

PLANNING RATIONALE

Proposal:

Zoning By-law Amendment and Site Plan
Control Applications to Permit a Low-rise
Mixed-use Development

Location:

352 Somerset Street West

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CONTENTS

1. OVERVIEW	4
2. CONTEXTUAL ANALYSIS	5
2.1 Surrounding Context.....	5
2.2 Site Context	8
3. PROPOSED DEVELOPMENT AND DESIGN BRIEF	14
4. POLICY REVIEW AND JUSTIFICATION	18
4.1 Provincial Policy Statement 2020	18
4.1.1 Section 1.0: Building Strong Healthy Communities	18
4.2 Official Plan.....	20
4.2.1 Designation and Land Use	20
4.2.2 Corridor – Main Street	22
4.2.3 Evolving Overlay	22
4.2.4 Urban Design.....	23
4.3 Central and East downtown Core Secondary Plan.....	24
4.3.2 Section 3 – General Policies	25
4.3.3 Built Form.....	25
4.3.4 Heritage.....	26
4.3.5 Character Area Policies.....	26
5 ZONING REVIEW.....	29
6 SUMMARY OF REQUESTED AMENDMENTS	30
7 PUBLIC ENGAGEMENT STRATEGY	32
8 SUPPORTING DOCUMENTATION	33
9 CONCLUSION.....	33

FIGURES

Figure 1. Architectural Building Render (Chmiel Architects).....	4
Figure 2. Location Plan (Google Earth & GeoOttawa).....	5
Figure 3. Surrounding Context (Google Earth)	6
Figure 4. Survey Plan Extract (Property outlined in red).....	8
Figure 5. Site Context (GeoOttawa).....	9
Figure 6. Streetview of the Site Facing Northwest (Google Streetview)	9
Figure 7. Streetview of the Site Facing South east (Google Streetview)	9
Figure 8. Streetview of the Site Facing Northeast (Google Streetview).....	10
Figure 9. Streetview of the Site Facing Southwest (Google Streetview)	11
Figure 11. Architectural Building Render (Chmiel Architects).....	17

Figure 12. Architectural Building Elevation (Chmiel Architects)..... 17
 Figure 13. Excerpt of Schedule B1 – official Plan..... 23
 Figure 13. Zoning Extract..... 29

TABLES

Table 1. TM Zoning Matrix 29
 Table 2. Parking Matrix & Drive Aisle Summary (Schedule 1A Area Z & Schedule 1 Area B) ...30
 Table 3. Amenity Area Matrix..... 30
 Table 4. Proposed Zoning By-law Amendment..... 31

1. OVERVIEW

This planning rationale has been prepared in support of applications on behalf of TKS Holdings (owner) for a Zoning By-law Amendment and Site Plan Control Approval for the property described municipally as 352 Somerset Street West (the site).

The above applications are in support of a proposed mixed-use development consisting of a single low-rise building. The 2nd and 3rd floors of the proposed building will be for residential use, with the ground floor and basement levels to provide retail tenancies. The intended full build-out of the site is summarized below:

- Building Height 14.8 m (3 storeys)
- Land Use(s) Mixed Use (residential, retail)
- Residential Units 14 dwelling units (rental units with varying unit sizes)
- Residential GFA ± 965.02m²
- Non-residential Units 1 or 2 units – ground and basement levels (retail)
- Non-residential GFA ± 843.36m²
- Vehicle Parking none
- Bicycle Parking none
- Amenity Area none



FIGURE 1. ARCHITECTURAL BUILDING RENDER

The proposed Zoning By-law Amendment (ZBLA) is required in order to permit proposal-specific performance standards. The proposed development also requires Site Plan Control Approval (SPCA), and the intent is to submit concurrent applications for both required planning approvals.

This report and the supporting material included with the application submissions, demonstrate that the proposed development and requested approvals are appropriate for facilitating a desirable and efficient use of underutilized land intended for mixed-use intensification.

1.1 REQUIRED APPLICATIONS

A Minor Zoning By-law Amendment application is required to facilitate the proposed development on the Subject Property. Site-specific amendments for the Subject Property are required to incorporate the required relief from zoning provisions to:

- Construct an addition to the existing building in a Heritage Overlay where the side yard setback:
 - Is located closer to the interior side yard than the line of the existing heritage building (but within the lotline)
 - Is located farther from the corner side yard than the wall of the existing building, but less than the required 3M. The addition will be located 47.5 cm back from the north face of the existing building, save for a 34.9 cm wide transition wall which is required to proper tie-in to the existing building.
- Reduce the minimum required amenity area
- Reduce the minimum required rear yard setback
- Reduce the minimum required bicycle storage

2. CONTEXTUAL ANALYSIS

2.1 SURROUNDING CONTEXT

The site is located within Ward 14 – Somerset. As illustrated in Figure 2, the subject lands are located on the south side of Somerset Street West, and on the east side of the intersection of Bank Street. The area serves as a local commercial hub for the surrounding Centretown neighbourhood precinct.



FIGURE 2. LOCATION PLAN

Somerset and Bank Streets are classified as Traditional Main Streets in the Centretown Community Design Plan. The Centretown Community Design Plan has paid specific attention and analysis on the central part of this area in particular, where the pressure to grow is greatest. This area is referred to as the downtown core which is bounded by bounded by Elgin Street to the east and Kent Street to the west, with Highway 417 marking the southern edge and Gloucester Street acting as the northern boundary. The Centretown Heritage Conservation District covers much of the Design Plan study Area including 352 Somerset Street. Situated between the Queensway and Ottawa's central business district, the Core Study Area is dissected by several major commercial streets, including Bank Street, Elgin Street and Somerset Street. In the redevelopment of 352 Somerset St. W, we will explore how Centretown can become the best possible place to live and work by exploring a compatible infill development scenario for the area yet looking to retain the heritage character of the existing building fabric on the site.

North and South

The property immediately to the north is a mid rise four story commercial building with one level of underground parking and a second deck parking level at the rear with a collection of building types further to the north ranging from two stories to 9 stories. A series of commercial midrise and high rise residential and commercial uses lie further to the to the north.

To the south of the subject site along Bank street are a collection of one to four story heritage styled buildings each with a generally distinctive level of detailing defining the facades. The uses are a combination of residential apartments and commercial enterprises.

East and West

The architecture to the east and west of the subject site is similar to that found to the north and south. The principal exception is that immediately to the east a number of historical three story houses have been converted to office and commercial uses with significant additions at the rear completed in a modern idiom. Immediately to the east of the existing building on the site there remains an existing foundation from a portion of the building which was demolished approximately 10 years ago due to structural failure. The foundation has since been filled in the level the at grade condition.



LEGEND

1. INDEPENDENT GROCER
2. EMBASSY OF UKRAINE
3. EVANGELIST ANGLICAN CHURCH
4. CATHOLIC CHURCH
5. DUNDONALD PARK
6. BEER STORE

7. THE CENTRAL - APARTMENTS BUILDING (8 STORY)
8. THE MONDRIAN CONDOS (23 STORY)
9. UNITED CHURCH
10. SOHO LISGAR CONDO (17 STORY)
11. CLARIDGE HOMES - CONDOS (16 STORY)
12. CLARIDGE TRIBECA CONDOS (29 STORY)

13. ALLIANCE BUILDING (12 STORY)
14. CANADIAN MUSEUM OF NATURE



BUS STOP



TRADITIONAL MAIN STREET



BIKE LANE

FIGURE 3. SURROUNDING CONTEXT PLAN

2.2 SITE CONTEXT

The subject property, 352 Somerset Street West, is an east west corner site and a rectangular shaped lot which has approximately 17.18 meters of frontage on Bank Street, with its greatest lot depth of 35 meters along Somerset Street West and is approximately 592 M² in area. Currently, on the subject site is situated a three storey vacant heritage structure, which has fallen into disrepair and has remained uninhabited since the early 1990's. The existing building area is approximately 2350 m² including a basement level with a building height of 14.23 m. The site consists of the following details:

Area ± 592.9 m² (0.059 ha / 0.146 ac)
 Frontage ± 18.29 m on Bank Street (Regional Road)
 Legal Des. Lot 6 (South side of Somerset Street), Registered Plan 15558, City of Ottawa
 PIN 04119 – 0219

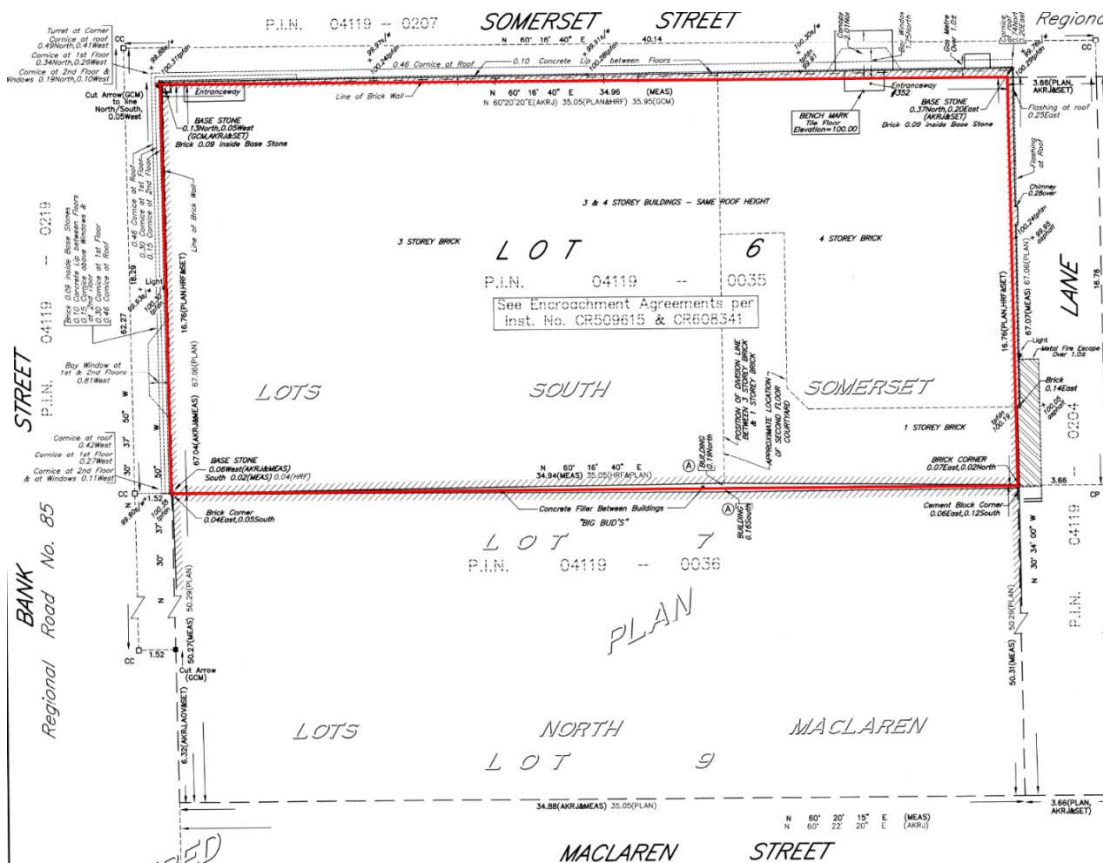


FIGURE 4. SURVEY PLAN EXTRACT (PROPERTY OUTLINED IN RED)



FIGURE 5. SITE CONTEXT (GEOOTTAWA)



Looking North along Bank Street

FIGURE 6. STREETVIEW OF THE SITE FACING NORTHWEST (GOOGLE STREETVIEW)



Looking South along Bank Street

FIGURE 7. STREETVIEW OF THE SITE FACING SOUTHEAST (GOOGLE STREETVIEW)



FIGURE 8. STREETVIEW OF THE SITE FACING NORTHEAST (GOOGLE STREETVIEW)



FIGURE 9. STREETVIEW OF THE SITE FACING SOUTHWEST (GOOGLE STREETVIEW)

2.3 ROAD NETWORK

The subject site is located at the corner of Bank and Somerset Streets. Bank and Somerset Streets are both considered Arterial Roads, as indicated on Schedule C5 (Downtown Core Road Network) of the Official Plan. Other nearby streets of significance include Kent and O'Connor Streets, which

run parallel to Bank and are also Arterial Roads. East of Elgin Street, a portion of Somerset Street West is designated a Collector road.

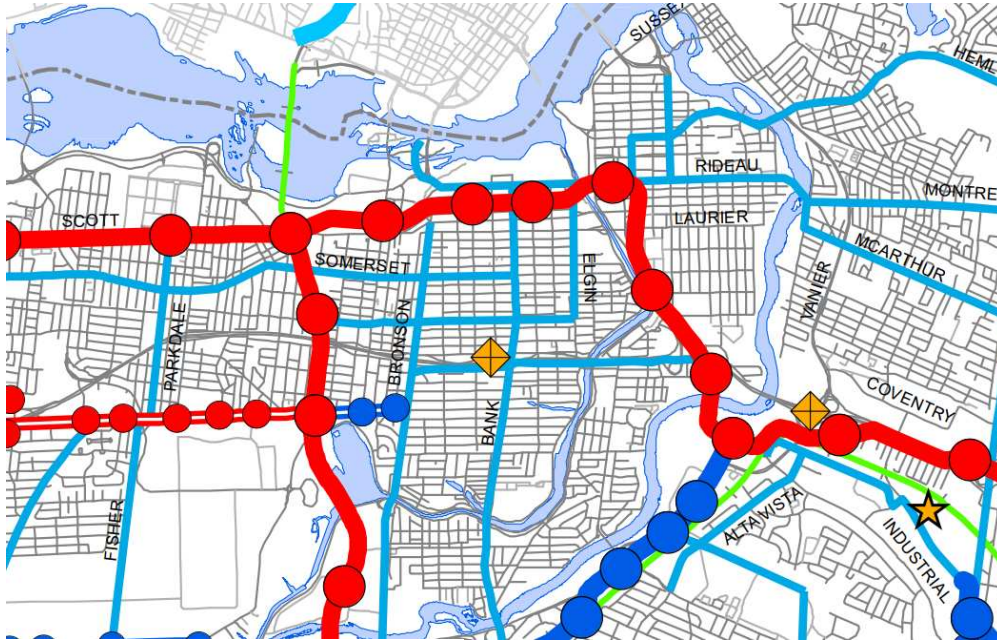
Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes, including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops. Collector roads are networks which serve neighbourhood travel between local and Arterial roads, providing vehicle connections and accesses to adjacent lands.

The subject site is well served by the existing road network due to the proximity to a number of Arterial roads, which provide connections to Collector and other Arterial roads along multiple nearby streets and into the greater urban road network of the City of Ottawa.



2.4 PUBLIC TRANSIT AND ACTIVE TRANSPORTATION NETWORK

The subject site is well served by public transit, as shown in the Schedule C2 excerpt following. The site is a 10 minute walk, or 750 metres from the Parliament LRT station, and OC Transpo serves the area with Routes 6,7, and 11 running along Bank Street, Routes 16 and 19 on Slater Street to the north, and Route 14 on Gladstone Avenue to the south. These routes connect the subject site to the greater Ottawa transportation network.



RAPID TRANSIT

TRANSIT LEVEL OF SERVICE 'A'

O-Train - Grade Separated Crossings

Transitway - Grade Separated Crossings

TRANSIT LEVEL OF SERVICE 'B'

O-Train - At-Grade Crossings

Transitway - At-Grade Crossings

TRANSIT PRIORITY

Transit Priority Corridor

Park and Ride

O-Train Station

Transitway Station

Conceptual Future Transit Corridor

Protected Transportation Corridor

Inter-regional Stations

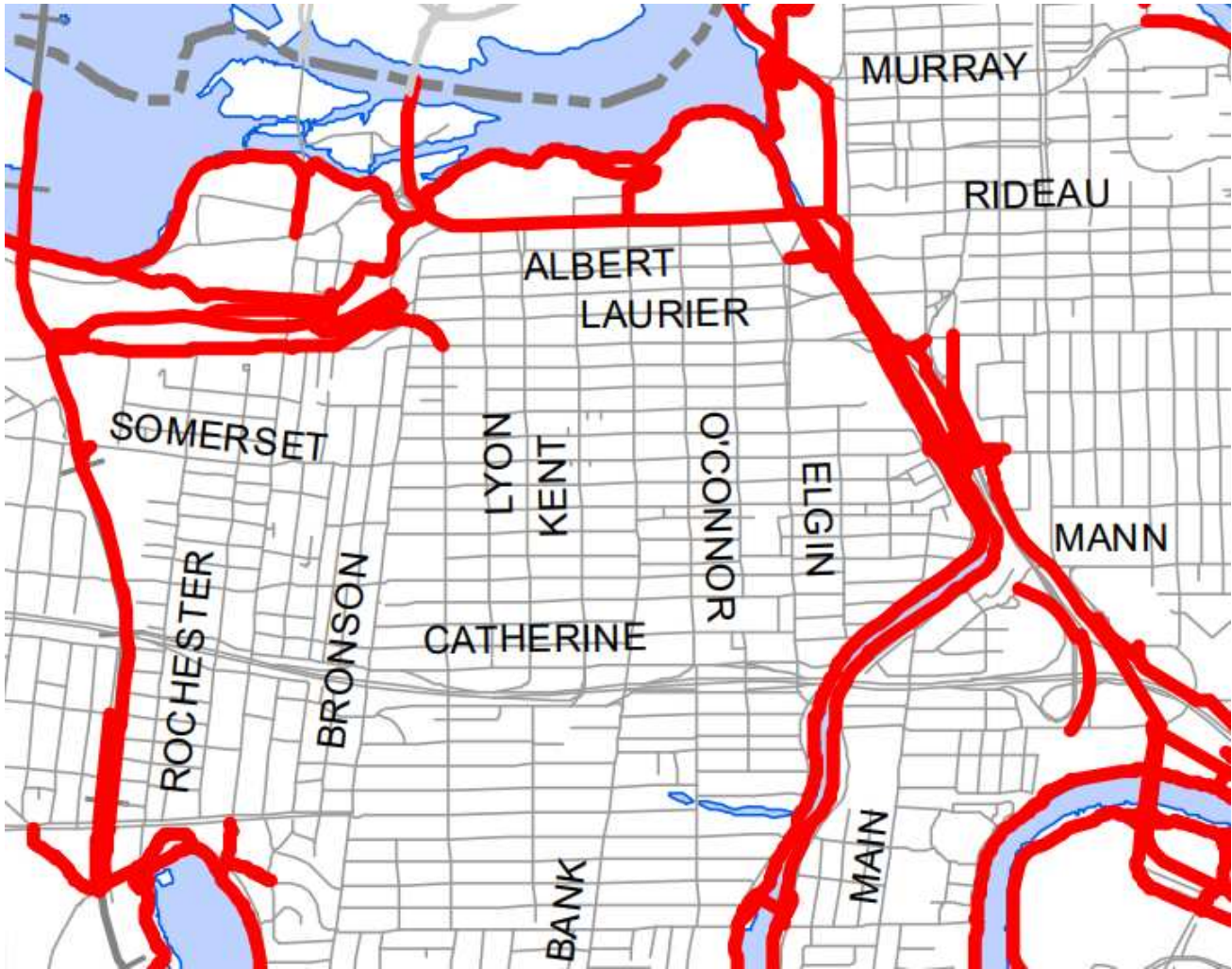
Rail Yard

Rail Corridor

Gatineau RapiBus - grade-separated

*Note: The intensity of transit priority (e.g., continuous bus lanes or isolated transit priority measures) shall be as designated in the Transportation Master Plan.





Major Pathway ——— Sentier principal

2.5 NEIGHBOURHOOD AMENITIES

As the site is located at the intersection of a Mainstreet Corridor (Bank Street) and a Minor Corridor (Somerset Street) there are numerous amenities close by, many of which are within a 10 or 15 minute walking distance. Below is a selected list:

- Grocery Stores: Your Independent Grocer, Farmboy
- Pharmacies: Loblaws, Shoppers Drug Mart
- Parks: Dundonald Park, McNabb Park, Jack Purcell Park, Minto Park, Confederation Park and green space along Queen Elizabeth Drive and the Rideau Canal
- Recreational Facilities: Jack Purcell Community Centre and Pool to the east and the McNabb Recreation Centre to the West.
- Libraries and Museums: Ottawa Public Library (Main Branch) to the north and the Canadian Museum of Nature to the South
- Public Schools: Elgin Street Public School, Centennial Public School, and Lisgar Collegiate

Institute

- Universities: University of Ottawa (western edge is a 15 minute walk)
- Restaurants and retail and personal service businesses in all directions, but primarily along Bank, Somerset, Sparks and Elgin Streets.
- Performing Arts: National Arts Centre
- Government: City Hall, Provincial Courthouse

3. PROPOSED DEVELOPMENT AND DESIGN BRIEF

The proposal is for a mixed-use development consisting of a single low-rise building, comprised of a heritage renovation of the existing three storey structure and the construction of a three storey addition on a 592m² parcel of land. The site is located at the southeast corner of Somerset Street West and Bank Street, in the Centretown neighbourhood of Somerset Ward, in the City of Ottawa, and is within a Traditional Mainstreet Zone. The municipal address is 352 Somerset Street West.

The proposed development will include one basement level and three above grade levels. The basement will contain a retail tenancy and building service rooms. The ground floor will include a retail tenancy (which could be subdivided into two tenancies, one of which would be contiguous with the basement retail floor area) as well as the apartment lobby for the 2 floors of renovated and reconstructed space on the second and third floors for apartment uses. The residential floors will contain 14 residential units, arranged in studio, one and two bedroom configurations.

The ground floor of the proposed building will have one principal entrance to the upper residential units on floors 2 and 3. These units will front both Bank and Somerset Streets and will be accessed via stairs, as the building is considered to be a Part 9 small building as defined in the Ontario Building Code. It should be noted that a building of this configuration (size and height) is exempt from barrier free design. There will be one, or possibly two ground floor retail units. A single tenant would have a retail entrance prominently located at the corner of Bank and Somerset Streets, with a second retail entrance fronting Somerset Street allowing for the possibility of two retail tenants. There is no parking required for the development program proposed. There are no setbacks proposed along the two property lines or at the rear laneway.

In terms of vertical circulation, the building will have two exit stairwells servicing all floors, one staircase interconnecting the ground and basement levels for use by the public and retail tenant staff, and one service elevator serving the ground and basement levels, to be used by retail tenant staff for the movement of goods.

- The design will feature a main street building edge, with architectural articulation respecting the heritage character and details to form an articulated 3 storey structure, which will feel low-scale and open.
- Redevelopment opportunities that incorporate pedestrian-oriented uses at street level will be provided.
- The public realm and main street will be enhanced with interesting facades and special architectural design and features that represent, enliven, or strengthen the character of the surrounding community and will respect the “village character” and retain the existing human scale.

DESIGN STATEMENT

The proposed building is located at the intersection of Bank Street and Somerset Street West, a prominent location ideal for an architectural expression that evokes a sense of landmark. The modern glass elements of the new addition articulates the facade and complements the existing heritage cornice element as a modern typology. This glazed element will assist in signifying an iconic expression for this heritage corner. The three storey facade enhances the pedestrian scale in keeping with character of the Traditional Main street, and the existing street frontages.

It is the intent of the developer to restore the principal elements of the three floors of the existing building as these elements feature a material palette of intricate cornice lines containing a double curvature moulding, a detailed Corona with both a vertical face and horizontal soffit as well as a bed-moulding that appears under the projecting cornice. A significant turret element which punctuates the skyline bringing attention to the corner of the building will be restored, while the two storey bay windows along Bank Street will be reconstructed. The facades also contain red brick masonry, grey stone pilasters, metal lower-level cornice lines and transparent double hung windows. The juxtaposition of colours and materials delineate the major elements of the building and create an engaging composition of the existing façade.

In terms of massing, it is intended to match the footprint of the demolished 4 storey flat roofed apartment block for the new addition. In lieu of 4 storeys, however, the floor levels of all three floors of the existing building will be extended into the addition. The separation between the existing building and the addition is expressed by a "L" shaped band of contemporary glazing that extends up vertically and then horizontally as a contemporary cornice for the new red brick clad addition. The strong rhythm of the existing three bay façade along Somerset Street is also repeated for the addition, however contemporary windows have been incorporated in order to create a distinct, yet complementary design statement when viewed adjacent to the original structure.

The ground floor of the restored building and new addition will contain a large amount of storefront glazing, with the two retail storefronts having access from each of the two principal streets. The addition will be predominately clad in a restored heritage red brick as a complement to the red brick of the original structure. The larger glazed minimalist cornice line will provide light and views for the two storey residential units in the new addition and will offer a contrast to the detailed opaque cornice of the original building. Because the existing heritage building has a very high floor to ceiling height on the third floor as well as very deep roof trusses, a mezzanine level was added for the 3rd floor units in the addition to take advantage of the available height.

The dominant and characterizing feature of 352 Somerset West development will be the architectural relationship between the restored heritage building, which is intricately weaved together with a number of distinct features, with the new addition and its streamlined masonry and glazed elements. This distinct architectural expression will re-establish the building as a landmark, breathe new life into this underutilized site, and to greatly improve the surrounding urban fabric.

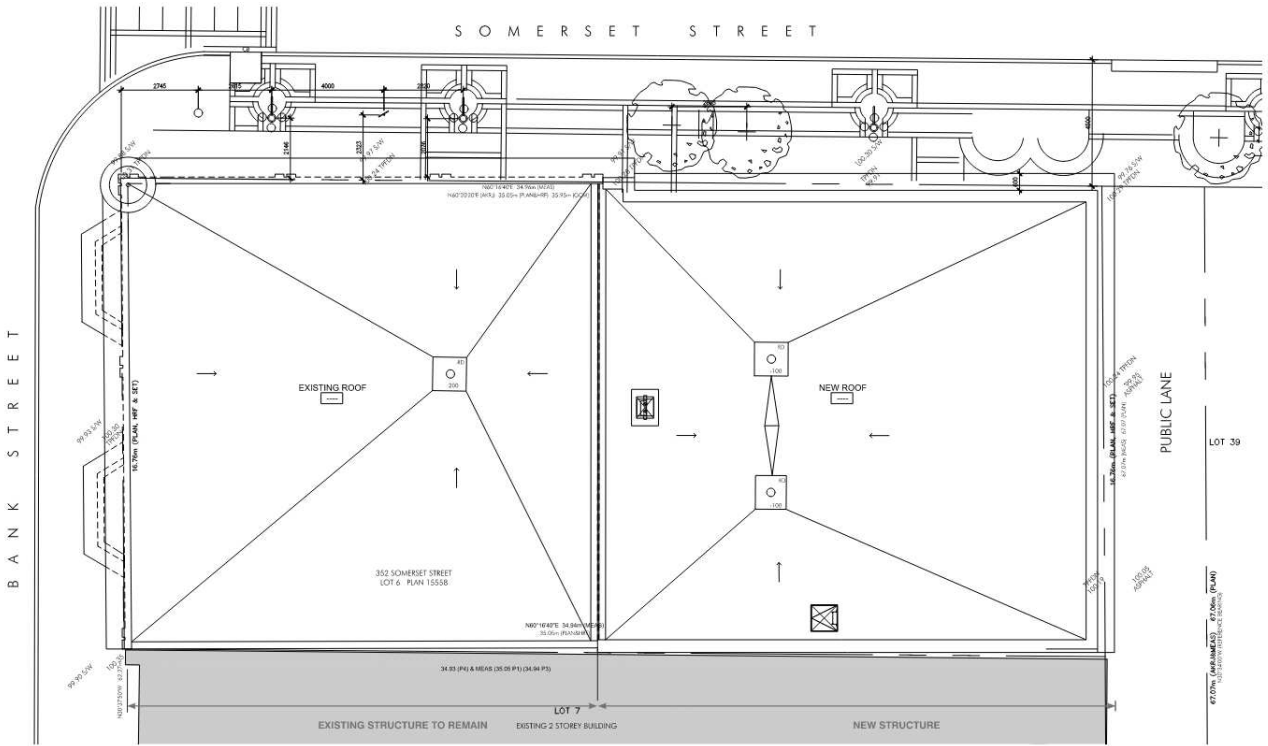


FIGURE 10. SITE PLAN EXTRACT



FIGURE 11. ARCHITECTURAL BUILDING RENDERING



FIGURE 12. ARCHITECTURAL BUILDING ELEVATION (NORTH)

4. POLICY REVIEW AND JUSTIFICATION

The following section consists of a policy review and corresponding rationale in support of the proposed development. The review covers the Provincial Policy Statement 2020, the City of Ottawa Official Plan, Zoning By-law 2008-250, and applicable urban design guidelines.

4.1 PROVINCIAL POLICY STATEMENT 2020

The Provincial Policy Statement 2020 (PPS) provides policy direction on planning matters in the Province of Ontario, and is issued under Section 3 of the Planning Act. This direction is for the planning of strong, sustainable, and resilient communities for all people, for clean and healthy environments, and for strong and competitive economies. Decisions affecting planning matters shall be consistent with the policies of the PPS.

The below review demonstrates that the proposed development and site-specific zoning by-law amendment are consistent with the applicable policies of the PPS.

4.1.1 Section 1.0: Building Strong Healthy Communities

Section 1.1.1 of the PPS sets out the criteria whereby healthy, livable, and safe communities are sustained. In short, these include: promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types; avoiding development and land use patterns which may cause environmental or public health and safety concerns; promoting cost-effective development patterns such as transit-supportive intensification; improving accessibility by identifying, preventing, and removing land use barriers; ensuring there is necessary infrastructure; promoting development and land use patterns that conserve biodiversity; and, preparing for the regional and local impacts of a changing climate.

Section 1.1.3.2 of the PPS states that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources, support active transportation, and are transit-supportive.

Section 1.1.3.3 of the PPS states that 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...

Section 1.4.1 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, and that such housing types and densities be directed towards lands that are suitably zoned and serviced to accommodate them.

Section 1.4.3 of the PPS states that 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: 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; and, 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.

Section 1.6.6 of the PPS states that planning for sewage and water services shall direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services.

Section 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Section 1.6.8.3 of the PPS states that Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

Section 1.7.1 of the PPS states that long-term economic prosperity should be supported by: promoting opportunities for economic development and community investment-readiness; and, where possible, enhancing the vitality and viability of downtowns and main streets.

Section 1.81 of the PPS states that Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emission, and preparing for the impacts of a changing climate through land use and development patterns which:

- Promote compact form and a structure of nodes and corridors;
- Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

The proposed mixed-use development is consistent with and supportive of the above policy statements of Section 1.0, as it will help to support and contribute to the following:

- encourage healthy and efficient modes of transportation, as well as a reduction in personal

vehicle trips given the abundance of nearby complementary uses and supportive infrastructure (i.e., existing public transit and cycling network; retail, restaurant, and service-based businesses; institutional uses; etc.)

- support the viability of surrounding uses by expanding and diversifying the local consumer base with the provision of the “missing middle” housing typology with variety in the range of unit sizes;
- contribute to the supply of rental apartments to address the City’s lack of available housing.

4.2 OFFICIAL PLAN

The City of Ottawa Official Plan is the primary long-term policy document that guides growth and development within the City to 2046. The current Official Plan was adopted by City Council on November 24, 2021 (By-law 2021-386) and approved by the Minister of Municipal Affairs and Housing on November 4, 2022.

The proposal does not require an amendment to the Official Plan, with the below policy review demonstrating how it conforms to the general intent and purpose of the in-force Official Plan.

4.2.1 Land Use Designation

The subject site is designated “Mainstreet Corridor” and “Evolving Neighbourhood Overlay” in the Downtown Core Transect on Schedule B1 of the Official Plan.

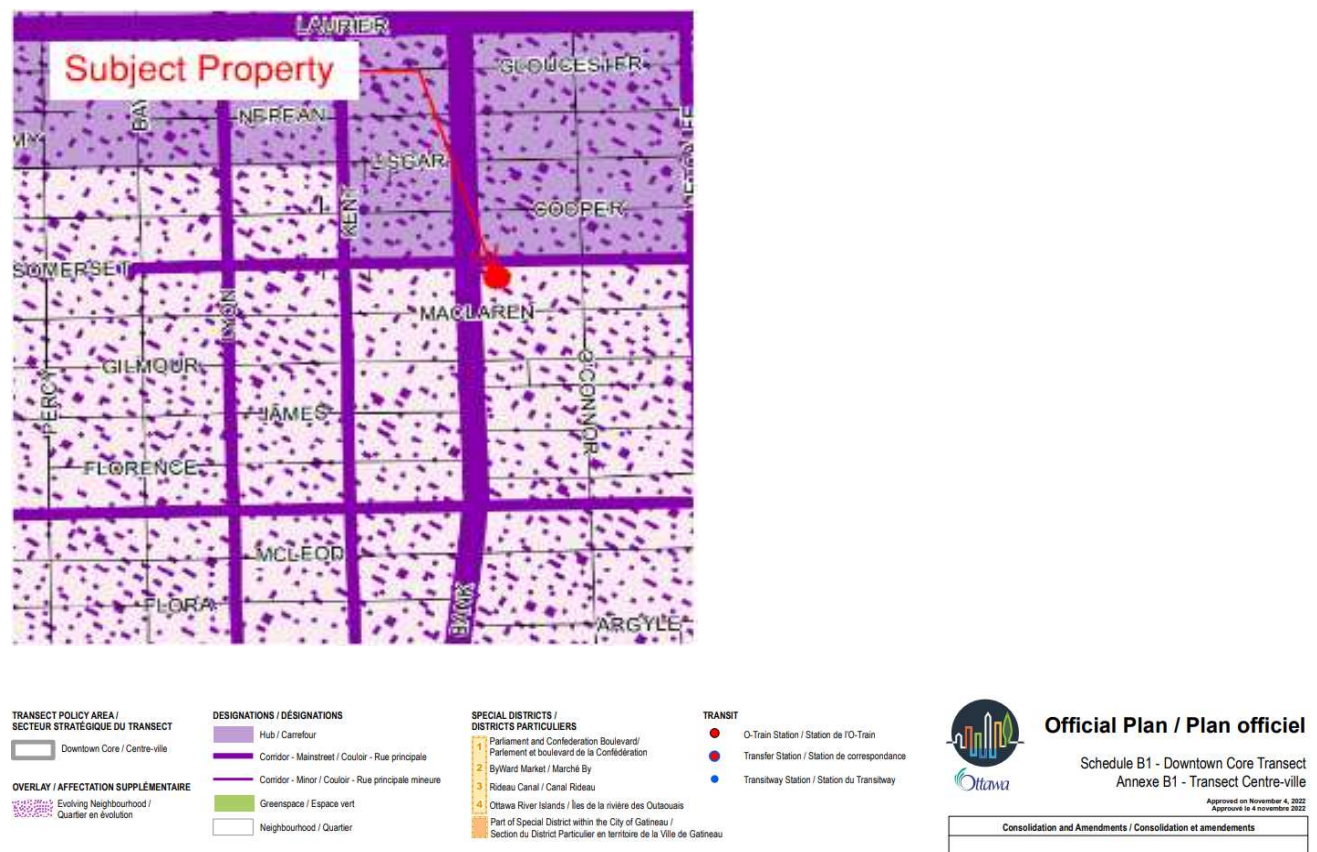


FIGURE 13. EXCERPT OF SCHEDULE B1 OF THE OFFICIAL PLAN

The Downtown Core Transect is a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced. It is the historic, geographical, physical, cultural, symbolic and employment hub of the National Capital Region. It is part of a larger metropolitan downtown core that includes the Centre-Ville de Gatineau as defined in the Plan d'urbanisme de la Ville de Gatineau.

As identified in **Policy 2 of Section 5.1.1**, the City supports the continued development of the Downtown Core where it will continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:

- Hubs and a dense network of Corridors provide a full range of services;
- A high concentration of employment is maintained and increased;
- Residential densities are sufficient to support the full range of services.

Policy 3 of Section 5.1.1 states that in the Downtown Core, the Zoning By-law may:

- Require mixed uses within individual buildings, such as retail or other services on the ground floor; and
- Restrict specified areas to residential land uses, in order to preserve the supply of housing and to prevent displacement of residential uses by commercial, office and other non-residential occupants.

Policy 6 of Section 5.1.1 of the Official Plan, the Downtown Core is planned for higher-density, urban development forms where either no on-site parking is provided or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway.

Policy 2 of Section 5.1.3 states that The Zoning By-law shall set out permissions, maximum building heights and appropriate density thresholds within Neighbourhoods to allow: a) Building types that provide for high-density development while maintaining a low-rise form from a minimum of 2 storeys to a maximum of 4 storeys;

Policy 3a of Section 5.1.4 states that On Downtown Core Mainstreet Corridors, minimum 2 storeys and maximum building heights generally up to 9 storeys are permitted subject to appropriate height transitions, stepbacks and angular planes, except where a secondary plan or area-specific policy specifies greater or lower heights. Where development is proposed on Mainstreet Corridors, all of the following must be met:

- a) All buildings shall have active entrances facing the Mainstreet, regardless of use.

Furthermore, **Policy 4 of Section 5.1.4** states: On Downtown Core Minor Corridors, all buildings shall have active entrances facing the Minor Corridor, regardless of use.

Finally, **Policy 1 of Section 5.1.5** states:

Neighbourhoods located in the Downtown Core shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the following:

- Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- The application, as appropriate, of Zoning By-law development standards to be applied as

one lot for zoning purposes to support missing middle housing;

- Provides for a Low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher density Low-rise residential development;
- Building on Table 6, provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and e) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

The proposed mixed-use development provides a low-rise urban built form which includes a retail use on the ground floor, as well as the missing middle housing typology, with the building being 3 storeys in height, with 14 rental units of studio, one and two bedroom typologies.

4.2.2 Corridor – Mainstreet Designation

Policy 1 and 2 of Section 6.2.2 states:

- 1) In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.
- 2) In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:
 - Include residential-only and commercial-only buildings;
 - Include buildings with an internal mix of uses, but which remain predominantly residential;
 - Include limited commercial uses which are meant to mainly serve local markets; or
 - Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.

The proposed mixed-use development conforms with the policies for Corridors within the Official Plan by providing retail uses on the ground floor for both the Mainstreet Corridor (Bank Street) and the Minor Corridor (Somerset Street W.), along with the residential units on the 2nd and 3rd levels.

4.2.3 Evolving Overlay

In addition to the Corridor designations, the subject site also has an Evolving overlay applied.

Policy 1 of Section 5.6.1.1 states:

- 1) The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors... The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor...; The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:
 - Guidance for a gradual change in character based on proximity to Hubs and Corridors
 - Allowance for new building forms and typologies, such as missing middle housing

- Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals
- Direction to govern the evaluation of development.

The subject site is located 750 metres walking distance from the Parliament LRT station. The proposed building is a missing middle housing typology, and being located directly adjacent to a Hub designated area, supports the Official Plan’s goals relating to 15-minute neighbourhoods and intensification in proximity to transit. The proposed building has been designed to enhance the public realm by minimizing automobile-oriented uses through the provision of no parking, while prioritizing transit users and pedestrians. The proposed development also provides a built form which conforms to the building height and active frontage policies of the Official Plan.

4.2.4 Urban Design

Section 4.6 of the Official Plan sets out policies related to Urban Design and is intended to promote design excellence in Design Priority Areas, while ensuring effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and enable integration of new development with existing communities. Urban design plays an important role in supporting the City’s objectives such as building healthy 15-minute Neighbourhoods and developing resilience to climate change.

Policy 2 of Section 4.6.5 states:

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 meets all relevant policies with respect to Corridors. The proposed Development frames the street and the footprint of the new addition is being built to approximate the line of the building face of the previously demolished addition along Somerset Street, but is now being placed within the property line boundary, Main entrances for the proposed development are clearly visible from the public sidewalks on both Bank and Somerset Streets.

Policy 3 of Section 4.6.5 states:

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 have no parking. Loading areas for the retail tenants and for Waste and Recycling collection for both retail and residential uses will be accessed from the public laneway on the East elevation of the building.

Policy 6 of Section 4.6.6 states:

Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where

appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed low-rise development has been designed to respond to context and Downtown core. Transect policies as demonstrated in Section 4.2.1 of this report. All main entrances (three in total) for both retail and residential uses are located at grade and are distanced from one another to provide clarity of use and to help animate the street. Because the proposed development will approximate the building face of the previously demolished building along Somerset Street, there is no room available for soft landscaping. The previous building and existing heritage structure also did not incorporate a front porch, nor balconies, which is why they have not been included in the design. The proposed building has a similar scale to the anchor buildings located on the other three corners, which are either 2 or 4 storeys tall. The building has been designed to reinforce the street edge, but also responds to the material character of the surround area by being clad in red brick, which is especially prevalent on Somerset Street.

Policy 4 of Section 4.6.6 states:

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 proposed development does not include any amenity area for dwelling units for a number of reasons:

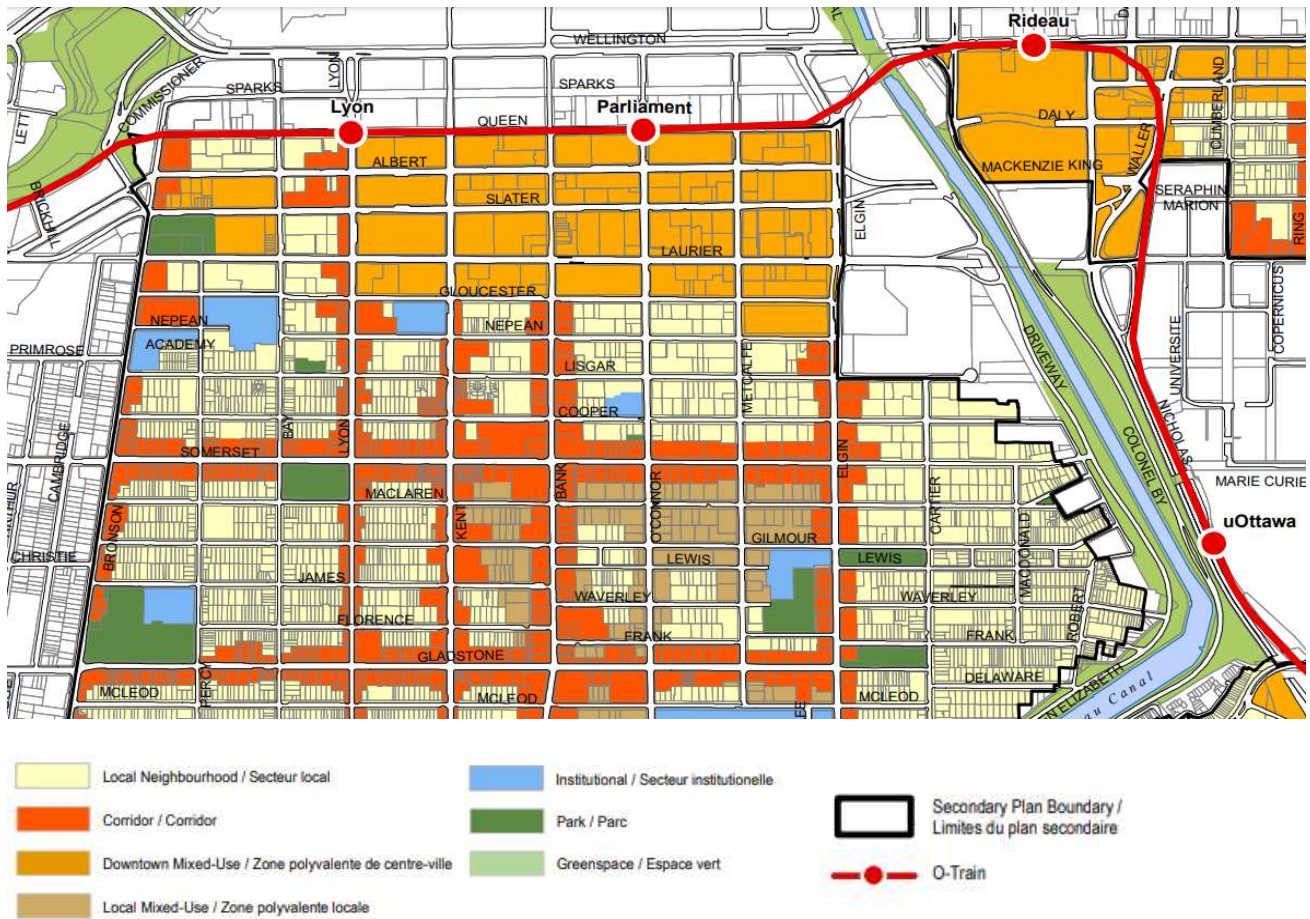
- A total amount of 84sm of amenity space, is required, of which 54sm is to be communal space. Given the size the development, a 54sm amenity space would supplant a dwelling unit, which is significant for a development this size. Furthermore, the design of the proposed development precludes the inclusion of balconies (which are individual type amenity space) as the existing heritage building does not include this feature. As such, relief from the required amenity area as outlined in the zoning by-law is being requested.

4.3 CENTRAL AND EAST DOWNTOWN CORE SECONDARY PLAN (2022)

The Central and East Downtown Core Secondary Plan provides the strategic planning direction to guide future development and redevelopment within the Central and East Downtown Core. This secondary plan consolidates several former secondary plans, including the Central Area, Sandy Hill, Centretown and Uptown Rideau Street Secondary Plans.

4.3.1 Section 2: Land Use Designation

The subject site is designated as “Corridor” on Schedule B – Land Use Plan of the Central and East Downtown Core Secondary Plan. As per Section 2.4, Corridors will be consistent with Section 6.2 – Corridors, of Volume 1 of the Official Plan.



The proposed mixed-use development is in keeping with the Secondary Plan's land use designation for the subject site.

4.3.2 Section 3 – General Policies

This section contains policies which apply across the entire secondary planning area. The relevant policies of Section 3 – General Policies are reviewed below:

4.3.3 Built Form

Development in the Central and East Downtown Core will contribute to an active street life and pedestrian convenience through its design, function and activity.

1) Development will contribute positively to the entire adjacent public realm. It should maximize the activity visible from the public realm and the activity easily accessible to it. Measures include but are not limited to:

- a) Functional main entrances directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail and commercial units.
- c) Lower floor articulation with a high degree of transparency and functional permeability.
- e) A lack of blank walls, or designs which do not contribute to the activity of the public realm. In particular, retail stores shall not be permitted to block or cover any windows or transparent doorways with posters, opaque glass, the backs of shelves, or anything that obstructs the full and clear view of the interior of the store from the sidewalk, other than up to 10 per cent window coverage by temporary posters or advertisements.
- f) Visual and functional variety from the sidewalk. Street-level frontage widths for individual non-residential units should be narrow.

- h) Buildings must front onto all their adjacent streets.
- i) Vehicular facilities must minimize all visual and functional impacts on the public realm.
- j) Further to Section 3.1 - Built Form, Policy 1) i), surface parking and surfaces likely to be used as surface parking in front of buildings are prohibited.

2) Development will provide a continuity of active frontages along the ground floor fronting all corridors. This includes functional main entrances that are directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail and commercial units.

3) Further to Section 3.1 - Built Form, Policy 2), continuous at-grade retail and commercial frontages with public access from the street will be provided along the entirety of Rideau Street, Bank Street and Elgin Street (north of McLeod Street). Amenity rooms or similar types of spaces reserved only for residents of a building shall not be permitted along mainstreet frontages.

The proposed development confirms to the policies for Built Form. The proposed development is designed to contribute positively to the public realm, by locating the single residential entry lobby to the south end of the West elevation facing Bank Street, one retail entrance on the north end of the West elevation facing Bank Street, and one retail entrance located on the east end of the North elevation facing Somerset Street. The three entrances are distanced from one another, providing animation for the entire length of the building along Bank and Somerset streets. The elevation at grade includes a considerable amount of storefront glazing, and the new addition, while complementary to the style of the existing Heritage structure and a distinct and more contemporary architectural language, creating interest and variety.

Finally, the East elevation, although facing a public laneway accessed from Somerset Street, is articulated with punched windows and a curtainwall detail, adding additional interest along Somerset Street.

4.3.4 Heritage

21) The Central and East Downtown Core is distinguished by its high concentration of heritage buildings, districts and landscapes, including those designated under Part IV and Part V of the Ontario Heritage Act, the Federal Heritage Buildings Review Office, or listed on the City's Heritage Register. Development will respect the area's heritage character and where located on or adjacent to a built heritage resource, will be in accordance with the policies found in Section 4.5 – Cultural Heritage and Archaeology, of Volume 1 of the Official Plan.

22) Development on properties designated under Part V of the Ontario Heritage Act, including alterations to existing properties and new construction, shall be consistent with the policies and guidelines of the following Heritage Conservation District Plans, as applicable: Bank Street, Besserer-Wurtemberg, Cathedral Hill, Centretown, Daly Avenue, King Edward Avenue, Minto Park, Russell-Range, Sandy Hill West, Sparks Street, Stewart-Wilbrod and Sweetland Avenue. Heritage applications will be required for any development on properties located within a Heritage Conservation District.

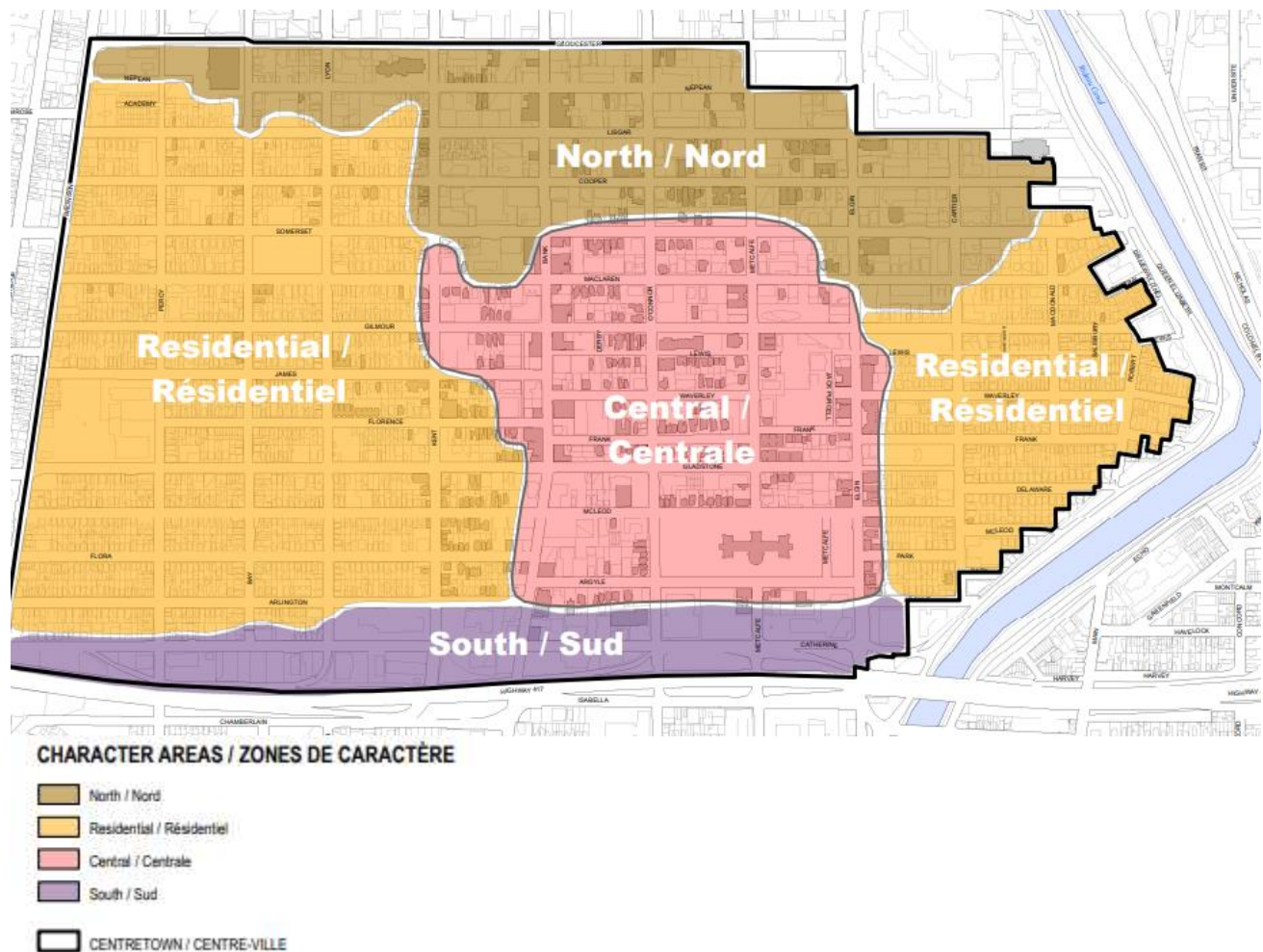
23) A heritage impact assessment may be required as part of a complete application where development has the potential to adversely impact a designated cultural heritage resource and is located on a property that includes or is within 30 metres of the boundary of:

- a) A property containing an individually designated heritage building (Part IV of the Ontario Heritage Act); and/or
- b) A heritage conservation district (Part V of the Ontario Heritage Act)

The proposed development is located in the Heritage Conservation District of Centretown, and considerable effort has been made to address the renovation of the existing building and design of the new addition, in a style that is complementary, yet distinct to the former. A Cultural Heritage Impact Statement will be provided to describe the design in greater detail.

4.3.5 Section 4 – Character Area Policies

Character Area policies add to the general secondary plan policies with greater local detail. They should be read along with the general policies. The subject site is located in the Centretown Character Area, as per Schedule A – Character Areas of the Secondary Plan.



The subject site is located within the “Central” Character Area as shown above. Section 4.4 of the Secondary Plan applies to the Centretown Character Area. The purpose of this subsection is to establish a comprehensive set of policies to guide future growth and change in Centretown. It is based on the Centretown Community Design Plan (CDP), translating many key aspects of the Centretown CDP into statutory policy.

The Secondary Plan outlines seven (7) core principles which flow from the vision for Centretown and provide the foundation for this Character Area. The proposed development will contribute to achieving these principles and objectives as described below:

Principle 1) Maintain and respect the character of Centretown's neighbourhoods:

The proposed development will protect the existing Heritage building through a combination of restoration of the upper two levels of the building while modifying the ground floor elevation to include additional active entrances and more glazing, conducive to retail uses. The new addition will also utilize red brick, which is prevalent throughout the Central Character Area. The height and massing of the three storey addition is also in keeping with the scale of the surrounding area.

Principle 2) Accommodate residential growth:

The proposed development will include 14 residential units arranged in studio, one and two bedroom apartments.

Principle 3) Accommodate a diverse population:

The proposed development will feature rental apartments with a variety of unit configurations, including studio, one bedroom, two bedroom, and two bedroom with loft. This will attract a diverse range of tenants and households.

Principle 4) Reinforce and promote commercial activity:

The proposed development will include retail space for the majority of the ground and basement levels, which could accommodate one or two retail tenants.

Principle 5) Enhance the public realm:

The proposed development will improve the streetscape through a built form that emphasizes the street line, creating a comfortable, secure pedestrian environment. The articulation of the building with materials, rhythm of bays and windows, including the east elevation facing the public laneway will reestablish the building as a prominent anchor building, enhancing the urban fabric.

Principle 6) Prioritize and improve walking, cycling and transit use:

The proposed development does not include any vehicular parking, which will encourage walking and public transit use.

Principle 7) Promote design excellence:

The proposed development has gone through several iterations over the years, and has improved with each version. Significant thought and consideration has gone into creating a building design which will instantly belong on the site, recognizing and retaining the heritage features of the existing building, while adding a complementary, contemporary and distinct addition. The choice of materials, scale, massing and detailing of the building will reestablish Somerset House as a landmark building.

5. ZONING REVIEW

The subject site is zoned TM – Traditional Mainstreet within City of Ottawa Zoning By-law 2008-250. The purpose of the TM Zone is to accommodate a broad range of transit-supportive uses and densities in primarily mixed-use low to mid rise buildings. The development standards for this zone are intended to promote intensification to support the City’s applicable Official Plan policies and vision for Traditional Mainstreets.

The proposed mixed-use development complies with the general intent and purpose, as well as the land use permissions of the TM Zone. As detailed in Table 2, the proposal requires zoning relief in the form of a minor zoning by-law amendment to permit proposal-specific performance standards primarily relating to elements of site functionality and building specifications.

FIGURE 13. ZONING EXTRACT

PROVISIONS	BY-LAW SECTION	REQUIRED & PERMITTED	PROPOSED	COMPLIANCE NOTES
The following non-residential uses are permitted subject to:	197(1)(b)	where in a commercial or mixed use building and located on the ground floor abutting a street having direct pedestrian access to that street, residential, office and research and development centre uses must not be located within a depth of six metres of the front wall of the main building abutting the street	Ground floor commercial is provided.	NA
	197(1)(c)	a minimum of 50% of the ground floor façade facing the main street, measured from the average grade to a height of 4.5 metres, must comprise transparent windows and active entrances	>50% (see submitted front elevation)	Compliant
Minimum lot area	197(3)(a)	No Minimum	±585.72 m ²	Compliant
Minimum lot width	197(3)(b)	No Minimum	±16.76 m (Bank street)	Compliant
Maximum front yard setback	197(3)(c)	2 m, subject to the provisions of subsection 197(4)	0	Compliant
Corner side yard setback	197(3)(e)	3 m, except for any part of a building above 15 metres for which an additional 2 metre setback must be provided	0.47 M	Non Compliant
Interior side yard setback	197(3)(d)(ii)	Minimum: All other cases - no minimum (maximum setback provisions of row (d)(i) apply in these cases)	N	NA
Minimum rear yard setback	197(3)(f)(ii)	4.5 M abutting a public lane	0 m	Non Compliant
Building height	197(3)(g)(i)	19 Meters	14.8 Meters (existing)	Compliant
	197(3)(g)(ii)	Maximum: (1) 20 metres but not more than 6 storeys	14.8 Meters	Compliant

Maximum floor space index	197(3)(h)	No maximum	± 4	Compliant
Minimum width of landscaped area	197(3)(i)(ii)	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking or loading spaces, the whole yard must be landscaped	All provided yards consist of landscaping and/or elements of vehicle parking/access	Compliant
Maximum private approach	197(7)	A maximum of one private approach may be provided for each property having a lot frontage of 45 metres or less	0 private approaches	Compliant
Active entrances	197(13)	The façade facing the main street must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor	1 active entrance along the front façade for residential and non residential use.	Compliant

TABLE 3. PARKING MATRIX & DRIVE AISLE SUMMARY (SCHEDULE 1A AREA Z & SCHEDULE 1 AREA B)

PARKING TYPE	APARTMENT, MID RISE (60 Dwelling Units) & COMMERCIAL (338 m ² of GFA)		
	Required		Compliance
Regular	None (Sec.101(2))		38, including the front yard temporary/short-term stall (see additional provisions and notes regarding small vehicles)
Visitor	None (Sec.101(2))		0
Accessible	None (Sec.101(2))		0
Bicycle	Residential: 0.5 per DU = 7 Table 111A(b)(i)	Commercial: 1 per 250 m ² of GFA = 2 Table 111A(e)	0)
Loading	None Sec. 113(4)		0 (temporary space can accommodate small loading vehicles)

Additional Provisions & Notes

Small Vehicles (By-law Sec. 106(3)(a))

- 14 non-visitor and non-parallel spaces (37%) are proposed as small vehicle spaces sized 2.6 metres by 4.6 metres (Compliant)

TABLE 4. AMENITY AREA MATRIX

PROVISION	BY-LAW SECTION	REQUIRED		PROPOSED	
		Total Amenity Area	Communal Amenity Area	Total Amenity Area	Communal Amenity Area
Amenity Area	Section 137	6 m ² per DU	A minimum of 50% of the required total amenity area	0 m ² (non Compliant)	0 m ² (Non Compliant)
	(rates are the same for both Mixed-use Buildings of 9 or more dwelling units and for mid rise apartment buildings)	= 14 (60 DU) = 84 m ²	= 0.5 (84) = 42 m ²		
Additional provisions	i. Amenity area must be provided for a residential use that is a permitted use in the zone in which it is located, in accordance with Table 137. ii. Amenity area must be located on the same lot as the use for which it is provided. iii. Amenity area provided outdoors must not be located in a required front or corner side yard. iv. Where amenity area is located outside at grade, it may be included in the calculation of landscaped area requirements. v. Minimum required communal amenity area may only be included as part of a required landscaped buffer where it is aggregated into areas of 54 m ² or more. vi. Layout of communal amenity area: aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ² .				

6. SUMMARY OF REQUESTED AMENDMENTS

The proposed development requires a Zoning By-law Amendment (ZBA) and site plan control approval. Table 5 summarizes the details of the requested ZBA, which relates to two proposal-specific performance standards and elements supporting the mixed-use and compact nature of the site's function. The proposed ZBA will be in the form of a site-specific urban exception that details the permitted exception provisions, which represents an appropriate means for implementing the proposed amendment. The proposed performance standards identified in Table 5 represent minor deviations from the By-law that will allow the site to accommodate a desirable redevelopment that has been carefully planned and designed in accordance with the general

intent and purpose of applicable policy and regulations.

In addition to the supportive rationale contained throughout this report and within other technical submissions for the two noted Planning Act applications, the following points summarize the rationale for each proposed performance standard forming part of the zoning amendment.

Amenity Area

- The required amenity area for the building based on 14 residential units being provided is 6M² per unit x 14 units, or 84M². Of this total 42M² can be designated as communal area.
- The proposed building does not anticipate providing any amenity area as the existing heritage fabric is not conducive to the addition of balcony spaces which would be over the lot line. In maintaining the heritage façade, and in complementing the architecture of the existing heritage fabric, the new building area is not contemplating the addition of new balconies. This allows us to maximize the residential area and number of units in the building.

Bicycle Storage

- The intent of bicycle storage bylaw requirement is for 7 residential bicycle storage spaces and 2 commercial bicycle storage spaces, for a total of 9 spaces. The proposed building does not propose to provide any indoor bicycle storage spaces to maximize the residential units and with the building structure built lot line to lot line there is no possibility to incorporate any bicycle storage at grade, which enhance opportunity for animation and pedestrian focused frontages.

Corner side Yard setback

- The required corner side yard setback of 3 M in the TM Zone negates the desire to encourage a seemingly continuous streetwall of low rise retail type buildings in the core, intended to frame the public realm and enhance opportunity for animation and active frontages. The proposed building achieves the desired effect by having the building wall of the new addition to be located as close to the existing building wall as possible along Somerset street.
- The existing Heritage building wall along Somerset is actually constructed over the property line by approximately 0.28 M and the new addition building wall is setback 0.47 M back from the existing building wall. This aesthetic and planning strategy applies most appropriately along traditional Mainstreets that have a historically established streetwall and compact urban fabric, such as downtown Bank Street and within the Glebe and Old Ottawa South. The stretch of Bank street where the site is located does reflect that character, and the location of the new addition sits very closely the original line of the previous Heritage building on the site which was demolish by the city of Ottawa in the mid 2000's.

Minimum rear yard setback (abutting a public lane)

- The rear yard setback abutting a public lane in the TM Zone is to allow a setback from a laneway for access to the rear of adjoining properties at this location. The proposed building maintains the required access and does eliminate the setback from the lane. The footprint of the proposed new addition to the 352 Somerset structure is being proposed to follow the foundation footprint, and the above grade structure of the original building which occupied the lands prior to the demolition of the 4 story addition in the mid 2000's by the city of Ottawa.
- The access to the adjacent lands along Bank Street are maintained. All other buildings served by the laneway are constructed to the lot line and do not provide any form of setback from the rear lot line.

- As the intent of the provision is achieved through the design of the proposal, the requested relief is forming part of the ZBA.

These minor deviations will allow for the site to accommodate a desirable redevelopment which addresses a number of provincial and City-wide objectives relating to Heritage overlay planning, and Heritage building fabric, housing availability, transit supportive development, well-designed spaces and built form, and the revitalization of underutilized lands within an area targeted for intensification.

7. PUBLIC ENGAGEMENT STRATEGY

As part of the due diligence for the project, client and applicant-led consultation was undertaken to explore and evaluate design options and early feedback regarding the proposal. These engagement processes included a formal pre-application consultation with City staff and efforts for informal pre-consultation with the Urban Design Review Panel (UDRP). The design of the current proposal takes into account the comments and recommendations received by City planning staff as well as comments received via meetings held with the members of the Centertown community association.

The following consultation processes are expected to take place as part of the application processes for the ZBA and SPCA:

- a. Statutory Public Notice (mail/newsletter and signage) of the applications Statutory Public Hearing for the proposed ZBA
- b. Public Information Session chaired by the Councillor’s Office if required

8. SUPPORTING DOCUMENTATION

As part of a complete submission for the proposed development and requested planning approvals, and through consultation with City staff, the following plans and reports have been prepared and submitted.

- Site Servicing and Stormwater Management Study
- Phase 1 Environmental Site Assessment
- Landscape Plan
- Site Servicing Plan
- Geotechnical Study
- Design Brief
- Noise Study
- Survey Plan
- Planning Rationale
- Site Plan
- Architectural Building Elevations (dimensioned)
- Grade Control and Drainage Plan
- Erosion and Sediment Control Plan

9. CONCLUSION

The proposed Zoning By-law Amendment and Site Plan Control applications are for the purpose of permitting the redevelopment of 352 Somerset Road West. The proposed redevelopment is in the form of a mixed-use low-rise building that supports provincial and City-wide policies and objectives for well-designed intensification in proximity to rapid transit. The redevelopment of this underutilized site will restore an important anchor building in the Heritage Conservation district in Centretown.

As demonstrated by this report and other technical submissions included with the required applications, the proposal represents a timely, appropriate, and carefully planned development that will fit well and work well on the site and within the surrounding context.

It is our opinion that the proposed development and requested amendment represent good land use planning that is in the public interest, is consistent with the PPS, and is in general conformity and compliance with the Official Plan and zoning by-law. As such, we recommend the amendment and site plan for approval.

Respectfully submitted

Richard Chmiel
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