

1. **Zoning By-Law Amendment – 1950 Scott Street, 312 and 314 Clifton Road**
Modification au Règlement de zonage – 1950, rue Scott; 312 et 314, chemin Clifton

Committee Recommendations as amended

That Council approve:

1. an amendment to Zoning By-law 2008-250 for 1950 Scott Street, 312 and 314 Clifton Road to permit a high-rise apartment building, as detailed in Document 2;
2. **that, in order for the applicant to be able to sign the required Section 37 Agreement, the following recommendation be deleted:**
 - that the implementing Zoning By-law not proceed to Council until such time as the agreement under Section 37 of the *Planning Act* is executed.
3. **that pursuant to the *Planning Act*, subsection 34(17) no further notice be given.**

Recommandations du Comité telles que modifiées

Que le Conseil approuve :

1. une modification au *Règlement de zonage 2008-250* visant le 1950, rue Scott et les 312 et 314, chemin Clifton afin de permettre l'aménagement d'une tour d'habitation, comme le précise le document 2;
2. **la suppression de la recommandation suivante afin que le demandeur puisse signer l'entente prévue par l'article 37 :**
 - que règlement de mise en œuvre ne soit pas soumis à l'examen par le Conseil avant la conclusion de l'entente prévue en vertu de l'article 37 de la *Loi sur l'aménagement du territoire*.

3. **qu'en vertu du paragraphe 34(17) de la Loi sur l'aménagement du territoire, qu'aucun nouvel avis ne soit donné.**

For the Information of Council

The committee also approved the following motion:

BE IT FURTHER RESOLVED that the details of recommended zoning (Document 2) be amended to include the following provision applicable to the new exception [xxxx], "A holding symbol is placed on the property and that holding symbol may only be removed once the Section 37 Agreement, or similar development agreement, has been executed, which must occur prior to Site Plan Control approval";

AND BE IT FURTHER RESOLVED that Document 1 – Location Map be replaced with the attached location map (set out in Motion N^o PLC 2019-13/1) to include the "h" suffix in the zone code to represent a holding symbol.

Pour la gouverne du Conseil

Le comité a également approuvé la motion ce que suit:

IL EST EN OUTRE RÉSOLU de modifier les détails du zonage recommandé (document 2) pour inclure la disposition suivante applicable à la nouvelle exception [xxxx] : « Un symbole d'aménagement différé est rattaché au bien-fonds et ce symbole ne pourra pas être enlevé avant la conclusion de l'entente prévue en vertu de l'article 37, ou une entente d'aménagement similaire, ce qui doit survenir avant l'approbation de la réglementation du plan d'implantation »;

ET IL EST EN OUTRE RÉSOLU de remplacer le Document 1 - Carte de l'emplacement par la carte de l'emplacement annexée à la présente (conformément à la motion n^o PLC 2019 13/1) du Comité de l'urbanisme) afin d'inclure le suffixe « h » dans le code de la zone pour représenter le symbole d'aménagement différé.

Documentation / Documentation

1. Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated August 6, 2019 (ACS2019-PIE-PS-0069)

Rapport de la directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 6 août 2019 (ACS2019-PIE-PS-0069)

2. Extract of Minutes, Planning Committee, August 22, 2019

Extrait du procès-verbal, Comité de l'urbanisme, le 22 août 2019

3. Extract of draft Minutes, Planning Committee, September 26, 2019

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 26 septembre 2019

Report to
Rapport au:

Planning Committee
Comité de l'urbanisme
22 August 2019 / 22 août 2019
26 September 2019 / 26 septembre 2019

and Council
et au Conseil
11 September 2019 / 11 septembre 2019
9 October 2019 / 9 octobre 2019

Submitted on 6 August 2019
Soumis le 6 août 2019

Submitted by
Soumis par:

Lee Ann Snedden
Director / Directrice

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

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Ward: KITCHISSIPPI (15)

File Number: ACS2019-PIE-PS-0069

SUBJECT: Zoning By-law Amendment – 1950 Scott Street, 312 and 314 Clifton
Road

OBJET: Modification au *Règlement de zonage* – 1950, rue Scott; 312 et 314,
chemin Clifton

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1950 Scott Street, 312 and 314 Clifton Road to permit a high-rise apartment building, as detailed in Document 2;
2. That the implementing Zoning By-law not proceed to Council until such time as the agreement under Section 37 of the *Planning Act* is executed; and
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 City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of ~~September 14~~ October 9, 2019," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

2. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au *Règlement de zonage 2008-250* visant le 1950, rue Scott et les 312 et 314, chemin Clifton afin de permettre l'aménagement d'une tour d'habitation, comme le précise le document 2;
3. Que règlement de mise en œuvre ne soit pas soumis à l'examen par le Conseil avant la conclusion de l'entente prévue en vertu de l'article 37 de la *Loi sur l'aménagement du territoire*;
4. 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 de l'avocat général 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 du projet de loi 73, à la réunion du Conseil municipal prévue le ~~14 septembre~~ 9 octobre 2019 », 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

Assumption and Analysis

This Zoning By-law amendment application permits the development of a 21-storey high-rise apartment building (68.5 metres) approximately 150 metres from the Westboro Transit Station. The proposal places the tower portion of the building furthest from abutting low-rise residential area with the tower 20.5 metres from the nearest residential property. The building design incorporates desirable yard setbacks, stepbacks above the podium, a compact floor plate, and a design that allows for transition to surrounding properties as well as with respect to the skyline.

Public Consultation/Input

Councillor Leiper and the applicant organized a public open house following the initial comment period. The meeting was held on December 6, 2018 and approximately 30 individuals attended. The applicant presented an overview of the proposal and responded to audience questions. Staff attended the meeting to field questions on process and next steps.

Majority of the comments submitted expressed opposition to the proposal and flagged concerns such as height and density, affordable housing, consistency, traffic and transportation. Few comments were submitted in support of the proposal. Details are summarized in Document 5.

RÉSUMÉ

Hypothèse et analyse

Cette demande de modification au Règlement de zonage vise à permettre la construction d'un immeuble d'appartements de 21 étages (68,5 mètres), à environ 150 mètres de la station de transport en commun Westboro. Selon les plans, la tour de l'immeuble serait située à l'extrémité opposée du quartier résidentiel de faible hauteur, qui longe l'emplacement, cette tour devant être érigée à 20,5 mètres de la résidence la plus près. L'aménagement prévoit des retraits de cour souhaitables, des reculs au-dessus du socle, une superficie au sol regroupée et une conception qui permet une transition vers les propriétés avoisinantes et qui tient compte de la silhouette du secteur.

Consultation publique et commentaires

Le conseiller Leiper et le requérant ont organisé une réunion portes ouvertes à la suite de la période initiale de commentaires. Cette réunion, à laquelle une trentaine de personnes ont assisté, a eu lieu le 6 décembre 2018. Le requérant a présenté une synthèse de la proposition et a répondu aux questions du public. Des membres du personnel ont assisté à la séance pour recevoir les questions sur le processus et les étapes à venir.

La majorité des participants se sont prononcés contre le projet, soulevant des problèmes notamment liés à la hauteur et à la densité, au logement abordable, à la cohérence du projet, à la circulation et au transport. Peu de commentaires étaient favorables au projet. Les détails entourant ces commentaires sont résumés dans le document 5.

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

1950 Scott Street, 312 and 314 Clifton Road

Owner

EBC Inc.

Applicant

Fotenn Consultants Inc. – Jaime Posen

Architect

Neuf Architect(e)s – Antoine Cousineau

Description of site and surroundings

The site is located on the south side of Scott Street at the southwest corner of Clifton Road in the Westboro neighbourhood. The property is within 150 metres walking distance to Westboro Transit Station to the northwest. The subject site has 39 metres of

frontage along Scott Street and 49 metres of frontage along Clifton Road. The total area of the subject property is 2,181 square metres (see Document 1).

Two single detached dwellings and a two-storey institutional building currently exists on site. Scott Street is a Traditional Mainstreet developed with a mix of uses, including residential and commercial buildings with varying building heights, and mid-rise buildings extending down McRae Avenue. The abutting site at 1960 Scott Street is currently under construction for a 24-storey mixed-use building, and across the street to the north is a 32-storey apartment building (the Metropole) and townhouses. Low-rise residential uses exist south and east of the site along Clifton Road.

Summary of requested Zoning By-law amendment proposal

The applicant is proposing a 21-storey apartment building with approximately 140 dwelling units, and an underground garage providing 161 parking spaces (13 visitor, 148 resident), and 158 bicycle parking spaces.

1950 Scott Street is currently located in a Residential Fifth Density zone that permits a range of residential uses up to a building height of 18 metres (approximately six-storeys), while 312 and 314 Clifton Road are currently in a Residential Third Density zone that permits a range of low-rise residential uses with building heights generally up to 11 metres.

The Zoning By-law amendment application has been submitted to rezone the site to a Traditional Mainstreet zone (TM), including site-specific amendments for various provisions, including an increase in building height to 68.5 metres, to permit the proposed 21-storey apartment building.

The proposed residential building provides a mix of one, two and three bedroom units. The building design includes a ground floor with a range of building services such as the lobby area, multi-purpose room, gym, pool, administrative and mail room. The design also allows for potential conversion of the ground floor multi-purpose room facing Scott Street into a commercial unit. The above noted amenities as well as private balconies amount to 1,860 square metres of total amenity area, whereas 846 square metres is required. Should the multi-purpose room convert to a commercial unit in the future, sufficient amenity area would remain. Five ground floor terrace units are proposed along Clifton Road, and the building also includes a roof-top amenity room and outdoor terrace. Vehicle access to the garage is located off Clifton Road.

Details of the rezoning generally includes the following:

- Rezone the site to TM [xxxx] SYYY
- Urban Exception “xxxx” will require minimum yard setbacks, minimum building setbacks and maximum building heights as defined in the Schedule “YYY”.
- The exception also includes site-specific provisions such as increasing the minimum bicycle parking rate, removing the maximum front yard setback, reducing the maximum number of parking spaces, and allowing for six tandem parking spaces.
- Schedule ‘YYY’ identifies the minimum yard setback, minimum building setbacks, and maximum building height as per the proposed development.
- Details of the Section 37 contributions.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

Councillor Leiper and the applicant organized a public open house following the initial comment period. The meeting was held on December 6, 2018 and approximately 30 individuals attended. The applicant presented an overview of the proposal and responded to audience questions. Majority of the time focused on questions from members of the public. Staff attended the meeting to field questions on process and next steps.

During the application review process, approximately 40 individuals/groups commented on the proposed development. Majority of the comments expressed opposition to the proposal and flagged concerns such as height and density, affordable housing, consistency, traffic and transportation. Few comments were submitted in support of the proposal.

For this proposal's consultation details, see Document 5 of this report.

Official Plan designation

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

Other applicable policies and guidelines

The proposal is subject to [Richmond Road/Westboro Secondary Plan](#) in Volume 2 of the Official Plan. Within this plan, 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.

The Secondary Plan represents an implementation of the Richmond Road/Westboro Community Design Plan (CDP). Section 7.4 encourages a pedestrian-friendly environment with measures such as wider sidewalk and room for tree planning. Section 8.3, Scott Street guidelines, includes guidelines such as transition in building scale to low-density residential, and 3.0 metres landscape areas along streets and side edges. The proposed development is consistent with the CDP, and more importantly satisfies the implementing Secondary Plan policies, as described in the planning rationale below.

[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. Mainstreets 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 High-Rise Buildings](#) speaks to high-rise buildings being well designed, including a mix of land uses to support urban services and amenities, contribute to an area's liveability, and shape and define public streets and spaces at a human scale. Guidelines include addressing compatibility through massing, setbacks and transitions, including a podium, orienting the towers to minimize the extent of shadowing, separation distance between towers, designing with compact floor plates, and improving spaces for pedestrians and the public realm.

The [Urban Design Guidelines for Transit Oriented Development](#) apply to all development within a 600-metre walking distance of a transit Station. These guidelines state that people are more likely to choose transit if they can easily walk between destinations at the beginning and end of their trip. This can be achieved through providing increased densities, mixed-uses and pedestrian oriented design within easy walking distances of high-quality transit. The guidelines speak to land use, site layout, built form, pedestrians and cyclist, vehicles and parking, and streetscape and the environment.

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, which was open to the public.

The formal review meeting for the Zoning By-law amendment application was held on December 6, 2018.

The panel's recommendations from the formal review of the Zoning By-law amendment application are:

Summary

- The Panel acknowledges that this proposal has come a long way, and that comments from the Panel are now at the granular level, with some suggestions to simplify the massing, and better articulate the podium. The Panel is appreciative of the composition of the cluster of proposed buildings within the immediate vicinity and finds the elevation drawings indicating future build-out of the streetscape to be very helpful.

Podium

- The Panel finds there is a lack of connection between upper portion of the building and the ground plane. Find opportunities to carry some elements from the podium up the building and increase the width of the podium relative to the tower, to add depth between the podium and the tower above.
- The Panel suggests one consistent podium along Scott Street, which wraps around Clifton, ending at the vertical break in the building. Beyond this strong vertical break, a lower three-storey podium could continue along Clifton, in order to relate the building to the low-rise residential neighbourhood to the south.
- The Panel recommends that the podium should have a unique expression to distinguish itself from the rest of the building. For example, avoid copying the balconies from above, on the podium level – ensure a different language that clearly distinguishes the podium from tower.

Architectural Expression

- The Panel recognizes the challenge of achieving good proportions, given the relatively low height of the building, and the comparatively large floorplate.
- The Panel recommends a simpler expression of the tower, where volumes are more clearly differentiated, particularly by introducing a step back above the podium.
- The Panel suggests eliminating the checkerboard pattern. Instead, consider introducing a strong masonry piece in the middle portion of the building. Simple, vertical expression on all four sides of the building will improve proportions, and the articulation of the corner. A specific suggestion from the Panel to consider is the introduction of a vertical red line – with two separate treatments - one to the east and another to the west.
- The Panel finds the expression of the top of the building to be somewhat bulky. Explore ways of lightening the top.
- The Panel is quite appreciative of the simple vertical solids.
- The southwest elevation exemplifies that architecturally there is competition between the vertical and horizontal elements. Simplify these expressions and consider that the seams on the white cladding panels could be problematic.

Street Level and Landscape

- To ensure the successful tie-in of this building, the Panel recommends ensuring that there are street trees that populate along Clifton. This will result in the continuation of the pattern of lawns and trees along this established low-rise residential street.
- The Panel advises careful coordination of all elements of the streetscape, including bus stops, sidewalks, street trees, etc. The public realm along Scott Street will need to read as one continuous streetscape treatment. Continuity for the entire block is essential for its success.
- The Panel is supportive of the proposed garden and finds that it will be an interesting and enjoyable space.

Floor Plan

- One suggestion from a Panel member is to relocate the stairwell door from the west wall to the south wall, in order to convert a portion of hallway space to usable floor space within apartment units - thereby increasing the size of several units within the building.

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

- The front façade (Scott) of the tower was revised to create a setback from podium and add more depth by better defining the podium level.
- The tower materiality was simplified and stronger masonry lines to emphasize the building verticality.
- The tower and podium are more clearly defined, including the balcony treatment.

The department notes that the recommended Zoning By-law amendment accommodates the positive design features supported by UDRP, and that all comments will be reviewed further, such as the public realm treatment, and addressed appropriately through Site Plan Control.

Planning Rationale

The proposed development and rezoning bring the site into a Traditional Mainstreet zone in conformity with the Official Plan and provides for appropriate intensification given the site context. The 21-storey apartment building will contain approximately 140

dwelling units, offering a variety of one, two and three-bedroom units. While the development proposes 148 residential vehicular parking spaces (six of which are tandem, and such spaces intend to be sold to the same unit), it has been designed to, and is strategically located to, encourage an active transit supportive development. The residential parking ratio is 1.05 spaces per unit, but the building design focuses on making transportation choices for alternative modes. Having a vehicle does not implicitly imply use for every trip generation. Clifton Road and Scott Street have a strong pedestrian realm with sidewalk connectivity, and the future rebuild of Scott Street will also incorporate dedicated cycling infrastructure. Additionally, the property is well served by public transit including local bus service, current rapid bus and the future Westboro O-Train Station.

The traffic study submitted as part of the application concluded that movements at reviewed intersections will operate at acceptable levels during peak hours with additional traffic generated from the proposed development.

Although vehicular traffic will increase in the area because of increased development, the priority for site development at locations such as this is to encourage alternative transportation modes such as walking, cycling or taking transit. Through the review process the proposal was revised to increase the amount of bicycle parking from 79 spaces to 158 spaces (including 16 visitor spaces), making the ratio of bike parking 1.13 spaces per unit. This revision was a direct response to further designing the building as an active transit supportive use consistent with the Transit Demand Management strategies.

Several residents expressed concern over the garage access off Clifton Road instead of Scott Street. Planning staff engaged transportation staff on the merits of this consideration and concluded that Clifton Road remains the appropriate location. An access on Scott Street would ultimately conflict with the sidewalk, cycle track and on-street parking. The private approach by-law directs the location of an access to the road which carries the lesser volume of traffic, in this case Clifton Road. Furthermore, ideas such as putting a median across Scott Street were explored to deter cut-through traffic, and it was not recommended. Scott Street is a high demand right-of-way with sidewalk, cycle tracks (pending), turn lanes and a bus route. Adding a median would have an adverse impact on the road demands, which could also negatively impact the level of service for pedestrians requiring wider intersections. However, at the time of Site Plan application additional review can take place to consider items such as designing the entrance for orientation towards Scott Street or possibly even looking at

the feasibility of changing the traffic flow direction of Clifton Road, in addition to the existing traffic calming measures.

The Official Plan (OP) 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. Development that supports, and is supported by, increased walking, cycling and transit use is encouraged, along with a built form that emphasizes street level animation and a pedestrian-friendly environment with active frontages.

While the Official Plan supports mid-rise building heights on Traditional Mainstreets, greater building heights may be considered where the proposed building provides a transition between existing buildings, where the development is at a location where there are opportunities to support transit at a transit Station, or the application of Sections 2.5.1 and 4.11 determine that additional height is appropriate. Westboro Transit Station is located approximately 150 metres walking distance from the site.

Additionally, the City is committed to the development of Mainstreets and considers them as priority locations for the assembly of land for redevelopment and community improvements purposes. The Department supports the land assembly of 1950 Scott Street, 312 and 314 Clifton Road, which has resulted in a land parcel of sufficient size for development on a Traditional Mainstreet that allows for intensification through a high-rise built form that fits and implements appropriate transition, built from relationship, setbacks and yard treatments.

Section 2.5.1 and 4.11 of the Official Plan provides policy direction for urban design and compatibility. Document 4 provides supporting images to highlight some of the positive urban design and compatibility features described below.

Section 2.5.1 is broad in nature with design objectives such as defining quality spaces, ensuring safety and accessibility, respecting the character of the community, considerations on the adaptability of space in a building, and sustainability. New design and innovation co-existing with existing development without causing undue adverse impacts on surrounding properties is also considered. The proposed development has located the tallest portion of the building towards Scott Street while keeping the rear portion of the property as low-rise where it abuts the residential context of Clifton Road. A landscaped 7.5 metre rear yard is provided (except for the driveway access), and the tower portion of the building is 20.5 metres from the nearest residential property. This is consistent with the City's Urban Design Guidelines for High-rise Buildings, which

establish in Section 1.17.a. a 20-metre minimum tower setback from the abutting residential low-rise properties. The applicant has also confirmed the feasibility of tree planting along Clifton and has designed a three-storey podium along this elevation with ground-oriented units having front facing doors along the street to reinforce the residential context.

Policies 8 to 10 of Section 4.11 of the OP reference the consideration of permission for high-rise buildings. High-rise buildings 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. As noted previously, the Westboro Transit Station (future O-train station) is 150 metres walking distance from mid-point of 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. The proposed development introduces a new high-rise apartment that conforms with the Official Plan and is consistent with the high-rise guidelines. The tower is setback 10.5 metres from the abutting site at 1960 Scott to allow for proper tower separation. The building has been designed with a unique and effective podium emphasizing six storeys along Scott Street and wrapping to three-storeys along Clifton Road. The tower along the Clifton elevation is setback 1.5 metres from the podium, and the mass is concentrated to the front of the site. Through the pre-consultation process the ground floor was brought level to grade with the main pedestrian entrances directly linked to Scott Street, with significant glazing and active entrances. When the Site Plan application is submitted, details about incorporating the front yard design into the ultimate Scott Street design with cycle tracks, sidewalk and landscaping will be evident. The building has been setback 3.0 metres from the front lot line.

Additionally, as shown in Document 4, building height and the impact on the skyline was reviewed, and the proposed development positively highlights transition to lower heights as development moves away from the Westboro Transit Station. The applicant is further exploring materiality changes playing with the visual perception of height and transition, which will be detailed and confirmed through Site Plan.

Regarding OPA 150, Section 4.11 was amended considerably and remained under appeal at the time of writing this report. Of interest to the proposed development is the policy direction for high-rise buildings with respect to tower separation and residential floor plates. OPA 150, and the Urban Design Guidelines for High-Rise Buildings Section 2.25, introduces policy that encourages a tower separation of at least 23 metres, and residential floor plates should be limited to 750 square metres. The proposed development results in a tower with a 714 square metre floor plate, which is setback by at least 10.5 metres from the abutting properties to ensure appropriate tower separation. The tower location of this development along with the building under construction at 1960 Scott Street will result in a tower separation of at least 27 metres.

As per the Richmond Road / Westboro Secondary Plan, the policies allowing for greater heights, without requiring an OPA, were explained above, and the proposed development satisfies all of these criteria. In addition to the proximity to Westboro Station, the analysis of Section 2.5.1 and 4.11 of the Official Plan determined that additional height is appropriate. The proposed building also responds positively to the Secondary Plan by providing a development and intensification on the Traditional Mainstreet that incorporates human-scale design elements, enhanced pedestrian realm, and compatibility on an appropriate redevelopment site. The building setbacks, podium treatment, and tower location contribute to an interesting streetscape that differentiates the context of Scott Street and Clifton Road while maintaining active frontages.

During review of this application the City-initiated study known as the *Westboro-Dominion Planning Study* was launched with the intent of reviewing the policies and zoning for lands near the Westboro and Dominion O-Train stations, focusing on maximum building heights, density and urban design standards. While it would be ideal to have a development application run parallel to such a City-initiated study, in this instance the planning study remained in a preliminary state relative to the timing of recommending approval on this application. Delaying the application in anticipation of this study with an unknown outcome or emerging directions would contradict the *Planning Act* and fair review timelines.

With respect to the proposed zoning details, further rationale as follows:

- The site is being rezoned to Traditional Mainstreet for conformity with the Official Plan, which allows for a broad range of uses encouraging the evolution of Scott Street.

- Schedule 'YYY' is recommended to ensure the positive design attributes of the high-rise building and setbacks, such as stepbacks after the podium, keeping the rear portion of the building low-rise, tower separation, and maintaining desirable yard setbacks and patterns. Some flexibility has been built into to the schedule, such as the podium height along Scott Street, so that the intent of the development can be maintained but provide room to make minor design changes without triggering a zoning deficiency. For example, the schedule shows a six-storey podium generally along the entire frontage, but the design will transition to three-storeys as it wraps the Clifton elevation. Given the exact location may be subject to shift slightly as the design evolves through site plan, the podium height shift was not captured in the schedule.
- The requirement for maximum front yard setback (2.0 metres) was removed to allow additional space along Scott Street so that the Site Plan details could blend the site design with the ultimate Scott Street design and enhance the pedestrian realm. Scott Street is a single-loaded mainstreet not typical of other mainstreets, like Richmond Road, where usually the strong urban edge is desired right at the sidewalk. Providing the 3.0 metre front yard setback allows some flexibility in the programming of this space to further enhance the pedestrian realm with a greater buffer from the street activity.
- Minimum bicycle parking was increased from 0.5 spaces per unit to 1.0 space per unit to provide assurance about the proposed cycling facilities and active transportation design of the building.
- Maximum vehicular parking was reduced from 1.75 spaces per unit to 1.15 spaces per unit (residential and visitor combined) to ensure that the proposed development is limited to the amount of parking shown in the application and designed to encourage an active transit supportive development.
- Six parking spaces are permitted as tandem parking. These spaces were acknowledged by the applicant as being sold to the same unit, such that where two parking spaces are provided, with one in tandem, those two spaces would be dedicated to the same dwelling unit. Therefore, 12 dwelling units would be sold with two parking spaces in a tandem configuration. The Department has no concerns with this arrangement and the tandem parking provided is not contributing to the required parking spaces.

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 planning.

The proposed zoning permits a high-rise building (up to 68.5 metres) where the current zoning on the subject properties permit heights in the three to six storey range, and the proposed Gross Floor Area is more than 25 per cent of that permitted as of right. As such, the owner is required to provide a Section 37 contribution. As discussed, in this report, planning staff are satisfied that the proposed development conforms with the principles and policies of the Official Plan, OPA 150, the Richmond Road/Westboro Secondary Plan, and relevant Council-approved design guidelines and that it represents good planning.

As set out in the Council-approved Section 37 Guidelines, the Ward Councillor, in consultation with the local community, will identify potential benefits to be considered for inclusion in a Section 37 by-law and agreement. Council will then give approval to the contributions and associated community benefits being secured as part of the approval of the zoning changes for increased height and density. Potential community benefits may also be determined through a secondary planning process.

In accordance with the Council-approved guidelines, the amount of the Section 37 contribution, based on a gross floor area of 13,065 square metres (discounting 20 per cent for common areas, such as hallways, lobby's, etc.), for this proposal has been determined to be \$1,550,000. This contribution will provide the following:

- \$775,000 in a Ward 15 specific fund for affordable housing. The use of funds within this Ward 15 fund is under the discretion of the General Manager of Community and Social Services.
- \$325,000 in a Ward 15 specific fund for improvements to road safety in surrounding areas.

- \$200,000 in a Ward 15 specific fund for improvements to cycling infrastructure in the surrounding area.
- \$250,000 in a Ward 15 specific fund for improvements to parks and recreation in the surrounding area.

The exact details of the improvements are to be determined between City of Ottawa staff, the Ward Councillor and the community, subject to community consultation and concurrence by the Ward Councillor.

The details of the Section 37 contributions are also contained within the Zoning By-law amendment (see Document 2). These community benefits 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 Section 37 agreement to the date of payment. The implementing Zoning By-law will not proceed to City Council until such time as the agreement under Section 37 of the *Planning Act* is executed.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Leiper provided the following comment:

“Once again, the residents of Westboro are faced with the challenge of a proposed building that by any measure fails to meet even the most general, high-level goals of the Richmond Road/Westboro Secondary Plan. The zoning foreseen by that plan would result in a transition from the low-rise, established neighbourhood on the south side of Scott Street to the denser and taller development that will characterize the area around the Westboro rapid-transit station. Instead of a transition, we will get Laurel and Hardy built form.”

“These comments I wrote were used in another Zoning By-law Amendment Report that Committee and Council passed, but apply to this application. We are back again to discuss an application in the context of the outdated Richmond-Westboro Secondary Plan. I am very thankful and appreciative to City of Ottawa staff who have heard my request and have started to get the Westboro-Dominion Planning Study underway. Since that study is underway, this application is pre-mature. In an ideal world, the applicant would be at the table with us during the consultation process of the study, before submitting their application. But this is not the case. With 20-storey plus buildings approved in close proximity to this parcel of land, this application comes as no surprise. We say, each time approval happens, that no precedent will be set, however here we are, debating another 20-storey plus building. The residents are exhausted and are looking for certainty and trust within our planning policies.

As well, when debating the buildings at both 1960 Scott and 1976 Scott, proximity to LRT was cited as a justification for the height. However, in this case, the applicant is proposing 141 units (including nine 3-bedroom units, which I am appreciative of, since that kind of housing stock is in short supply and high demand) and 161 underground parking spaces, which includes 148 residential parking spaces (with 6 locations for tandem parking spaces, for residents with two vehicles) and 13 visitor parking spaces. That is roughly a 1.15 parking ratio. To put this in comparison, 1960 Scott street proposal was approved with 276 units and 162 residential parking spaces, resulting in a ratio of 0.60; 1976 Scott was approved with 297 units and 166 residential parking spaces, resulting in a ratio of 0.56 (pending final Site Plan approval); and 1946 Scott was approved with 56 units and 9 residential parking spaces, resulting in a ratio of 0.16.

There is no justification for this building to have a parking ratio of 1.145, right across from LRT. If we want to promote transit-oriented development, then we have to provide enticing options for residents to engage in a car-free lifestyle. Providing every single resident with not only the option for one parking space, but in some cases two, is not prompting transit-oriented development and therefore the request for this much density and height at this location becomes moot.”

LEGAL IMPLICATIONS

Members of Council will be aware that Bill 108 has been enacted by the Legislature. At the time of the writing of this comment, final transitional regulations have not been provided. However, it is anticipated that any appeal of this zoning by-law would be subject to the Bill 108 procedure.

In any event, should the recommendations be carried and the matter appealed to the Tribunal, it is anticipated that a three to five day hearing would be necessary and that the appeal could be conducted within staff resources. Should the application be refused, reasons must be provided. In the event of an appeal of a refusal, an external planner would need to be retained.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations of this report.

FINANCIAL IMPLICATIONS

In accordance with the Council-approved guidelines, the amount of the Section 37 contribution for this proposal has been determined to be \$1,550,000. This contribution will provide the following:

- \$775,000 in a Ward 15 specific fund for affordable housing. The use of funds within this Ward 15 fund is under the discretion of the General Manager of Community and Social Services;
- \$325,000 in a Ward 15 specific fund for improvements to road safety in surrounding areas;
- \$200,000 in a Ward 15 specific fund for improvements to cycling infrastructure in the surrounding area;
- \$250,000 in a Ward 15 specific fund for improvements to parks and recreation in the surrounding area.

The community benefits will be secured prior to the issuance of the first building permit. Details on final Section 37 contribution will be contained within the Section 37 agreement and will 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 payment.

In the event that the zoning amendment is refused, appealed, and an external resource is retained, the expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

The ability of the City to collect the section 37 amounts outlined in this report may be impacted by Bill 108 and the transitional regulations to be made thereunder.

ACCESSIBILITY IMPACTS

The new building will be required to meet the accessibility criteria contained within the *Ontario Building Code*. The *Accessibility for Ontarians with Disabilities Act* requirements for site design will also apply and will be reviewed through the Site Plan Control application, in addition to circulation the Site Plan to the Accessibility Advisory Committee.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- EP2 – Support Growth of local economy.
- TM2 – Provide and promote infrastructure to support safe mobility choices.
- TM3 – Integrate the rapid transit and transit priority network into the community.

APPLICATION PROCESS TIMELINE STATUS

This application was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Schedule YYY to Zoning By-law 2008-250

Document 4 Proposal Concept

Document 5 Consultation Details

CONCLUSION

The proposed development introduces intensification through a high-rise building in a manner which conforms to the Official Plan and Secondary Plan and is consistent with the relevant design guidelines. The tower portion of the building is concentrated to the front of the site furthest from neighbouring low-rise residential properties, incorporates stepbacks after the podium and upper storey, provides desirable yard setbacks, and uses appropriate transition in the built form context and broader views. The development has been designed to encourage active transportation use and is located within 150 metres walking distance of the Westboro Transit Station. The development fits within the existing and planned context and is a compatible use. The Zoning By-law amendment is recommended for approval.

DISPOSITION

Legislative Services, Office of the City Clerk and Solicitor to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

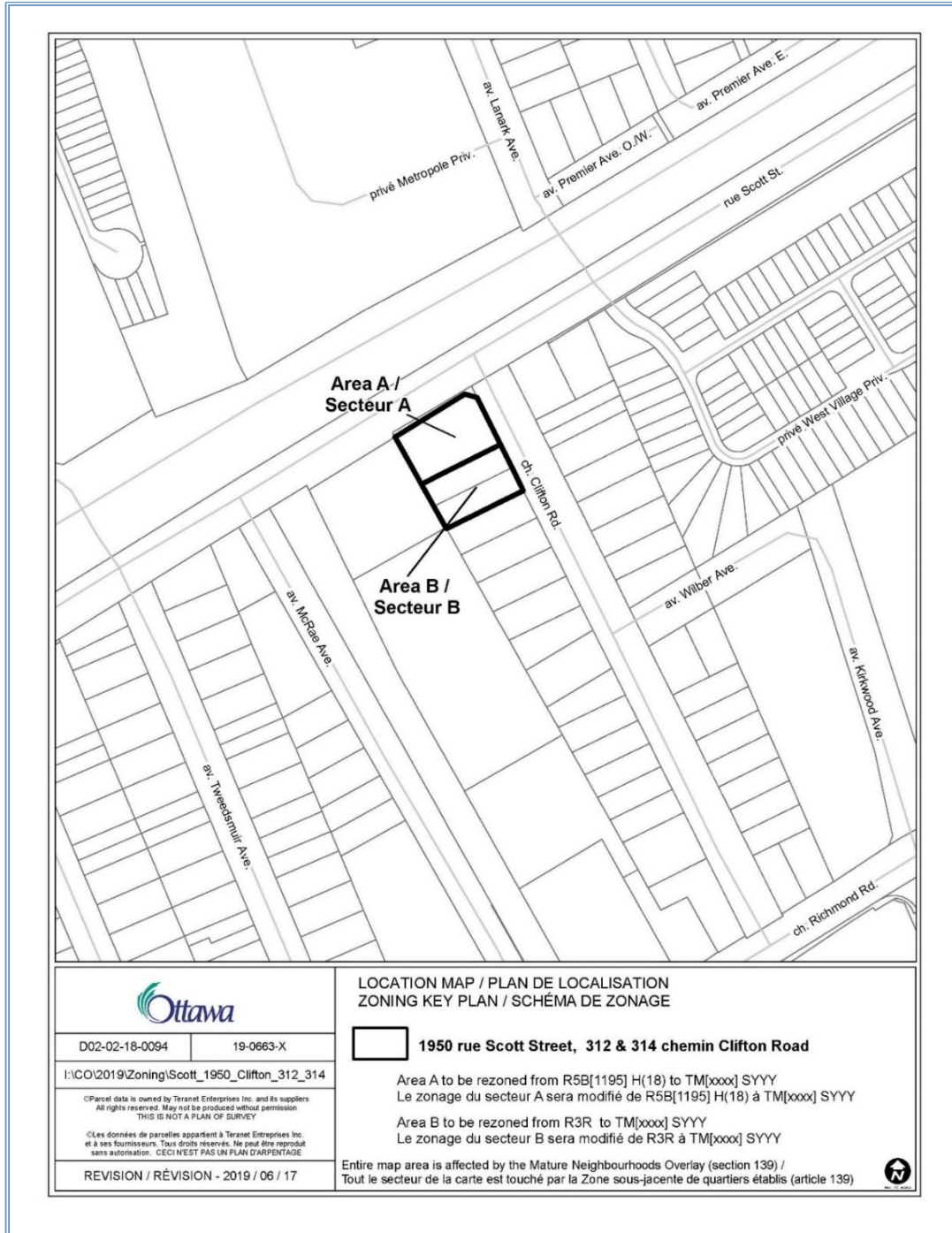
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

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

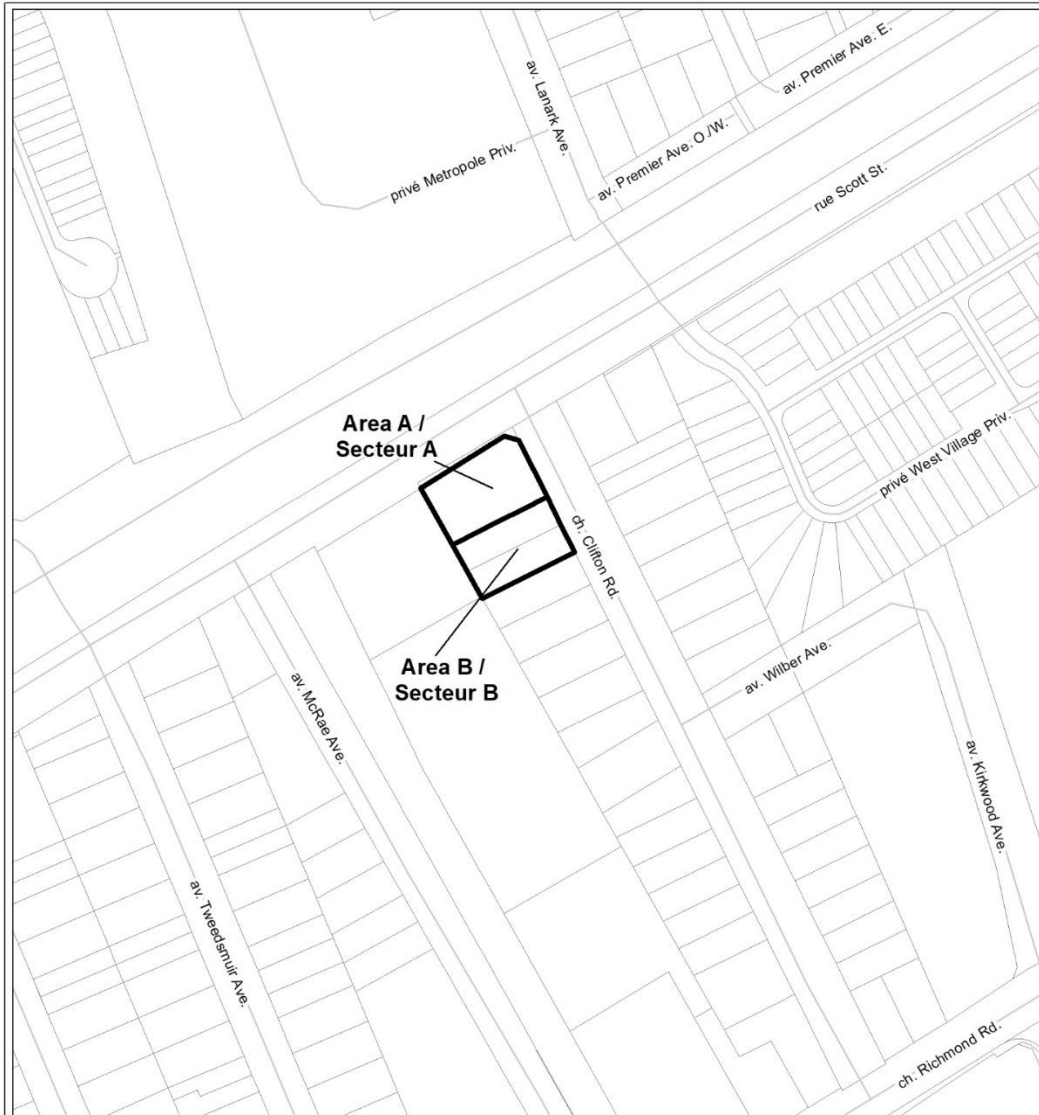
Document 1 – Location Map




For an interactive Zoning map of Ottawa visit geoOttawa



(see revised location map below):

Revised Location Map (per Motion N° PLC 2019 13/1)



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-18-0094	19-0663-X		1950 rue Scott Street, 312 & 314 chemin Clifton Road
I:\CO\2019\Zoning\Scott_1950_Clifton_312_314		Area A to be rezoned from R5B[1195] H(18) to TM[xxxx] SYYY-h Le zonage du secteur A sera modifié de R5B[1195] H(18) à TM[xxxx] SYYY-h	
<small>Parcel data is owned by Teramet Enterprises Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY.</small>		Area B to be rezoned from R3R to TM[xxxx] SYYY-h Le zonage du secteur B sera modifié de R3R à TM[xxxx] SYYY-h	
<small>Les données de parcelles appartiennent à Teramet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE.</small>		Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) / Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)	
REVISION / RÉVISION - 2019 / 09 / 12			

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1950 Scott Street, 312 and 314 Clifton Road is as follows:

1. Rezone the lands as shown on Document 1.
2. Amend Part 17, by adding a new Schedule “YYY” as shown in Document 3.
3. Amend Section 239, by adding a new exception [xxxx] with provisions similar in effect to the following, in Column V:
 - a. Table 197(c) does not apply.
 - b. Table 197(i)(i) does not apply to an area used for driveway or parking garage access.
 - c. Minimum required yard setbacks, building setbacks, and maximum permitted building heights as per Schedule ‘YYY’.
 - d. Maximum building heights of SYYY do not apply to permitted projections under Section 65.
 - e. Despite Table 111(a)(b)(c), the minimum number of bicycle spaces required is 1.0 per dwelling unit or rooming unit.
 - f. Despite Table 103 (a) and (b), the maximum number of parking spaces permitted is 1.15 per dwelling unit (combined total of resident and visitor parking).
 - g. Up to six parking spaces may be provided as tandem parking accessed from a drive aisle.
 - h. The following provisions dealing with Section 37 authorization apply:
 - Pursuant to Section 37 of the *Planning Act*, the 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 X 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.

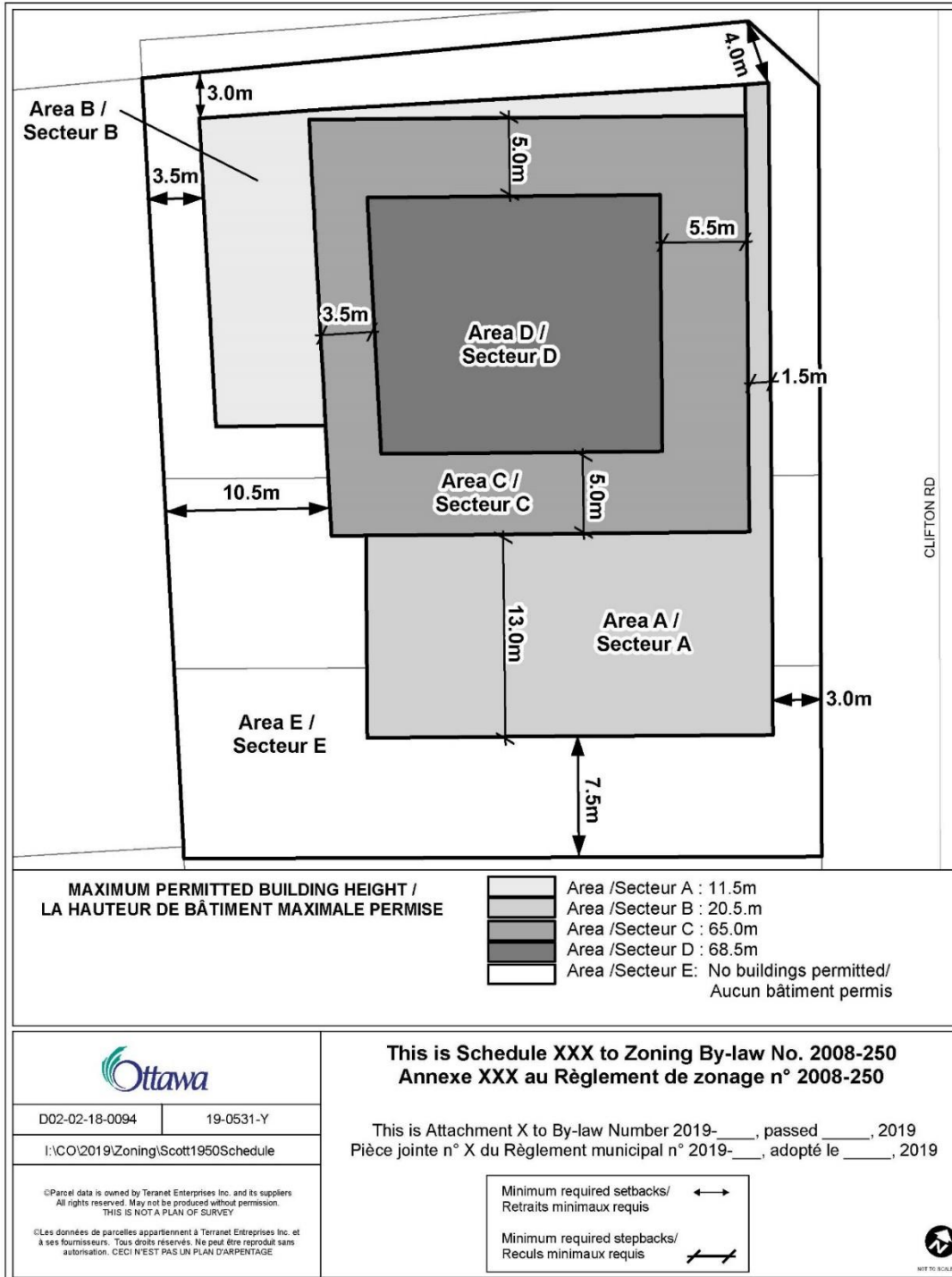
- Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of the *Planning Act* securing the provision of the facilities, services or matters set out in Section X of Part 19 hereof, the lands are subject to the provisions of this By-law. Building 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.
 - 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.
 - **A holding symbol is placed on the property and that holding symbol may only be removed once the Section 37 Agreement, or similar development agreement, has been executed, which must occur prior to Site Plan Control approval** (per Motion N° PLC 2019 13/1)
4. The following will be added as Section X of Part 19 of the Zoning By-law, will be titled 1950 Scott Street, 312 and 314 Clifton Road and will set out the facilities, services and matters that must be provided as per Section 37 of the *Planning Act*.
- 1950 Scott Street, 312 and 314 Clifton Road
- a) The City shall require that the owner of the lands at 1950 Scott Street, 312 and 314 Clifton Road enter into an agreement pursuant to Section 37 of the *Planning Act*, 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 with the total value of the benefits to be secured being \$1,550,000 to the City. The specific benefits to be secured and provided are:

- i. \$775,000 in a Ward 15 specific fund for affordable housing. The use of funds within this Ward 15 fund is under the discretion of the General Manager of Community and Social Services.
- ii. \$325,000 in a Ward 15 specific fund for improvements to road safety in surrounding areas.
- iii. \$200,000 in a Ward 15 specific fund for improvements to cycling infrastructure in the surrounding area.
- iv. \$250,000 in a Ward 15 specific fund for improvements to parks and recreation in the surrounding area.

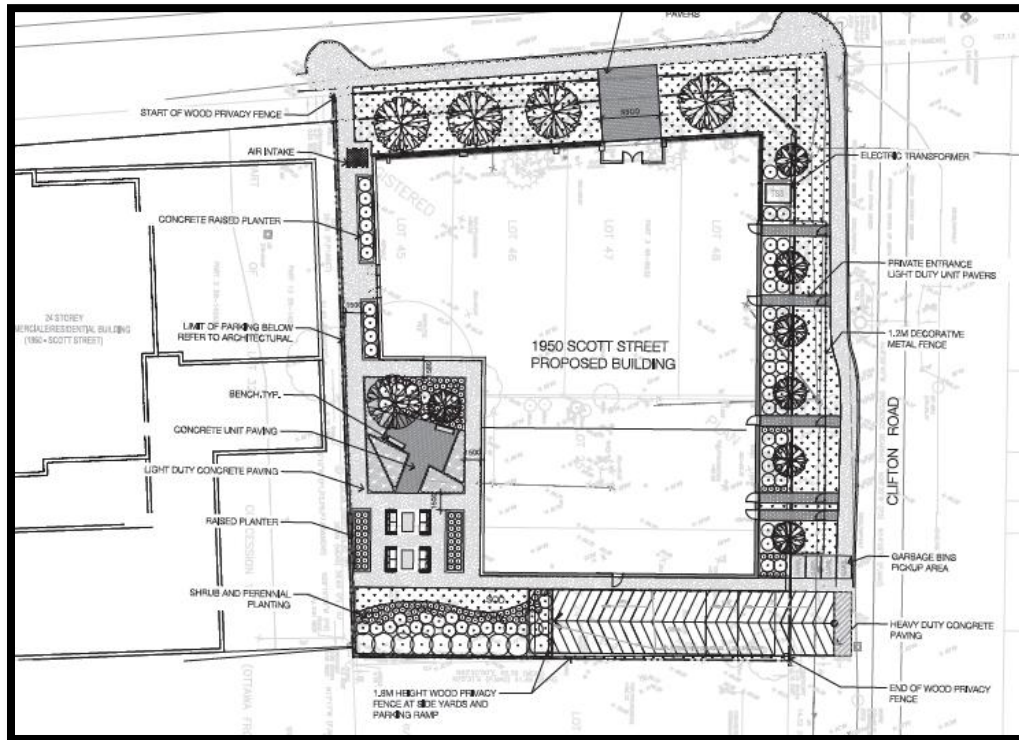
The exact details of the improvements are to be determined between City of Ottawa staff, the Ward Councillor and the community, subject to community consultation and concurrence by the Ward Councillor.

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

Document 3 – Schedule YYY



Document 4 – Proposal Concept



Site/Landscape Concept

Clifton Road Elevation



Materiality Options (Scott Street elevation)



Skyline Transition (Scott Street)



Document 5 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

Councillor Leiper and the applicant organized a public open house following the initial comment period. The meeting was held on December 6, 2018 and approximately 30 individuals attended. The applicant presented an overview of the proposal and responded to audience questions. Majority of the time focused on questions from members of the public. Staff attended the meeting to field questions on process and next steps.

During the application review process, approximately 40 individuals/groups commented on the proposed development. Majority of the comments expressed opposition to the proposal and flagged concerns such as height and density, affordable housing, consistency, traffic and transportation. Few comments were submitted in support of the proposal.

PUBLIC COMMENTS AND RESPONSES

The following summaries, in no particular order, provide a list of comment topics and items raised by members of the public in response to the application:

Support/Neutral

- The City should amend zoning bylaws to allow taller buildings in the City. Density is the key to building a more liveable city, as it allows more residents to be within transit, walking, or cycling distance from work and leisure destinations. We cannot reduce our reliance on cars if we keep building outwards instead of upwards.
- Good idea. Support the rezoning.
- Bicycle parking is positive.
- Including 161 parking spaces for 140 dwelling units. The developer will have no problem renting these out and any visitor parking shortage can be managed using the surplus parking.
- One response originally opposed the development submitting concerns over height,

design and transportation, and later acknowledged withdrawing those comments and in turn supported the development as they would rather see the development of Ottawa and this area accelerated.

Response:

The application is recommended for approval as detailed in this report.

Affordable Housing

- The additional height can be agreed to, provided the inclusion of deeply affordable housing in 25% of the units. Secure through a community benefit agreement, separate from Section 37 contributions.
- Zoning change should only be granted on condition of providing at least 30% affordable housing units. Ensure mix of people who can live near transit stations.

Response:

The applicant has yet to determine whether the building will be for rental or condominium, and this decision will largely depend on the market conditions during or after the Site Plan application. The development is not subject to any required inclusion of affordable housing, but as part of the Section 37 contributions \$775,000 is being allocated to specific Ward 15 (Kitchissippi) account for affordable housing in the area.

Height and Density

- Proposal much higher than what zoning permits. City must require significant density bonuses.
- Proposal far exceeds the zoning and direction for four-six storeys.
- Support densification near the transit way, but it should be in character with the neighbourhood – object this proposed height.
- Concerns about the addition of another high population density building in this area of Scott Street (re: wind tunnel, light, and sun/shadow issues).
- Westboro is already over-populated and adding another building to the one currently under construction immediately to the west is too much.
- This is not consultation. The City is going through the motion of consulting

neighbourhood because they are forced to do so. If real consultation was going on, there would be a moratorium on all these high-rises being constructed.

- All these high-rises are not needed to get intensification. Kitchissippi is suffocating. Traffic is bad, parking is non-existent, density of population is happening much too rapidly, the quality of life is diminishing.
- Building more condos in this already saturated neighbourhood is unthinkable. This was once a pleasant village-like community. Now it almost wall-to-wall condos. How can you do this to our community. How much of this is money laundering.

Response:

The height and scale of the building was reviewed in accordance with Official Plan, Richmond Road / Westboro Secondary Plan, and key design guidelines as discussed in the report. Scott Street is a Traditional Mainstreet which represents a significant opportunity for intensification, and the specific policies in the Secondary Plan that allow for the consideration of taller building have been satisfied. The tower portion of the building is set furthest from the neighbouring low-rise residential properties with the nearest property at least 20.5 metres away. The rear portion of the development includes a three-storey height providing transition and compatibility as the site moves into the residential context and incorporates ground-oriented units facing Clifton Road.

Compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impacts. The yard setbacks provided are consistent with the surrounding properties, and the podium has been designed to positively respond to the context change between Scott Street and Clifton Road. The site is also located within 150 metres walking distance to Westboro Transit Station, incorporates Section 37 benefits, and is consistent with the policy framework for considering taller buildings.

Precedence / Consistency / Secondary Plan

- Development in this area is out of context with the plan and existing development. Previous approvals, like trailhead, are being used as precedent for more developments like this.
- The City continues to approve intensification in Westboro without also supplying much-needed services, like a community centre and pool.

- Approval for zoning changes should wait until a new plan has been made for the neighbourhood so we can do this in a smart way, not a haphazard one.
- Proposal is incompatible with the Secondary Plan and CDP and does not comply with Section 4.2 of the plan objectives.

Response:

Every application is considered on its own merits and reviewed as such in reference to applicable policy in effect. The lot assembly of 1950 Scott, 312 and 314 Clifton is supported by the Traditional Mainstreet designation and has resulted in similar property to that of the Trailhead site (1960 Scott). Approval of 1960 Scott does not set a precedent for allowing high-rise development; the Official Plan and Secondary Plan encourage and support this type of development at such locations. That said, from an urban design perspective, and what is perhaps a perceived precedent, is that urban design is encouraged, such as the podium treatment (6-storeys along Scott), to be consistent with other developments and streetscape characters.

Under the authority of *Planning Act*, the City has an obligation to review development applications in a timely manner. While it would have been ideal to review the application parallel to the Westboro-Dominion Planning Study, the study was in the early stages of review relative to this application, with no justification to hold up the review. The proposed land use, height and built form conform with the policy framework in effect.

Section 4.2 of the CDP is a guideline document, with objectives to encourage intensification at a human scale that is compatible with the existing adjacent community on appropriate key potential redevelopment sites and preserve and enhance green space. The proposal is consistent with these objectives by providing appropriate setbacks and building height transition, promoting active transit use, providing an interesting streetscape with building breaks and an active frontage. The development also includes desirable setbacks that allow for street and pedestrian realm improvements. More importantly, the policy in effect through the Secondary Plan in Policy 1.3.3 supports greater building heights as explained in the report.

Traffic / Transportation

- Overdevelopment of our area with no apparent traffic considerations and the destruction of our residential area.
- Major burden to local residential street. Clifton will continue to see more traffic, with

increased problems of on-street parking and concern of safety for children.

- The building should not be allowed to reduce the number of required visitor parking spots from 13 to 10. The 141 tenants will have visitors like everyone else and that property should look after their own visitors rather than dumping them onto the streets for all others to accommodate.
- Clifton is already heavily used by traffic making illegal turns onto and from Scott Street in the rush hour. This building will receive and disgorge more vehicles from this one building than the use of Clifton combined.
- Parking entrance should not be permitted on Clifton.
- Surrounding roads are congested, parking is a serious problem.
- Traffic study shows that 42 vehicles per hour are already violating turn restrictions at Scott/Clifton. This is not a cut-through traffic street.
- Many more visitor parking spaces should be required.

Response:

The Official Plan encourages intensification and development where there are opportunities to support alternative modes of travel from the car. The site is located approximately 150 metres from a transit station and will include improved pedestrian and cycling connections.

Visitor parking was revised during application review to comply with the zoning by-law, providing a minimum of 13 spaces.

The cut-through traffic condition of Clifton Road is an existing condition, and the street has already received several traffic calming measures. The traffic study submitted in support of the application concludes that traffic volumes resulting from this development remain with the acceptable levels for the surrounding streets. Staff recognise that this will result in additional traffic on Clifton Road, but such volumes comply with City standards. As mentioned in the report, additional review and analysis will take place at the time of Site Plan Control, which has yet to be submitted.

Other

- Garage collection area on Clifton is inappropriate

- Delivery trucks and service trucks - The City of Ottawa must insist on dedicated parking spaces for the parade of delivery trucks; otherwise our streets will be clogged. Accommodate maintenance trucks such as window washers, gardeners, elevator technicians, HVAC techs, security, internet, etc.
- Wind Study - do not accept the conclusion that walking will be pleasant in front of 1950 and 1960 Scott Street, especially for seniors.
- Do not remove mature trees and replace with twigs.

Response:

Waste and Recycling storage will be managed within the proposed building and stored within a dedicated room in the parking garage level. Curb side collection will be provided from Clifton Road, and storage at street level will only be permitted on collection days. The proposed building does not require a loading bay, and regular maintenance vehicles can use the provided visitor parking. The Wind Study was completed by professionals, and the City accepts the conclusions. The site has been designed to accommodate new street trees, and the applicant has confirmed that sufficient soils volumes will be provided for trees along Clifton.

COMMUNITY ORGANIZATION COMMENTS AND RESPONSES

Westboro Community Association

The Westboro Community Association (WCA) submitted a 15-page "Planning rationale in opposition to a zoning by-law amendment" on March 18, 2019. The letter is summarized as follows.

The WCA opposes the proposed rezoning for the following reasons:

- **Residential Parking** – The request for 148 residential parking spaces is excessive for a development that seeks extra height and density due to (a) proximity to an anticipated light rail transit (LRT) stage two station (i.e., Westboro Station) and (b) Transit Oriented Development (TOD) and related municipal policies regarding promoting increased use of public transportation and decreased use of private vehicles. There should be no more than 65 spaces (in accordance with minimum zoning requirement), and ideally this should be reduced further applying TOD considerations.

- **Visitor Parking** - Given the 141 units sought and the context of the proposed project, the request for 13 visitor parking spaces is insufficient for a site that fronts a short residential street of approximately 25 residential units which in turn is bordered by two TM streets, that is Scott Street to the north, where on-street parking is NOT anticipated, and Richmond Road to the south, where the extensive businesses already create overflow on-street parking and cut-through traffic pressures. It was recommended that number of visitor parking should be at least 25-30 spaces.
- **Social Housing** – The failure to include affordable housing among the 141 units sought, is contrary to the direction of Council as adopted, for example, in Transit-Oriented Development Guidelines (September 26, 2007). The development yields nearly a 44 percent increase in units (65) above what would normally be considered if LRT were not a factor, therefore it is recommended that something in the range of 5 – 10 percent of the total 148 units, would seem to appropriate, that is, 7 to 15 units of affordable housing.
- **Compatibility/Transition** – The mass of the proposed project as approached along Clifton Road when proceeding to Scott Street fails to fully address issues of “compatibility, transition, [and] relationship with neighbouring properties”, and is contrary to the direction of Council as adopted in urban Design Guidelines for High-rise Buildings (May 23, 2018). It was recommended that in order to achieve better ‘transition’ both along Scott Street (from 1946 Scott to 1960 Scott) and along Clifton Road when approaching from the Richmond Road end, the height of the building should be reduced from 21 to 17 storeys. Also, in order to better facilitate ‘compatibility’ and ‘relationship with neighbouring properties’ on Clifton Road, efforts should be made to provide elements of a vertical garden on the south side of the proposed building.

While the above noted issues are of major concern to the WCA, and we believe are not in compliance with provincial and municipal policies, the community association would like to stress that it welcomes high-rise development of the Subject Site given its anticipated proximity to an O-Train Stage 2 station. We would also like to note that the proposed project includes many positive elements, especially with respect to the 6-storey podium that fronts the tower setbacks and the 81 bicycle parking spots. Our goal is simply to request that whatever is developed at the Subject Site represents good neighbourhood design and increased utilization of transportation networks so that Westboro can do its part to contribute to Ottawa becoming “the most liveable midsize city in North America”, as per Ottawa Next: Beyond 2036 (January 2019).

Response:

The Zoning By-law permits a minimum parking rate of 0.5 spaces per unit and a maximum of 1.75 spaces per unit (resident and visitor combined). The proposed parking complies with the Zoning By-law providing 148 resident parking spaces (6 in tandem) and 13 visitor spaces. Notwithstanding the foregoing, the Department initially raised concerns about the parking arrangement (vehicle and bicycle) and pushed for a design that significantly improved the cycling facilities. The development site is well situated to take advantage of excellent public transit and pedestrian facilities. The acceptance of the perceived high parking rate was satisfied through the review and determining that the proposal meets the transportation management demand strategies and is designed to encourage active transit use. Residents living in the building will have easy access to public transit, pedestrian and cycling facilities. Through the rezoning, detailed in Document 2, the minimum bicycle parking requirement was increased, and the maximum parking rate was decreased.

There is no specific policy direction or zoning tool that can require or enforce affordable housing on this development. However, the Section 37 contribution allocates \$775,000 towards a Ward 15 specific affordable housing account. It has not yet been determined if the development will be rental or condominium, and the unit breakdown and type will be further detailed when the Site Plan application is submitted.

Transition is not defined as an exact measurement, such as drawing a line between the 1946 Scott development and 1960 Scott development. The proposed development conforms to the urban design and compatibility policies of Sections 2.5.1 and 4.11 of the Official Plan. As detailed in the report, the Clifton podium is three-storeys in height, and the tower is at least 20.5 metres away from the closest residential property. Height has been concentrated to the front of the site with a compact tower that has excellent tower separation. Transition to surrounding properties and on the skyline effect have been adequately applied. Additional landscaping treatments, especially on the south side can be considered during Site Plan.

Thank you participating and providing feedback. Staff look forward to continuing this discussion during the Site Plan application process.