

1. **Official Plan Amendment and Zoning By-law Amendment – 1560 Scott Street**  
**Modification du Plan officiel et Modification du Règlement de zonage –**  
**1560, rue Scott**

### Committee recommendations

That Council:

1. approve an amendment to the Scott Street Secondary Plan for 1560 Scott Street to permit a 25-storey mixed-use building, as detailed in Document 2;
2. direct staff to incorporate the amendment to the Official Plan, Volume 2, as detailed in Document 2, into the Scott Street Secondary Plan as part of the new Official Plan; and,
3. approve an amendment to Zoning By-law 2008-250 for 1560 Scott Street to permit a 25-storey mixed-use building, as detailed in Document 3.

### Recommandations du Comité

Que le Conseil :

1. approuve une modification au Règlement de zonage 2008-250 visant le 2020, chemin Walkley et le 2935, chemin Conroy, afin d'ajouter « entrepôt » à la liste des utilisations autorisées à cet endroit, comme l'expose en détail le document 2;
2. demande au personnel d'intégrer la modification prévue au Volume 2 du Plan officiel, comme le précise le document 2, dans le Plan secondaire de la rue Scott du nouveau Plan officiel; et,

3. **approuve une modification du Règlement de zonage 2008-250 visant le 1560, rue Scott, afin de permettre la construction d'un immeuble polyvalent de 25 étages, comme l'expose en détail le document 3.**

Documentation/Documentation

1. Report from the Acting Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated October 27, 2021 (ACS2021-PIE-PS-0131)  
  
Rapport de la Directrice par intérim, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 27 octobre 2021 (ACS2021-PIE-PS-0131)
2. Extract of draft Minutes, Planning Committee, November 25, 2021  
  
Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 25 novembre 2021

**Planning Committee  
Report 53  
December 8, 2021**

**3**

**Comité de l'urbanisme  
Rapport 53  
Le 8 décembre 2021**

**Report to  
Rapport au:**

**Planning Committee  
Comité de l'urbanisme  
8 November 2021 / 8 novembre 2021**

**and Council  
et au Conseil  
24 November 2021 / 24 novembre 2021**

**Submitted on 27 October 2021  
Soumis le 27 octobre 2021**

**Submitted by  
Soumis par:  
Lily Xu,**

**Acting Director / Directrice par intérim  
Planning Services / Services de la planification  
Planning, Infrastructure and Economic Development Department / Direction  
générale de la planification, de l'infrastructure et du développement économique**

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**Ward: KITCHISSIPPI (15)**

**File Number: ACS2021-PIE-PS-0131**

**SUBJECT: Official Plan Amendment and Zoning By-law Amendment – 1560  
Scott Street**

**OBJET: Modification du Plan officiel et Modification du Règlement de zonage  
– 1560, rue Scott**

## REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve an amendment to the Scott Street Secondary Plan for 1560 Scott Street to permit a 25-storey mixed-use building, as detailed in Document 2;
2. That Planning Committee recommend Council direct staff to incorporate the amendment to the Official Plan, Volume 2, as detailed in Document 2, into the Scott Street Secondary Plan as part of the new Official Plan;
3. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1560 Scott Street to permit a 25-storey mixed-use building, as detailed in Document 3; and
4. 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 November 24, 2021," subject to submissions received between the publication of this report and the time of Council's decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification du Plan officiel visant le 1560, rue Scott, afin de permettre la construction d'un immeuble polyvalent de 25 étages, comme l'expose en détail le document 2;
2. Que le Comité de l'urbanisme recommande au Conseil de demander au personnel d'intégrer la modification prévue au Volume 2 du Plan officiel, comme le précise le document 2, dans le Plan secondaire de la rue Scott du nouveau Plan officiel;
3. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification du Règlement de zonage 2008-250 visant le 1560, rue Scott, afin de permettre la construction d'un immeuble polyvalent de 25 étages, comme l'expose en détail le document 3; et

4. **Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation, 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 24 novembre 2021 », 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**

Planning staff recommend approval of the amendment to the Scott Street Secondary Plan and Zoning By-law for 1560 Scott Street to allow a 25-storey mixed-use building containing 281 units.

The proposed Secondary Plan amendment would amend Schedule B – Maximum Building Heights to allow 25 storeys, whereas a maximum of 18 storeys is presently permitted.

The proposed Zoning By-law amendment would amend Schedule 100 to change the maximum permitted height on the subject site from 112 metres above sea level (ASL) to 140 metres ASL, which translates into 16 storeys to 25 storeys. The amendment would also add a provision to the existing site-specific exception to restrict the maximum tower floorplate to 850 square metres.

### **Applicable Policy**

Current Official Plan

Section 3.6.2 – Mixed-Use Centres and Town Centres

Town Centres and Mixed Use Centres occupy strategic locations on the Rapid-Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. These centres are a critical element in the City's growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit.

Newly adopted Official Plan

Section 6.1 – Hubs

The subject site is designated as a Hub under the new Official Plan. Such areas are centered on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

Current and newly adopted Scott Street Secondary Plan

Section 4.1 Mixed Use Centre/Hub Designation

The Mixed Use Centre/Hub is an opportunity for intensification to support the Tunney's Pasture Transit Station and create a distinct place with more commercial amenities to serve the broader community. As this designation permits a concentration of high-rise buildings both residential and non-residential, the surrounding pedestrian environment is an important element to the success of the area.

### **Public Consultation/Input**

The applicant presented his proposal at a public information session held on October 28, 2020. The session was organized by Councillor Leiper who attended with his staff, along with the local community, and Development Review staff. The local community attended in a large number to oppose the proposal that was at the time contemplating 29 storeys and a tower floorplate of 1,140 square metres.

### **RÉSUMÉ**

#### **Recommandation du personnel**

Le personnel chargé d'urbanisme recommande d'approuver la modification au Plan secondaire de la rue Scott et au Règlement de zonage visant le 1560, rue Scott, afin de permettre la construction d'un immeuble polyvalent de 25 étages comprenant 281 logements.

La modification proposée au Plan secondaire s'appliquerait à l'annexe B – Hauteurs de bâtiment maximales, afin de permettre une hauteur de 25 étages, alors qu'une hauteur maximale de 18 étages est actuellement autorisée.

La modification du Règlement de zonage toucherait quant à elle l'annexe 100 en modifiant la hauteur maximale autorisée sur l'emplacement visé, qui passerait de 112 mètres au-dessus du niveau de la mer (ASL) à 140 mètres ASL, ce qui correspond à passer de 16 étages à 25 étages. La modification consisterait également à ajouter une disposition à l'exception propre à l'emplacement, afin de limiter à 850 mètres carrés la superficie au sol de la tour.

### **Politique applicable**

Plan officiel actuel

Section 3.6.2 – Centre d'utilisations polyvalentes et centres d'activité

Les centres d'activité et les centres d'utilisations polyvalentes occupent des emplacements stratégiques le long du réseau de transport en commun rapide et servent de pôles centraux d'activité pour les collectivités environnantes et la ville dans son ensemble. Ces centres sont autant d'éléments essentiels de la stratégie de croissance de la Ville, car ils ont la capacité d'accueillir des densités élevées et des aménagements regroupés et polyvalents axés sur le transport en commun rapide.

Plan officiel nouvellement adopté

Section 6.1 – Carrefours

L'emplacement visé est désigné comme étant un carrefour dans le nouveau Plan officiel. Ces secteurs sont centrés sur les stations de transport en commun rapide planifiées ou existantes et/ou sur les arrêts de transport en commun situés sur des rues fréquemment desservies. La fonction planifiée des carrefours consiste à concentrer toutes sortes de fonctions, une plus grande densité d'aménagement, un degré supérieur de mixité dans l'aménagement du territoire et un niveau supérieur de connectivité des transports en commun par rapport aux zones jouxtant et entourant le carrefour. Les carrefours se veulent aussi d'importants pôles d'emploi.

Plan secondaire de la rue Scott actuel et nouvellement adopté

Section 4.1 Désignation de Centre polyvalent et de carrefour

Le carrefour permet de densifier la station Tunney's Pasture de l'O-Train et de créer un lieu distinct offrant plus de commodités commerciales à l'ensemble de la collectivité. Puisque cette désignation permet une concentration d'immeubles de grande hauteur,

résidentiels ou non, l'environnement piétonnier sur place représente un élément important de la prospérité de ce secteur.

### **Consultation et commentaires du public**

Le requérant a soumis sa proposition lors d'une séance d'information publique qui s'est tenue le 28 octobre 2020. Cette réunion avait été organisée par le conseiller Leiper, qui était présent en compagnie de ses collègues, de résidents et de membres du personnel chargés de l'examen des projets d'aménagement. Les résidents du secteur y ont assisté en grand nombre pour s'opposer au projet, qui consistait à l'époque à construire un immeuble de 29 étages dont la tour aurait occupé une superficie au sol de 1 140 mètres carrés.

### **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**

1560 Scott Street

#### **Owner**

LaSalle Investment Management

#### **Applicant**

Stantec Consulting Ltd.

#### **Architect**

N45 ARCHITECTURE INC.

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

The proposal is for a portion of the lands known municipally as 1560 Scott Street, commonly referred to as Holland Cross, which is an existing mixed-use complex (office and commercial) located at the south-east corner of Scott Street and Holland Avenue, immediately south of the Tunney's Pasture Light Rail Transit (LRT) Station and Federal Government office campus in the Hintonburg neighbourhood. More specifically, the



subject site is the portion of the property containing the southeast wing of the existing one storey concourse. This area of the property is also where the promenade connects to Hamilton Avenue North, the vehicular ramp provides access to existing underground parking, and where access is provided to loading and service areas at the intersection of Hamilton Avenue North and Bullman Street.

### **Summary of requested Official Plan Amendment**

The proposed Official Plan Amendment would amend Schedule B – Maximum Building Heights of the Scott Street Secondary Plan by amending the designation of the subject site's from "Up to 18 Storeys" to "Height Limit Varies as per Existing Zoning".

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

The subject site is zoned Mixed Use Centre, Subzone 12, Exception 2148, Maximum Floor Space Index of 3.0. It is more specifically located in Area D of Schedule 100 where the maximum permitted building height is 112 metres above sea level (ASL).

The proposed Zoning By-law amendment would amend Area D of Schedule 100 to change the maximum permitted height from 112 metres ASL to 140 metres ASL, as shown in Document 4. This would translate into increasing the maximum building height from 16 storeys to 25 storeys.

The proposed amendment would also add a provision to existing Urban Exception 2148 to restrict the maximum tower floorplate within Area D of Schedule 100 to 850 square metres including the balconies.

### **Brief history of proposal**

A 12-storey office building featuring a 1,720 square metres floorplate was originally proposed in 2014 (Site Plan Control Application D07-12-14-00016). A revised proposal for a 29 storey mixed-use building featuring a 1,140 square metres floorplate and containing 337 dwelling units was submitted in 2020 (Official Plan Amendment D01-01-20-0012 and Zoning By-law Amendment D02-02-20-0068).

Following an information session held in the community, several discussions with staff, and an informal and formal review by the Urban Design Review Panel, the proposal was revised to a 25-storey mixed-use building featuring a tower floorplate of 850 square metres and containing 281 units. While the applicant is proposing an increase in height, the density of the proposal does not trigger the requirement for Section 37 contributions.

## **DISCUSSION**

### **Public consultation**

A public information session was held on October 28, 2020. The session was organized by Councillor Leiper who attended with his staff, along with the local community, and Development Review staff.

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

### **Current Official Plan**

#### Section 2.2.2 - Managing Intensification Within the Urban Area

Policy 10 under Intensification and Building Height states that intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning.

#### Section 2.5.1 - Designing Ottawa

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

The design objectives to guide how the City wants to influence the built environment as the city matures and evolves are:

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.
2. To define quality public and private spaces through development.
3. To create places that are safe, accessible and are easy to get to, and move through.
4. To ensure that new development respects the character of existing areas.

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.
6. To understand and respect natural processes and features in development design.
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

#### Section 2.5.6 – Collaborative Community Building and Secondary Planning Processes

Policy 13 states that the City intends that the highest density of development, including High-rise buildings, locate where rapid transit is being provided. Secondary plans and community design plans should locate high-rise buildings proximate to rapid transit stations to support that objective. High-rise buildings are also a built form that requires detailed attention to urban design and their impacts on the existing communities into which they are located. Building design and appropriate transitions, such as those identified in Section 4.11, should be provided to reduce impacts on existing developed areas.

#### Section 3.6.2 – Mixed-Use Centres and Town Centres

Town Centres and Mixed Use Centres occupy strategic locations on the Rapid-Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. These centres are a critical element in the City's growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit. More jobs and housing at these locations will increase transit ridership and draw more commuter travel to these locations. In the long term, the centres will become complete, liveable communities that attract people for the jobs, leisure, lifestyle, and business opportunities they provide.

Mixed Use Centres will permit a broad variety of land uses at transit-supportive densities, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing.

#### Section 4.11 – Urban Design and Compatibility

Policy 12 states that transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.

Policy 14 states that High-Rise buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:

- a. pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;
- b. public views, including view planes and view-sheds referred to in Policy 3 above;
- c. proximity to heritage districts or buildings;
- d. reduced privacy for existing building occupants on the same lot or on adjacent lots.

Polity 15 states that generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;

- a. The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.
- b. The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for

providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23 metres has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context.

- c. Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.

### **New Official Plan**

The subject site is designated as a Hub under the new Official Plan. Such areas are centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

### **Current and new Scott Street Secondary Plan**

#### **Section 4.1 Mixed Use Centre/Hub Designation**

The Mixed Use Centre/Hub is an opportunity for intensification to support the Tunney's Pasture Transit Station and create a distinct place with more commercial amenities to serve the broader community. As this designation permits a concentration of high-rise buildings both residential and non-residential, the surrounding pedestrian environment is an important element to the success of the area. Through the development application process, the applicant shall demonstrate how the proposed development provides adequate pedestrian facilities within and through the Mixed Use Centre/Hub designation and meets the applicable guidelines contained in the Scott Street CDP in addition to the following applicable policies:

Policy 1/2 states that development will have a minimum density of two times the lot area. The highest development in density and height will be located closest to Tunney's Pasture Transit Station.

Policy 4/5 states that development on lots with frontage on Hamilton Avenue North and Bullman Street will have minimum building setbacks of generally 3.0 metres from the protected right-of-way. Through the development application process, the applicant

shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street.

Policy 5/6 states that the existing mid-block connection shown on Schedule A - Land Use Schedule between Holland Avenue to Hamilton Avenue North is an important pedestrian connection and will be maintained and enhanced through future development of the site.

Subsection 4.1.2 (Location and Heights – High-Rise Buildings) objectives are to allow for high-rise development to occur while ensuring that the built form transition occurs within the Mixed Use Centre and ensures privacy, sunlight penetration and sky views. Podium and tower forms of high-rise buildings, staggering towers from each other, minimum separation distances and setbacks of towers, transitioning to low-rise areas and ensuring windows and doors face all streets are all important elements to achieve the objectives for high-rise buildings in this Section. High-rise buildings will only be permitted in areas shown as high-rise areas on Schedule B - Maximum Building Heights provided that the following criteria are met:

1. (8 under Section 4.1 of new Secondary Plan) High-rise buildings will take a podium and tower form, as generally described in the Scott Street CDP. A high-rise building that deviates from a podium and tower form with support from a specialized design review with members of the City's Urban Design Review Panel will be permitted subject to the design of the building and the site meeting the applicable policies below.
2. (9) For high-rise buildings located within the Angular Plane Area on Schedule B - Maximum Building Heights, the maximum height of high-rise buildings will not exceed the 45-degree angular plane measurement from the Neighbourhood Line as contained within the CDP for tall buildings. In any case where the angular plane measurement results in a building height greater than the maximum building height permitted on Schedule B – Maximum Building Heights, the maximum building height on Schedule B – Maximum Building Heights shall prevail.
3. (10) Tower portions of high-rise buildings will have minimum setbacks from rear and interior lot lines of 11.5 metres except where the high-rise building abuts a mid-block connection, the setback may be reduced to 3.5 metres. Reductions in these setbacks may be permitted provided that policy 4 below can be met.

4. (11) Tower portions of high-rise buildings will be staggered from each other. Non-residential towers facing one another will have minimum separation distances of 12.0 metres. Residential towers will have minimum separation distances of 23.0 metres. A reduced separation distance of no less than 18.0 metres may be permitted for residential towers fully offset from one another or for proposals where a residential tower faces a non-residential tower.
5. (12) A maximum floor plate of the tower portion of a high-rise building is:
  - a. 750 square metres for a residential building;
  - b. 2000 square metres for a non-residential building.

Proposals for high-rise buildings with tower floor plates greater than indicated above may be considered provided that the following criteria are met:

  - a. Micro-climate impacts and shadowing are not increased significantly;
  - b. The separation distance requirements between high-rise buildings in the policy above is met; and
  - c. The proposed high-rise building reflects the planned context of the area contained in the CDP.
6. (13) The design of the podiums of high-rise buildings will meet the building guidelines contained in the CDP. Generally, the podiums of high-rise buildings will have a minimum height of three storeys and a maximum height of six storeys. For those high-rise buildings on lots fronting onto Parkdale Avenue, the tower portion of the high-rise building will be set back a minimum of 3.5 metres from the face of the podium along Parkdale Avenue.
7. (14) To provide transitioning and reduce impacts on existing low-rise residential uses within the Mixed Use Centre, high-rise buildings on lots fronting on the east side of Hamilton Avenue North will have a maximum podium height of four storeys fronting onto Hamilton Avenue North. Through the development review process the design of the buildings on lots immediately north and east of the existing low-rise residential uses will demonstrate that the applicable building and site guidelines contained in the Scott Street CDP are met.

8. (15) The tower portions of high-rise buildings will not have blank facades. The podium portions of high-rise buildings facing the street will have window and door entrances that will occupy at least 50 per cent of the building façade.

### **Scott Street Community Design Plan**

The community design plan recommends that the highest development densities be on the Mixed-Use Centre blocks closest to the transit station. It also recommends for tall buildings to have regard for the townhouses on Panorama and Craftsman Private. Podiums of residential buildings on the east side of Hamilton Avenue North or immediately north of the townhouses should have a maximum podium height of four storeys facing the townhouses with grade-related units on the ground floor.

### **Urban Design Guidelines**

The Urban Design Guidelines recommends a minimum 20-metre tower setback from abutting low-rise residential properties, or the use of an angular plane, typically 45° measured from the relevant property lines, to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas.

The Guidelines indicate that the base is the most critical component of a high-rise building for achieving many design objectives of the Official Plan, including defining public and private spaces, respecting the character of existing areas, establishing a human scale pedestrian environment, as well as achieving built form compatibility and transition. The base should be designed to fit harmoniously within the existing and planned context. It should respect the scale, proportion, and character of adjacent streets, parks, and public or private open spaces and animate such spaces.

The Guidelines also indicates that the tower portion of a high-rise building, including the location, orientation, shape, massing, relationship with the public realm and the neighbouring properties, has significant impacts on the pedestrian experience and the quality of life of the residents and other occupants. It also contributes to achieving energy efficiency for the building and surrounding buildings. The Official Plan promotes high-rise buildings with smaller floor plates that provide adequate separations and step backs. The tower portion of a high-rise building should be designed to fit in and enhance the character of the place, reduce and mitigate the impacts on both the public and private realms, promote energy efficiency, respect the development rights of neighbouring properties.



## **Urban Design Review Panel**

The property is located within a Design Priority Area. The Formal Review took place on October 2, 2020. The Panel's recommendations can be found in Document 9.

The Panel was successful in that the tower floorplate was reduced, a meaningful podium was provided, and the public realm improved.

## **Planning rationale**

### **Current Official Plan**

The proposed 25-storey mixed-use building, which is to be located at approximately 100 metres walkable distance from Tunney's Pasture's Rapid Transit Station, is consistent with Sections 2.2.2 (Managing Intensification Within the Urban Area), 2.5.6 (Mixed-Use Centres and Town Centres), and Section 3.6.2 (Mixed-Use Centres and Town Centres) of the Official Plan, which states that denser development, that often means taller buildings, should be located in areas that support the Rapid Transit.

The proposed development is in general conformity with the design objectives of Section 2.5.1 (Designing Ottawa) by providing a high-density mixed-use development that will complement surrounding uses such as the Holland Cross office and commercial complex, the Rapid Transit Network, and the Tunney's Pasture employment campus. It will contribute to address the demand for housing availability and ensure a full range and choice of housing types. It will also contribute to revitalize the public realm along the pedestrian mid-block from Hamilton Avenue North to Holland Avenue.

The proposed development is also in general conformity with the policies of Section 4.11 (Urban Design and Compatibility) by offering a building design that incorporates a three-storey podium that is to scale with the abutting townhouses to the south, by respecting the 23 metres tower separation, and by improving the public realm in regenerating a portion of the mid-block connection between Holland Ave and Hamilton Avenue North.

### **New Official Plan**

The proposed development is in keeping with the Hub Designation, which planned function is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.

### Current and new Scott Street Secondary Plan

As mentioned above, the proposed 25-storey mixed-use building is to be located at approximately 100 metres walkable distance from Tunney's Pasture's Rapid Transit Station therefore consistent with Policy 1/2, which states that the highest development in density and height will be located closest to Tunney's Pasture Transit Station.

It is also consistent with Policy 4/5 and Policy 5/6 of Section 4.1 by respectfully being setback more than 3 metres from Hamilton Avenue North and maintaining the existing mid-block connection between Holland Avenue to Hamilton Avenue North (See Document 6).

The proposed development meets the objectives of Subsection 4.1.2/Policies 8 to 15 of Section 4.1 by taking a podium and tower form, locating the tower portion more than 11.5 metres away from the interior lot lines, and providing a three-storey podium on the south side, where the building will face an existing townhouse development (See Document 6 and 7). The tower distance from the townhouse properties will more specifically be 20 metres. The proposed three and six-storey podiums are in keeping with the minimum and maximum heights.

Although exceeding 750 square metres, the proposed 850 square tower floorplate will not create a micro-climate nor increase shadowing significantly given the development will be located north from the abutting townhouse development. This 850-square metre floorplate also includes the outdoor balconies, which is not habitable floor area.

With regards to the proposed height increase, staff would like to point out that although a maximum of 18 storeys was first envisioned for the south side of the site to ensure transition from the envisioned 25-storey along Scott Street, such a height of 18 storeys is already encroaching upon a 45-degree angular plane measured three story up at the rear yard setback of the abutting townhouses (See Document 8). Such an angular plane would meet the building at about the 12th-13th floor. Additional storeys beyond that point, considering the building would be located north of the townhouses, thus not increasing shadowing, can be supported by staff in this situation.

### Scott Street Community Design Plan

The community design plan also recommends that the highest development densities be on the Mixed-Use Centre blocks closest to the transit station. It also recommends for tall buildings to have regard for the townhouses on Panorama and Craftsman Private.

Podiums of residential buildings on the east side of Hamilton Avenue North or immediately north of the townhouses should have a maximum podium height of four storeys facing the townhouses with grade-related units on the ground floor.

The proposed development will be at approximately 100 metres walkable distance from Tunney's Pasture's Rapid Transit Station. It will feature a three-storey podium adjacent to the townhouse development with a tower setback of 20 metres.

#### Zoning By-law

As mentioned above, with regards to the proposed height increase, staff would like to point out that although a maximum of 18 storeys was first envisioned for the site to ensure transition to the south from the envisioned 25-storey along Scott Street, such height is already encroaching upon a 45-degree angular plane measured three story up at the rear yard setback of the abutting townhouses (See Document 8). Such angular plane would meet the building at about the 12th-13th floor. Additional storeys beyond that point, considering the building would be located north of the townhouses, thus not increasing shadowing, can be supported by staff in this situation.

#### **Provincial Policy Statement**

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

#### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

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

Councillor Leiper provided the following comment:

"The application for a 25-storey mixed-use building has gone through multiple iterations and has been revised downward from an initially proposed 29-storey tower with 1,140 square metre floor plate with 337 units to this final 25-storey proposal with a 850 square metre floor plate and with 281 units. The secondary plan for this location (in extremely close proximity to the Tunney's Pasture light rail station) calls for no more than 18 storeys. An additional seven storeys will largely be invisible to the residents immediately adjacent to the south who would be the most affected by this proposal, and I am cognizant of the urgent need to provide more and denser housing near transit

stations. Unlike many proposals that have neighbourhood-wide impacts, I do not see the advantage of being dogmatic in this instance. It is important to respect our secondary plans and a significant mistrust has been exacerbated by Council's willingness to discard hard-fought-for secondary plans. Without prejudicing my and the community's future efforts to ask that secondary plans be respected, though, I believe we have an opportunity here to accept a little more density for much-needed housing without unduly impacting adjacent residents. I am sympathetic to this proposal and consider it legitimate. I believe the architect has worked hard to present a unique and attractive design, and I will be taking the renders as a commitment to the community with respect to the appearance of the final product. My thanks go to residents, the developer and staff members who took the time necessary with this application to achieve a better result."

### **LEGAL IMPLICATIONS**

In the event the recommendations are adopted and the resulting official plan amendment and zoning by-law are appealed to the Ontario Land Tribunal, it is expected that a five day hearing would be required. It is anticipated that the hearing could be conducted within staff resources. Should the applications be refused, reasons must be provided. An external planner would need to be retained by the City.

### **RISK MANAGEMENT IMPLICATIONS**

No risks have been identified for now.

### **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with this report.

### **FINANCIAL IMPLICATIONS**

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

### **ACCESSIBILITY IMPACTS**

No accessibility barriers are anticipated. Proper accessibility will be ensured through Site Plan Control Approval and Building Code review.

## **ENVIRONMENTAL IMPLICATIONS**

Environmental implications will be assessed through the Site Plan Control Approval process.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities: Promote safety, culture, social and physical well-being for our residents.

## **APPLICATION PROCESS TIMELINE STATUS**

This application (D01-01-20-0022 and D02-02-20-0122) was not processed by the "On Time Decision Date" established for the processing of Official Plan amendment and Zoning By-law amendment applications due to several resubmissions being necessary until staff satisfaction.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map

Document 2 Official Plan Amendment

Document 3 Details of Recommended Zoning

Document 4 Revised Zoning By-law Schedule 100

Document 5 Consultation Details

Document 6 Proposed Site Plan

Document 7 Rendering

Document 8 Angular Plane

Document 9 Urban Design Review Panel Recommendations

## **CONCLUSION**

Staff are of the opinion that the proposed development, provides a design approach that achieves a desired built form. The proposed development will also contribute to ensure a full range and choice of housing types in proximity to employment, retail, service, and rapid transit.

## **DISPOSITION**

Committee and Council Services, Office of the City Clerk 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.

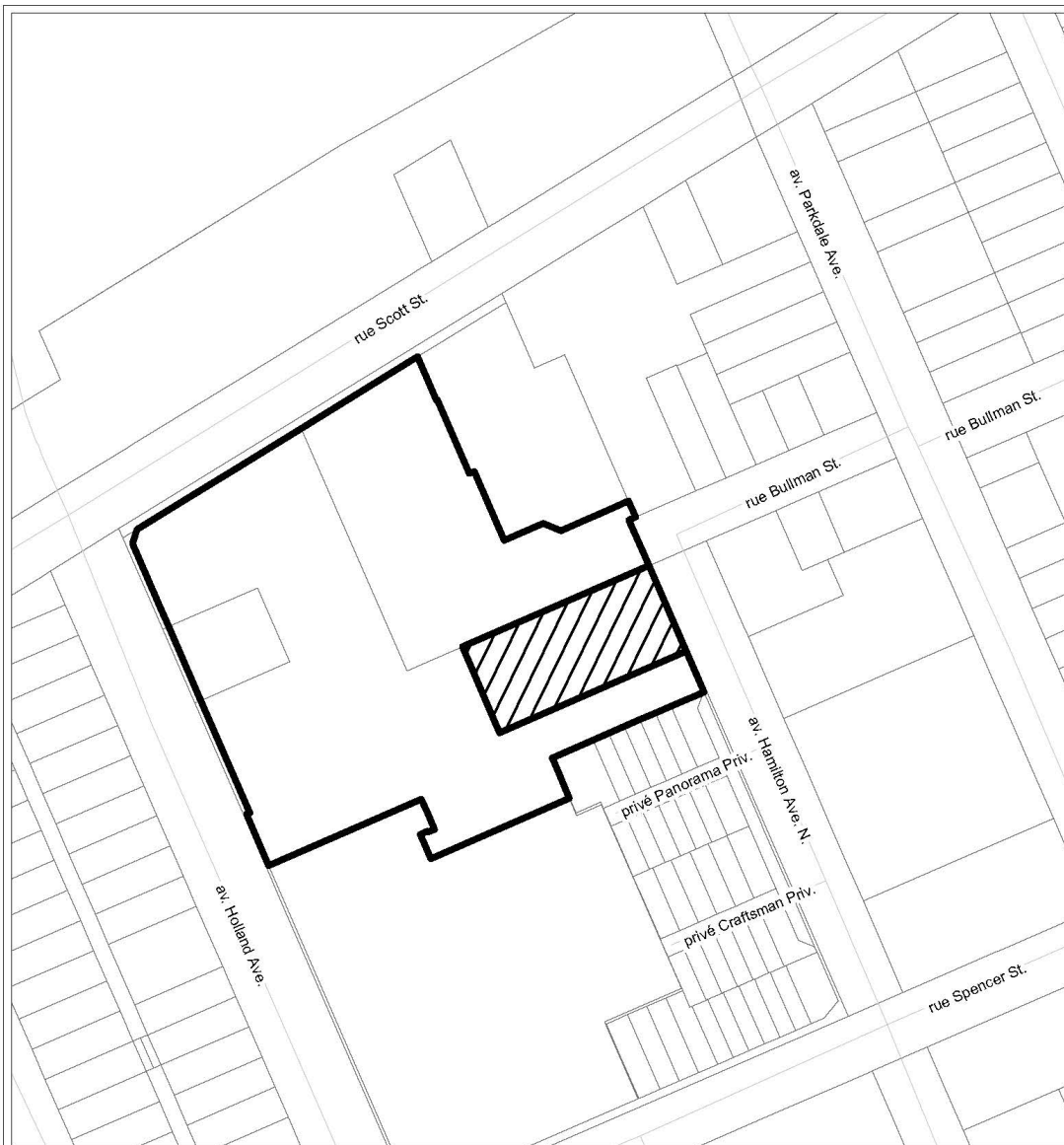
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.





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](http://geoOttawa).



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D02-02-20-0068 D01-01-20-0012	20-0762-D		
I:\COV2020\Zoning\Scott_1560		 <b>1560 rue Scott Street</b>	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY.</small>		 <b>Subject site / Emplacement visé</b>	
<small>©Les données de parcelles appartiennent à Teranet Entreprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CE CI 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 - 2020 / 09 / 03			

**Document 2 – Official Plan Amendment**

**Official Plan Amendment XX to the  
Official Plan for the  
City of Ottawa**

**INDEX**

**THE STATEMENT OF COMPONENTS**

**PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.**

**PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.**

**PART A – THE PREAMBLE**

Purpose

Location

Basis

**PART B – THE AMENDMENT**

Introduction

Details of the Amendment

Implementation and Interpretation

**PART C - APPENDIX**



## **PART A – THE PREAMBLE**

### Purpose

Amend the Scott Street Secondary Plan to increase the maximum building height of 18 storeys on the subject site to 25 storeys.

### Basis

To allow the construction of a 25-storey mixed-use containing 281 units.

### Rationale

The proposed 25-storey mixed-use building will be located approximately at 100 metres walkable distance from Tunney's Pasture's Rapid Transit Station, which is consistent with the current Official Plan, Scott Street Secondary Plan, and New Official Plan, which all promote for concentrating higher density of development in areas that support the Rapid Transit Network.

The proposed development is also in general conformity with the Scott Street Secondary Plan and Scott Street Community Design Plan by taking a podium and tower form, locating the tower portion more than 11.5 metres away from the interior lot lines, and providing a three-storey podium on the south side, where the future building will face an existing townhouse development. The tower distance from the townhouse properties will more specifically be 20 metres. The proposed three and six-storey podiums are in keeping with the minimum and maximum heights.

Although a maximum of 18 storeys was first envisioned for the site to ensure transition to the south from the envisioned 25-storey along Scott Street, such height is already encroaching upon a 45-degree angular plane measured three story up at the rear yard setback of the abutting townhouses. Such an angular plane would meet the building at about the 12th-13th floor. Additional storeys beyond that point, considering the building would be located north of the townhouses, thus not increasing shadowing, can be supported by Staff in this situation.

## **PART B – THE AMENDMENT**

### **1. Introduction**

All of this part of this document entitled Part B – The Amendment consisting of the following text constitutes Amendment No. XX to the Scott Street Secondary Plan for the City of Ottawa.

### **2. Details**

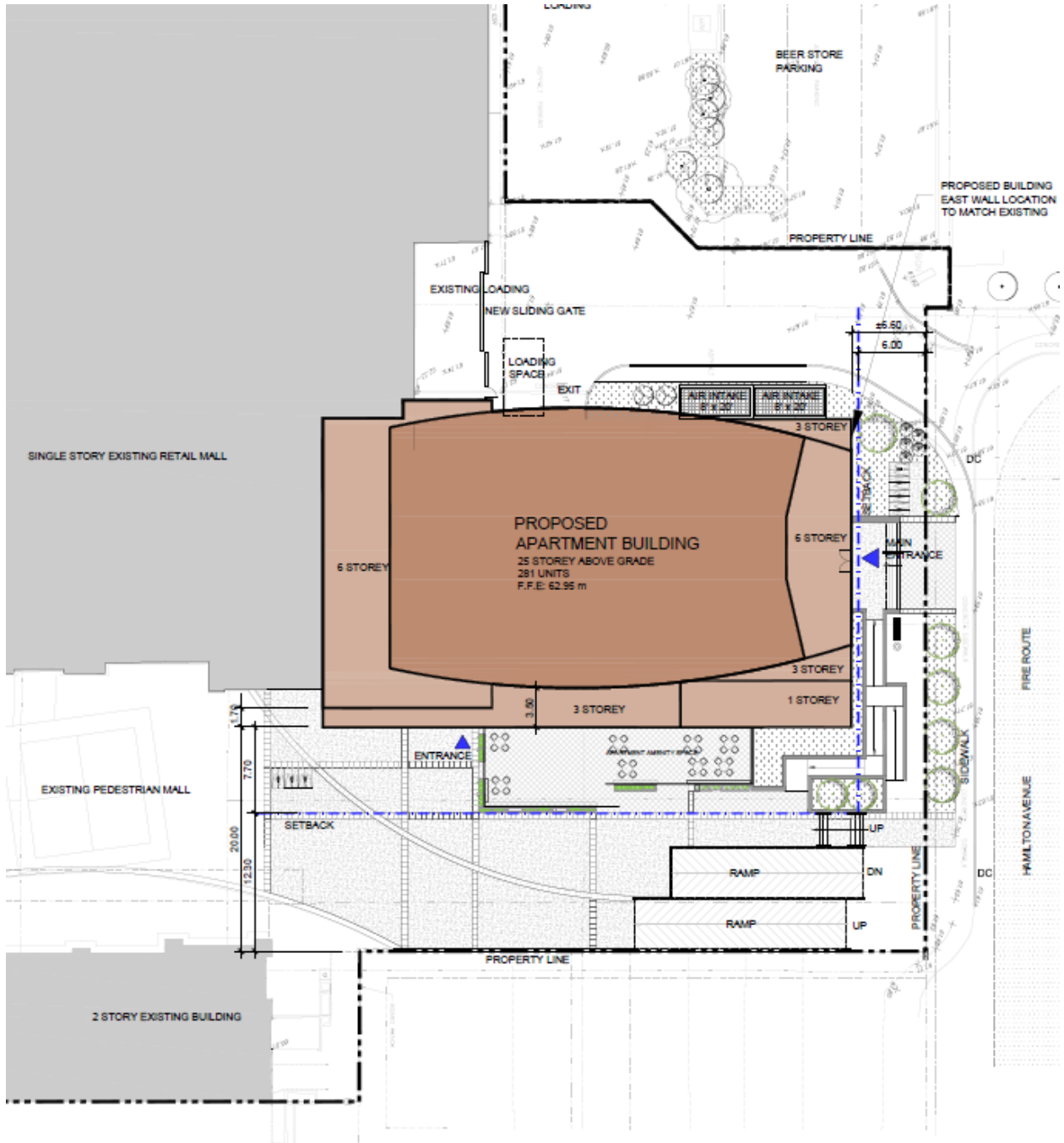
The following changes are hereby made to the current and new Scott Street Secondary Plan:

Amend Schedule B – Maximum Building Heights of the Scott Street Secondary Plan by amending the designation of the subject site's from "Up to 18 Storeys" to "Height Limit Varies as per Existing Zoning".

### **3. Implementation and interpretation**

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

PART C – APPENDIX



### **Document 3 – Details of Recommended Zoning**

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1560 Scott Street:

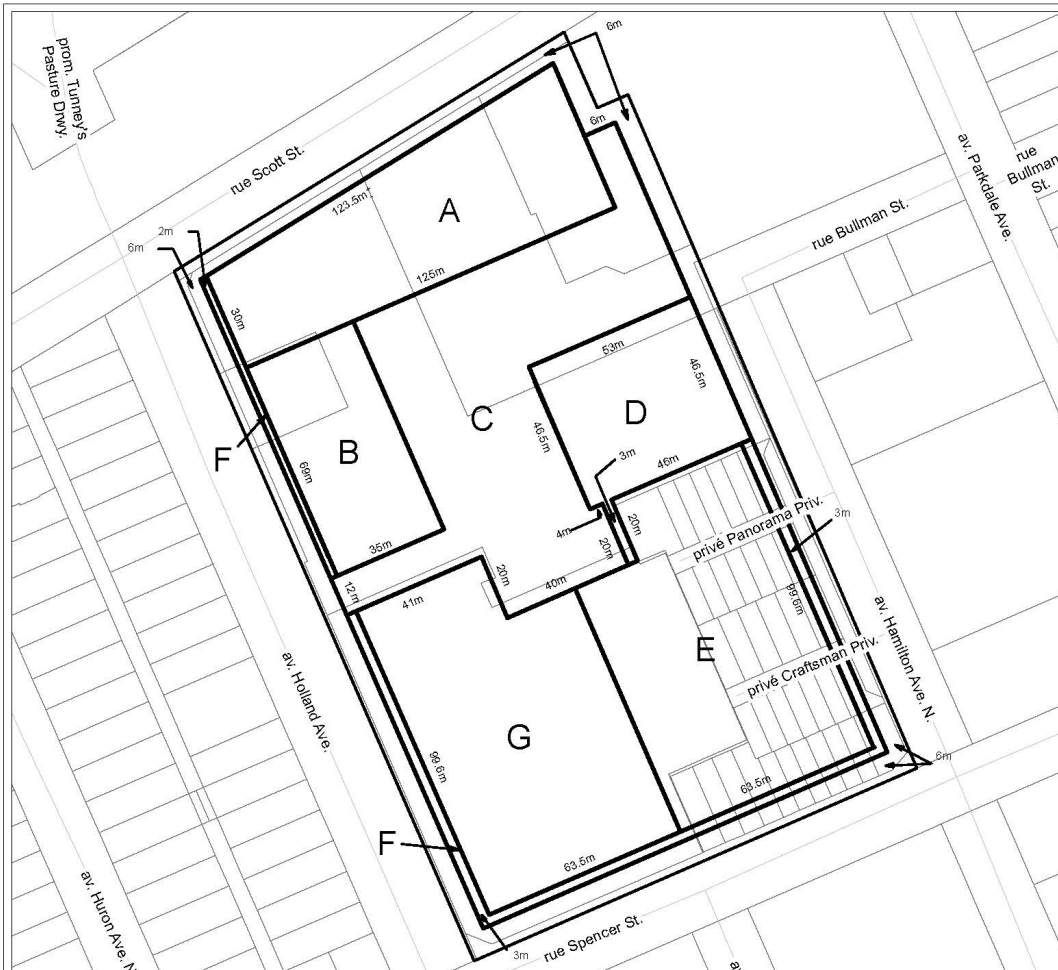
1. To amend Urban Exception 2148:

a) Add to Column V, Provisions, the text:

- for the purpose of the below provisions a tower is defined as the portion of the building above the podium;
- for the purpose of the below provision a floorplate is defined as the total area of a tower floor measured from the exterior of the outside walls and includes the total floor area occupied by balconies.
- maximum tower floorplate including balconies within Area D of Schedule 100: 850 square metres.

2. To amend Area D of Schedule 100 by changing the maximum permitted height from 112 metres ASL to 140 metres ASL 25 storeys, as shown in Document 4.

Document 4 – Revised Zoning By-law Schedule 100



MAXIMUM PERMITTED BUILDING HEIGHT / MAXIMUM NUMBER OF STOREYS LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE / NOMBRE D'ÉTAGES MAXIMAL	
Area /Secteur A : 98.35m easl	Area /Secteur D : 140.0m easl 25 storeys/ 25 étages
Area /Secteur B : 93.35m easl	Area /Secteur E : 97.35m easl
Area /Secteur C : 72.35m easl	Area /Secteur F : 73.35m easl
	Area /Secteur G : 89.35m easl

easl = elevation above sea level /  
 l'élevation au-dessus du niveau de la mer

D02-02-20-0122      21-1302-D

I:\CO\2021\ZKP\Scott\_1560

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

This is Attachment \_\_\_ to By-law Number \_\_\_\_, passed \_\_\_\_, 2021  
 Pièce jointe n° \_\_ du Règlement municipal n° \_\_\_\_, adopté le \_\_\_\_, 2021

## **Document 5 – 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. About 25 written comments were received.

As previously mentioned, a public information session was held on October 28, 2020. The session was organized by Councillor Leiper who attended with his staff, along with the local community, and Development Review Staff.

### Public Comments and Responses

#### Comment:

A 29-storey building is much too high and does not fit with the surrounding character.

#### Response

Staff agrees that the proposed tower height needs to be reduced.

#### Comment:

The size of the tower floorplate is a concern. There is no distinct podium.

#### Response:

Staff agrees that the proposed tower floorplate needs to be reduced. Staff also agrees that a scaled and meaningful podium needs to be provided.

#### Comment:

Loss of privacy and sky view.

#### Response:

The loss of privacy and sky view would have already been lost with the as-of-right 16 storeys. The proposed storeys above the 16<sup>th</sup> floor would be further away from the residential rear yards and rear windows.

#### Comment:

What new public amenities would be designed with this project as it appears to be removing existing amenity space.

Response:

The exterior space surrounding the proposed building will be modified to improve functionality and aesthetics. The easterly end of the pedestrian promenade will be modified with a landscaping program focused on enhancing the public realm for both transient users (i.e., shoppers, commuters, visitors) and new residents (i.e., provision of an outdoor patio).

Comment:

Concern with congestion and increased demand for parking caused by additional traffic

Response:

No reduction in the required parking is being sought with this rezoning.

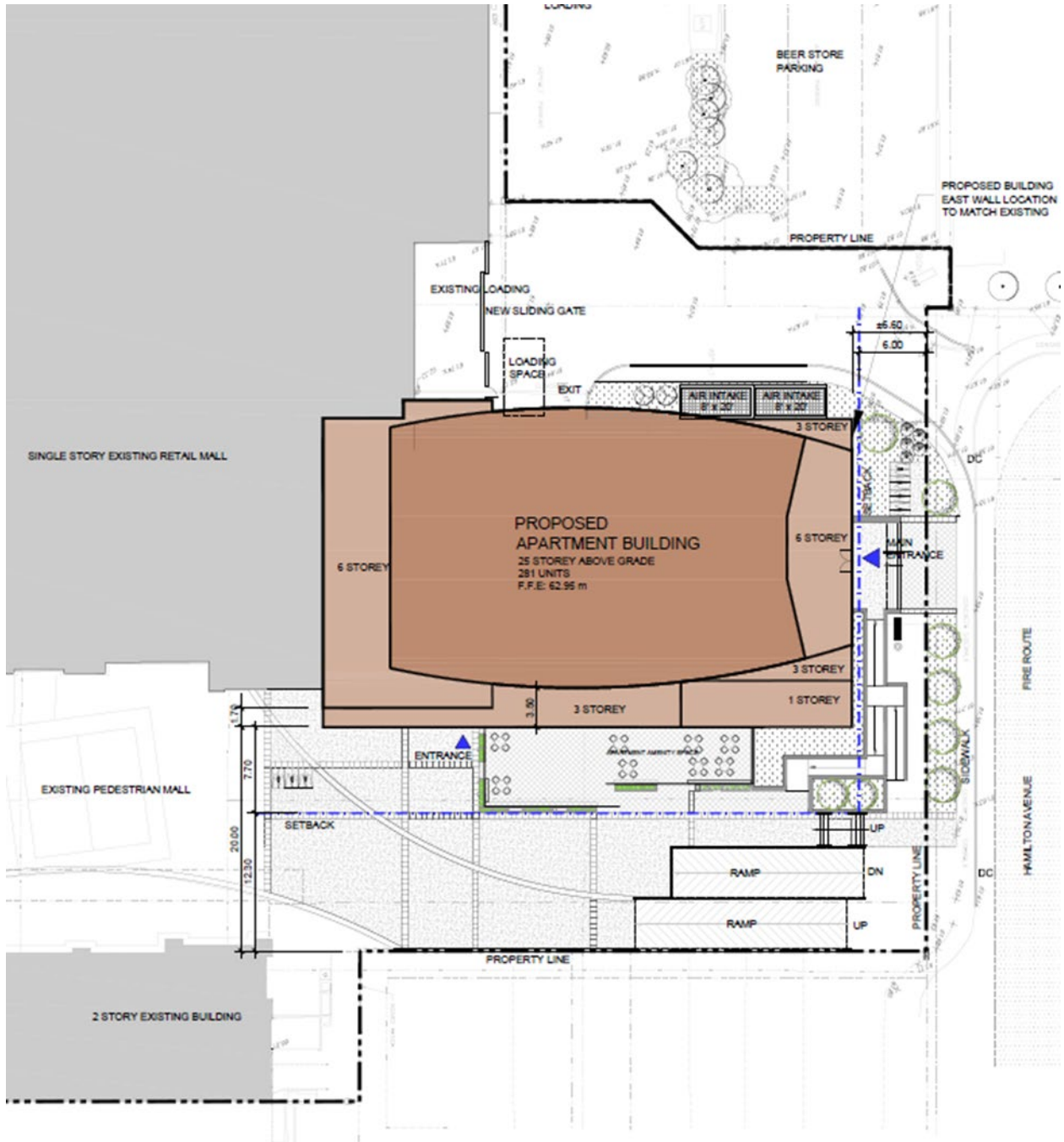
Comment:

Concern with safety regarding the parking-garage ramp as it will be converted to both an entrance and exit. There is now poor visibility for both drivers and pedestrians.

Response:

Comment noted. The detailed design of the access ramp will be reviewed at site plan control approval stage.

Document 6 – Proposed Site Plan



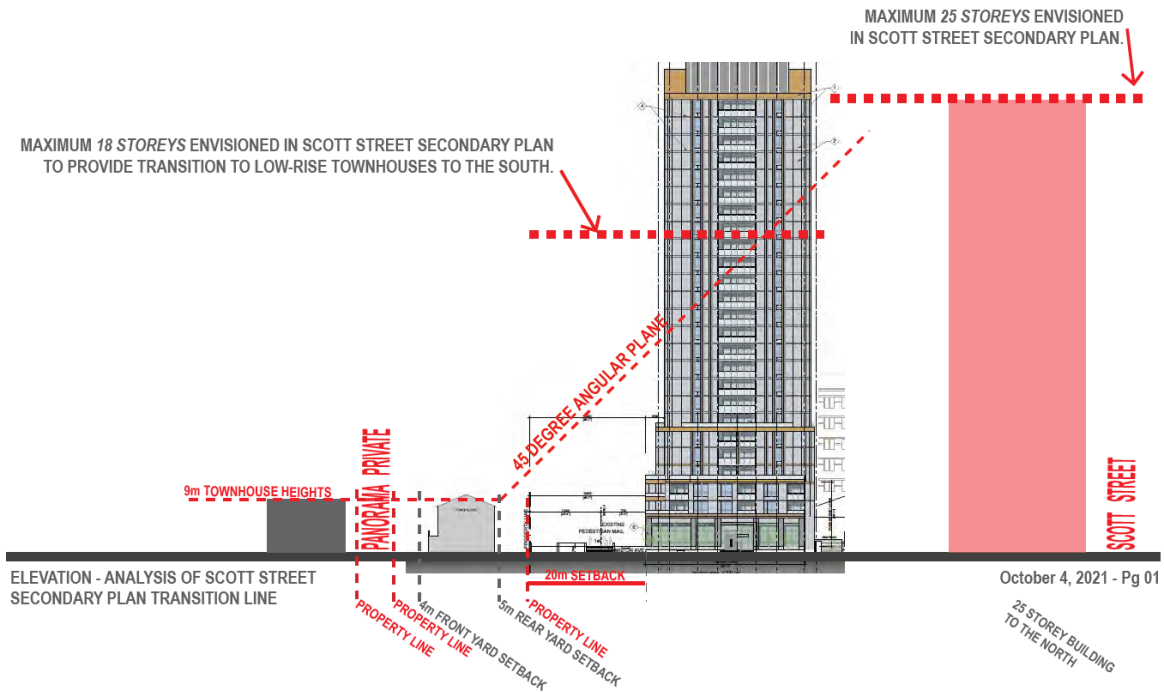


Document 7 – Rendering



Document 8 – Angular Plane

CITY OF OTTAWA - URBAN DESIGN ANALYSIS 1560 Scott Street : TRANSITION



CITY OF OTTAWA - URBAN DESIGN ANALYSIS 1560 Scott Street : TRANSITION



## **Document 9 – Urban Design Review Panel Recommendations**

### **Summary**

- The Panel appreciates the positive advancements with the scheme since the last iteration. The podium treatment, the setback of the ground floor, and the introduction of the arcade for pedestrian comfort along the mid-block connection are all positive improvements.
- The size of the tower floorplate remains a key concern of the Panel and it was strongly recommended that a reduction in the mass of the tower is still required to make this precedent-setting building acceptable.

### **Massing**

- The size of the tower floorplate remains a key concern of the Panel. The gentle shift in the tower is not successfully reducing the scale of the tower visually.
- The exploratory work to reduce the appearance of the tower as a larger slab is appreciated, but it is still well beyond the 750 square metres stipulated by the High-Rise Guidelines. In the eyes of the Panel, this guidance is an important design principle to be respected. A very big gesture in terms of slimming down the mass of the tower is still required to make this precedent-setting building acceptable.
- It was suggested that a deep and generous reveal in the tower may help to create a clear break in the mass. Glazing in the reveal would also serve to allow natural light to illuminate the long corridor that is contained within this slab. Another suggestion was to sculpt the top in order make the top of the tower read in a more slender way.

### **Materiality**

- The Panel expressed uncertainty towards the colour palette of the building materials, though this may be an effect of the renderings. It was suggested that the contrast between the brick and metal panel is too stark and that combining pre-cast and brick may work better. It is recommended that the proponent continue to study the materiality to ensure that the desired effect is achieved.

- The base of the building is nicely articulated. The glass wall and the stone banding around the opening are effective treatments.

### **Building Design**

- It was suggested that the elevation facing Hamilton Avenue feels somewhat unresolved. It will be an important elevation, but currently reads too much like an end elevation.
- The treatment of the base of the tower as it meets the rooftop terrace causes the building to feel as if it has been “cut off.” The Panel recommends plantings, trellis or something to add a bit more presence to the terrace.

### **Public Realm**

- The Panel commented that the design of the mid-block connection has evolved nicely since the last iteration. It will be important to introduce generous plantings to soften the space.
- The Panel supported the screening proposed for the loading dock area.