



50 Bayswater Avenue & 1088 Somerset Street West

Planning Rationale
Zoning By-law Amendment & Official Plan Amendment
August 7, 2024



Prepared for 1649038 Ontario Inc.

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by 1649038 Ontario Inc (the “Owner”) to assess the development proposal as per the current and applicable policies and to prepare a Planning Rationale in support of a Major Zoning By-law Amendment and Official Plan Amendment at the addresses municipally known as 50 Bayswater Avenue and 1088 Somerset Street West, “the subject property”, in the City of Ottawa.

1.1 Application Overview

The purpose of this proposal is to formally establish a zoning framework and amend the underlying Secondary Plan to facilitate the development of the proposed two (2) residential buildings on the subject property.

In order to proceed, the following applications will be required:

1.1.1 1088 Somerset Street West

Official Plan Amendment

An Official Plan Amendment is proposed to expand the boundary of the Wellington Street West Secondary Plan to include the segment of the subject property that is located outside the boundary of the Secondary Plan.

Zoning By-law Amendment

The requested Zoning By-law Amendment is proposed to rezone the subject property from Traditional Mainstreet, Subzone 11 – **TM11** and Residential Fourth Density, Subzone UB – **R4UB**, to Traditional Mainstreet, Subzone 11, Urban Exception [XXXX] – **TM11[XXXX]**.

The urban exception sought will include the following relief from the TM11 zone:

- / Reduce the minimum interior side yard setback to 0.2 metres, whereas a minimum 3.0 metres is required.
- / Reduce the minimum width of the landscaped area to 1.2 metres, whereas 1.4 metres is required.

1.1.2 50 Bayswater Avenue

Official Plan Amendment

An Official Plan Amendment is proposed to Section 2.1.2 of the Wellington Street West Secondary Plan. The OPA would seek the following amendment:

- / Permit a maximum building height of 16 storeys or 53.5 metres, whereas 6-storeys or 20 metres is permitted within the subject property’s current Mainstreet designation.

Zoning By-law Amendment

The proposed Zoning By-law Amendment would replace the existing Traditional Mainstreet, Subzone 11 –with Traditional Mainstreet, Subzone 11, Urban Exception [XXXX] – **TM11[XXXX]**.

The urban exception sought will include the following relief from the TM11 zone:

- / Reduce minimum corner side yard setback to 2.4 metres, whereas a minimum 3.0 metres is required.
- / Increase maximum building height to 53.5 metres, whereas a maximum of 20.0 metres is permitted.

1.2 Public Consultation Strategy

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

Notification of Ward Councillor, Councillor Jeff Leiper

- / The Ward Councillor has been notified via e-mail by the planning consultant of the proposed development in advance of the application submission.

Notification to residents and local registered Community Association(s)

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

Public Consultation Meeting(s)

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

Planning Committee Meeting Advertisement and Report Mail out to Public

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

2.0 Site and Surrounding Context

2.1 Subject Property

The subject property is located at the corner of Somerset Street West and Bayswater Avenue, comprised of two properties, 50 Bayswater Avenue and 1088 Somerset Street West, which are separated by a private laneway. The total area of the properties is 3,623.59 square metres. 50 Bayswater Avenue is presently occupied by a 16-storey residential building, fronting on to Bayswater Avenue, as well as single storey commercial building, fronting Somerset Street West, which is where future development is proposed. 1088 Somerset Street West is presently occupied by a single detached residential dwelling which has been converted into a commercial unit, at the rear of the property is a single storey residential dwelling. The subject property is located within a 400 metre radius of the Bayview Rapid Transit Station.

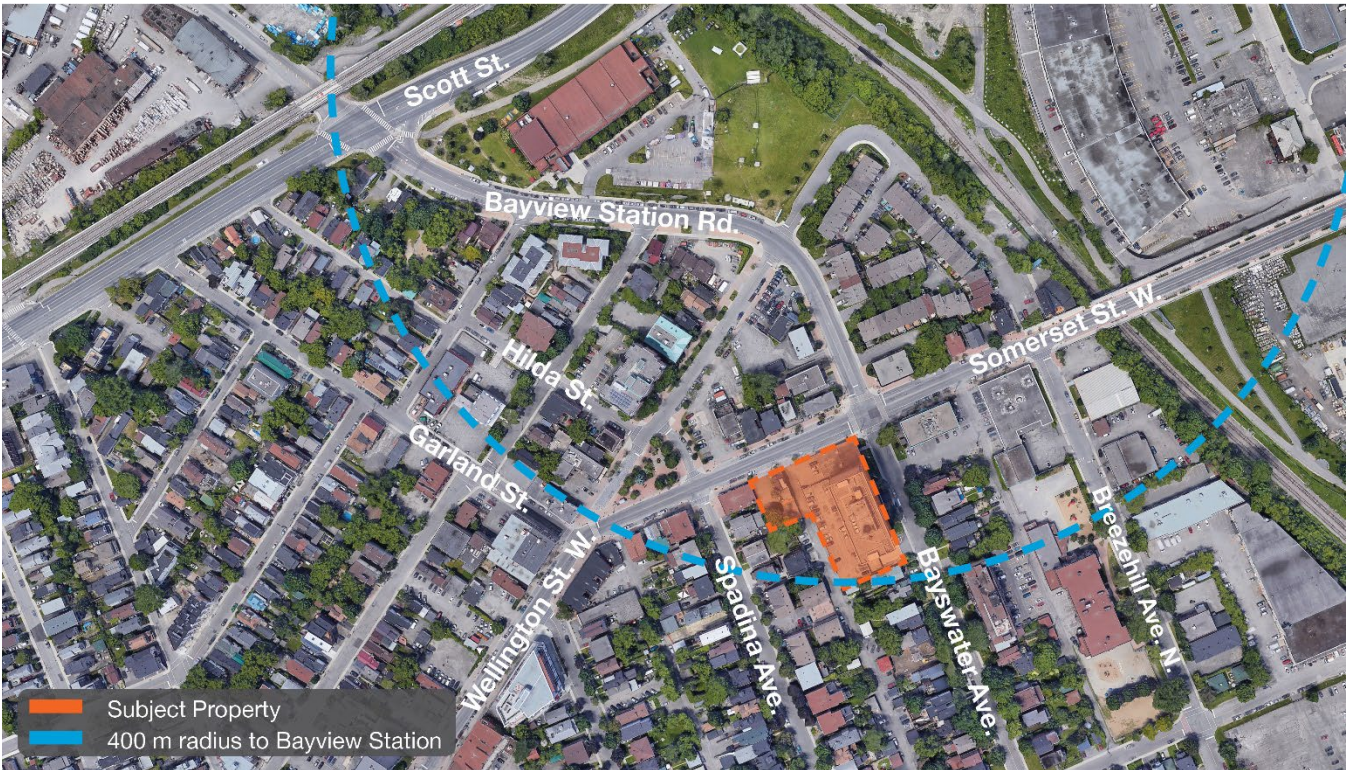
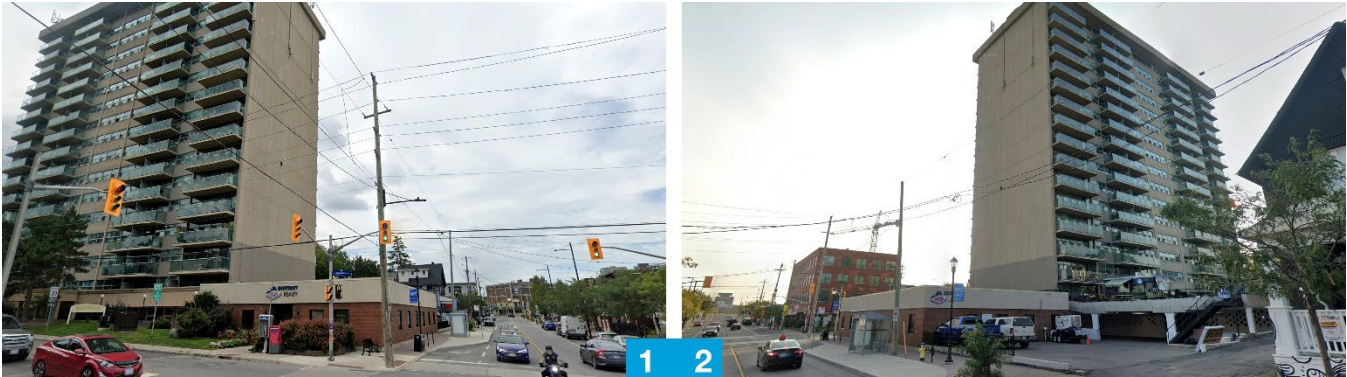


Figure 1: Aerial image of the subject property, proximity to rapid transit, and the surrounding area.



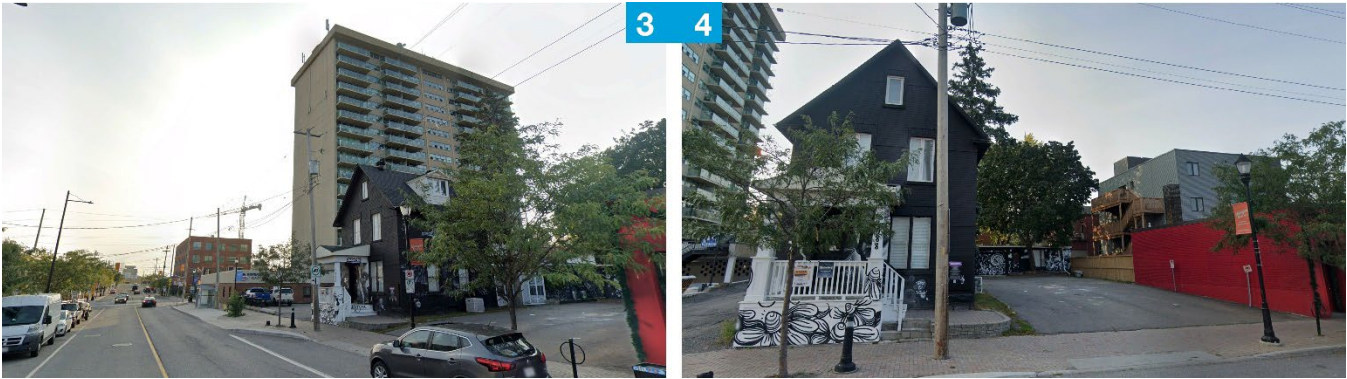


Figure 2: 1. View looking south-west at the corner of Bayswater Ave. and Somerset St. W., 2. View looking south-east from Somerset St. W., 3. View looking south-east at both properties from Somerset St. W., 4. Looking south at 1088 Somerset St. W.

2.2 Surrounding Context

The subject site is located within the Hintonburg neighbourhood of Ottawa, west of the Downtown core and the neighbourhood of Little Italy. The area features a mix of small commercial, service, and office uses together with a range of residential dwelling types.

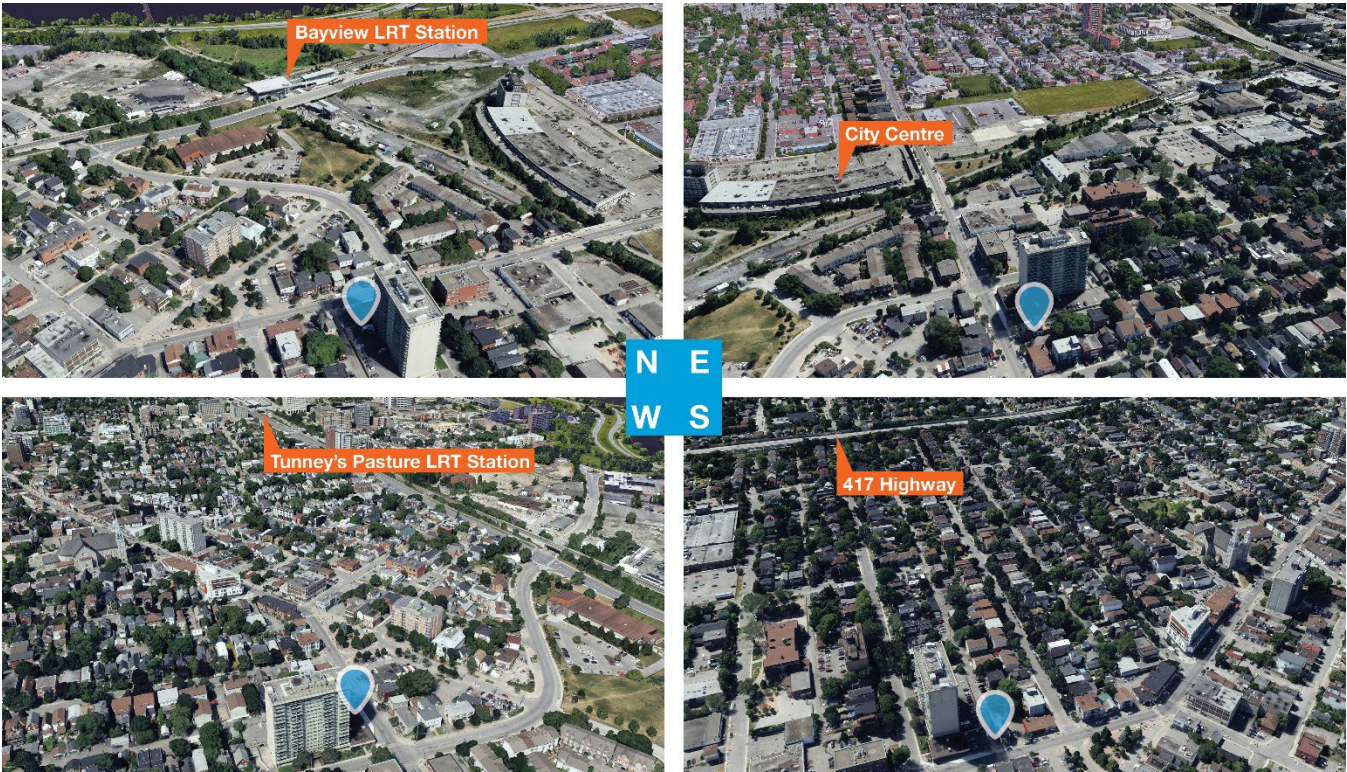


Figure 3: Area context views in each cardinal direction.

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

North: Directly north of the subject property, fronting the north side of Somerset Street West are attached low-rise dwellings, in the form of semi-detached and townhouses. Typical residential uses in the area range from single detached dwellings to low-rise apartments. Other uses in the area include the Tom Brown Arena, Somerset Square Park, and the Bayview LRT station.

East: The subject property abuts the Centretown neighbourhood to the east, with the rail line acting as the dividing line between Hintonberg and Centretown. East of the rail line is the City Centre shopping mall, which includes a variety of commercial uses. Residential uses in the area east of the subject property range from single detached dwelling to low-rise apartments. Other uses in the area include recreation, parkland, and the Trillium walking trail.

West: The uses located west of the subject property are primarily residential ranging from single detached dwellings to low-rise apartments. Additional uses which can be found on Somerset Street West and Wellington Street include commercial uses, often in the form of restaurants, bars, and coffee shops, places of worship, and parkland.

South: The use south of the subject property is primarily residential, ranging from single detached dwellings to townhouses. Additional uses in the area include institutional and commercial. Beyond the residential properties, south of the subject property is the 417 Highway, which offers drivers efficient transportation throughout the rest of the City.

2.3 Neighbourhood Amenities

Considering the subject property's location on an Traditional Mainstreet (Somerset Street West), the subject property enjoys close proximity to many nearby amenities including a variety of commercial uses such as restaurants, retail shops, community services, tourist attractions, and greenspaces. The site is well-served with respect to attractions, parks, and community facilities, throughout the Hintonburg community.

A non-exhaustive list of neighbourhood amenities illustrates the wide range of uses, and include:

- / Multiple active transportation routes, including the Trillium Pathway, Ottawa River Pathway, and dedicated bicycle lanes;
- / Recreational facilities including tennis courts, baseball diamonds, and the Tom Brown arena;
- / Parks including Somerset Square Park, Hintonburg Park, Armstrong Park, Byron Linear Park, McCormick Park, and trails, pathways, and greenspaces along the NCC Capital Pathway; and
- / Schools including the Devonshire School, Ecole elementaire catholique Saint-Francois-d'Assise, Adult Highschool, and Connaught Public School.

2.4 Road Network

The subject property, as identified on Schedule C4 (Figure 4) fronts on to Somerset Street West, which is designated as an Arterial Road, Roads which are the major routes of the City's transportation network that generally carry large volumes of traffic over the longest distances. Additionally, Bayswater Avenue, where the existing 15-storey building fronts is designated as a Collector Road, which connects communities and usually provide connections between arterial and local roads. These roads tend to be shorter and carry lower volumes of traffic than do Arterial Roads.

Other roads in close proximity to the subject property which offer the capacity to carry large volumes of vehicle traffic include Scott Street to the north, Holland Avenue to the west, and Highway 174 to the south.

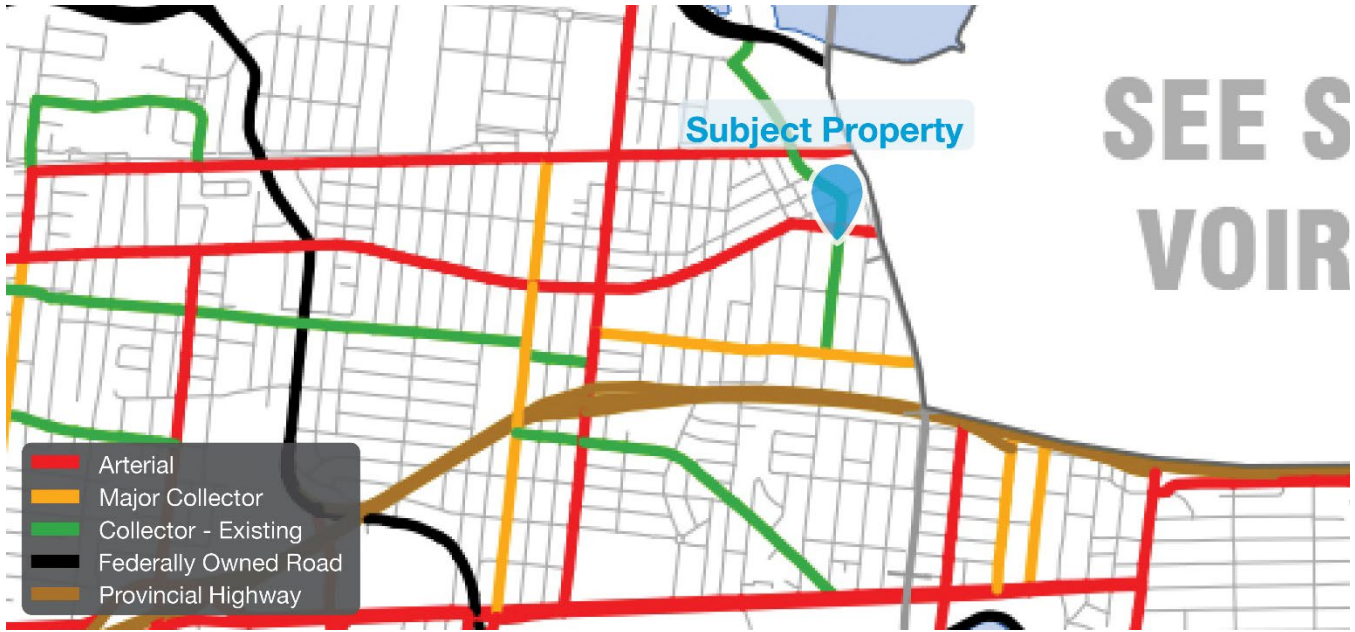


Figure 4: Schedule C4 – Urban Road Network, City of Ottawa Official Plan.

2.5 Transit Network

As identified on Schedule C2 (Figure 5), the subject property is located within 200 of the Bayview LRT station, which will ultimately offer LRT service in both an east-west (Confederation Line) and north-south (Trillium Line) directions. Additionally, transit services located at the Bayview LRT station offer local transit service to Gatineau. Local OC Transit service is located on Somerset Street West, servicing both east and west of the subject property, and within ten metres of the subject property. Route 11 is offered on Somerset Street West, however routes 16, 57, 61, and 75 can be accessed from the Bayview LRT station.

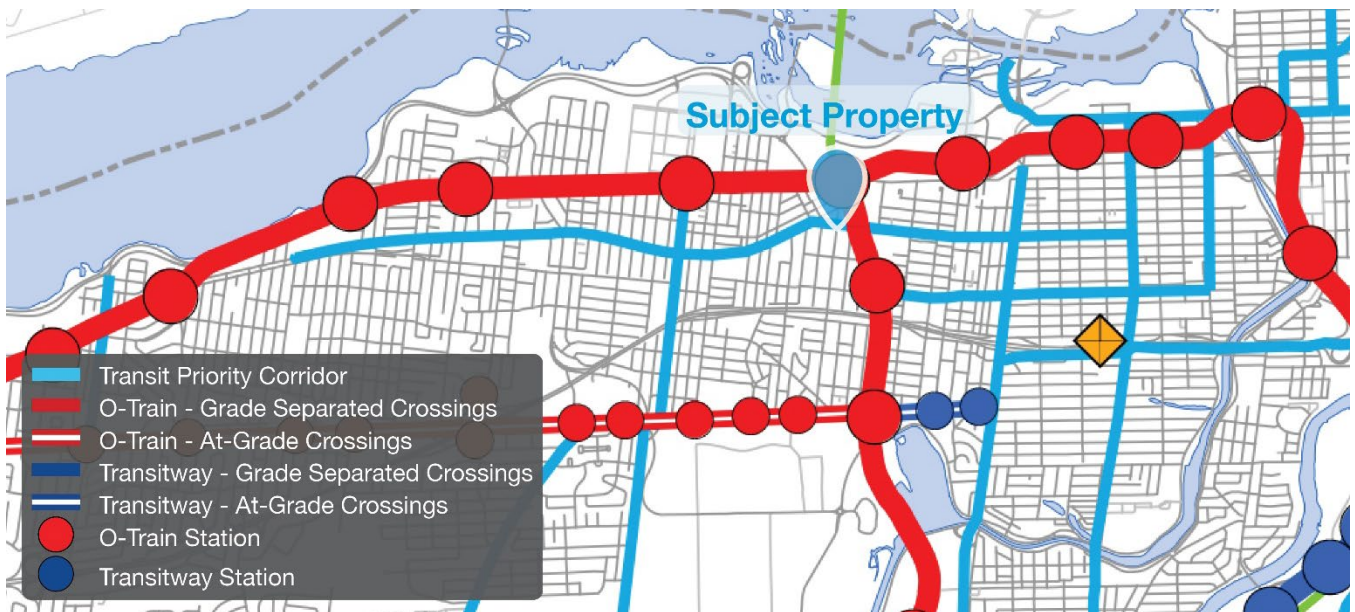


Figure 5: Schedule C2 – Transit Network, City of Ottawa Official Plan.

2.6 Active Transportation Network

The subject property as identified on Map 1 of the City of Ottawa Transportation Masterplan is located on a Cross-town Bikeway (along the LRT Trillium Line), which offers connectivity to throughout the Bikeway network. Further, the segment of Bayswater Avenue where the subject property is located adjacent to the Major Pathway that follows the Trillium Line, which connects users to multiple MUPs recreational features in the area. Finally, the subject property fronts on to Somerset Street West, which is a Mainstreet Corridor, offering easy and direct transportation to either the downtown (east) or Hintonburg (west) area.

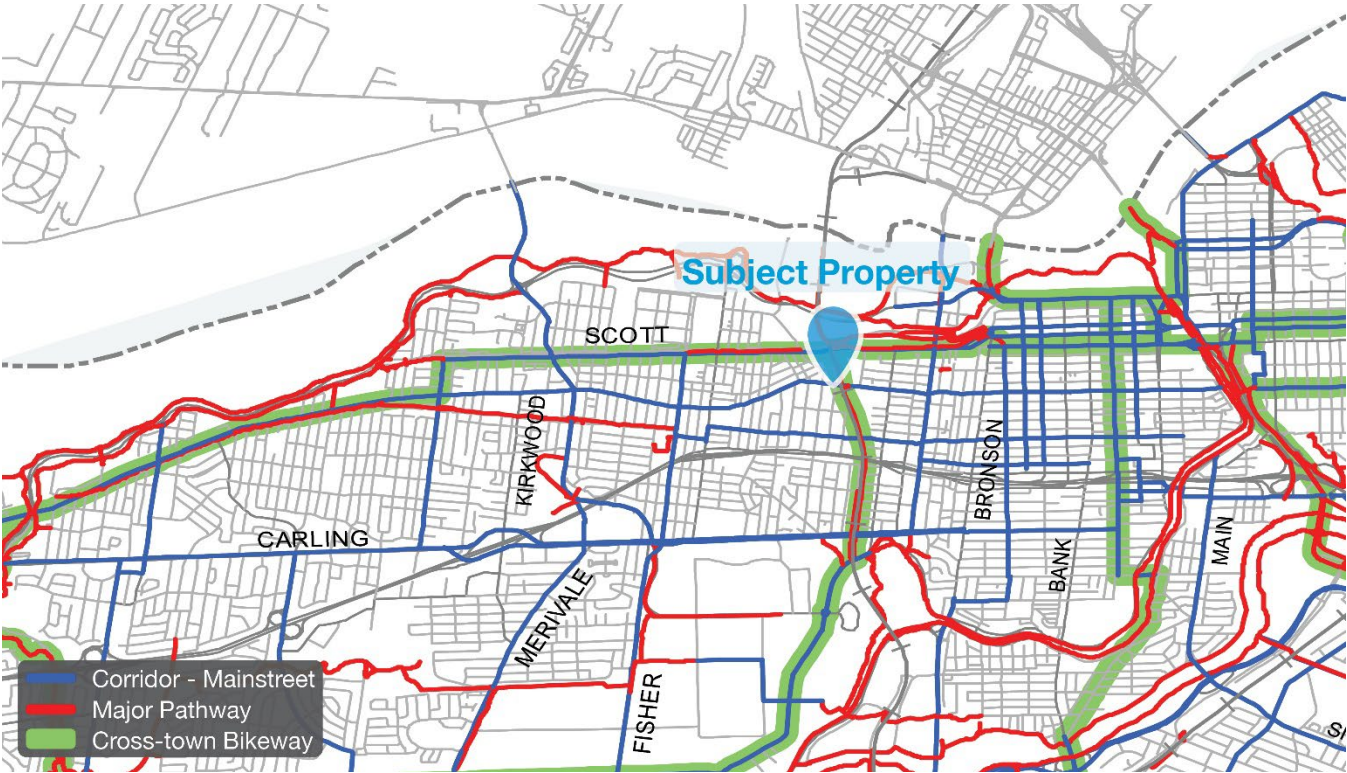


Figure 6: Map 1 – Cycling Network, City of Ottawa Transportation Masterplan.

3.0 Proposed Development

3.1 Development Statistics

The proposed development contemplates two mixed-use buildings. As identified on the Site Plan below (Figure 7), Building A located at 1088 Somerset Street West and Building B is located at 50 Bayswater Avenue. The development statistics for each proposed building are as follows.

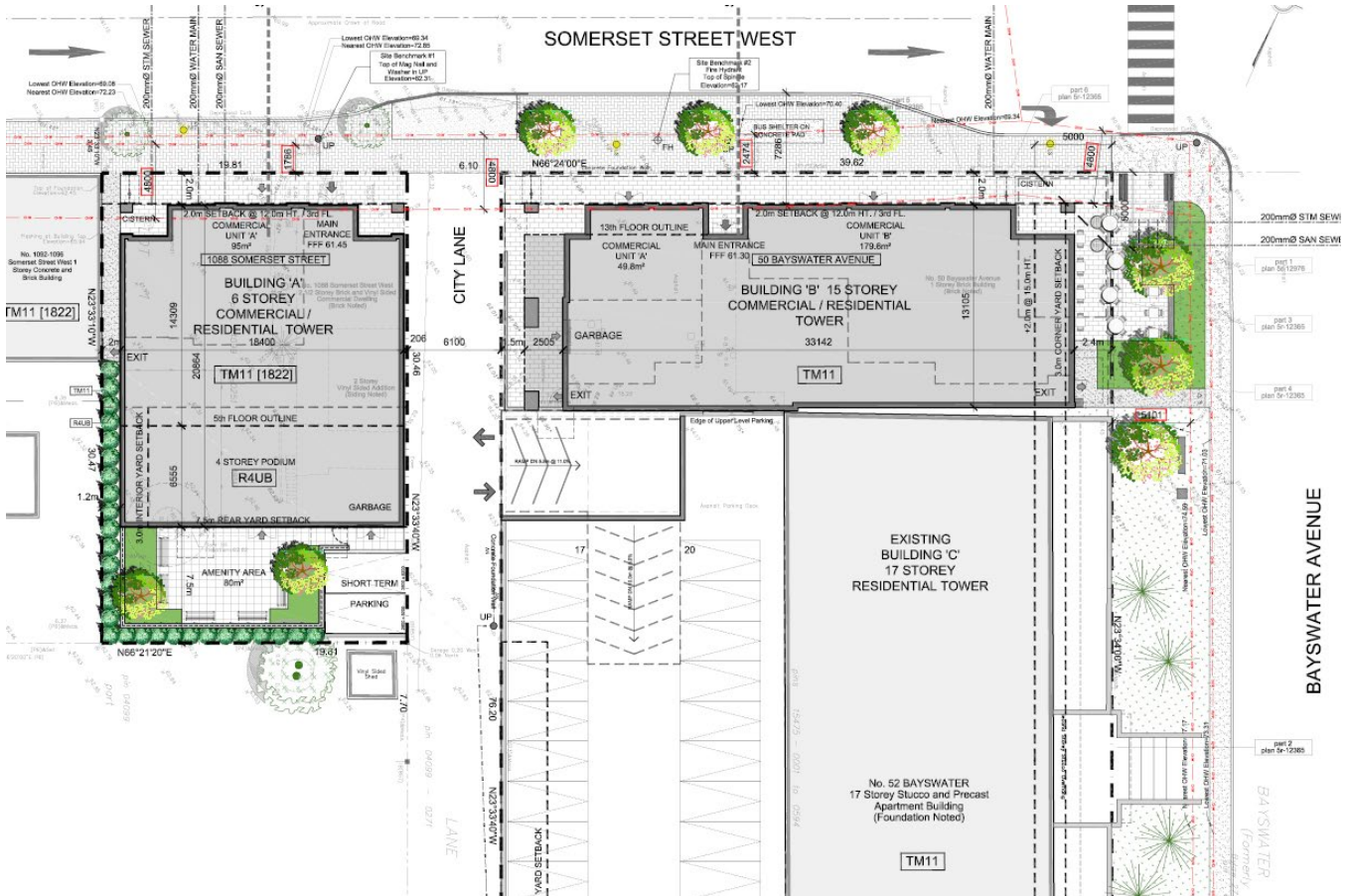


Figure 7: Site Plan of proposed development.

3.1.1 Building A – 1088 Somerset Street West

Building Footprint	372.3 square metres (61.7% lot coverage)
Gross Buildable Area	1,449.1 square metres
Building Height	20 metres (6-storeys)
Dwelling Count and Type	21 total, 15 one bedroom, 6 two bedroom
Amenity Space	260 square metres
Landscaped Area	200 square meters
Automobile Parking	0 resident, 2 visitor
Bicycle Parking	12

3.1.2 Building B – 50 Bayswater Avenue

Building Footprint	423.1 square metres (14.0% lot coverage)
Gross Buildable Area	4,767.5 square metres
Building Height	49 metres (15-storeys)
Dwelling Count and Type	80 total, 1 studio, 53 one bedroom, 26 two bedroom
Amenity Space	580 square metres
Landscaped Area	551 square meters
Automobile Parking	0 resident, 2 visitor
Bicycle Parking	185

3.2 Building Massing and Transition

The subject property is located in an evolving neighbourhood, that is presently characterized by a mixture of low, mid, and high-rise buildings. However, Somerset Street West and Wellington Street West are evolving to provide greater heights and levels of intensification. Within an area that is in the process of change, the proposed development contemplates a built form that provides intensification while also adequately transitioning to existing low-rise development in the surrounding area.



Figure 8: Street Section of Somerset Street West, east (left) to west (right).

The proposed building, located at 50 Bayswater Avenue, is 49 metres in height which is approximately the same height as the existing building at 50 Bayswater Avenue. Consequently, the proposed building will largely provide no additional impacts to the surrounding area. Further, the development includes improved streetscaping and a wider sidewalk that what is presently located on the site. The 50 Bayswater Avenue building transitions westerly to the proposed building at 1088 Somerset Street West. The proposed mixed-use 6-storey building provides a transition moment between the existing and proposed high-rise buildings at 50 Bayswater Avenue and the existing low-rise built form found further west on Somerset Street West. Additionally, the rear of the building further transitions to 4-storeys, which in its low-rise form is more compatible with the abutting low-rise development to the south.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since May 1, 2020, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” such policy statements issued under the Act.

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

The proposed development meets the following policies of the PPS, among others:

- 1.1.1 Healthy, livable, and safe communities are sustained by:
- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs
 - e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; and
 - i) Ensuring that necessary infrastructure and public service facilities are or will be available.
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- a) Efficiently use land and resources;
 - b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - e) Support active transportation; and
 - f) Are transit-supportive, where transit is planned, exists or may be developed.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.
 - b) Permitting and facilitating:
 1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
 - e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
 - f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development is consistent with the policies of the Provincial Policy Statement. The proposed development on the subject property represents an efficient use of land that has access to existing infrastructure, public facilities, employment, amenities, and services. The subject property provides easy access to the active transportation on the existing network of pedestrian and cycling routes in the area. The proposed development supports transit as the subject property is within 400 metres of the Bayview Rapid Transit station and in close proximity to local bus routes along Somerset Street West and several adjacent streets. Finally, the proposed development will contribute to the supply of available housing within the Hintonburg neighbourhood in a built form that will offer greater variety of housing types.

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

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

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

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

b) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

c) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

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

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

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

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

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

4.2.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

The Strategic Directions and Cross-Cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

4.2.3 Transect Policy Area

Schedule A of the Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most

urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.



Figure 9: Schedule A – Transect Policy Areas, City of Ottawa Official Plan.

As identified on Schedule A of the City of Ottawa Official Plan (Figure 7), the subject property is in the **Inner Urban Transect**, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban. The Official Plan anticipates the Inner Urban transect to continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.

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

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

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

- a) Proximity and access to frequent street transit or rapid transit;
- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and
- c) Resolution of any constraints in water, sewer and stormwater capacity

The proposed development meets all the requirements for high-density development. The development is less than 400 metres walking distance from the Bayview transit station, meets the provisions outline in the Urban Design Guidelines for High-Rise Buildings (summarized in Section 4.5 of this report), and has no constraints with regard to servicing capacity.

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

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

The proposed development will increase the residential density in the neighbourhood as well as offer 324 square metres of commercial space to help support and sustain new services and existing commercial uses in the neighbourhood, which will contribute to growing the 15-minute neighbourhood.

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

5.2.2.2 The transportation network for the Inner Urban Transect shall:

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

The proposed development prioritizes transit through its locating of higher density development within close proximity to a rapid transit station and providing only 16 new parking spaces (0.2 parking rate). Additionally, the proposed development exceeds the required bicycle parking to support alternative and multi-modal transportation, including “first-mile” and “last-mile” trips to rapid transit.

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

- c) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and
- d) Where new development is proposed to include parking as an accessory use, such parking:
 - i. Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
 - ii. Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches

All parking is located below grade located underground, including spaces specifically for servicing and deliveries to the proposed buildings. As well, the parking is located hidden from view and internal to the subject property. Further, the ingress and egress to the underground parking will be accessed from an existing parking entrance, which mitigates creating new adverse interactions between automobiles and pedestrians.

Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect

5.2.3.3 Along Minor Corridors, permitted building heights are as follows, subject to appropriate height transitions and setbacks:

- a) Generally, not less than 2 storeys and in the maximum height range of between 4 to 6 storeys, except where a secondary plan or area-specific policy specifies different heights;
- b) Where the Zoning By-law permits a Low-rise building, an amendment to this Plan shall not be required to consider a building of 5 or 6 storeys;
- c) The wall heights directly adjacent to a street of such buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise built form in Subsection 4.6.6, Policy 7); and
- d) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

Building A (1088 Somerset) as identified on the accompanying Site Plan is 6-storeys in height along the Minor-Corridor and transitions to 4-storeys at the rear of the property where it abuts low-rise development in the R4 zone. Further, the rear-yard setback exceeds the required 7.5 metre rear yard setback, providing for increased separation and transition to the existing established area. An Official Plan Amendment is proposed to expand the Secondary Plan boundary to include the segment of the property zone R4, which is located outside the Secondary Plan presently.

Building B (50 Bayswater) as identified on the accompanying Site Plan is 15-storeys in height. While it is acknowledged that generally the maximum permitted height on a Minor-Corridor is 6-storeys, the proposed building abuts an existing building that is 17-storeys in height. As a result, the proposed high-rise building on a Minor-Corridor presents no increased or additional undue adverse impacts to the area over those existing. The submitted Official Plan Amendment application looks to amend policies within the Wellington Street Secondary Plan to permit high-rise development. Please see Section 5 of this report for a further discussion on the Official Plan Amendment.

4.2.4 Urban Designation and Overlay

Within each Transect, designations further articulate maximum building heights and minimum densities. The four (4) residential designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighborhoods).

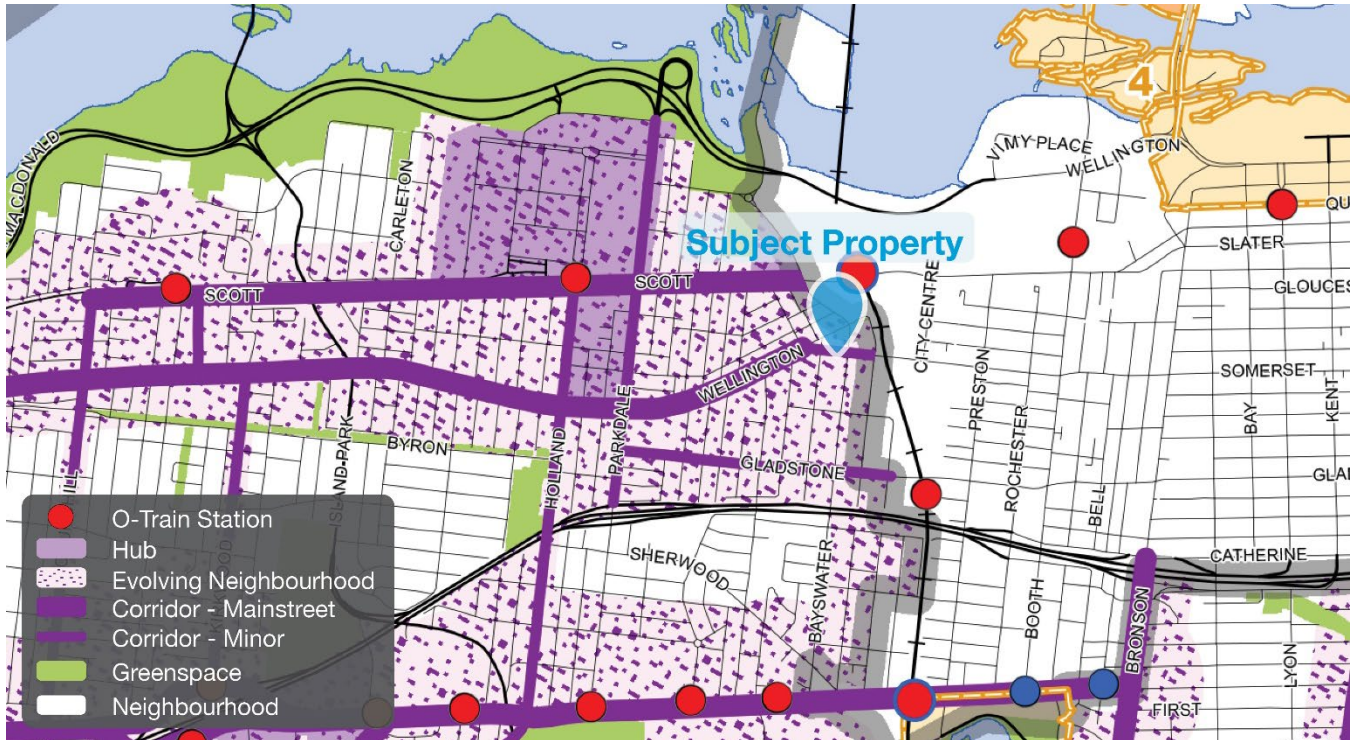


Figure 10: B2 – Inner Urban Transect, City of Ottawa Official Plan.

As identified on Schedule B2 of the City of Ottawa Official Plan (Figure 8), the subject property is designated **Minor Corridor**. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate.

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

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

6.2.1.2 Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:

- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
 - ii. Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and,
- d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

The proposed development locates both buildings along Somerset Street West, a Corridor designated street and Arterial Road. The mid-rise building transitions from 6-stories along Somerset Street West to 4-stories at the rear of the property, where it interfaces with established low-rise development. The high-rise building abuts an existing 17-storey building to its rear and its location on a corner means increased separation from existing, surrounding developments.

6.2.1.3 Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
- c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

The proposed development contemplates 324 square metres of commercial space at-grade, 95 square metres in the mid-rise building and 229 square metres in the high-rise building. The inclusion of at-grade commercial space, which includes an additional setback at grade to increase the sidewalk area along Somerset Street West, will provide the opportunity for street activation and contribute to the 15-minute neighbourhood.

6.2.1.4 Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped;

Both proposed buildings provide main entrances and active street frontages along Somerset Street West, which is identified as a Minor Corridor.

4.2.5 Growth Management Framework

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

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

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

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

Designate Sufficient Land for Growth

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

As outlined in the Transect Policy section, the subject lands are within the urban area and located in an ideal location for further intensification based on the policies identified throughout this report.

Support Intensification

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

The proposed development looks to replace the current use for a more efficient use of the properties, which includes a total of 101 dwelling units and at-grade commercial space, with minimal new parking provided in proximity to rapid and regular transit services.

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

The subject property is designated as a Minor Corridor in the Inner Urban Transect, and abuts an existing 17-storey residential building. As identified elsewhere in this report, the subject property is appropriate for high-rise development. An Official Plan Amendment has been submitted to amend the Wellington Street West Secondary Plan to permit high-rise development on the site.

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

The subject lands are located within a Minor Corridor and the proposed development looks to contribute to the intensification of an area designated for greater density. Further, the development of 101 additional residential dwellings and commercial space in each of the two (2) proposed building will contribute to the vitality and sustainability of the of Somerset Street West and the 15-minute neighbourhood in the area.

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

The subject lands are located in an area characterized by taller buildings within the Inner Urban transect and have sufficient right-of-way width and transition between the proposed development and existing buildings to support high-rise development. Further, the subject property is fully serviced and supporting studies included in the development application confirm the protection of groundwater resources.

3.2.5 Intensification is permitted and encouraged on former industrial or commercial sites, including

brownfield sites where feasible in order to collectively achieve intensification and sustainable and resilient design goals and targets.

The proposed development makes efficient use of an existing commercial site which currently features a single-storey commercial building with surface parking.

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

The proposed development will diversify and increase the variety of dwelling units in the neighbourhood. Dwelling types will include studio, one-, and two-bedroom units.

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

As per Table 3b of the Official Plan, within the Inner Urban Transect the target residential density range is 60- to 80 units per net hectare. The proposed development contemplates 101 units in an area of 0.36 hectares. This represents a new added density of 279 units per hectare, which exceeds the target by more than double. Additionally noted in Table 3b, there is no large household dwelling target for properties on Minor Corridors within the Inner Urban Transect.

4.2.6 Urban Design

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses. **Section 4.6** of the New Official Plan contemplates an urban design framework to outline the City's urban design program.

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

Promote design excellence in Design Priority Areas

4.6.1.1 Design Priority Areas (DPAs) define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm. They are identified on Schedule C7A and C7B, and include selected areas described in the tiers of priority outlined in Table 5.

As identified on Schedule C7A of the Ottawa Official Plan, the subject property is located in a Design Priority Area. The development was reviewed by the Urban Design Review Panel on February 1, 2024. The UDRP package and responses to panel recommendations have been included as part of this submission.

Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle

4.6.3.3 Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

The proposed development includes the widening of the sidewalk area located in front of the two (2) buildings along Somerset Street West by 2 metres through a setback of the overall building mass. This, in conjunction with other strategies identified on the Landscape Plan, will contribute to an improved public realm in front of the proposed development where it has been identified that the sidewalk on Somerset Street West is narrow and difficult to navigate due to existing conditions including lamp posts, bike racks, waste bins, a bus stop, and hydro poles.

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

4.6.5.1 Development throughout the City shall demonstrate that the intent of applicable Council approved plans and design guidelines are met.

The proposed development, as noted in Sections 3.5 and 3.6 meet the majority of the guidelines noted in the Design Guidelines for High-rise Buildings and Transit Oriented Design Guidelines.

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

The proposed development has recessed both buildings 2 metres, on Somerset Street West, beyond zoning requirements to provide a wider sidewalk condition. Further, entrances have been recessed an additional 2 metres to create a variety in building frontages. In addition to the well fenestrated at-grade units, this makes for a well activated street frontage.

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

The proposed development will internalize, where possible, all servicing and loading areas. All of the proposed parking is located underground, and the ingress/egress to the underground parking does not creates any new interruption to the pedestrian experience on site.

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

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

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

As demonstrated throughout this report, the proposed development is compliant with all provisions relating to planned context and located in an area designated for intensification.

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

The proposed mid-rise building, at the rear of the subject property, abuts a Neighbourhood designated area, and reduces from 6 to 4-storeys in height to adequately provide transition to the stable low-rise area. The high-rise building abuts a 17-storey building to the rear property line, and two (2) municipal rights-of-way (north & east) and a public laneway (west), limiting immediate impacts on adjacent properties. The proposed 15-storey building represents a shorter building than what is found in its immediate context.

- 4.6.6.4 Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential.
- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
 - b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The proposed development meets the requirement for both shared and private amenity space. This includes exterior amenity space at the rear of the mid-rise building, and shared amenity space on the top floor of the high-rise building.

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

The proposed high-rise building is composed of a point tower configuration with a maximum floor plate of 337 square metres, which is roughly half the area of the 750 square metre guideline. A 2-storey podium-like articulation is provided over the first and second floor by using a different colored stone material than the remainder of the tower.

4.3 Wellington Street West Secondary Plan

The Wellington Street West Secondary Plan is a guide to the long-term planning, design and development of both the Wellington mainstreet corridor in general, and four specific areas within it, including direction on issues regarding: land use, built form, sidewalks, urban plazas and landscaped areas protected through right of way widening or pedestrian easements and heritage. This secondary plan provides a framework for change that will see this area develop towards the vision that the community desires, while meeting the planning objectives of the Official Plan.

4.3.1 Land Designation and Design Policies

As identified on Schedule A of the Secondary Plan (Figure 9), the majority of the subject property is located in the **Mainstreet designation area**. The Mainstreet designation is the designation for properties that front Wellington Street West and Somerset Street West. Approximately the rear half of 1088 Somerset is located outside of the Secondary Plan area, and it is proposed through this OPA that the full property be brought into the Secondary Plan Area.

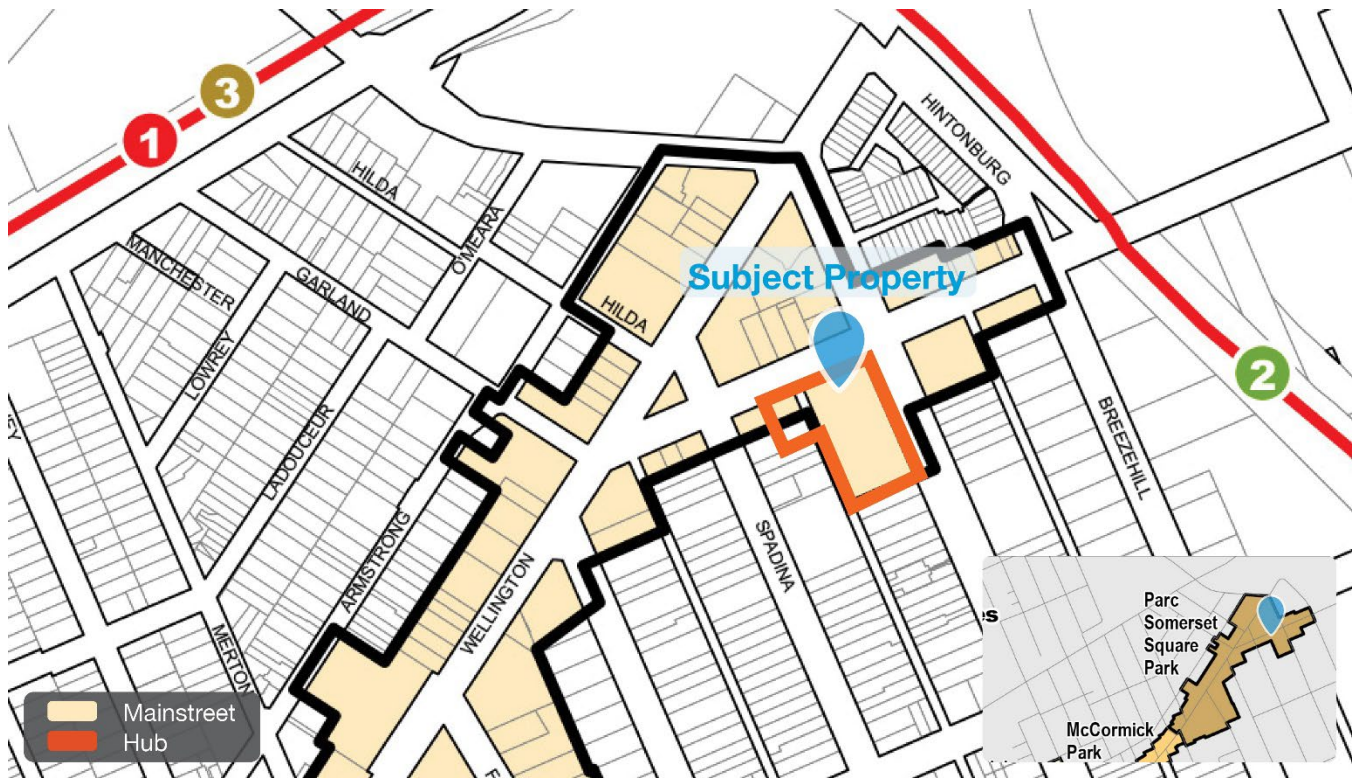


Figure 11: Schedule A – Designation Plan, Wellington Street West Secondary Plan.

The proposed development meets the following **Mainstreet** policies among others:

- 2 The maximum building height for all new buildings within the Mainstreet designation will be six (6) storeys or 20 metres, except where identified by the specific area policies below. In those cases, the City may consider a Zoning By-law amendment to those properties to increase the maximum building height to a maximum of nine storeys, pursuant to Volume 1 - Official Plan, Section 11.6, Policy 15) where community benefits, including but not limited to those identified in the CDP, are secured through agreement with the City, and will be provided at the time of development.

The proposed development contemplates a 15-storey building, which exceeds the six-storey height limit permitted under Policy 2 of the Secondary Plan. An Official Plan Amendment is being sought to permit heights greater than six-stories. A more fulsome discussion on the rationale for the OPA can be found in Section 5 of this report.

- 3 New buildings over four (4) storeys within the planning area shall incorporate architectural articulation and details to form a two- to three-storey base, to ensure compatibility with the existing low-rise, human-scale buildings and to be consistent with the built form vision for these areas.

Architectural articulation is present at the first floor, which creates better compatibility with the existing context of the surrounding area.

- 4 In order to ensure that the design of new or renovated buildings integrate into the existing building fabric of the street and maintain an urban village character, proponents shall demonstrate how the key elements of scale and detail from the traditional one- to three-storey buildings and the narrow lot sizes of the mainstreet have been incorporated into the building design.

Please see the accompanying Design Brief for a more fulsome review of the design and contextual compatibility of the proposed development. In summary, the change of masonry after the first two (2) storeys for 50 Bayswater and

first storey for 1088 Somerset provide differentiation between buildings and reflect the existing and traditional building context of low-rise buildings along Somerset Street West.

4.3.2 Somerset Square Park Specific Policy Area

The subject property is located in **Somerset Square Park** Policy area, as identified on Schedule A of the Secondary Plan. The Somerset Square Park Specific Policy Area is envisioned as the node of community activity, particularly given the presence of an existing public park, its eastern gateway location, its proximity to the Bayview O-Train Station and the opportunity for redevelopment on several underutilized properties.

The proposed development meets the following **Somerset Square Park** policy among others:

- 30 Redevelopment of properties fronting the corners of Bayswater Avenue at Wellington and Somerset Streets shall exhibit gateway architectural design that responds to a location with a prominent vista terminus from several directions. The City may consider a zoning amendment to increase the maximum building height pursuant to Volume 1 – Official Plan, Section 11.6, Policy 15) where one or more community benefits, identified in the CDP, are secure through agreement with the City, and will be provided at the time of development.

No specific community benefits are proposed as part of the development that would qualify for additional height under this policy as this policy was drafted at a time where Section 37 agreements were permitted for new development. An Official Plan Amendment is sought to seek relief to the existing maximum permitted height of six-storeys and permit the proposed height of 15 storeys.

4.4 Wellington Street West Community Design Plan

The Wellington Street West Community Design Plan (CDP), which was adopted by Council on May 25, 2011, provides the background analysis and details that served to create the policies within the Wellington Street West Secondary Plan; it is a reference guide and visual toolkit to provide more context for the Secondary Plan.

4.4.1 General Mainstreet Context and Design Policies

Section 3.3.1 of the CDP provides general design context for the entire study area. This section identifies that “while distinct character areas evoke their own unique identifies, they also exhibit many qualities and issues that are shared throughout the mainstreet corridor”. **Section 3.3.3** outlines the design vision and objectives for the study area as a whole. Generally, the design vision is to retain and respect the street character that feels low-scale and open; achieve built form and architectural detail that adds to the aesthetic beauty and visual variation of the corridor’s streetscape; and provide a pedestrian environment that will bring and keep people on the mainstreet. Key objectives for the mainstreet corridor include:

- / Recognize the 6-storey maximum height is generally the appropriate built form;
- / Key gateway locations may warrant consideration of building height beyond 6 storeys, if further public benefit is provided;
- / Design a mainstreet edge, or front facade, with architectural articulation; and
- / Ensure redevelopment incorporates pedestrian-oriented uses at street level.

To implement these design objectives, policies for specific areas within the study area were created that support the general policies as detailed in **Section 3.3.4**. The general policies address such aspects of building setbacks and set-backs; building massing and detail; built form transition between the mainstreet and residential areas; building height exceptions and public benefits; affordable housing; and the public realm.

The proposed development generally meets the overarching policies for the Wellington Street West study area through a built form that animates the Traditional Mainstreet, provides transition in built form, protects the public realm, and increases housing options. While the proposed development does not meet the general height maximum

of six storeys or provide a building setback of the lower storeys, as discussed elsewhere in this Rationale and within the accompanying Design Brief, the proposed development addresses the specific context of the Somerset Square area and is appropriate for the site. The subject development is located in close proximity to new rapid transit that was not approved or built at the time the CDP was developed, and the development overall supports the intensification policies of the 2022 Official Plan.

4.5 Urban Design Guidelines for High-Rise Buildings

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

These guidelines seek to highlight ways to:

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

They are general guidelines, and not all will apply equally in all circumstances. Each context will inform the application of, and the emphasis on, various guidelines. Specific site context and conditions will be considered in conjunction with these guidelines.

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

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

Context

- 1.12 Include base buildings that relate directly to the height and typology of the existing or planned streetwall context.
- 1.14 The lot should be in regular shape to allow for a design that incorporates effective transition measures.
- 1.16 When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back.

The proposed development contemplates a built form that is appropriate for the area, and provides adequate tower separation and transition to the low-rise neighbourhood to the south.

Built Form

- 2.3 Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions.
- 2.4 A high-rise bar building may be appropriate when: it is placed to effectively frame streets and public open spaces.
- 2.10 The base and middle portions of a bar building should contribute to enhancing the existing or planned street wall condition.
- 2.11 Where appropriate, articulate the facades of the base and/or middle to vertically to break up the overall mass.
- 2.12 The top portion of a bar building should open up the sky view and avoid a canyon effect.
- 2.20 Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale.
- 2.21 Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade.
- 2.23 The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.
- 2.32 Articulate the tower with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.

The proposed development contemplates a design for both buildings that uses high-quality materials, provides large amounts of fenestration, and articulates a podium, tower, and top condition for the high-rise building.

Pedestrian Space and Connection

- 3.10 Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.
- 3.14 Locate parking underground or at the rear of the building.
- 3.16 Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.
- 3.19 Recess, screen, and minimize the size of the garage doors and service openings visible from streets and other public spaces.
- 3.20 Design elements such as the screen, garage doors and service openings as integral parts of the building and use high quality finishings.

- 3.26 Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference.
- 3.27 Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms.

The proposed development has located all residential and servicing parking below ground, increased the pedestrian sidewalk width along Somerset Street West, and internalized all servicing where possible.

4.6 Transit Oriented Development Guidelines

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

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

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

Land Use

- 1 Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station.
- 2 Discourage non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user.

The subject property is located within 400-metres of a Rapid Transit Station and includes a reduction in parking for the proposed development at 1088 Somerset Street West to encourage and make efficient use of existing alternative modes of transportation.

Layout

- 7 Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit.

Both proposed buildings contemplate entrances located on Somerset Street West, which is a Transit Priority Corridor.

Built Form

- 14 Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.

- 15 Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing.

The proposed development contemplates a built form that includes large amounts of fenestration and high quality materials that create an activated street scape and visual interest, as well as easily identify the entrance to each building.

Pedestrians and Cyclists

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

Commercial uses are contemplated at-grade for both proposed buildings.

Vehicles and Parking

- 32 Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law.
- 35 Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side.
- 39 Encourage underground parking or parking structures over surface parking lots.

Resident parking is exclusively located below ground, from an entrance that is internalized to the site. Further, parking for residents has been reduced to zero for the building located at 1088 Somerset Street West.

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

4.7.1 Existing zoning

The subject property is split zoned, Traditional Mainstreet, Subzone 11 – **TM11** at 50 Bayswater Avenue and the portion of 1088 Somerset Street West that is located in the Wellington Street West Secondary Plan, and Residential Fourth Density, Subzone UB – **R4UB** for the rear portion of 1088 Somerset Street West that is not included in the Secondary Plan.



Figure 12: Zoning map of the subject property and surrounding area.

4.7.2 Requested Zoning

The proposed Zoning By-law Amendment would replace the existing zones with Traditional Mainstreet, Subzone 11, Urban Exception XXXX – **TM11[XXXX]**.

The purpose of the Traditional Mainstreet Zone is as follows:

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

The Traditional Mainstreet, Subzone 11, provides specific provisions for regarding height, front yard setbacks, and parking for properties fronting Wellington Street West in the Wellington West Street Secondary Plan.

Permitted residential uses in the TM zone include the following:

- | | | |
|--------------------------------|--------------------------------|------------------------|
| / apartment dwelling, low rise | / apartment dwelling, mid rise | / bed and breakfast |
| / dwelling units group home | / home-based business | / home-based day care, |
| / retirement home | / retirement home, converted | / rooming house |

Apartment dwelling, high rise is not a permitted use in the TM11 zone.

The following table summarizes the proposed development at **1088 Somerset Street West's** compliance with the TM11 zone. Areas of non-compliance are noted with an "X".

Zoning Mechanism (TM11)		Provision	Provided	Compliance
Minimum lot area		No minimum	603.48 square metres	✓
Minimum lot width		No minimum	19.81 metres	✓
Front yard setback	Minimum	2.0 metres (above 12 m)	2.0 metres	✓
	Maximum	3.0 metres	2.0 metres	✓
Minimum interior side yard setback		3.0 metres	0.1 metres	X
Minimum corner side yard setback		3.0 metres	N/A	✓
Minimum rear yard setback		7.5	7.5 metres	✓
Maximum building height		20 metres	20 metres	✓
Minimum width of landscaped area		1.4 metres	1.2 metres	X
Amenity Area		6 m ² x 21 = 126 m ² (total)	260 m ²	✓
		3 m ² x 21 = 63 m ² (communal)	170 m ²	✓

The following table summarizes the proposed development at **1088 Somerset Street West's** compliance with zoning relating to parking requirements. Areas of non-compliance are noted with an "X".

Zoning Mechanism (Parking)	Provision	Provided	Compliance
Minimum Required Vehicle Parking Spaces <i>Area Y</i>	Residential: 0	0	✓
	Visitor: 0.1 stalls per unit (1)	2	✓
Minimum Driveway Width	Parking lot: 6.0 metres	6.0 m	✓
	Parking garage: 6.0 metres	6.0 m	✓
Minimum Aisle Width	Parking lot: 6.0 metres	6.0m	✓
	Parking garage: 6.0 metres	6.0m	✓
Minimum Parking Space Dimensions	Length: 5.2 metres Width: 2.6 metres	5.2m 2.6m	✓ ✓
	Up to 40% of required parking spaces may be 4.6 m by 2.4 m	<40%	✓

Minimum Required Bicycle Parking Spaces	0.5 per unit (11)	26	✓
Minimum Bicycle Parking Space Dimensions	1.8m x 0.6m	1.8m x 0.6m	✓
Minimum Bicycle Parking Space Aisle Width	1.5 metres	1.5m	✓
Maximum Provision of Vertical Bicycle Parking Spaces	50%	<50%	✓
Minimum width of landscaped area around a parking lot	None	None	✓
Minimum Required Landscaped Area within a Parking Lot	None	0%	✓
Loading Space Rates	None	0	✓

The following table summarizes the proposed development at **50 Bayswater Avenue's** compliance with the TM11 zone. Areas of non-compliance are noted with an "X".

Zoning Mechanism (TM11)		Provision	Provided	Compliance
Minimum lot area		No minimum	3,020.11 square metres	✓
Minimum lot width		No minimum	39.62 metres	✓
Front yard setback	Minimum	2.0 metres (above 12 m)	2.0 metres	✓
	Maximum	3.0 metres	2.0 metres	✓
Minimum interior side yard setback		3.0 metres	3.0 metres	✓
Minimum corner side yard setback		3.0 metres	2.4 metres (proposed) 0 metres (existing building)	X
Minimum rear yard setback		7.5	14.4 metres	✓
Maximum building height		20 metres	53.5 metres	X
Minimum width of landscaped area		3.0 metres	3 metres	✓
Amenity Area		6 m ² x 80 = 480 m ² (total)	580 m ²	✓
		3 m ² x 80 = 240 m ² (communal)	320 m ²	✓

The following table summarizes the proposed development **50 Bayswater Avenue's** compliance with zoning relating to parking requirements. Areas of non-compliance are noted with an "X".

Zoning Mechanism (Parking)	Provision	Provided	Compliance
Minimum Required Vehicle Parking Spaces <i>Area Z</i>	Residential: 0	161	✓
	Visitor: 0.1 stalls per unit (24)	26	✓
Minimum Driveway Width	Parking lot: 6.0 metres	6.0 m	✓
	Parking garage: 6.0 metres	6.0 m	✓
Minimum Aisle Width	Parking lot: 6.0 metres	6.0m	✓
	Parking garage: 6.0 metres	6.0m	✓
Minimum Parking Space Dimensions	Length: 5.2 metres Width: 2.6 metres	5.2m 2.6m	✓ ✓
	Up to 40% of required parking spaces may be 4.6 m by 2.4 m	<40%	✓
Minimum Required Bicycle Parking Spaces	Residential: 0.5 per unit (40) Commercial: 1 per 250m ² (1)	84	✓
Minimum Bicycle Parking Space Dimensions	1.8m x 0.6m	1.8m x 0.6m	✓
Minimum Bicycle Parking Space Aisle Width	1.5 metres	1.5m	✓
Maximum Provision of Vertical Bicycle Parking Spaces	50%	<50%	✓
Minimum width of landscaped area around a parking lot	None	None	✓
Minimum Required Landscaped Area within a Parking Lot	None	0%	✓
Loading Space Rates	None	0	✓

As demonstrated in the zoning tables above, the proposed development adheres to the general intent of the TM zone. Which is to regulate development on Traditional Mainstreets to ensure street continuity, scale, and character. The proposed Zoning By-law Amendment will address the requested permitted use and relief from the provisions noted above through a site-specific Urban Exception. The proposed amendments are outlined in Section 5 of this Rationale.

5.0 Proposed Amendments

5.1 1088 Somerset Street West

5.1.1 Official Plan Amendment

An Official Plan Amendment is proposed to expand the boundary of the Wellington Street West Secondary Plan to include the segment of the subject property that is located outside the boundary of the Secondary Plan.

5.1.2 Zoning By-law Amendment

The requested Zoning By-law Amendment is proposed to rezone the subject property from Traditional Mainstreet, Subzone 11 – **TM11** and Residential Fourth Density, Subzone UB – **R4UB**, to Traditional Mainstreet, Subzone 11, Urban Exception [XXXX] – **TM11[XXXX]**.

The urban exception sought will include the following relief from the TM11 zone:

Relief from zoning provisions:

- / Reduce the minimum interior side yard setback to 0.2 metres, whereas a minimum 3.0 metres is required.
 - The interior side yard setback reduction is appropriate, given that side yard abuts a private lane way as opposed to another property. When taking into consideration the 0.2 metre setback, 6.1 metre laneway, and 3 metre setback on the adjacent property (50 Bayswater Avenue), the total distance between buildings is 9.3 metres. This distance well exceeds the required 6 metre distance between two buildings that share an interior lot line.
- / Reduce the minimum width of the landscaped area to 1.2 metres, whereas 1.4 metres is required.
 - The reduction in minimum width of a landscape area is appropriate, given that the interfacing property is built to the property line, which mitigates the necessity of landscape screening for privacy purposes. Further, it is characteristic of the surrounding properties within the Secondary Plan area to have buildings that provide reduced setbacks.

5.2 50 Bayswater Avenue

5.2.1 Official Plan Amendment

An Official Plan Amendment is proposed to Section 2.1.2 of the Wellington Street West Secondary Plan. The OPA would seek the following amendment:

- / Permit a maximum built height of 16 storeys or 53.5 metres , whereas 6-storeys or 20 metres is permitted within the subject property's current Mainstreet designation.
 - Permitting a built form to a maximum of 16-storeys or 53.5 metres on the subject property is appropriate, given that the subject property includes an existing 17-storey building. As such, the proposed 16-storey building does not present any greater impact to the site beyond that of the existing building. Further, policies found throughout this Planning Rationale would confirm the appropriateness of the height. Specifically, policy as it relates to properties in close proximity to Rapid Transit, in areas characterized by taller buildings, and the intensification and contribution towards a 15-minute neighbourhood.

5.2.2 Zoning By-law Amendment

The requested Zoning By-law Amendment is proposed to rezone the subject property from Traditional Mainstreet, Subzone 11 – **TM11**, to Traditional Mainstreet, Subzone 11, Urban Exception XXXX – **TM11[XXXX]**.

The urban exception sought will include the following relief from the TM11 zone:

Additional land uses:

- / Apartment dwelling, high-rise
 - The proposed land use is appropriate for the subject property, given that the subject property includes an existing 17-storey apartment building, which characterizes the property as suitable for high-rise development. Further, as identified throughout this Planning Rationale, the PPS and OP provide policy that indicate the appropriateness of greater levels of intensification in close proximity to rapid transit stations.

Relief from zoning provisions:

- / Reduce minimum corner side yard setback to 2.4 metres, whereas a minimum 3.0 metres is required.
 - Reducing the corner side yard setback is appropriate, given that the proposed building provides a greater setback than the existing residential building occupying the site as well as the commercial building the proposed building looks to replace. As such, the proposed set back is an improvement from the existing condition and is aligned similarly to the existing setback condition of the existing building that will remain on the subject property.
- / Increase maximum building height to 53.5 metres, whereas a maximum of 20.0 metres is permitted.
 - An increase to the maximum building height is appropriate, given that the requested height is to develop a residential building within 350 metres of a rapid transit station in an area identified for greater levels of intensification. Further, the proposed building is located on a property that is already characterized by a building of similar height (17-storeys) and creates no greater impacts on adjacent properties than the existing 17-storey building.

6.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendments and Official Plan Amendment are appropriate, represent good planning, and are in the public interest.

- / The proposed development is consistent with the **Provincial Policy Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and contributes to the range of housing options available in the community.
- / The proposed development conforms to the **Official Plan's** vision for managing growth in the urban area and meets the policies for infill and intensification in the areas in close proximity to Rapid Transit Stations.
- / The proposed development meets the **Urban Design and Growth Management Framework** objectives, principles, and policies in Sections 4.6 and 3 of the Official Plan.
- / The proposed development responds strongly to the associated **Urban Design Guidelines** by proposing appropriately designed infill that is sensitive to its planned context and intensifies the site in manner that is consistent with Official Plan density targets.
- / The proposed development broadly aligns with the uses and built form identified in the Mainstreet designation of the **Wellington Street West Secondary Plan**.
- / The proposed **Zoning By-law Amendment** would apply a modified Traditional Mainstreet zoning to the subject property, which ensures efficient development patterns of a suitable scale and density which are in keeping with Secondary Plan policies for the subject property.
- / The proposed development is **supported by technical studies and plans** submitted as part of this application.

Sincerely,

Tyler Yakichuk, MCIP RPP
Planner

Jacob Bolduc, MCIP RPP
Associate