA	10,000 sq. ft.	FLOOR AREA PER UNIT	1,000 sq. ft.	ESTIMATED COST	\$1,000,000	ESTIMATED COST PER UNIT	\$100,000	ESTIMATED RENT PER UNIT	\$1,000
OWNER	GWL REALTY ADVISORS	NUMBER OF UNITS	10	NUMBER OF STORES	0	ESTIMATED GROSS REVENUE	\$10,000,000	ESTIMATED NET REVENUE	\$8,000,000	ESTIMATED OPERATING EXPENSES	\$2,000,000
DEVELOPER	GWL REALTY ADVISORS	ESTIMATED GROSS RENT	\$10,000,000	ESTIMATED GROSS RENT PER UNIT	\$1,000,000	ESTIMATED NET REVENUE	\$8,000,000	ESTIMATED NET REVENUE PER UNIT	\$800,000	ESTIMATED OPERATING EXPENSES PER UNIT	\$200,000
ARCHITECT	NEUF ARCHITECTES	ESTIMATED OPERATING EXPENSES	\$2,000,000	ESTIMATED OPERATING EXPENSES PER UNIT	\$200,000	ESTIMATED GROSS REVENUE PER UNIT	\$1,000,000	ESTIMATED NET REVENUE PER UNIT	\$800,000	ESTIMATED OPERATING EXPENSES PER UNIT	\$200,000
ENGINEER	GWL REALTY ADVISORS	ESTIMATED NET REVENUE	\$8,000,000	ESTIMATED NET REVENUE PER UNIT	\$800,000	ESTIMATED GROSS RENT PER UNIT	\$1,000,000	ESTIMATED NET REVENUE PER UNIT	\$800,000	ESTIMATED OPERATING EXPENSES PER UNIT	\$200,000
LANDSCAPE ARCHITECT	NEUF ARCHITECTES	ESTIMATED OPERATING EXPENSES PER UNIT	\$200,000	ESTIMATED OPERATING EXPENSES PER UNIT	\$200,000	ESTIMATED GROSS RENT PER UNIT	\$1,000,000	ESTIMATED NET REVENUE PER UNIT	\$800,000	ESTIMATED OPERATING EXPENSES PER UNIT	\$200,000
CONTRACTOR	GWL REALTY ADVISORS	ESTIMATED GROSS RENT PER UNIT	\$1,000,000	ESTIMATED GROSS RENT PER UNIT	\$1,000,000	ESTIMATED NET REVENUE PER UNIT	\$800,000	ESTIMATED NET REVENUE PER UNIT	\$800,000	ESTIMATED OPERATING EXPENSES PER UNIT	\$200,000
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Document 6 – 2018 Development Proposal, approved by City Council (Site Plan)



Document 7 – 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. Planning staff received 17 public comments regarding this application. The comments are grouped according to theme below:

Public Comments and Responses

Comment: Architecture

- Support for the overall look of the proposed building and hope that architectural details do not change through the site plan process. The rendered view shows a cap on the building which would fully hide utility structures. Please ensure that this cap remains
- Concerns related to the urban design and building materials
- Concern with the cumulative effect of towers along Scott Street

Response

Staff are satisfied that the built form of the revised development is similar to the earlier proposal approved by Council in 2018. The roof treatment of the current development contains elements that visually screen rooftop utilities. The applicant has made some design changes in response to recommendations provided by the Urban Design Review Panel. The urban design and building materials may be further refined through Site Plan Control application process. Planning staff will ensure that the ultimate development is consistent with the relevant planning policies related to urban design and compatibility.

Comment: Park and Site Layout

- Concerns with the relocation of the park to the south end of the project. In the previous design, the park acts as a natural transition between high density and lower density elements of the project. New design creates a 140 metre wall along McRae with no break. Concern with canopy encroaching into the park.

Response

City parks staff have reviewed and are satisfied with the new park location at the south

end of the site. The canopies encroaching into the park have been removed.

Along McRae Avenue, where the podium meets the four storey residential component, there is a break in the streetwall, adding visual interest to the streetscape and providing space for a patio along the street.

Comment: Traffic

- Concerns about increased vehicular traffic along Scott Street and in the general neighbourhood. Not all patrons and residents will use LRT.
- Concerns with safety of children with increased pedestrian and vehicular traffic
- Concerns with increased delivery vehicles and loading areas

Response

The conclusions of the Transportation Impact Assessment prepared by CGH Transportation state that the study area intersections operate satisfactorily during the peak hours in the existing conditions, 2022 future background operational analysis, and 2027 future background conditions. Additional details can be found in the report prepared by CGH.

The proposed development will introduce wider sidewalks, lined with street trees, which will establish a safer pedestrian-friendly environment within a dense urban context. The proposed loading area for this development is provided internal to the building, with access from Tweedsmuir Avenue.

Comment: Parking

- Concern about a lack of parking for residential units and the commercial units
- Concern that this development will create more demand for parking within the community.

Response:

Proximity to the Westboro Transit Station requires a lesser number of vehicle parking spaces as residents and tenants are anticipated to rely more on transit and/or cycling for their daily transportation. The proposed development strikes a balance between providing enough parking spaces to ensure limited spillover impacts on other streets while also promoting transit usage and active transportation.

Comment: Construction

- Concerns with improper management of construction waste and debris, which often ends up on their property from other construction in the area.
- Ensure that during construction the sidewalks on McRae, Scott and Tweedsmuir remain unobstructed and usable. A solution would be to use the space for the terraced homes as a construction yard until the tower is built, and then build homes in the usual way that does not block sidewalks.
- Concerns with safety of children around construction activity

Response:

Although the construction of this project is not a matter considered by planning staff, the applicant indicates that a construction management plan and a preliminary site staging plan have been prepared to manage the construction site appropriately. Additionally, discussions with Councillor Leiper's office were held on August 5th, 2020 regarding community concerns for the construction area and process for managing construction.

Comment: Building height

- Concerns with the height of the building and feels 10 storeys would be more appropriate.
- Are there any implications in terms of the number of units in the building if the height of the building is increased?

Response:

Staff are satisfied that the proposed building height is a minor deviation of 2.5 metres above what is currently permitted.

Pursuant to Section 37 of the *Planning Act*, the City may authorize increases in the height and density of development above the levels otherwise permitted by the Zoning By-law, in return for the provision of community benefits. The project must represent good land use planning. Staff are satisfied that the incremental increase in height represents good planning.

The owner is required to provide an additional Section 37 contribution, valued at \$130,000.00, to reflect the incremental change in density.

Comment: Grading

- Concerns with the change in grade between the lots on Tweedmuir Avenue and the subject site, and how the demolition of the existing building will impact the rear yards along Tweedsmuir.

Response:

A Grading Plan was submitted as part of the Site Plan Control application and includes measures such as retaining walls along the property line to ensure proper grading and control of stormwater.

Comment: Trees

- While the bur oak tree on Tweedsmuir is to be protected, there are two other trees on either side of the bur oak that, while not as large or mature, should also be protected. They are the same distance from the current sidewalk.

Response:

The amur maple tree located north of the bur oak will be protected, however, the second tree on the other side of the bur oak will have to be removed to accommodate the access entrance.

City staff from both Forestry Services and Planning are involved in retaining and protecting this tree during the site redevelopment of the site. The developer has submitted a tree conservation report which staff are supportive of; they will work with the developer through ongoing planning, regular site visits and if necessary, enforcement to ensure that the tree has the highest probability of survival after development.

Comment: Bird-Friendly Design

- More than 250,000 birds collide with glass each year in Ottawa, and more than a billion in North America. Collisions with glass were identified as a major danger to birds in the Ottawa Bird Strategy (attached). We are concerned about this design as glass appears to be the main feature. The location close to the river, which is a major migratory pathway, also means there will be more birds in the area in danger of colliding.
- Optimally, the building would follow CSA bird-friendly design standards, the Toronto Green Standard or Ottawa's developing standard. Following bird-friendly

standards is mandatory in many cities, including Toronto and New York, so there is no reason why developers cannot do so in Ottawa. Bird-friendly design also often aligns with sustainability goals such as energy conservation.

- We are concerned by the large areas of glass on the lower levels that will reflect vegetation and cause collisions, especially as much of the glass appears to be adjacent to treed areas. We are also concerned by clear-glass balcony railing panels, a feature that can be easily made bird-friendly by using patterned glass. We currently monitor several buildings in Westboro with many collisions, showing that buildings in this area will experience collisions unless designed to prevent them.
- Federal law protects migratory birds, and there is legal precedent in Ontario that property owners are responsible for collisions at their buildings. Making buildings bird-friendly is most cost-efficient at the design and building stage and can be cost-neutral. Using patterned or frosted glass would greatly reduce the number of collisions at minimal cost. Safe Wings would be happy to provide more information to the developer about easy and low-cost solutions that would help make this building more sustainable and protect our local wildlife.

Response:

The project is located a significant distance from forests, major parkland, waterfront areas and wetlands.

The proposed building design avoids design traps (interior courtyards and open topped atria).

Where linear landscaping is provided near the glazed building façade, canopies have largely been provided to obscure habitat reflections.

Comment: Occupancy

- There are currently empty storefronts in the neighbourhood. Is more commercial and retail space needed?
- Businesses will not survive without parking

Response

The proposed development aligns with Richmond Road/Westboro Secondary Plan

policies by encouraging the evolution of Scott Street to a mixed-use live/work environment, that takes advantage of the proximity to the Westboro Transit Station.

Document 8 – Urban Design Review Panel Recommendations

August 6 and 7, 2020

320 MCRAE STREET and 315 TWEEDSMUIR AVENUE | Formal Review | Zoning By-law amendment and Site Plan Control Application | GWL Realty Advisors Inc.; NEUF Architect(e)s; James B. Lennox & Assoc.; FOTENN Planning and Design

Summary

- The Panel appreciates the changes to the design from the previous comments; however, the Panel still has some lingering concerns with respect to the bulkiness of the tower with respect to the floor plate and materiality.
- The Panel strongly recommends that the applicant work closely with the City to preserve the existing trees and introduce new street trees along the McRae Ave and Scott Street frontages.

Built Form

With respect to overall mass of the tower:

- The proposed floor plate is still in excess of what the City's High-Rise Design Guidelines require and the Panel requests that the applicant explore ways of slimming down the bulkiness of the tower expression.
- The building could benefit from increased setbacks, especially along the Scott Street façade. Introducing greater setbacks will also improve some microclimate issues.
- Greater vertical articulation could be achieved by opening up the space above the top floor balconies to the sky, so that the silhouette of the building begins to be sculpted at the top.
- There is a suggestion to further articulate the façade of the tower to reduce its perceived bulkiness.
- One option to create a more slender tower appearance would be to remove all of the solid vertical elements from the corners. Another option would be to introduce balconies at the corners to lighten the appearance of the tower.

With respect to the residential units facing McRae:

- Provide a public realm connection at ground level between the tower and the townhouses, preferably one that provides for vehicular movement, but at the very least a pedestrian connection midblock. The corridor connection at grade could be relocated to the second storey to allow a passageway all the way from Tweedsmuir to McRae. This would provide flexibility to everybody – both drivers and pedestrians.
- For the four-storey built form, there is an opportunity to treat this more as a series of individual townhouses. This could be achieved by increasing the vertical expression between the units and slightly stepping back the upper floors, so that the perceived façade at street level is more reflective of a pedestrian friendly scale of two or three storeys with a fourth-floor terrace.

Materiality

- Further study of the materiality of the tower is needed to help to break down the mass.
- The corners of the tower could be lightened by creating a larger scale, more predominant window pattern and avoiding smaller windows, which make the tower appear larger.
- For the residential units facing McRae, the Panel recommends that a brick material is more appropriate to reflect the residential use.

Public Realm

- The Panel recommends that the relationship between the private realm (ground floor terraces) and the public realm on McRae Ave be further studied. A clear separation needs to be provided between the sidewalk and the terraces.
- The Panel recommends that the ground level of the townhouses should be no more than six steps (1.5 meters) above the street.
- As McRae Ave is a residential street, it should be lined with street trees.
- The Panel strongly encourages the applicant to work with the City to maintain the existing trees and introduce street trees along the Scott Street frontage.

- Further study of the ground floor retail along each frontage should be undertaken to determine feasibility.
- The Panel recommends the building be set back from the proposed park.