



725 Somerset Street West

Planning Rationale and Design Brief
Zoning By-law Amendment and Site Plan Control
June 9, 2023



Prepared for 1303263 BC Unlimited Liability Corporation

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1.0 Introduction	1
2.0 Subject Property and Surrounding Context	3
3.0 Proposed Development and Design Brief	10
4.0 Policy and Regulatory Review	21
5.0 Supporting Plans and Studies	43
6.0 Conclusion	45

1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by 1303263 BC ULC (the Owner) to prepare this Planning Rationale and Design Brief in support of concurrent Zoning By-law Amendment and Site Plan Control applications to facilitate the proposed development on the subject property municipally known as 725 Somerset Street West (the "subject property") in the City of Ottawa.

The intent of this Planning Rationale and Design Brief is to assess the proposed development against the policy and regulatory framework and determine if the development is appropriate for the subject property and compatible with the surrounding community. This Planning Rationale should be read in conjunction with the suite of materials submitted as part of this complete application package. Specifically, the architectural materials prepared by Rossman Architecture Inc. provides additional analysis on the architectural and urban design merits of the proposed development.

The proposed development includes a nine (9) storey mixed-use building with commercial uses at grade fronting onto Somerset Street West, with the residential lobby accessed from Empress Avenue. A total of 94 residential units are proposed with 10 parking spaces accessed off Empress Avenue at the rear of the property and 94 bicycle spaces provided underground.

1.1 Required Applications

To facilitate the proposed development, concurrent Zoning By-law Amendment and Site Plan Control applications are being submitted. The Zoning By-law Amendment (ZBLA) proposes to amend the existing Traditional Mainstreet (TM) zoning applicable to the site to accommodate site-specific development details, including building height and setback reliefs, as discussed herein.

1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Planning Act notification requirements.

- / Pre-Application Consultation Meetings
 - o An initial Pre-Application Consultation Meeting was held with City Staff, the applicant team, and representatives of the Dalhousie Community Association on February 25, 2021.
 - o A second Pre-Application Consultation Meeting was held with City Staff, the applicant team, and representatives of the Dalhousie Community Association on April 5, 2023.
- / Notification of the former Ward Councillor, Councillor Catherine McKenney
 - o The Ward Councillor was notified of the proposed development for the subject property prior to the submission of the Zoning By-law Amendment and Site Plan Control applications. A meeting was held with their office to discuss the proposed development on March 8, 2021.
- / Notification of the new Ward Councillor, Councillor Ariel Troster
 - o The Ward Councillor was notified of the proposed development for the subject property prior to the submission of the Zoning By-law Amendment and Site Plan Control applications.
- / Community “Heads Up” to local registered Community Associations
 - o A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process.

- / Community Information Session
 - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
 - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
- / Planning Committee Meeting Advertisement and Report Mail out to Public for Zoning By-law Amendment
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee

2.0 Subject Property and Surrounding Context

2.1 Subject Property

The subject property, located in the Somerset Ward (Ward 14), is an irregularly shaped corner lot with a total area of 1000.38m². The property is located at the northeast corner of Somerset Street West and Empress Avenue in the West Centretown neighbourhood. It has approximately 35.26 metres metres of frontage along Somerset Street West on the south of the property, with approximately 30.48 metres of frontage along the west side abutting Empress Avenue. The property is currently occupied by a two-storey commercial building with a restaurant and food market at-grade, and office uses on the second storey. The remainder of the site, at the northern and western portions of the site, contains surface parking, accessed via Empress Avenue. The property is located along one of Ottawa’s main arterial roads, Somerset Street West, which is generally characterised by low- to mid-rise mixed-use buildings with commercial or retail located at-grade, as well as institutional buildings.

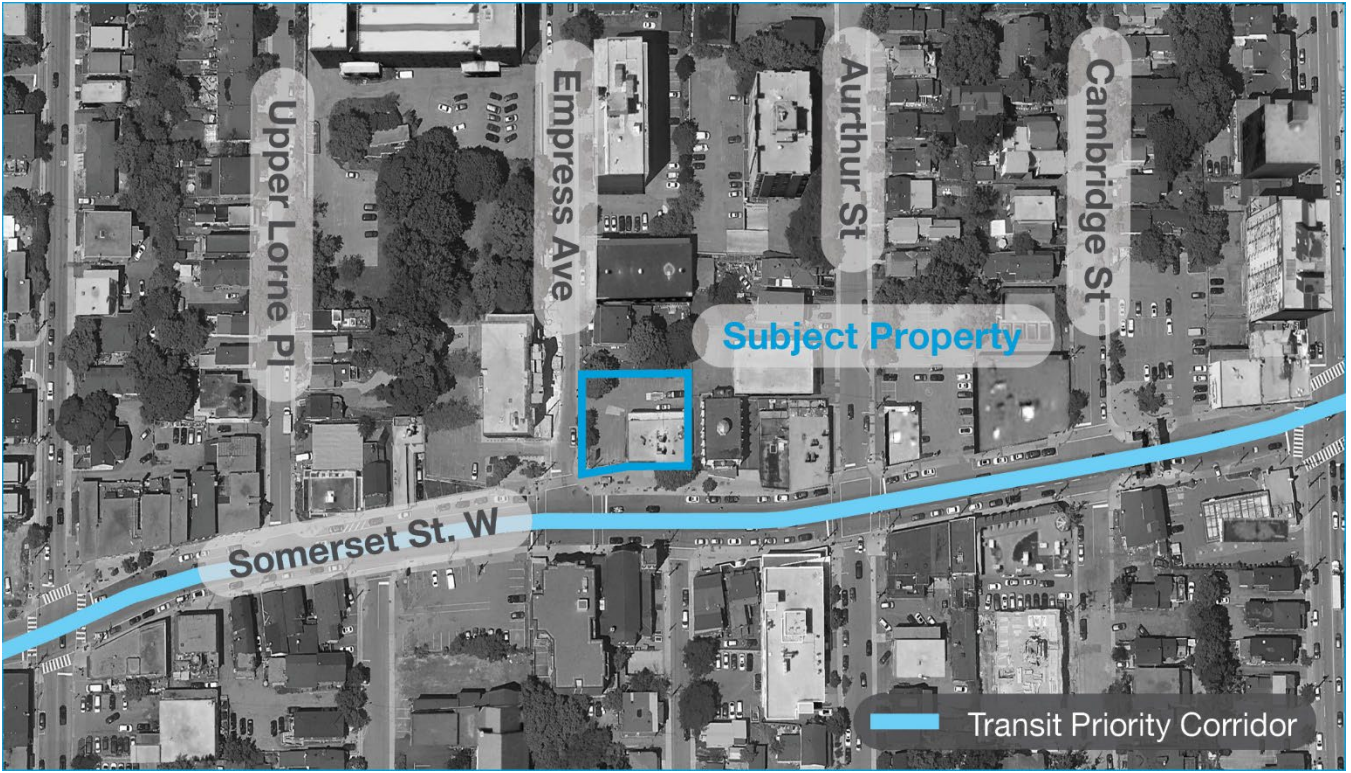


Figure 1: Subject Property



Figure 2: Top Left: Looking northwest to the subject property; Top Right: Looking north to the site; Bottom Left: Looking north east to the site; Bottom Right: Looking south east to the property, Somerset Street West in the background.

2.2 Surrounding Context



Figure 3: Top Left: Looking NE across Somerset Street W to the east of the subject property; Top Right: Looking south across Somerset Street W; Bottom Left: Looking north along Empress Avenue to the north of the site; Bottom Right: Looking southwest across Empress Avenue, nine storey development along Somerset Street West

North: Immediately north of the subject property are two buildings occupied by the Chinese Christian Church of Ottawa. These three-storey buildings at 116 and 118 Empress Avenue are listed on the City of Ottawa’s heritage register. Further north are two residential building; a nine-storey residential building fronting Empress Avenue and a 12-storey residential tower fronting Arthur Street, with surface parking contained between them. Further north are low-rise residential buildings through to Primrose Avenue East, across which are buildings containing medical office and healthcare uses.

East: Immediately east of the subject property along Somerset Street West is the Christ the Saviour Orthodox Church and low-rise mixed-use buildings containing retail and restaurant uses. A two-storey office building is located to the north of this fronting Arthur Street. Further east are low- and mid-rise mixed-use buildings along Somerset Street West, where low-rise residential buildings are generally located to the north and south beyond the mainstreet, with some mid-rise and high-rise residential buildings located throughout, particularly along Bronson Avenue.

South: Immediately south of the subject property is the St Luke’s Anglican Church, and six-storey mid-rise buildings along the southern edge of Somerset Street West. Abutting this, the site at the southeast corner of Somerset Street West and Lebreton Street is under construction and will contain a nine-storey mixed-use building. Further north are generally low-rise residential buildings, with some locally oriented commercial and institutional uses located throughout.

West: immediately west of the subject property is a three-storey building containing the Dalhousie Community Centre, with the Dalhousie Community Centre Park located to the north and west of the building. Low- and mid-rise mixed-use buildings are located along Somerset Street West, where low-rise residential buildings are generally located to the north and south beyond the mainstreet.

2.3 Transportation Network

The subject property is well connected to the existing and planned transportation network. Somerset Street W is identified as a Priority Transit Corridor on Schedule C2- Transit Network Ultimate of the City of Ottawa Official Plan (Figure 4), with frequent bus service.

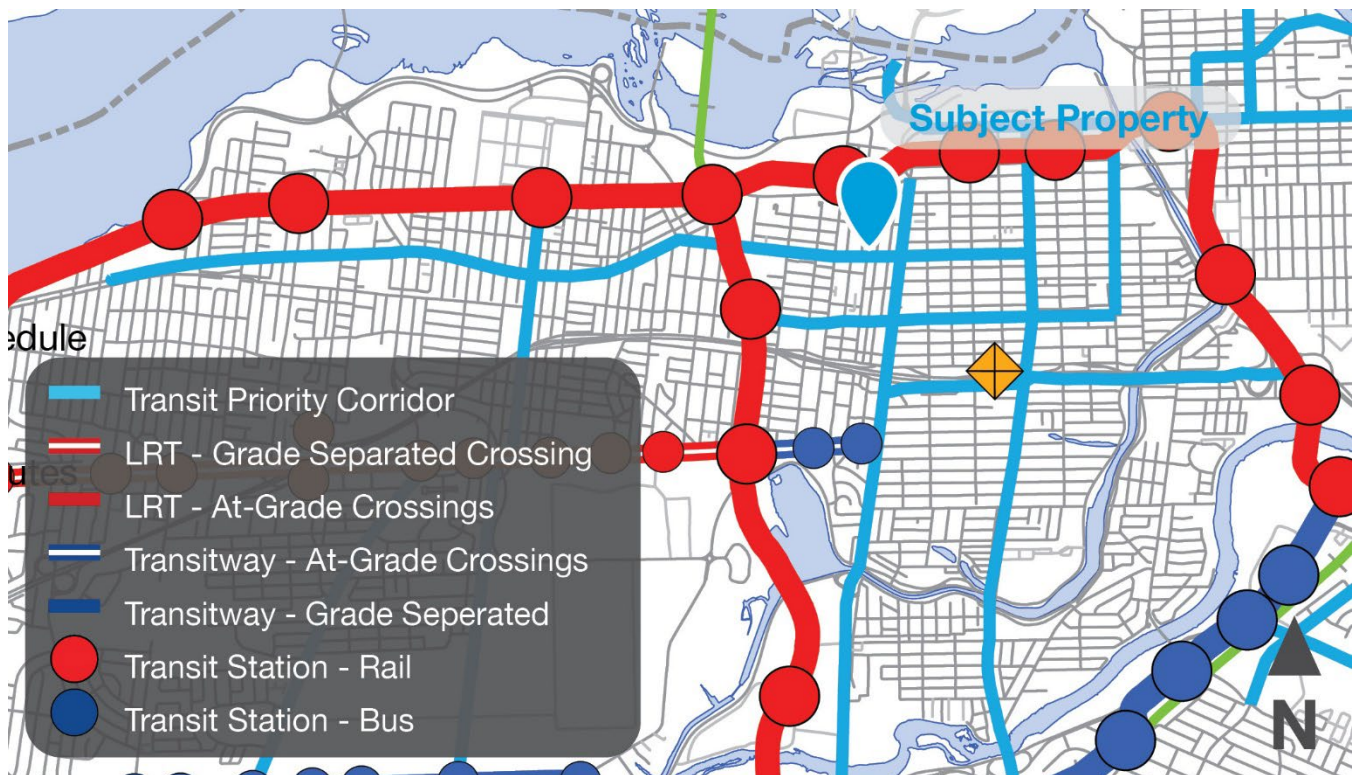


Figure 4: Schedule C2 – Transit Network (City of Ottawa Official Plan, 2022)

2.3.1 Transit Network

OC Transpo serves the site with Route 11 running adjacent to the site along Somerset Street West, Route 1 along Bronson Avenue, and Route 14 along Gladstone Avenue, and Routes 2 and 85 along Preston Street. An OC Transpo bus stop is located directly adjacent to the subject property at the corner of Somerset Street West and Empress Avenue, where the east-west route connects at stops along Somerset Street to the greater transportation network. Pimisi O-Train Line 1 Station is located within 600 metres to the north of the subject property, providing wider public transit connections throughout the City of Ottawa.

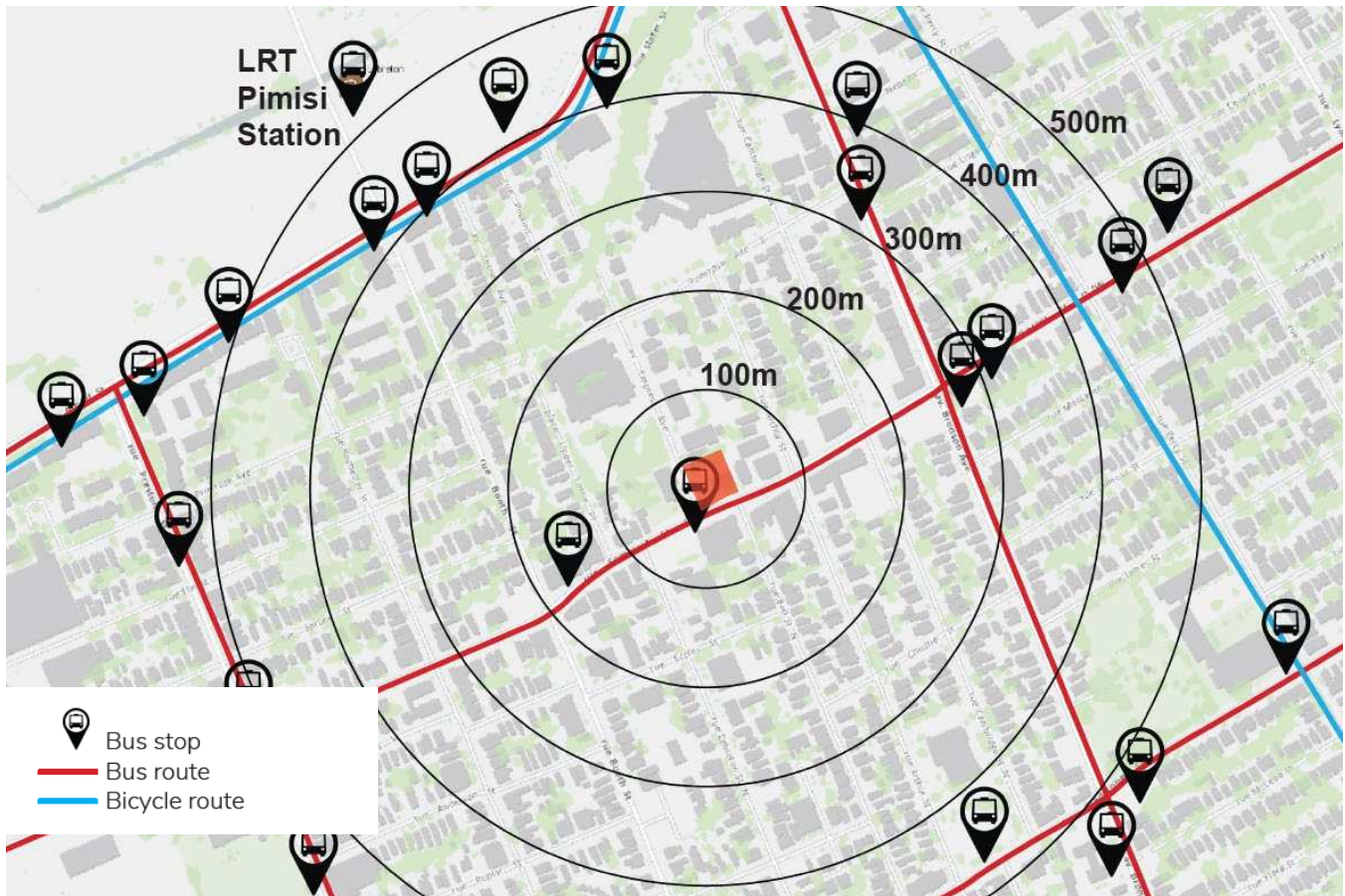


Figure 5: Transit Context, subject property indicated in orange

2.3.2 Road Network

The subject property is located at the corner of Somerset Street West and Empress Avenue, with the primary active frontage of the property along Somerset Street, which is designated as an Arterial Road on Schedule C5 of the Ottawa Official Plan (Figure 6). 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. The subject property benefits both from frontage along Somerset Street West and close proximity to other arterial roads including Bronson Avenue, Laurier Avenue, Slater Street, and Albert Street. Further, the subject property is located within 200 metres of Booth Street, designated a Major Collector Road which are intended to accommodate greater neighbourhood travel between collector and arterial roads.

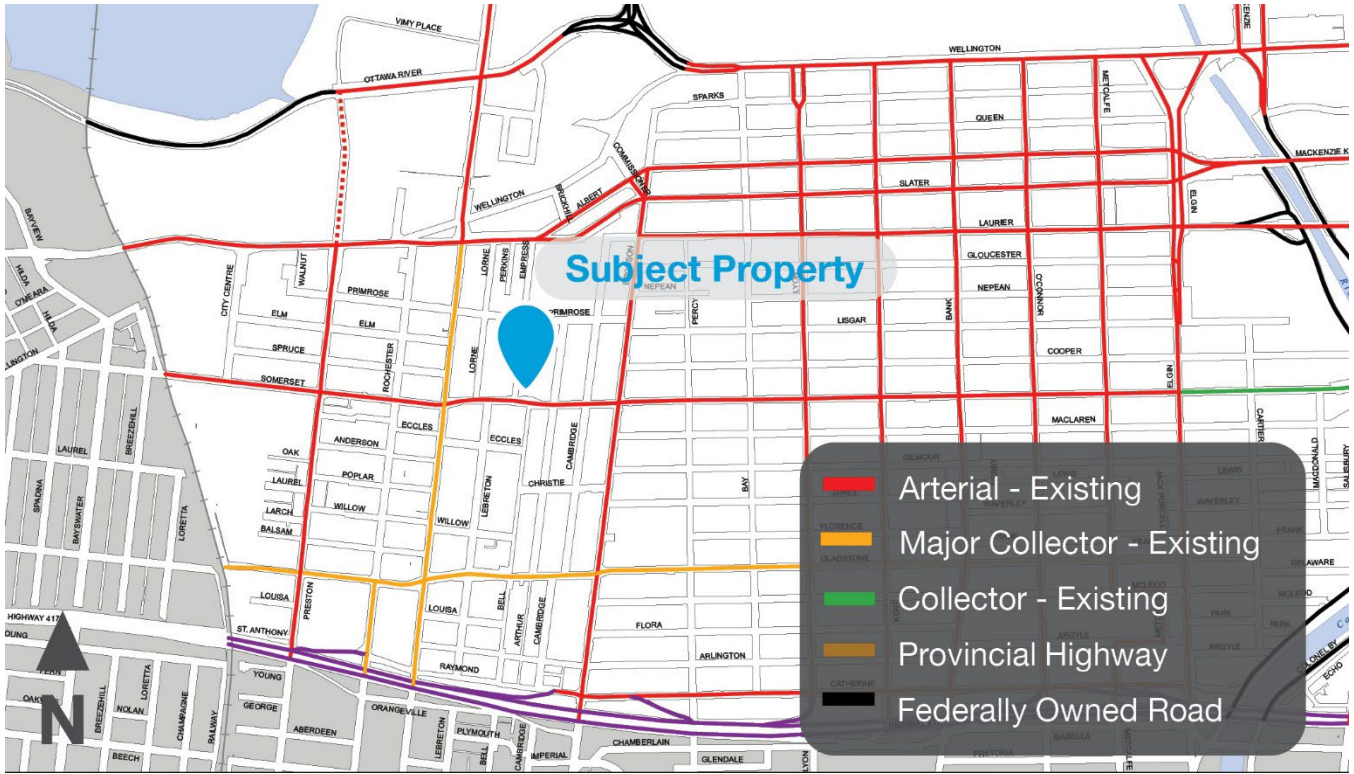


Figure 6: Schedule C5 – Downtown Core Road Network

2.3.3 Cycling Network

The subject site is within proximity to the City’s Active Transportation Network including a Multi-Use Pathway along Albert Street which connects to the broader cycling network (Figure 7). The subject site is also close to the Trillium Pathway with connections to Bayview Station to the North and Dow’s Lake to the South.

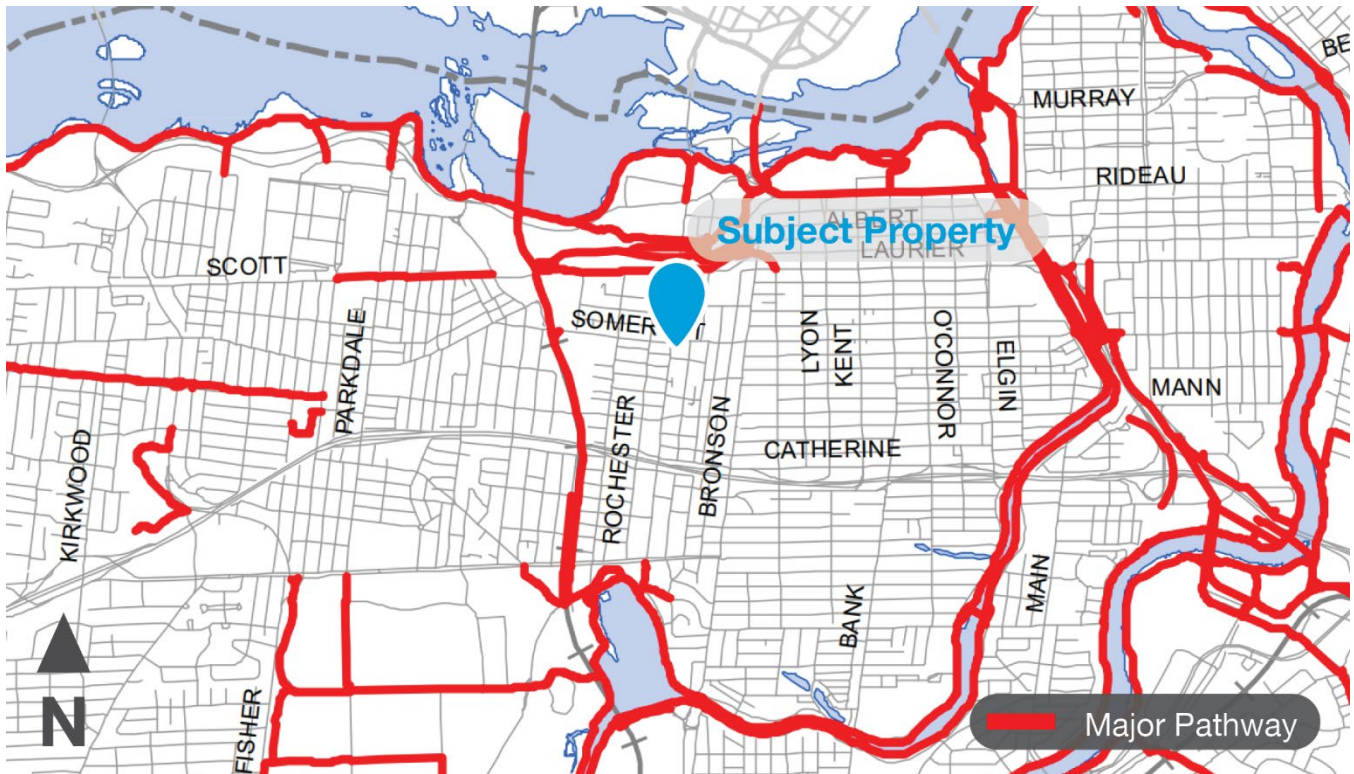


Figure 7: Schedule C3 - Active Transportation Network

2.4 Neighbourhood Amenities

Considering its location in the established West Centretown neighbourhood, the subject property benefits from close proximity to many nearby amenities including a range of commercial uses such as restaurants, retail stores, community services, and greenspaces. In particular, Somerset Street West is characterized by retail, restaurants, grocery stores, and other small and locally oriented commercial and institutional uses. The site is well-served with respect to parks and community facilities within walking distance, including the Dalhousie Community Centre and Park across Empress Avenue to the west, and Primrose Park, McNabb Park, and Dundonald Park within 600 metres of the subject property.

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

- / A wide variety of commercial and retail business in both directions along Somerset Street West;
- / Recreational centres and facilities, including the McNabb Recreation Centre and Arena, and Plant Recreation Centre;
- / Parks including Dalhousie Community Centre Park, Primrose Park, McNabb Park, Dundonald Park, and several other local parks, as well as greenspaces with Lebreton Flats and along the Ottawa River;
- / Community Centres such as the Dalhousie Community Centre directly across Empress Avenue;
- / Tourist destinations or heritage buildings such as Parliament Hill and City Hall; and,
- / Schools including Cambridge Street Community Public School, St. Anthony School, First Choice Alternative School, Richard Pfaff Alternate Program, and Centennial Public School.

3.0

Proposed Development and Design Brief

The proposed development of the subject property includes a nine (9) storey, mixed-use building consisting of apartment dwelling units and ground floor commercial space. The proposed development is proposed to contain 94 dwelling units, 29 of which will be studio units, 39 of which will be one (1) bedroom units, 26 of which will be two (2) bedroom units. The proposed development includes 250 square metres of ground floor commercial space which will contribute to a mix of uses at the subject property and enhance the surrounding streetscape. Ten (10) vehicle parking spaces are proposed to be located at the rear of the site in an at-grade parking garage accessed off Empress Avenue, to be used as visitor parking. A total of 94 bicycle parking spaces are provided within a secure underground area, equally one space per unit. Private and communal amenity spaces are provided throughout the proposed development, including via private balconies, terraces, and 277 square metres of communal rooftop amenity space.

3.1 Urban Design Brief

3.1.1 Massing, Scale, and Building Design

The proposed development has been designed with base-middle-top elements. The proposed design incorporates a four (4) storey podium which serves as the primary interface at the street level. The podium's materiality consists of a mix of red brick, textured stone, metal flashing, and glazing, which references the materiality of the red brick and grey stone within the immediate context. A predominantly red brick podium helps to establish a strong visual base and distinguishes it from the upper portions of the building.



Figure 8: Somerset Street W Perspective

The middle portion of the building, which extends from the fifth storey to the ninth story, includes a façade of white and black flashing. The middle portion of the is stepped back 2.0 metres along the public frontages along Somerset Street W

and Empress Avenue (the front and corner side yards). The interior side (east façade) of the building is articulated and includes a mix of grey stone, white and black flashing to avoid the appearance of a “blank wall”. Balconies are proposed along the front (south), corner side (west), and rear (north) of the middle portion of the building.



Figure 9: East Elevation

The top portion of the building consists of a communal rooftop amenity space and a mechanical penthouse.

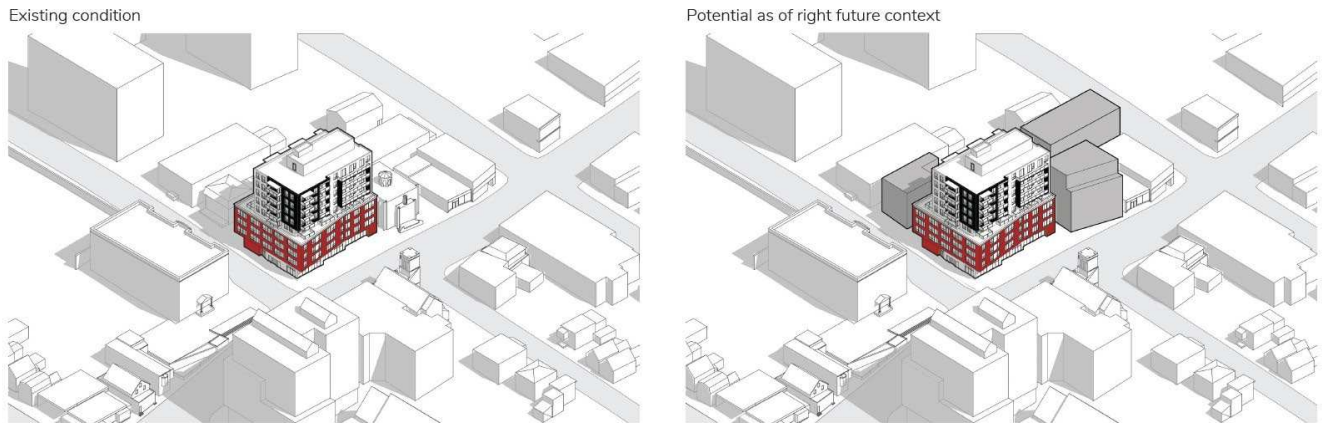


Figure 10: Existing vs. Potential Future Context

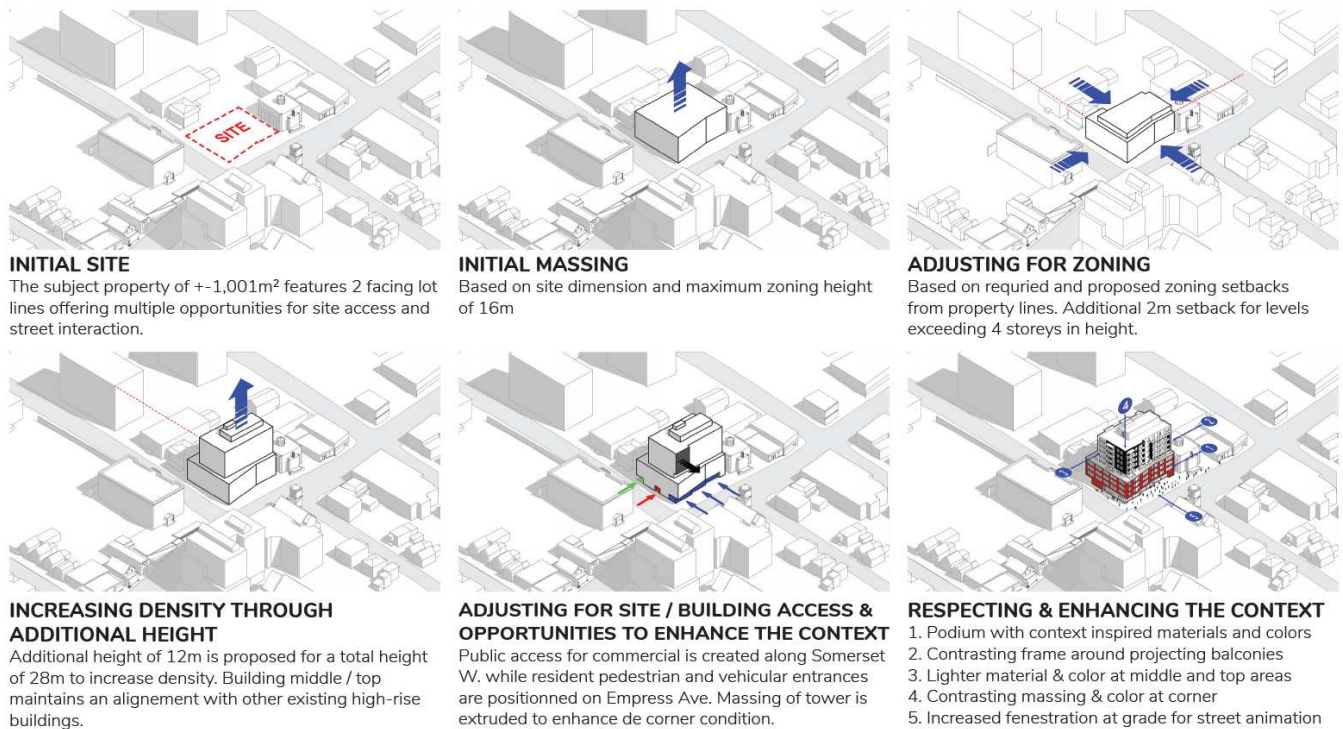


Figure 11: Massing Diagrams

In order to understand the impact of the proposed development in terms of shadowing, a Shadow Study was undertaken. The Shadow Study shows that shadows move quickly through the site as is expected within an urban context. Shadows during the summer are limited and will not significantly impact the abutting properties to the north. During the shoulder seasons, the slightly longer shadows will have minimal impact, with shadows being fast-moving. During the winter months, longer shadows reach further north, but again move relatively quickly to mitigate adverse impacts. The shadows cast by the proposed development are consistent with shadows cast by buildings within the immediate area. The accompanying shadow study prepared for the proposed development shows that any impacts are typical of the urban context and will not negatively impact the usability of the public realm.

3.1.2 Public Realm

The proposed development's ground floor will serve several purposes, with space allocated for a lobby, a mail room, residential and commercial garbage rooms, and commercial space facing Somerset Street W.



Figure 12: Public realm at ground level along Empress Avenue

The proposed development's ground floor will feature significant glazing and will be taller in height in order to enhance the at-grade experience along the subject property's Somerset Avenue frontage to the south. The ground floor commercial space, occupying a total gross floor area of 281 square metres also provides for a distinct and continuous public realm along Somerset Street W. The second floor cantilevers the ground floor retail space to provide for pedestrian weather protection.



Figure 13: Public Realm at ground level along Somerset Street W.



Figure 14: Streetscape view along Somerset Street W

The entrance to the building's residential lobby will be accessed from Empress Avenue.



Figure 15: Empress Avenue Elevation (West)



Figure 16: Building and Street Section - Somerset Street W.



Figure 17: Building and Street Section – Empress Avenue

3.1.3 Access to Parking

Vehicular access to and egress from, the proposed development will be provided in the form of a driveway at the subject property’s east lot line at the northeast corner of the site along Empress Avenue. The driveway will run along the north property line to access the ten (10) vehicle parking spaces along the north side of the building. The parking spaces are within the building concealed behind garage doors.

Ten (10) Visitor parking spaces are proposed, one (1) of which is an accessible parking space.

The underground portion of the building will also accommodate a total of 94 bicycle parking stalls (a rate of one space per unit), accessible through the elevator.



Figure 18: Empress Avenue looking south at street level

3.1.4 Amenities

The proposed development will provide a variety of communal and private amenity spaces for the building's residents. Communal amenity space will include a rooftop amenity terrace on the roof on the ninth floor. Private amenity spaces are proposed to be provided in the form of balconies and terraces serving the majority of dwelling units.

3.1.5 Sustainability

The proposed development contributes to the achievement of City of Ottawa sustainability objectives through site and building design. The following sustainable design features are proposed:

Building Design

- / The building design including envelope and heating and cooling systems will optimize energy consumption through modelling to meet and potentially exceed all provincial and federal model requirements.
- / The percentage of glass has been minimized by applying smaller punched windows to obtain more energy efficiency;
- / Installing high quality windows that utilize low-e coatings and gas filling, while choosing the glazing and window frame material that will be most sustainable;
- / Air-tight building envelope using increased insulation to be validated using energy modeling software;
- / Most of the building extends along the east-west axis which allows most of the units to take advantage of the South light which creates opportunity for energy efficient design;
- / The proposal has paid attention to the implementation of bird friendly design by incorporating darker exterior finishes on the first 4 levels as well as contrasting materials throughout and punch windows to reduce the amount of reflection on the façade.

Sustainable Site:

- / The subject property is located within walking distance to an abundance of local services and amenities to meet daily needs reducing reliance on private motor vehicles.
- / The subject property is located in front of existing bus stops with lines running East-West. The closest north-south lines are located 3 blocks East at the intersection of Somerset W. & Bronson.
- / All on-site parking for visitors is provided above ground in a covered part of the building accessible from Empress Ave.
- / Over 99 bicycle parking spaces will be provided to promote active transportation and less dependence on motor vehicles. The project is proposing a 1 bicycle parking per unit ratio as well as 5 bicycle parking for the commercial uses.

Water Efficiency:

- / Stormwater will be controlled on site including rooftop flow attenuation and surface and subsurface storage.
- / As the building and driving aisle occupies most of the site, there will only be a few trees and shrubs however the landscape design will incorporate indigenous vegetation requiring as little irrigation as possible.

Energy and Atmosphere:

- / The proposed development also reduces energy consumption through:
 - o The use of more permeable materials to reduce heat loss.
 - o Low-flow hot water fixtures.
 - o Exterior lighting which will be designed to reduce light pollution to a minimum.

Material and Resources:

- / The building envelope will consist of rain-screen masonry on the lower 4 levels to match the existing context and aluminum panel system on floors 5-9. Punch windows are proposed throughout allowing for higher overall energy efficiency which will ensure comfort and overall energy model performance.
- / Construction will favor locally sourced, durable, sustainable, and recycled materials.
- / Construction and demolition waste will be reduced and recycled during design, construction, operation, and end of life.
- / Roof membranes will have a high solar reflectance index.
- / Greening of the roof with planters will reduce heat island effect.
- / Storage and collection of recyclables will be incorporated in the development

Indoor Environmental Quality:

- / Operable windows will increase natural ventilation.
- / Interior materials and finishes will be selected to ensure durability and low emissivity.
- / Units are designed to maximize natural light which will reduce reliance on electrical and mechanical systems.

3.1.6 Heritage

The subject property is within close proximity to several listed heritage buildings and one (1) individually designated heritage building under Part IV of the Ontario Heritage Act.

The materiality of the proposed development builds on the existing colours and materiality of the surrounding heritage buildings including the use of red brick, grey stone, and white flashing. These elements provide for a fresh design that evokes the design elements of the heritage buildings within the surrounding context. The proposed development respects the rhythm and pattern of the exiting building on the street will add to and compliment the surrounding urban fabric.

4.0 Policy and Regulatory Review

4.1 Provincial Policy Statement (2020)

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, liveable and safe communities are sustained by:

- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / 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; avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / 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;
- / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- / promoting development and land use patterns that conserve biodiversity; and,
- / preparing for the regional and local impacts of a changing climate.

1.1.3.1 Settlement areas shall be the focus of growth and development;

The subject site is located within a designated settlement area.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- / efficiently use land and resources;
- / 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; and
- / support active transportation; and,
- / are transit-supportive, where transit is planned, exists, or may be developed.

The subject property is serviced with existing municipal services and adequate capacity is available to support the proposed development. The subject property is an appropriate location for development that efficiently uses land and existing infrastructure and promotes opportunities for transit-supportive development within the downtown core where transit exists.

- 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 exiting 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.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

The proposed development facilitates intensification in a compact, mixed-use form while avoiding and mitigating risks to public health and safety.

- 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 are by:
- / permitting and facilitating: All types of residential intensification, including additional residential units and redevelopment;
 - / 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;
 - / 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;
 - / requiring transit-supportive development and prioritizing intensification, in proximity to transit, including corridors and stations; and,
 - / 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, which is on an existing lot within the urban boundary, will contribute to achieving residential intensification in an appropriate location to make use of existing services, including infrastructure and transit. The proposed development provides new housing in a form and density which is transit supportive and efficiently utilizes existing infrastructure and public service facilities.

- 1.6.7.4 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 uses of transit and active transportation.

The proposed development includes a mix of uses and reduced vehicle parking within proximity to local amenities and transit infrastructure, which will minimize vehicle trips and support active transportation.

- 1.7.1 Long-term economic prosperity should be supported by:
- / encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce; and

/ optimizing the long-term availability and use of land, resources, infrastructure and public service facilities.

The proposed development provides for residential and mixed use intensification within an existing walkable community, within close proximity both to existing bus routes and light rail rapid transit. Further, the proposed development will offer a mix of uses, and create a sense of place along this portion of Somerset Street W by providing an at-grade condition which enhances the streetscape. The proposed building is located on an infill site characterized by a substantial area of surface parking and will have environmental benefits as it will reduce development pressure on outlying areas which, in turn, helps to safeguard lands that serve important ecological functions and reduce the amount of vehicle dependence, improving air quality and reducing greenhouse gas emissions.

The redevelopment of the subject property is provided in an efficient, cost-effective manner and will make efficient use of existing infrastructure, public service facilities. As the subject property is within 600 metres of the Pimisi LRT Station and several bus routes, the proposed development supports the City's investment and commitment to public transit and active transportation.

In summary, through the provision of residential and commercial intensification on a serviced lot along Somerset Street, identified as a Minor Corridor within the Downtown Core Transect of the Ottawa Official Plan (2022), the proposed development is consistent with the policies and objectives of the Provincial Policy Statement (2020).

4.2 City of Ottawa Official Plan (2022)

The City of 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

Section 2.1 of the Official Plan proposes five (5) 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:

1) 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.

As an infill development within the Downtown Core Transect, the proposed development advances the objective to achieve more growth through intensification and development within existing built up areas.

2) 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.

As a property with convenient and nearby access to a range of transportation options including the Pimisi LRT Station, existing bus service along Somerset Street W, existing and future bicycle routes, and within walking distance of many

key services and neighbourhood amenities. The proposed development provides a reduced number of vehicle parking spaces, and one bicycle parking space per dwelling unit, promoting the use of alternative transportation options, such as active transportation. As such, the proposed development supports the City's objective to ensure the majority of trips in the city will be made by sustainable transportation by 2046.

3) 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.

The proposed development is a context sensitive building designed to incorporate significant building separation distances while also promoting increased residential density, providing improvements to the public realm and environmentally responsive design approaches. The proposed development contributes towards stronger, more inclusive, and more vibrant neighbourhoods within the City of Ottawa, providing a form and tenure of housing needed for the City.

4) 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.

The introduction of more-dense residential developments within the existing well-served community will reduce the overall loss of open green space to development discouraging urban sprawl and avoiding loss of natural features and habitats. Further, the project will encourage a healthy modal split that isn't overly reliant on personal vehicle trips. The proposed development will also see the planting of new street trees along the public realm of the proposed development.

5) 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.

The proposed development provides an infill-built form with both residential and commercial components that will contribute to economic vibrancy in the Downtown Core Transect. Further, the proposed infill development is located in an area containing established services and infrastructure and provides for a more efficient and cost-effective development pattern within the City.

4.2.2 Cross-Cutting Issues

Several 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. Section 2.2 of the Official Plan identifies six cross cutting issues 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

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan is to be read in conjunction with those other policy documents.

As discussed above, the proposed development implements several of the Official Plan’s Cross-Cutting Issues. The proposed development intensifies a property within the Downtown Core Transect that is within close proximity to frequent bus service and rapid transit, including the Pimisi LRT.

Further, the development will significantly contribute towards the creation of 15-minute neighbourhoods as directed by the OP with opportunities which meet future resident’s day-to-day needs. The proposed unit mix includes a variety of new housing types and tenures, offering potential to attract a range of new residents of various stages of life, family sizes, and incomes to the community.

The proposed design provides an enhanced at-grade space through the inclusion of ground floor retail/commercial occupancies which will benefit from new residents within the building as well as the existing and evolving nearby community. In summary, these merits implement the above-mentioned cross cutting issues and support the overall objectives of the Official Plan.

4.2.3 Transect and Land Use Designation

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects (Figure 19). 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 to rural.



Figure 19: Schedule A City of Ottawa Official Plan

The subject property is located within the Downtown Core Transect and is designated Minor Corridor, with the Evolving Overlay applied (Figure 20). Section 5 of the Official Plan contains policies for Transect Areas, while Section 6 provides policy direction for Urban Designations and Overlays.

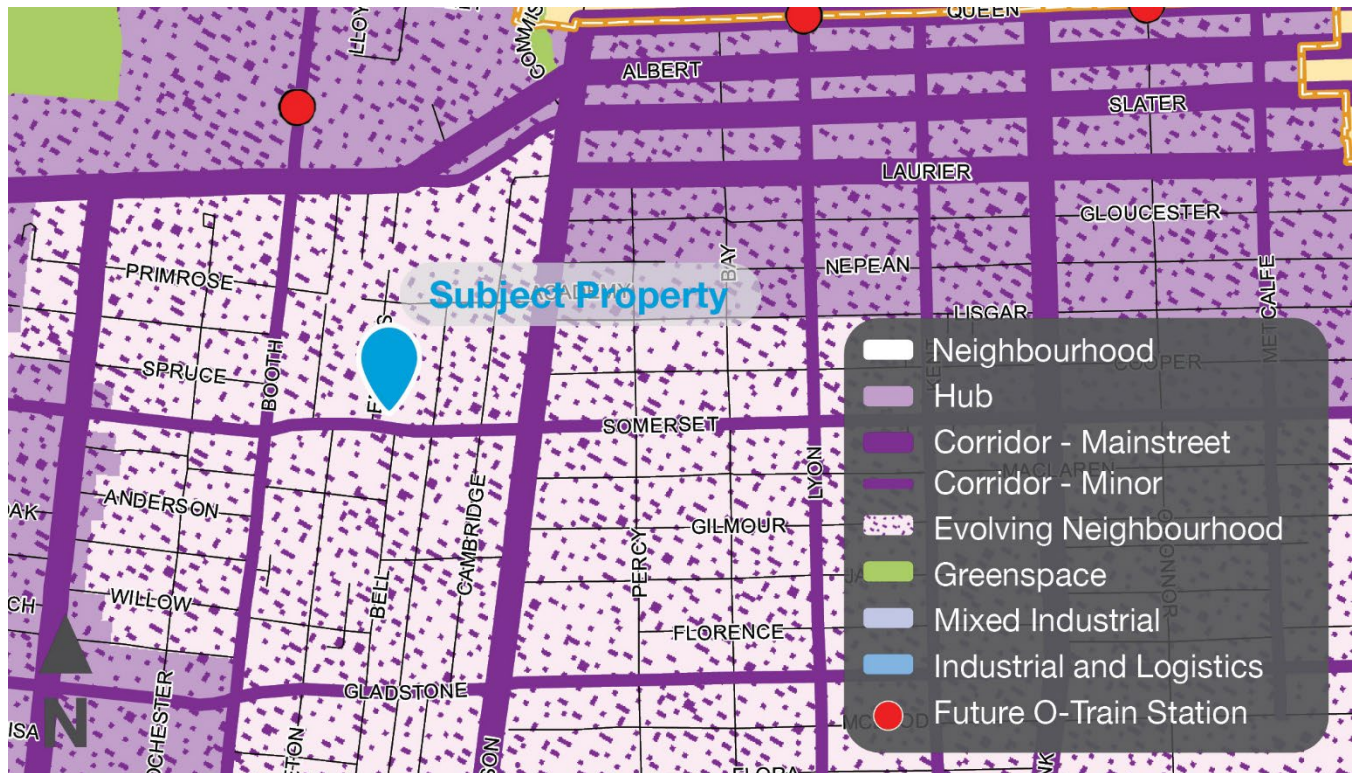


Figure 20: Schedule B1 - Downtown Core Transect

The following policies apply to the subject property:

Policy 5.1.1.1 states that the Downtown Core Transect has an established and intended built form that is urban. All development shall maintain and enhance the urban pattern of built form and site design.

Policy 5.1.1.2 states that the Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:

- a) Hubs and a dense network of Corridors provide a full range of services;
- b) A High concentration of employment is maintained and increased;
- c) Existing and new cultural assets are supported, including those that support music and nightlife; and,
- d) Residential densities are sufficient to support the full range of services.

Policy 5.1.1.4 states that the public realm in the Downtown Core should be of a consistently high quality that compensates for the smaller public, private and semi-private spaces available in the core.

Policy 5.1.2.2 states that the transportation network for the Downtown Core shall prioritize walking and cycling for short trips, and cycling and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users shall take priority over private motor vehicle access and movement in the Downtown Core.

Policy 5.1.1.6 states that 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.

The proposed development seeks to provide for a high density-built form that provides reduced on-site parking.

Policy 5.1.2.2 states that the transportation network for the Downtown Core shall prioritize walking and cycling for short trips, and cycling and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users shall take priority over private motor vehicle access and movement.

The proposed development of a dense, mixed-use building supports the City's goal to prioritize walking, cycling, and transit trips over motor vehicle access within the Downtown Core.

Policy 5.1.2.3 states that in the Downtown Core motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development.

The proposed development does not provide residential vehicle parking while providing the required visitor number of parking spaces under the Zoning By-law.

Policy 5.1.4.4 states that on Downtown Core Minor Corridors, all buildings shall have active entrances facing the Minor Corridor, regardless of use. Minimum 2 storeys and maximum building heights are generally in upper Mid-rise range between 7 and 9 storeys, except where a secondary plan or area-specific policy permit greater or lower heights and are subject to appropriate height transitions and setbacks. The height of such buildings:

- a) Shall, with respect to the wall heights directly adjacent to a street, be proportionate to the width of the abutting right-of-way and consistent with the objectives in the urban design section for Mid-rise buildings;
- b) May be limited further on lots too small to accommodate an appropriate height transition; and
- c) May be increased to generally 15 storeys within 100 metres walking distance of a rapid transit station.

The proposed development complies with the policy direction for the Minor Corridor Designation within the Downtown Core Transect. The proposed development seeks a maximum building height of nine (9) storeys. The proposed mixed-use, mid-rise building includes active frontages facing the Minor Corridor and respects the width of the Somerset Street West right-of-way, while the subject property is of a sufficient size to accommodate an appropriate height transition to adjacent properties. The development seeks to amend the Zoning By-law to provide a reduced number of vehicle parking spaces, which is supported by policies for sites within the Downtown Core Transect. The proposed development reduces the reliance on private automobiles and is supportive of active transportation, including cycling and walking, by providing one bicycle parking space per unit, which is significantly more than required by the Zoning By-law, and enhancing the public realm and pedestrian movement along Somerset Street W and Empress Avenue.

Policy 6.2.1.1 states that the Corridor designation applies to any lot abutting the Corridor, and in the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor.

Policy 6.2.1.2 states that 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 setbacks 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;

The proposed development provides appropriate building setbacks along the rear of the building to provide transition to adjacent properties in the Neighbourhood designation. Along Empress Avenue, the proposed development provides a low-rise building height adjacent to the properties to the north, stepping to the mid-rise portion of the building. The brick materiality at the low-rise portion provides a visual transition to the surrounding properties and appropriately responds to the immediate development context.

Policy 6.2.1.3 states that 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.

Policy 6.2.2.2 states that 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:

- a) Include residential-only and commercial-only buildings;
- b) Include buildings with an internal mix of uses, but which remain predominantly residential;
- c) Include limited commercial uses which are meant to mainly serve local markets; or
- d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.

The proposed development conforms to the Official Plan's policy direction for Corridors by providing a well-designed, mixed-use development that integrates with its surroundings and site context. The proposed development offers ground-floor commercial containing retail spaces, with residential uses located within the upper floors. Active entrances are proposed to Somerset Street W, thereby contributing the animation of the public realm. By providing along a prominent commercial corridor and at a corner site, the proposed development contributes to the creation of 15-minute neighbourhoods.

4.2.4 Growth Management Framework

Section 3 of the Official Plan establishes policies to support intensification. Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Table 1: Height and Density Requirements (Consolidated Tables 3b and 7; City of Ottawa Official Plan).

Applicable Transect and Designation within the Outer Urban Transect	Minimum and Maximum Building Height	Minimum Residential Density Requirement for Intensification (Dwelling Units per Net Hectare)	Minimum Proportion of Large-household Dwellings within Intensification
Minor Corridor Designation within the Downtown Core	Low-rise and Mid-rise: minimum 2 storeys and maximum 9 storeys	120 dwelling units per net hectare	Minimum: 5% Target 10%

The proposed development supports the intensification policies of the Official Plan by working towards density requirements established within the Minor Corridor Designation of the Downtown Core Transect of the Official Plan.

Although meant to apply to the area wholistically, the minimum density target above 120 units per net hectare is exceeded in the proposed development. The proposed development further supports the goal of achieving residential intensification within the built-up areas of the City by providing for mid-rise intensification of along a Minor Corridor. The proposed unit count includes a variety of typologies to accommodate various tenants, including 28% which consist of two-bedrooms.

4.2.5 City-Wide Policies - Housing

Section 4 of the Official Plan contains policies which are applicable city-wide. More specifically, Section 4.2 contains policies related to Housing. The Official Plan states that adequate, safe and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority, and consider new policies or development application requirements through a housing- and mobility- affordability lens. City-wide housing policies applicable to the proposed development include:

Policy 4.2.1.1 states that a diverse range of flexible and context- sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
- e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

The proposed development provides for a diverse range of flexible and context sensitive housing options by providing a dense mixed-use, mid-rise building that includes a diversity of unit sizes. The proposed mix of unit typed and sizes responds to the City's need for a diverse range of housing, provided at a density and in an area which will support the development of 15-minute neighbourhoods.

4.2.6 Heritage

The City uses the power and tools provided by Ontario Heritage Act to achieve its goal to protect cultural heritage resources. Section 4.5 of the Official Plan outlines policies for the conversation of cultural heritage in the City of Ottawa. As the subject property is located across the street from the Saint-Remi Catholic Parish, a building on the City's Heritage Register, the following policy applies:

Policy 4.5.2.1 states that when reviewing development applications affecting lands and properties on, or adjacent to a designated property, the City will ensure that the proposal is compatible by respecting and conserving the cultural heritage value and attributes of the heritage property, streetscape or Heritage Conservation District as defined by the associated designation bylaw or Heritage Conservation District Plan and having regard for the Standards and Guidelines for the Conservation of Historic Places in Canada.

The subject property is located across the street from the St. Luke Anglican Church, a building designated under Part IV of the Ontario Heritage Act. The subject property's location relative to the church is such that its proposed redevelopment will have little to no impact on views of the church, particularly from nearby public rights-of-way including Somerset Street W. The brick and grey stone materiality at the low-rise portion of the building responds to the heritage context of the surrounding properties. The colour palette ties the building in with the surrounding built form context with a building design that provides for appropriate intensification along a Traditional Mainstreet.

4.2.7 Urban Design

Section 4.6 of the Official Plan contains city-wide policy direction related to Urban Design. Urban Design is the process of giving form and context to a city to create the theatre of public life and 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. The proposed development meets the following applicable Urban Design policies:

Policy 4.6.4.1 states that Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.

The proposal will incorporate modern and innovative design and building technologies to ensure the building is sustainable, resilient and promotes high-quality re-investment in this area of Ottawa.

Policy 4.6.5.1 states that development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.

A review of the Transit-Oriented Development Guidelines and Urban Design Guidelines for Development along Traditional Mainstreets have been provided in sections 4.3 and 4.4 of this Planning Rationale.

Policy 4.6.5.2 states that 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.

Policy 4.6.5.3 states that 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 access should be used to limit interruptions along sidewalks.

The street edge will be animated with large panels of glazing, active entrances to the sidewalk, and active uses along the street. As part of the development, the public realm will be enhanced along Somerset Steet by providing a continuous street edge that provides pedestrian activity.

Policy 4.6.6.1 states 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;
- 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.

The subject property is currently used as a commercial retail plaza with a surface parking lot at the rear and side of the site. The proposed development is adequately separated from existing low-rise rise neighbourhoods and has been reviewed comprehensively with respect to potential impacts. Along Empress Avenue, the proposed development provides a low-rise building height adjacent to the properties to the north, stepping to the mid-rise portion of the building. The brick materiality at the low-rise portion provides a visual transition to the surrounding properties and appropriately responds to the immediate development context.

Policy 4.6.6.2 states that transition between mid-rise and high-rise buildings, and adjacent properties designated as Neighbourhood, 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 or other means in accordance with Council-approved Plans and design guidelines.

The proposed development provides an appropriate transition across the site from the corridor to the adjacent neighbourhood area through the use of setbacks and stepbacks, guided by the implementation of an angular plane.

Policy 4.6.6.4 states that 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 provides for both communal and private amenity areas in accordance with the Zoning By-law. The rooftop amenity area will be designed to serve the needs of all age groups and conservation for all four seasons.

Policy 4.6.6.7 states that Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings;
- c) Be generally proportionate in height to the width of the right of way;
- d) Provide sufficient setbacks and step backs to:
 - i. Provide landscaping and adequate space for tree planting;
 - ii. Avoid a street canyon effect; and
 - iii. Minimize microclimate impacts on the public realm and private amenity areas.

The proposed mid-rise development is consistent with the built form character of the surrounding context and provides for an enhanced public realm along Somerset Street West. The proposed development frames the Somerset and Empress Avenue ROW with a brick and stone podium that responds the existing urban context. The overall design conforms to the Urban Design policies outlined in section 4.6 of the Official Plan.

In summary, it is our professional opinion that the proposed development conforms with the policies of the Official Plan by providing for mid-rise, residential intensification on an underutilized lot within the Downtown Core Transect. The proposed development helps to achieve the goals of the Official Plan including the goal to create 15-minute communities. Therefore, the proposed Zoning By-law amendment and Site Plan control applications conform to the policies of the City of Ottawa Official Plan (2022).

4.3 Urban Design Guidelines for Development along Traditional Mainstreets

Traditional Mainstreets are those streets that have a pre-1945 character. Typically, they are set within a tightly knit urban fabric, with buildings that are set close to the street. The development pattern, mix of uses, contiguous storefronts and density create an interesting pedestrian environment and support the use of transit. Residential uses are often located on the upper floors. The Urban Design Guidelines for Traditional Mainstreets are to be used during the review of development proposals to promote and achieve appropriate development along Traditional Mainstreets.

The proposed development meets the intent and purpose of several of the City's Urban Design Guidelines for Development along Traditional Mainstreets, including the following:

Table 2: Urban Design Guidelines for Development along Traditional Mainstreets

	Guideline	Design Response
1	Align streetwall buildings with the existing built form or with the average setback of the adjacent buildings in order to create a visually continuous streetscape	The proposed development provides for a continuous streetscape along Somerset Avenue W.
2	plant clusters of trees on the flanking residential streets, where they meet the mainstreet, for additional greenspace	Trees plantings are proposed along Empress Avenue. Mature trees along Somerset Avenue are proposed to be retained.
3	Provide or restore a minimum 2.0 metre wide concrete sidewalk and locate to match approved streetscape design plans for the area. Where there is no approved streetscape plan, match the existing context. Provide a boulevard for street furniture, trees, and utilities; next to the sidewalk where possible. Provide an area adjacent to storefronts for canopies, outdoor patios or special merchant displays (the frontage zone). Create wider sidewalks for locations with high pedestrian volumes such as along traditional mainstreets in core urban areas	The sidewalks will be restored to match the existing streetscape context along Somerset Street W. A 2.0-metre-wide sidewalk will be provided along Somerset Street. The Empress Avenue Sidewalk width will match the existing sidewalk width allowing adequate soil volume for the proposed tree plantings along Empress Avenue.
4	Use periodic breaks in the street wall or minor variations in building setback and alignment to add interest to the streetscape and to provide space for activities adjacent to the sidewalk	The ground floor includes articulation and provides for adequate space along the sidewalk for access into to the proposed ground floor commercial uses.
8	Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias.	The proposed development has an attractive, context sensitive design that incorporates red brick, grey stone, and white and black metal siding as well as punched windows and ground floor glazing.
9	Ensure sufficient light and privacy for residential and institutional properties to the rear by ensuring that	The proposed development provides appropriate building setbacks along the rear of the building to

	new development is compatible and sensitive with adjacent uses with regard to maximizing light and minimizing overlook.	provide transition to adjacent properties in the Neighbourhood designation. Along Empress Avenue, the proposed development provides a low-rise building height adjacent to the properties to the north, stepping to the mid-rise portion of the building. The brick materiality at the low-rise portion provides a visual transition to the surrounding properties and appropriately responds to the immediate development context.
10	Design street sections with a ratio of building height to road corridor width of between 1:1 and 1:3. A ratio of 1:1 is appropriate for urban core areas	The height of the podium respects the 1:1 ratio to the Somerset Street W right of way.
11	Use clear windows and doors, to make the pedestrian level façade of walls facing the street highly transparent, and locate active pedestrian-oriented uses at-grade	Clear windows and doors are proposed for the ground floor commercial space fronting the public realm.
12	Set back the upper floors of taller buildings to help achieve a human scale and more light on the sidewalks	The upper floors (above the fourth floor) are set back an additional 2.0 metres along both street frontages.
13	Locate residential units above the level of vehicular traffic in a mixed-use building	No residential units are proposed on the ground floor.
14	Locate mixed-use development by concentrating height and mass at nodes and gateways	The proposed building height is concentrated at the intersection of Somerset Street and Empress Avenue. The proposed building height is appropriate for a corner site within the downtown core.
19	Locate front doors to face the mainstreet and be directly accessible from the public sidewalk.	The ground floor commercial uses face the mainstreet with direct access to the sidewalk. The building lobby faces Empress Avenue with direct access to the sidewalk.
23	Locate surface parking in the rear yard with vehicular access off side streets and laneways.	Parking is located to the rear of the building and is internal to the building.
28	Select trees, shrubs and other vegetation considering their tolerance to urban conditions such as road salt or heat. Give preference to native species of the region that are of equal suitability.	Native and drought tolerant trees are proposed to be planted as outlined in the accompanying Landscape Plan.
38	Enclose all utility equipment within buildings or screen them from both the traditional mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks, ramps, air conditioner compressors, utility meters and transformers.	Utilities are proposed to be located within the building envelope including garbage and recycling containers which will be wheeled out for collection.

The proposed development meets the intent and purpose of the Urban Design Guidelines for Development along Traditional Mainstreets.

4.4 Transit-Oriented Development Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the city that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

Table 3: Transit-Oriented Development Guidelines

	Guideline	Design Response
1	<p>Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station.</p> <p>Examples of transit-supportive land uses include: townhouses; apartments; child care facilities; hotels; medical clinics; restaurants; affordable housing; libraries; recreational and cultural facilities; fitness clubs; movie theatres; call centres; offices; high schools and post secondary institutions.</p>	<p>The proposed development provides for transit supportive land uses within 600 metres of transit including apartment dwellings and ground floor retail uses.</p>
2	<p>Discourage non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user. Non transit-supportive land uses are those that:</p> <ul style="list-style-type: none"> • Generate exclusively high levels of vehicle activity • Use large amounts of land with low-density form • Require extensive surface parking areas and are oriented towards users arriving by automobile • Create negative impacts for pedestrians, such as isolation, windswept walks, and numerous vehicle crossings on sidewalks • Typically do not encourage extended hours of activity. 	<p>The proposed development does not include land intensive automobile oriented land uses that are not transit supportive.</p>
3	<p>Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another.</p>	<p>The proposed development provides for a mix of land uses that provide a designation for both transit users and local residents. The ground floor commercial uses will support a vibrant community and enable people to meet their daily needs.</p>

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. Coordinate the location and integration of transit stops and shelters early in the design process to ensure sufficient space and adequate design.	The proposed building is located close to the street to allow for direct pedestrian access to the sidewalk. An exiting bus shelter exists within the City ROW at Somerset and Empress.
11	Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.	2.0 metre setbacks above the 4th storey along Empress and Somerset are provided to maintain a human scale along the public realm.
13	Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping.	The sidewalk along Somerset Avenue W is over 6 metres wide along the front lot line of the proposed development. The proposed 0.5 metre front yard and corner side yard setback aid to define the street edge. Street Trees are proposed along the Somerset and Empress ROWs.
14	Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.	The proposed development includes an articulated façade including contrasting materiality and glazing on the ground floor fronting the public realm.
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.	Clear glazing is proposed along the front façade on the ground floor for the at-grade commercial uses.
25	Ensure pedestrian walkways are an adequate width to accommodate anticipated pedestrian volumes, with a minimum width of 2.0 metres with accessible grade changes.	Sidewalks along the Somerset Street W. will have a minimum width of 2.0 metres.
28	Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences	Ground floor retail/commercial uses are proposed.
29	Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians.	Retail bicycle parking is provided along the front of the building within close proximity to commercial entrances. Resident bicycle parking is provided in a secure room in the basement.
32	Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law. Consider cash-in-lieu and on-street parking. Reductions in Development Charge fees may also be available for developments that provide reduced parking.	The proposed development provides a reduced parking rate. Visitor Parking is provided in accordance with 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.	Parking is located at the rear of the site within the ground floor of the building. Parking is obscured from view from the public realm.
46	Locate residential garages at the rear of buildings.	
52	Plant shade trees and shrubs and use permeable surfaces and light coloured hard surfaces where possible to help reduce urban heat and to create a more comfortable microclimate. When using special pavers, be mindful of maintenance issues such as frost heaves and plowing issues with paving stones. Reference the City's Hard Surface Tree Planting Guidelines for more information.	Shade trees are proposed along Empress Avenue. The large trees along Somerset Street W. are proposed to be maintained. Permeable surfaces are being explored.

The proposed development meets the intent and purpose of the Transit-Oriented Development Guidelines.

4.5 Bird Safe Design Guidelines

The City of Ottawa recognises that birds are an essential part of our environment, and that their ability to survive in our city is threatened in part by its buildings and structures. The purpose of the guidelines is to inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions.

Some of the key guidelines most relevant to the proposed development are as follows:

Guideline 1: Consider the environmental context.

The subject site is not within an identified Biodiversity Area, is not adjacent to a wooded area, and does not have significant number of trees presently.

Guideline 2: Minimize the transparency and reflectivity of glazing

The proposed development has no areas of monolithic glass and glazing is less than 50 percent of the surface of the exterior cladding. The building includes “punched glazing” and comprises of a mix of different cladding materials and colours which will assist in fragmenting reflections.

Guideline 3: Avoid or mitigate design traps

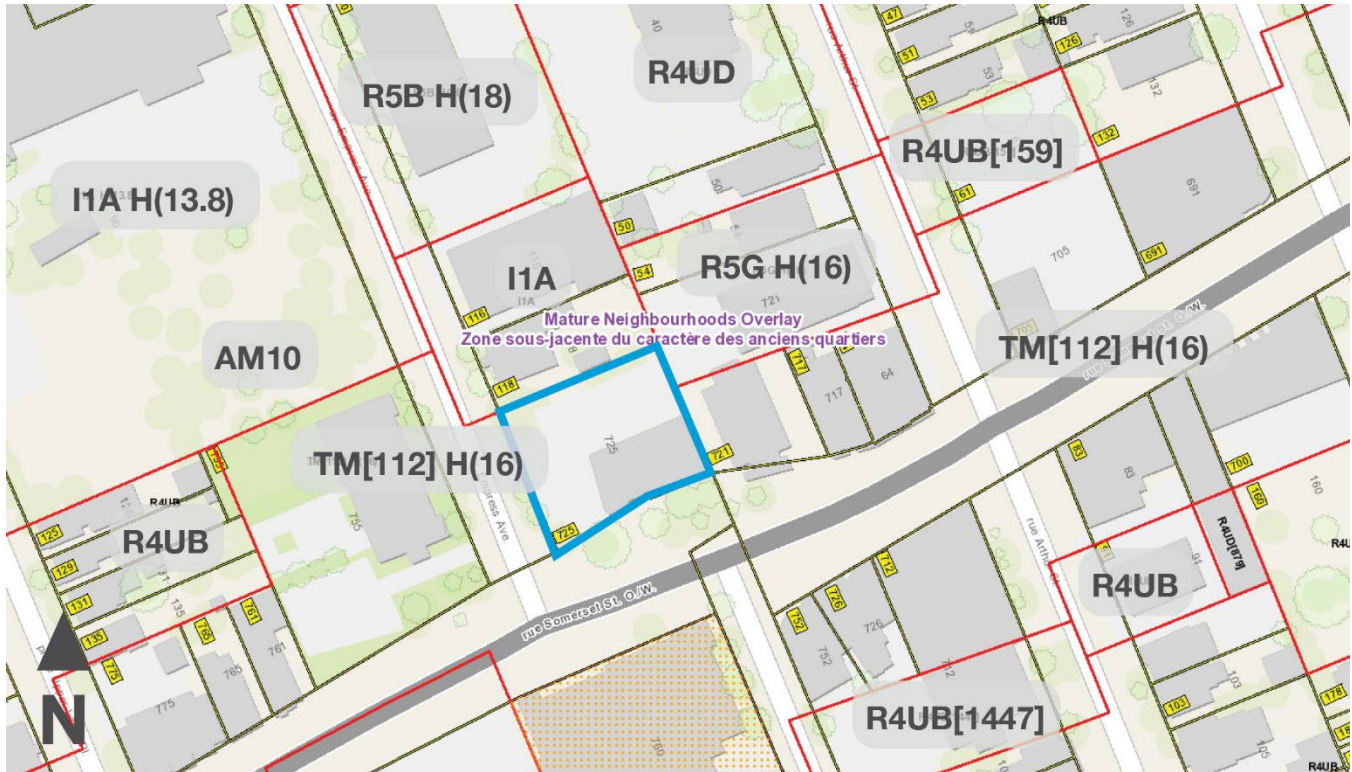
The proposed building has no “fly-through” or “mirror maze” areas and has no corner glazing.

Guideline 4: Consider other structural features

There is no provision or expectation for exterior antennas or towers on the proposed building and no guywires are proposed. All exterior lighting will be directed downwards, and any pipes and flues will be capped.

4.6 City of Ottawa Comprehensive Zoning By-law 2008-250

The subject property is zoned Traditional Mainstreet, Exception 112, Maximum Height 16 metres – TM[112] H(16).



The purpose of the Traditional Mainstreet Zone is to:

- a) Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings;
- b) Foster and promote compact, mixed use, pedestrian-oriented development that provides for access by foot, cycle, transit and automobile;
- c) Recognize the function of Business Improvement Areas as primary business and shopping areas; and
- d) 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 table below demonstrates the permitted uses at the subject property within the existing TM[112]H16 zone:

Table 4: Permitted uses in the TM Zone

Permitted Uses
<p>Residential apartment dwelling, low rise, apartment dwelling, mid rise, bed and breakfast, dwelling units, group home, home-based business, home-based day care, retirement home, rooming house</p>
<p>Non-Residential amusement centre, animal care establishment, animal hospital, artist studio, bank, bank machine, catering establishment, cinema, click and collect facility, community centre, community health and resource centre, convenience store, day care, diplomatic</p>

mission, emergency service, hotel, instructional facility, library, medical facility, municipal service centre, museum, office, park, parking garage, payday loan establishment, personal brewing facility, personal service business, place of assembly, place of worship, post office, recreational and athletic facility, research and development centre, residential care facility, restaurant, retail food store, retail store, school, service and repair shop, storefront industry, theatre, training centre, urban agriculture

The following table summarizes the proposed development's compliance with the TM[112] H(16) zoning. Areas of non-compliance are noted with an "X".

Table 5: TM[112] H(16) Zoning Provisions

Zoning Mechanism	Provision	Provided	Conformity
Minimum Lot Area <i>Table 197 (a)</i>	No minimum	994.48 m ²	Yes
Minimum Lot Width <i>Table 197 (b)</i>	No minimum	35.08 m	Yes
Maximum Front Yard Setback <i>Table 197 (c)</i>	2 m	0.5 m to 1.13 m	Yes
Minimum Front Yard Setback	0 m, except any part of a building above 15 metres for which an additional 2 metre setback must be provided	0.5 m to 1.13 m, setback an additional 2 m + above 15 m	Yes
Maximum Interior Side Yard Setback <i>Table 197 (d) (i)</i>	3 m	0.5 m	Yes
Minimum Interior Side Yard setback <i>Table 197 (d) (ii)</i>	No minimum	0.5 m	Yes
Minimum Corner Side Yard Setback <i>Table 197 (e)</i>	3 m, except any part of a building above 15 metres for which an additional 2 metre setback must be provided.	0.5 m + additional 2.0 m above 15 metres	X
Minimum Rear Yard Setback <i>Table 197 (f)</i>	Rear lot line abutting a residential zone: 7.5 m	9.34 m (northeast corner)	Yes
	Other cases: no minimum	1.0 m	Yes
Maximum Building Height <i>Table 197 (g)</i>	16 m (H suffix) Where the building height is greater than four storeys or 15 metres, at and above the fourth storey or 15 metres whichever is the lesser a building must be setback a minimum of 2 metres more than the provided setback from the front lot line as set out under subsection 197(5) below, and from the a corner	29 m, with additional 2.0 m setback provided from the front and corner side yard lot lines above 15 metres. The subject site does not abut a lot in the R1, R2, R3 or R4 zone.	X Yes

	side lot line (3) no part of a building on a lot with a rear lot line abutting an R1, R2, R3 or R4 Zone may project above a 45 degree angular plane measured at a height of 15 metres from a point 7.5 metres from the rear lot line, projecting upwards towards the front lot line (see illustration below). (By-law 2012-349)		
Minimum width of landscaped area <i>Table 197 (i)</i>	abutting a residential zone: 3 m (may be reduced to one metre where a minimum 1.4 metre high opaque fence is provided)	5.3 m for the portion of the site abutting a residential zone.	Yes
	In all other cases: 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.	The whole yard is landscaped, except for the parking and driveway area.	Yes
Minimum width of Landscape Area <i>Table 110</i>	For a parking lot containing 10 or fewer spaces, not abutting a street: None	1.5 m	Yes
Active Frontages <i>Section 197(1)(c) & Section 197(13)</i>	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	Total area of front facade measured from average grade to 4.5m = 153 m ² Glazed area of front facade = 76.57 m ² (50.04%)	Yes
	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	Active entrances servicing each non-residential use occupying the ground floor are provided	Yes
Urban Exception 112	Any lot that is 605 square metres or greater in area must be developed as a mixed-use project where for every square metre of commercial floor area	The proposed development is a mixed-use project which proposes ground floor commercial, with residential in the upper storeys with a greater amount of floor area	Yes

	developed an equal or greater amount of residential floor area must be developed.		
Permitted Projections Above the Height Limit S. 64	Mechanical and service equipment penthouse, elevator or stairway penthouses may project above the height limit	The mechanical and service equipment, elevator and stairway penthouse projects 4.25 m above the height limit.	Yes
Permitted Projections in Required Yards S. 65	Balconies may project up to 2 m into a required yard, but no closer than 1 m from any lot line.	1.75 m 0.65 m from the Empress avenue lot line All other lot lines > 1 m	X
Amenity Area Provisions Table 137 (5)	Total Area (6 m ² per dwelling unit): 564 m ²	Total: 722.75 m ²	Yes
	Communal Area (50% of total required): 282 m ²	Communal: 283.5 m ²	Yes

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

Zoning Mechanism	Provision	Proposed	Conformity
Minimum Required Vehicle Parking <i>Area Y, Schedule 1A</i>	Residential: 0.5 spaces per dwelling unit, less the first 12 units: 41 spaces Commercial: Section 197 (14) (c) states that a retail use located on the ground floor of a building requires no parking spaces for the first 150 square metres of gross floor area and 2.5 per 100 square metres of gross floor area over 150 square metres.	Residential: 0 spaces Commercial: 0 spaces	X Yes
Minimum Required Visitor Parking <i>Area Y, Schedule 1A</i>	Apartment Dwelling Mid-rise: 0.1 spaces per dwelling unit, less the first 12 units: 8 spaces	10 spaces	Yes
Minimum Driveway Width <i>S. 197 (8) (a)</i>	3.0 m for a driveway providing access to a parking garage with fewer than 20 spaces.	5.5 m	Yes
Minimum Required Bicycle Parking Spaces <i>Table 111A (b) (i)</i>	Apartment Dwelling Mid-rise: 0.5 spaces per dwelling unit 47 spaces Commercial: 1 space per 250 m ² of Gross Floor Area: 1 space	Residential: 94 spaces Commercial: 6 spaces	Yes Yes
Location of Bicycle Parking <i>S.111. 12.</i>	25% of that required total must be located within: <ul style="list-style-type: none"> - a building or structure; - a secure area such as a supervised parking lot or enclosure with secure entrance; or - bicycle lockers If a uses total required spaces is more than 50	Residential bicycle parking is located in a secure room in the basement.	Yes
Bicycle Parking Space Dimensions <i>Table 111B</i>	0.6 m wide x 1.8 m long	0.6 m wide x 1.8 m long	Yes
Minimum Bicycle Space Aisle Width <i>S. 111. 9.</i>	1.5 m	1.82 m	Yes
Stacked Bicycle Parking <i>S.111. 12.</i>	A minimum of 50% of the bicycle parking spaces required by this by-law must	Total: 94 spaces Total at ground level 47 spaces (50%)	Yes

	be horizontal spaces at ground level.		
Number of Loading Space <i>Table 113A</i>	Residential: None required Retail store less than 350 m ² : 0 spaces	No loading spaces are provided	Yes

4.6.1 Proposed Zoning By-law Amendment

The subject property is proposed to be rezoned to “Traditional Mainstreet with a Site-Specific Exception and a Height limit of 29 metres” – TM[XXXX] H(29). The following amendments are required:

- / **Increase height limit from 16 metres to 29 metres** - The subject property represents a significant opportunity for intensification within the Downtown Core Transect, on a Minor Corridor, in close proximity to private and public amenities and services in support of the City’s overall growth management strategy. Applicable Official Plan policies support building heights up to nine-storeys at this location. The proposed Zoning By-law Amendment to increase the maximum permitted building height conforms to this policy.

Moreover, the proposed development represents a compatible built form with the existing context and planned function of the surrounding area; building’s design, which will minimize shadowing and privacy impacts on neighbouring areas; and its separation from low-lying residential areas.
- / **Reduced Corner side yard setback from 3 metres to 0.5 metres.** Given the width of the public realm along Empress Avenue and the proposed landscaping along Empress Avenue the reduced side yard setback is appropriate. Furthermore, the building is stepped back an additional 2.0 metres above the fourth floor, which allows for a more human scale at the street level. Additionally, the design allows for enough soil volume for medium sized trees along Empress Avenue.
- / **Projection of a balcony beyond the permitted projection.** The balconies on floors 6 to 9 abutting Empress Avenue project to 0.65 metres from the corner lot line. These balconies front onto the public realm and are above any trees or utilities. Therefore, the minor reduction is considered appropriate for the proposed development.
- / **Reduction of Minimum Required Residential Parking Spaces.** The subject property is located in Area Y, Traditional Mainstreets on Schedule 1A. The proposal’s parking provisions, below the minimum required by the Zoning By-law, are defensible based on the site’s location within the Downtown Core, in close proximity to frequent rapid transit and the guidance of the Official Plan policies as well as the provision of ample bicycle parking. The proposed development will further facilitate a reduction in personal vehicle usage while encouraging alternative modes of transportation, including use of public transit, and active transportation such as cycling and walking. It is our professional opinion that the amount of parking provided is sufficient to meet the needs of the development while encouraging a modal shift within the Downtown Core.

The Zoning By-law Amendment application for the proposed development is appropriate as it promotes the ongoing is supports the ongoing transformation of the area to a more vibrant mixed-use area, while achieving a high standard of urban design. The amendments facilitate a re-development that promotes a positive interface with the public realm using clear glazing, and active entrances along the public realm.

5.0 Supporting Plans and Studies

5.1 Geotechnical Analysis

LRL Associates Ltd. (LRL) was retained by the owner to perform a geotechnical investigation for the proposed development. The purpose of the investigation was to identify the subsurface conditions across the site by the completion of a borehole drilling program. Based on the visual and factual information obtained, the report provides guidelines on the geotechnical engineering aspects of the design of the project, including construction considerations.

Based on the subsurface soil conditions established at the site, it is recommended that the footings for the proposed apartment building be founded over bedrock, or structural fill overlying the bedrock. Therefore, all material shall be removed from the proposed building footprint down to the required founding depth.

5.2 Phase I Environmental Site Assessment

LRL Associates Ltd. (LRL) was retained by the owner to complete a Phase One Environmental Site Assessment (ESA). The Conceptual Site Model shows nine (9) PCAs on and surrounding the property which have been based on consideration to groundwater flow direction, and general attributes of the corresponding records or products identified. Each of the PCA's are contributors to the generated six (6) onsite Areas of Potential Environmental Concern (APECs).

APEC 1 was generated due to the presence of PCA Other for the former funeral parlor operations and likely storage of chemicals. Based on the fire insurance plans reviewed.

APEC 2 was generated due to the presence of PCA 30 the likely presence of fill of unknown origin on the Site. Based on the fire insurance plans.

APEC 3 was generated due to the presence of PCA 28 for Gasoline and Associated Products Storage in Fixed Tanks, related to automotive garage and fuel handling facility historical south of the Site. Based on the fire insurance products.

APEC 4 was generated due to the records retrieved of light fuel and pigments/coatings/paints upgradient of the Site. Based on the findings reported through the Ecolog ERIS report.

APEC 5 was generated due to the presence of PCA 52 related to the storage, maintenance, fuelling and repair of equipment, vehicles and materials used to maintain transportation systems related to automotive garage and fuel handling facility historical south of the Site. Based on the fire insurance products.

APEC 6 was generated due to the former presence of former boiler system in the basement of the property to the west of the Site. Based on fire insurance plans.

5.3 Transportation Impact Assessment (TIA)

Castleglenn Consultants was retained by the owner to prepare a Screening and Scoping Report. This report represents the completion of the first two steps (Step 1 – Screening and Step 2 – Scoping) of the four step TIA process. The screening report (See Appendix "A") was submitted on Tuesday, April 4th, 2023 at the pre-application consultation meeting with City Staff. It is understood, at this time of writing, that it is only the Scoping Report that has been requested by City of Ottawa staff. The requirement to complete the remaining steps of the TIA process (Forecasting Report, Strategy Report and Final TIA document) are to be determined subsequent to the City's review of this report.

The screening results indicate that all three triggers (trip generation, location and safety) were met therefore, the TIA is required to address both the "Design Review" and "Network Impact" components.

5.4 Roadway Traffic Noise Assessment

Gradient Wind Engineers and Scientists was retained by the owner to prepare a roadway traffic noise feasibility assessment for a proposed development. Tree Conservation Report The major source of traffic noise impacting the study site is Somerset Street West. The assessment is based on:

- i) Theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) and the City of Ottawa requirements;
- ii) Noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG);
- iii) Future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; and
- iv) site plan drawings prepared by Rossman Architecture.

The results of the current analysis indicate that noise levels will range between 50 and 68 dBA during the daytime period (07:00-23:00) and between 56 and 61 dBA during the nighttime period (23:00-07:00). The highest noise level (68 dBA) occurs at the south façade, which is nearest and most exposed to Somerset Street West. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA. Noise levels at the rooftop terrace fall below the outdoor living area noise criterion, therefore no mitigation will be required.

Results of the calculations also indicate that the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. A Type D Warning Clause will also be required be placed on all Lease, Purchase and Sale Agreements.

5.5 Assessment of Adequacy of Public Services & Stormwater Management Report

Arch-Nova Design Inc, was retained to prepare an Assessment of Adequacy of Public Services & Stormwater Management Report. The Report confirms that there is sufficient existing municipal water and sewer capacity to support the proposed development of the subject property.

6.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications to permit development on the subject property constitutes good planning and is in the public interest. As outlined in the proceeding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) as it provides residential development intensification, thereby increasing choices for housing, within the built-up area where existing infrastructure and public service facilities are available and where public and active transportation will be supported and encouraged;
- / The proposed development conforms to the City of Ottawa Official Plan (2022, as amended) regarding residential intensification, managing growth, and land use policies for the Minor Corridor designation.
- / The proposed nine-storey mixed use building is permitted along a Minor Corridor within the Downtown Core Transect.
- / The proposed development provides for intensification within the built-up area in accordance with Section 3 (Growth Management) of the Official Plan.
- / The proposed development considers the Transit-Oriented Development Design Guidelines by providing transit supportive land uses within proximity to higher order transit.
- / The proposed development considers the applicable Urban Design Guidelines for Development along Traditional Mainstreets by providing an attractive, context sensitive building along Somerset Street W.
- / The proposed development complies with the general intent of the Zoning By-law and meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development is supported by the submitted plans and studies and will create no undue adverse impacts on the area regarding shadowing, wind, noise, or transportation capacity.

Sincerely,



Thomas Freeman, B.URPI
Planner



Nathan Petryshyn, MCIP RPP
Planner



Brian Casagrande, MCIP RPP
Partner