



# SOMERSET STREET

## PLANNING RATIONALE

ZONING BY-LAW AMENDMENT + SITE PLAN CONTROL APPLICATIONS

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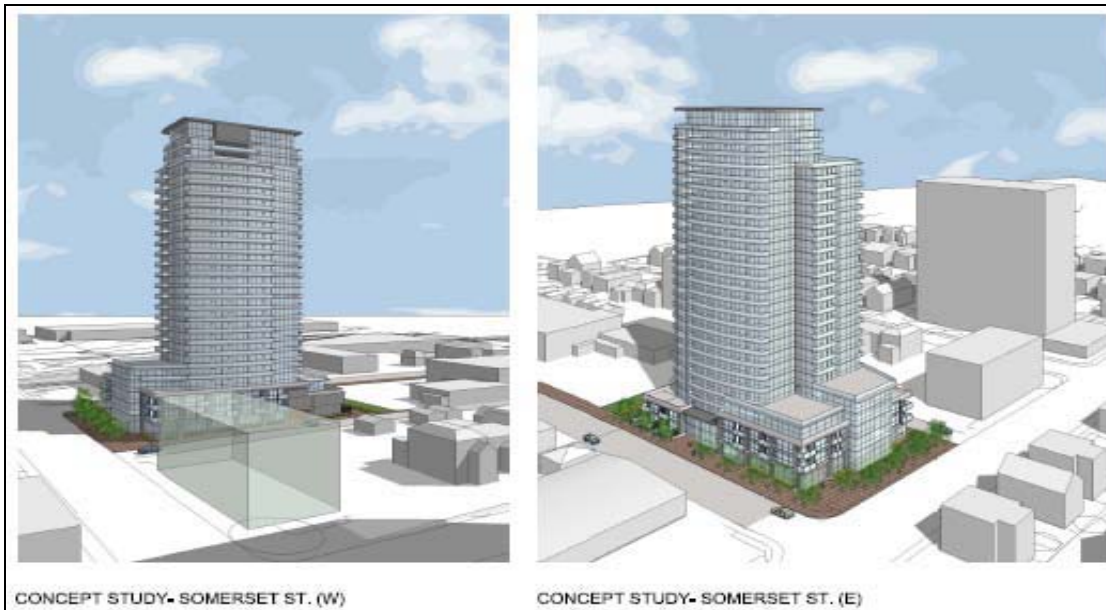
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## INTRODUCTION

FoTenn Consultants Inc. has been retained by Claridge Homes to prepare a Planning Rationale in support of the Zoning By-law Amendment and Site Plan Control Applications for the lands municipally known as 1050 Somerset Street. The intent of this rationale is to assess the proposed development against the applicable policy and regulatory framework, and determine if the development is appropriate for the site and compatible with adjacent development and surrounding community.

## DEVELOPMENT PROPOSAL

Claridge Homes is proposing to construct a 28-storey (86.0 m) residential condominium with continuous ground-floor commercial. The proposed development includes a 26-storey tower sited on top of a three (3) to five (5) storey (17 m at the 5<sup>th</sup>-storey) podium along Somerset Street transitioning down to two (2) storeys at the back of the site. The ground floor of the podium abutting Somerset Street and wrapping the corner onto Breezehill Avenue will be occupied by commercial uses while the back portion will be occupied by two-storey townhouses. The commercial uses and the townhouses will be separated by the residential lobby located along Breezehill Avenue. Overall, the development consists of approximately 271 residential units including 7 two-level townhouses, 159 one-bedroom units and 105 two-bedroom units. The residential component of this proposal will have approximately 23,309.8 m<sup>2</sup> of gross floor area and approximately 567 m<sup>2</sup> of commercial space.



The podium has been designed to reflect the existing village character and maintain a sense of human scale along both Somerset Street and Breezehill Avenue. The height of the podium along Somerset Street ranges from three (3) storeys at the edges of the site and increases to five (5) storeys in the middle. The three (3) storey portions of the podium have been recessed creating a break in the building massing. The variation in height of the podium, the strategic recesses in the building wall and the high degree of glazing will ensure that the building maintains a low-scale and open feel. The commercial uses



proposed along Somerset Street will contribute to an active and pedestrian-oriented streetfront.



The podium is setback in excess of 4 m from the front property line allowing for a generous open space that can be used as for an outdoor patio or plaza. As the site has some grade challenges, a retaining wall will run along the front of the property. The retaining wall will be incorporated in a way that creates visual interest and landscaped with a combination of soft and hard landscaping. The landscape treatment includes planting an additional row of trees along Somerset Street to compliment the trees in the City right-of-way and creating a canopied effect. The hard landscaping will be composed of concrete unit pavers.

This extensive outdoor area wraps the corner from Somerset Street and onto Breezehill Avenue. Two (2) landscaped island consisting of trees, shrubs and sod are proposed along Breezehill Avenue. The concrete unit pavers will continue along a portion of the Breezehill frontage creating a seamless open space that extends from the front of the property.



The entrance to the residential units is proposed along Breezehill Avenue allowing for an interrupted commercial frontage along Somerset Street. The residential entrance will also provide separation between the commercial component and the townhouses at the rear of the site. The entrance to the residential lobby will be comprised of type 3 concrete unit pavers, visually distinguishing the entrance from the open space. Beyond the residential lobby, the remainder of the podium will be occupied by two-storey townhouse units that will continue at the back of the property, where the site interfaces with the school. Each of the units will have an individual, at grade entrance. Two of the units have direct access from Breezehill Avenue and five of the units are accessed via a concrete pedestrian walkway that runs at the back of the property and connects to the public laneway. The front of all the units will be landscaped with a combination of hard and soft landscaping and the main entrance area will be composed of type 2 concrete unit pavers.

Overall, the proposed development incorporates 32% landscaped open space, the majority of which will be publicly accessible.

The tower design incorporates elements such as an offset, staggering building heights and a compact floor plate. The tower floor plate has been offset pushing the tallest portion of the tower at 26 storeys approximately 20 m back from the front property line. The tower then transitions to 22-storeys in height and this portion of the tower is setback approximately 15 m from the front property line. These extensive setbacks ensure that the tower is not noticeable or imposing along Somerset Street and that the development maintains a pedestrian-oriented human-scale at grade. The tower is also setback approximately 11 m from the rear lot line creating distance separation to the school.



The development will be served by 5 levels of underground parking containing approximately 244 parking spaces. The underground parking will serve residents, visitors and commercial uses. Vehicular access to the underground parking garage is proposed entirely off of an existing public laneway that abuts the site to the west. Limiting vehicular



access to the site to the laneway allows the Somerset Street and Breezehill Avenue frontages to remain uninterrupted, pedestrian-only areas.

Currently, the laneway has an approximate width of 6.0 m which is not in keeping with the City's standards for a two-way traffic lane. In order to meet the City standard of 6.7 m, the laneway will be widened to 7.0 m by increasing the interior westerly side yard setback. The increased laneway width will extend the length of this site and benefit not only the proposed development but other users to the south of the subject property.

The proposed development will also meet the bicycle parking requirements providing a total of 140 bicycle parking spaces.

The proposed development represents a well-thought out and sensitively designed building that maintains a low-scale feel through the use of a strong podium and setbacks. The building design is complemented by an extensive open space area that is publicly accessible and will significantly improve the walkability of the area, while the proposed range of commercial and residential uses will contribute to an animated and active street frontage. Overall, the proposal will re-establish a desirable pattern of development and introduce architecture that is reflective of this site's gateway location.



### PLANNING APPLICATIONS

In order to proceed with the development proposal as described above, a Minor Zoning By-law Amendment and a Site Plan Application will be filed concurrently. The Zoning By-law Amendment seeks to amend the provisions of both the City's Comprehensive Zoning By-law 2008-250 and By-law 2011-160; a City initiated Zoning Amendment to change the zoning of lands within the Wellington West Community Design Plan/Secondary Plan area.

The site is zoned TM[126]H(15) in the City's Comprehensive Zoning By-law 2008-250 and TM11 Subzone [126] with a height limit of 20 m in By-law 2011-216. As such, the following amendments are being requested:

- To permit a maximum front yard setback of 7.8 m whereas the maximum front yard setback is 2 m in the TM zone and 3 m in the TM11 zone;
- Permit an increase in building height to 86.0 m from 15 m in the TM zone and from 20 m in the TM11 zone;
- To permit a 0 m setback at the fourth storey or 15 m whereas an additional 2 m setback is required in the TM zone;
- To permit a 0 m setback above the third storey or above 12 m for a building over 4 storeys in height whereas an additional 2 m setback is required in the TM11 zone;
- To permit a rear yard setback of 5.5 m whereas the TM zone requires a rear yard setback of 7.5 m for a residential use building;
- To permit a corner side yard setback of 3 m and an additional setback of 0 m for that part of the building above 15 m whereas an additional 2 m setback above the 15 m is required in the TM zone.
- Additional amendments may be identified following staff review, technical circulation and as a result of Site Plan revisions.

***It is our professional planning opinion that the proposed design meets the intent of the Wellington West Secondary Plan and as a result an Official Plan Amendment is not required. If City staff are of the opinion that an Official Plan Amendment is required, we ask that the applicant and owner be advised of this position within 15 days of deeming the application complete so that the property owner can act accordingly.***





**BACKGROUND**

***Subject Property***

The subject site is a corner property with frontage onto Somerset Street to the north and Breezehill Avenue to the east. Although not considered public frontage under the By-law, the site also benefits from access to a public laneway that runs along the western property line. The property is made up of four (4) separate parcels of land with a frontage of approximately 40 m along Somerset Street, frontage of approximately 61 m along Breezehill Avenue and a total land area of approximately 2,416 square metres.

***Aerial of Subject Property***



The site is currently occupied by a single-storey industrial building, a portion of which was converted for commercial uses. Until recently, the portion of the building fronting onto Somerset Street was occupied by a grocery store. The back portion of the building and property along Breezehill Avenue is occupied by automotive repairs business while the back portion of the building along the public laneway is occupied by other industrial type use.





**Building along Somerset Street**



**Back of building along Breezehill Avenue**



**Off-street parking and back portion of building along public laneway.**



**Limited landscaping along Breezehill frontage.**

The site benefits from limited off- street parking. A total of 15 spaces are located along the western side of the building between the public laneway and the western face of the building with direct access and visibility from Somerset Street.

As evidenced by the aerial and site photos, the site is almost entirely devoid of vegetation with the exception of a small landscape buffer along Breezehill Avenue. The rest of the site is occupied by the building and hard surfaces.

**Area Context and Community Amenities**

The subject site is located at the east end of an area commonly referred to as Hintonburg. Hintonburg is an eclectic community characterized by a range of land uses including industrial, retail, office and residential uses. Somerset Street and Wellington Street serve as the main commercial corridor. Wellington Street is the more established traditional mainstreet with a more continuous pattern of development and a tightly knit urban fabric.



To the west of the site, Wellington Street accommodates a range of neighbourhood amenities including cafes, restaurants and various retail establishments among others.

Although Somerset Street travelling east continues through the downtown area terminating at the Rideau Canal, its western limit is Garland Street. As such, only a 400 m segment of Somerset Street is located within the Hintonburg area and this portion of Somerset Street can be best described as an area in transition. Within this 400 m segment, the pattern of development varies but largely lacks a cohesive urban fabric typically associated with traditional mainstreets.

The surrounding uses vary and can be described as follows:

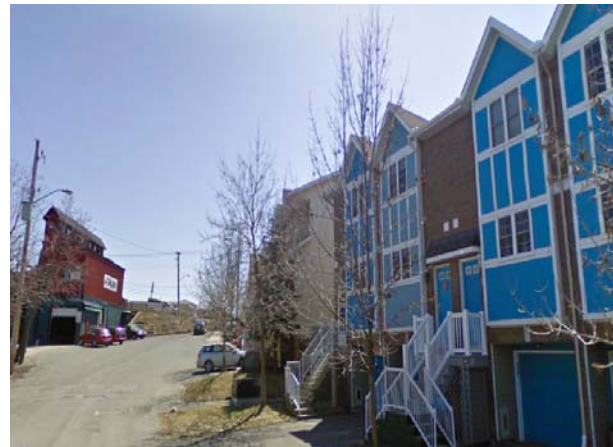
### **North**

The lands on the north side of Somerset Avenue are occupied by residential dwellings converted to accommodate commercial uses at grade and an automotive repair shop. The area immediately in behind has been developed with a residential development consisting of three (3) storey multiple-attached dwellings.

There is a significant grade change between those properties along Somerset and those in behind as a result of the bridge over the rail tracks. The Somerset Street properties sit higher than the residential development immediately in behind.



***Residential buildings on the north side Somerset Street with the ground floor converted to accommodate commercial.***



***Three (3) storey multiple-attached dwellings north of Somerset Street.***

### **West**

The lands to the west of the site are occupied by retail, office and residential uses along Somerset Street and a stable, predominantly low-rise residential neighbourhood in behind. The exceptions to the low rise community include a 16- storey residential building along Somerset Street and Bayswater Avenue and a 6 and a half-storey residential building located interior to the residential neighbourhood further down Bayswater Avenue.





**Four (4) storey office building with commercial at grade to the west of the site.**



**Existing public laneway abutting the site to the west.**

**South**

Immediately to the south of the site is the Devonshire Community Public School. The Public School property is a large, deep site extending all the way south to Laurel Street. The area south of Laurel Street is characterized by a low-profile residential neighbourhood.



**The Devonshire public school located immediately to the south of the site.**



**Stable residential community south of the school.**

**East**

The lands to the east of this site are characterized predominantly by industrial uses with limited office uses. Similar to the lands on the north site of Somerset Street, there is a significant grade change between these lands and the existing train tracks immediately to the east.





**Somerset Street bridge and train tracks below.**



**Properties located on the east side of Breezehill Avenue.**

### **Community Amenities**

The site is located on the western edge of the Little Italy community to the east and the Hintonburg Community to the west. As such there are a number of community amenities located within 1 km of the site including:

- Parkdale Market;
- Retail and commercial uses along Wellington Street;
- The Plant Bath Recreation Centre to the east;
- Retail and commercial uses along Somerset Street across Somerset bridge;
- Tom Brown Arena to the north;
- Dalhousie Community Centre;
- Hintonburg Community Centre and Park; and
- A branch of the Ottawa Public Library.

### **ROAD NETWORK & TRANSIT**

#### **Roads**

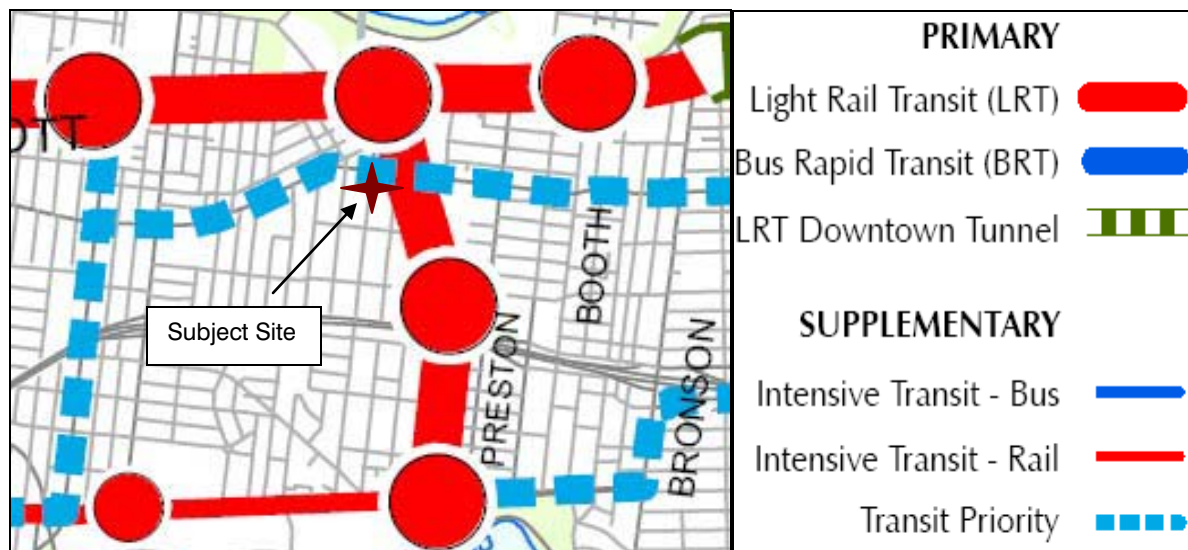
The site is well serviced with respect to the existing road network. The site is located along Somerset Street, an east-west arterial road that connects to Elgin Street to the east. The site is also located within proximity to Scott Street/Albert Street, an east-west arterial road that provides direct access into the downtown area. To the east of the site is Preston Street, a north-south arterial road.

To the west of the site is Parkdale Avenue, a north-south arterial road that provides access to Highway 417.

#### **Transit**

This site is ideally situated with respect to proximity to transit. The site is located within 600 m of Bayview Station Rapid Transit Station and Train Station and within 600 m of the future Gladstone station.





Somerset Street is identified as a Transit Priority corridor. Currently, Somerset Street is served by Bus Route 2 providing access to the downtown via local streets.

#### POLICY AND REGULATORY FRAMEWORK

##### ***Provincial Policy Statement***

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the *Planning Act* and in effect since March 1, 2005, provides policy direction on matters of provincial interest related to land use planning. As such, decisions affecting planning matters *shall be consistent* with policy statements issued under the act.

A fundamental tenant of the PPS is the intensification of built-up areas to efficiently use land with existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. As a result, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition to meeting the fundamental tenant of the PPS of concentrating growth within the urban area where infrastructure is available, the proposed development meets the following Provincial Policy interests:

- Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [Policy 1.1.1.a];
- Accommodates an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term needs [Policy 1.1.1.b];
- Promotes cost-effective development standards to minimize land consumption and servicing costs [Policy 1.1.1.e];
- Efficiently uses the infrastructure and public service facilities which are planned or available [Policy 1.1.3.2a];
- Identifies and promotes opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock and areas [Policy 1.1.3.3];
- Directs 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 [Policy 1.4.3.c];



- Promotes densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed [Policy 1.4.3.d];
- Promotes land use patterns, density and mix of uses that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus [Policy 1.6.5.4];
- Supports energy efficiency and improves air quality through land use and development patterns which promote the use of public transit and other alternative transportation modes and improving the mix of employment and housing uses to decrease transportation congestion [Policy 1.8.1.b through 1.8.1.c].

***The proposed development is consistent with the Provincial Policy Statement:***

- ***The proposal capitalizes on an infill opportunity of an underutilized site within the City's built-up area where services are readily available.***
- ***The proposed development promotes intensification and new housing in an area where public transit is currently available and where the City is making a considerable investment in planned upgrades including the introduction of light rail.***
- ***The proposed development promotes densities that contribute to more sustainable land use patterns and contribute to the range and mix of residential housing types.***

***City of Ottawa Official Plan 2003, Consolidated 2007 and Official Plan Amendment 76***

The City of Ottawa adopted Official Plan Amendment 76 in June 2009 as part of the mandated 5-year Official Plan review. OPA 76 was subsequently appealed to the Ontario Municipal Board. While the policies of the applicable land use designation remain under appeal, other policies have been brought into full force and effect. As such, the proposed development must have regard for the policies of the current Official Plan and Official Plan Amendment 76.

**2.1 Challenge Ahead**

The City of Ottawa Official Plan is composed of eight Sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the City of Ottawa Official Plan 2003 provides Strategic Direction for growth and development within the City. The Plan anticipates that much of the demand for new housing after 2006 will be for smaller units such as apartments. It is expected that two-thirds of the added housing stock located outside of the Greenbelt will be in the form of single-detached homes, while in the Greenbelt, one-third of housing growth will be in the form of apartments.

Ottawa expects to support this growth by managing it in ways that support healthy, liveable communities. Growth will be directed towards key locations with a mix of housing, shopping, recreation and employment and which are easily accessible by transit. The City



anticipates that by pursuing a mix of land uses and a compact form of development, the City will be able to support a high-quality transit service and make better use of existing roads and other infrastructure.

In order to meet these and other objectives of the Official Plan, the City has committed to pursuing strategic directions in four (4) key areas, two (2) of which are applicable and relevant to this proposal.

### ***Managing Growth***

- The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently.
- Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

### ***Creating Liveable Communities***

- The City will provide opportunities to increase the supply of affordable housing throughout the rural and urban areas.
- Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.
- Attention to design will help create attractive communities where buildings, open space and transportation work well together.

### **2.2.2 Managing Growth within the Urban Area**

The policy direction of the City's Official Plan is to promote an efficient land-use pattern through intensification of locations that are strategically aligned with the transportation network and in particular the rapid transit network. In order to accomplish this objective, the Official Plan sets out minimum density targets and directs growth to locations with significant development potential including lands designated ***Traditional Mainstreet***. To achieve compatibility between existing and planned built form, emphasis will be placed on good urban design and architecture.

## **3.0 Land Use Designations**

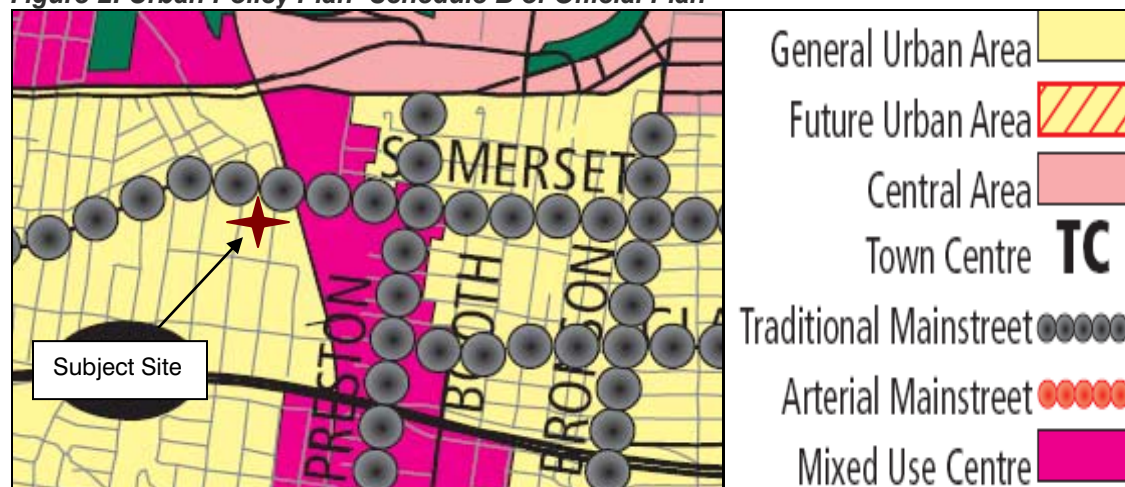
### ***Traditional Mainstreet***

The site is designated ***Traditional Mainstreet*** on *Schedule B – Urban Policy Plan* of the City of Ottawa Official Plan (OP) (Figure 2: Urban). The policies of the ***Traditional Mainstreet*** designation state that on lots where development has the potential to develop both adjacent to the street and to the rear of the property, the Mainstreet designation will apply to the entirety of the site. Based on the above, the ***Traditional Mainstreet*** policies are interpreted to apply to the whole of the property.





Figure 2: Urban Policy Plan- Schedule B of Official Plan



The planned function for Mainstreet is as a mixed-use corridor providing a wide range of goods and services for neighbouring communities and beyond. As such, a wide range of uses is permitted within the Mainstreets designation including retail and service commercial uses, offices, residential and institutional uses.

The **Traditional Mainstreet** policies support building heights in the range of four (4) to six (6) storeys, with greater building heights considered in any of the following circumstances:

- a. Specific building heights are established in the zoning by-law based on a Community Design Plan or Council-approved study;
- b. The proposed building height conforms with prevailing building heights or provides a transition between existing buildings;
- c. The development fosters the creation of a community focus where the proposal is on a corner lot, or at a gateway location where there are opportunities to support transit at a transit stop or station;
- d. The development incorporates facilities, services or matters as set out in Section 5.2.1 with respect to the authorization of increases in height and density that, in the opinion of the City, significantly advance the vision for Mainstreets;
- e. Where the application of the provisions of Section 2.5.1 and Section 4.11 determine that additional height is appropriate.

The policies of the TM designations remain largely unchanged with respect to land uses and planned function in OPA 76. Redevelopment and infill continue to be encouraged in order to optimize the use of land through intensification and in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk. As such, the development maintains conformity with OPA 76.

Building heights along *Traditional Mainstreets* remain, generally speaking, limited to six (6) storeys. However, greater heights may be considered in accordance with policies 8 through 14 of Section 4.11- Urban Design and Compatibility (discussed under heading 4.11 below).



***The proposed development conforms to the Official Plan in that:***

- ***The Traditional Mainstreet designation permits the proposed mixed-use building containing commercial uses at grade with residential uses above. The proposed development will replace the current automobile related and industrial uses on the property and introduce uses that are in keeping with the Traditional Mainstreet designation.***
- ***The Traditional Mainstreet designations typically supports building heights in the 4 to 6 storey range with greater building heights considered in a number of circumstances. The proposal meets the criteria for additional height in that the site is located within 600 m of an existing rapid transit station and a future station and the development meets the compatibility criteria in Section 2.5.1 and 4.11 in the Official Plan.***
- ***The building has been designed to include a three (3) storey and five (5) storey podium along Somerset Street maintaining a low to medium-profile that maintains the traditional mainstreet character. The tower portion of the proposed development has been setback 15 m to 20 m from the front property line. This arrangement of height on the site achieves a human-scaled, pedestrian-oriented environment at grade while achieving additional density in proximity to transit.***
- ***This stretch of Somerset Street is considered an area in transition. Currently, this portion of the street does not reflect the Traditional Mainstreet character as it continues to be largely occupied by uses that reflect the area's industrial history. The proposed development will contribute to its transition by introducing compatible uses, bringing more people into the area and establishing a desirable lot fabric that responds to the Traditional Mainstreet designation.***

**Compatibility & Community Design (Section 2.5.1)**

Section 2.5.1 addresses Compatibility and Community Design, particularly as it relates to infill development in established areas. Development must be sensitive to and compatible with existing communities that have developed over long periods of time. Compatible development is defined as development that although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. In other words, it 'fits well' within the physical context and 'works well' among those functions that surround it.

The proposed development achieves, among others, the following design objectives and principles set out in Section 2.5.1:

1. ***The proposal reflects a thorough and sensitive understanding of place, context and setting. The proposed development responds to the existing conditions while recognizing the planned function of the site and surrounding area. The site is***



**located at the edge of community and adjacent to an area that is identified as a growth node intended to accommodate greater height and density. The site is also located along a major public transit corridor that includes the O-Train, Rapid Bus Transit and eventually Light Rail Transit.**

**The site is located at the edge of two communities making it a gateway into the Hintonburg/Mechanicsville area. Currently, this segment of Somerset Street from Garland Avenue to the bridge lacks a cohesive lot fabric. This site is located at a main entry point into the community and will support the street by establishing a pattern of development and activity that will contribute to creating a vibrant street.**

**The design responds to the Traditional Mainstreet designation by introducing a three (3) to five (5) storey podium along Somerset Street and maintaining a low-scale village character at grade. The tower has been setback approximately 15 m to 20 m from the front lot line to ensure that it does not impose on the pedestrian environment at grade.**

- 2. The proposal defines quality public and private space through development. The building is setback 3 m from the front property line and the corner side yard, softening the interface between the building and the public realm by creating a usable attractive space for pedestrians. This area will be further enhanced through landscaping treatment that includes street trees.**

**Given that the site is prominently located at the edge of the community, the building will anchor the intersection through strong architecture and design elements such as a coordinated streetscaping that will wrap the corner from Somerset Street and continue along Breezehill Avenue.**

- 3. The proposal contributes to the creation of a place that is safe, accessible and easy to get to and move through. The existing laneway that runs along the western property boundary has been integrated into the proposed development and will serve vehicular traffic to and front the site. This allows for unimpeded pedestrian circulation around the site that does not conflict with vehicular movement. In addition to providing wide, landscaped sidewalks along the Somerset Street and Breezehill Avenue frontages, the proposal incorporates a pedestrian connection along the rear of the property where two (2) storey townhouse units are being proposed.**
- 4. The proposal ensures that new development respects the character of the existing area. The building maintains predominantly a low profile along Somerset Street by incorporating a three (3) to five (5) storey podium and setting back the upper floors. The upper floors are setback approximately 15 m to 20 m from the front property line. The podium incorporates a high percentage of clear glazing and transparency and provides pedestrian oriented uses at grade.**
- 5. To proposal considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. The**



***proposal will contribute to the choice and availability of housing options for future occupants.***

### **Urban Design and Compatibility (Section 4.11)**

#### **Compatibility Criteria**

The criteria in Section 4.11 provides a means to objectively evaluate the compatibility of infill development. The following is an evaluation of the criteria in relation to the proposed development.

| COMPATIBILITY CRITERIA       | CONFORMITY   |
|------------------------------|--|
| <b>Traffic</b>               | <ul style="list-style-type: none"> <li>▪ A Traffic Study will be prepared evaluating the impact of the proposed development on the surrounding area.</li> <li>▪ Generally, the property is situated within an established road network and in close proximity to the City's rapid transit. The site is situated within proximity to three (4) existing arterial roads. Somerset Street, Scott Street/Albert to the north, Preston to the east and Parkdale to the west. The site is located within 600 m of the Bayview Transit Station and the future Gladstone Station.</li> </ul>   |
| <b>Vehicular Access</b>      | <ul style="list-style-type: none"> <li>▪ Vehicular access to the site will be provided via the existing public laneway that runs along the site's western property boundary. The laneway will serve as the singular, two (2) way driveway providing access to the underground parking garage from Somerset Street.</li> <li>▪ Given that parking is located underground, the majority of impacts related to noise and headlight glare will be absorbed internally.</li> <li>▪ The entrance to the underground parking garage will be located to align approximately with the parking lot located on the opposite side of the laneway servicing the office building. This reduces the possibility of impact from vehicles exiting the underground garage on the residential properties that back onto the laneway.</li> </ul> |
| <b>Parking Requirements</b>  | <ul style="list-style-type: none"> <li>▪ A total of 244 parking spaces are being provided. The proposed number of parking spaces exceeds the By-law requirement. This will ensure that all parking demands are accommodated on site, avoiding potential for any spillover parking on the adjacent streets.</li> <li>▪ The proposed development will also meet the By-law requirement for bicycle parking.</li> </ul>   |
| <b>Outdoor Amenity Areas</b> | <ul style="list-style-type: none"> <li>▪ The site is bordered largely by commercial, industrial and institutional uses and is separated from existing low-profile residential development by a public laneway. As such, there are limited opportunities for the proposed development to create privacy and overlook issues.</li> <li>▪ The five existing low-profile residential properties that back onto the laneway have a distance separation of 8.5 m to the two-storey podium and approximately 12 m to the closest point to the tower.</li> </ul>   |



|   |   |
|---|---|
|   | <ul style="list-style-type: none"> <li>▪ This distance separation coupled with existing vegetation will reduce overlook and loss of privacy of these five adjacent properties.</li> </ul>   |
| <b>Loading Areas, Service Areas and Outdoor Storage</b> | <ul style="list-style-type: none"> <li>▪ Service Areas and Outdoor Storage are not proposed as part of this development as the size of the proposed commercial uses along does not require a dedicated loading area.</li> </ul>   |
| <b>Lighting</b>   | <ul style="list-style-type: none"> <li>▪ Lighting will meet the City’s standards, with no anticipated impacts on adjacent development.</li> </ul>   |
| <b>Noise and Air Quality</b>                            | <ul style="list-style-type: none"> <li>▪ No significant impacts related to noise or air quality are anticipated as a result of this proposal.</li> </ul>  |
| <b>Sunlight and Microclimate</b>                        | <ul style="list-style-type: none"> <li>▪ Shadows cast primarily north and east of the subject site onto Somerset Street, the industrial properties on Breezehill Avenue and the train tracks beyond.</li> <li>▪ Within the area, there are a limited number of residential properties and any sunshading moves off the properties on the north side of Somerset Street quickly.</li> <li>▪ There are no sunshading impacts on the residential properties in behind or the school yard that borders the property immediately to the south.</li> <li>▪ A copy of the sunshading study has been provided in Appendix C.</li> </ul>   |
| <b>Supporting Neighbourhood Services</b>                | <ul style="list-style-type: none"> <li>▪ The site is well served by existing community amenities:                         <ul style="list-style-type: none"> <li>▪ Parkdale Market;</li> <li>▪ Retail and commercial uses along Wellington Street;</li> <li>▪ The Plant Bath Recreation Centre to the east;</li> <li>▪ Retail and commercial uses along Somerset Street across Somerset bridge;</li> <li>▪ Tom Brown Arena to the north;</li> <li>▪ Dalhousie Community Centre;</li> <li>▪ Hintonburg Community Centre and Park; and</li> <li>▪ A branch of the Ottawa Public Library.</li> </ul> </li> <li>▪ New residents will strengthen existing amenities and will contribute to the critical mass required to attract other amenities to the area.</li> </ul> |

**Building Profile**

As a result of OPA 76, Section 4.11 includes policies specifically addressing the location, design and integration of taller buildings. Policies 4.11.8 and 4.11.9 direct taller buildings to locate:

- On lands designated *Traditional Mainstreet*;
- Within 600 metres of a rapid transit station;
- Within areas where a built form transition is appropriate as prescribed by policy 4.11.12.



As per policy 4.11.12, appropriate transition can be accomplished by incorporating the following design measures:

- a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
- b) Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);
- c) Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);
- d) Architectural design (e.g. the use of angular, cornice lines); and
- e) Building setbacks.

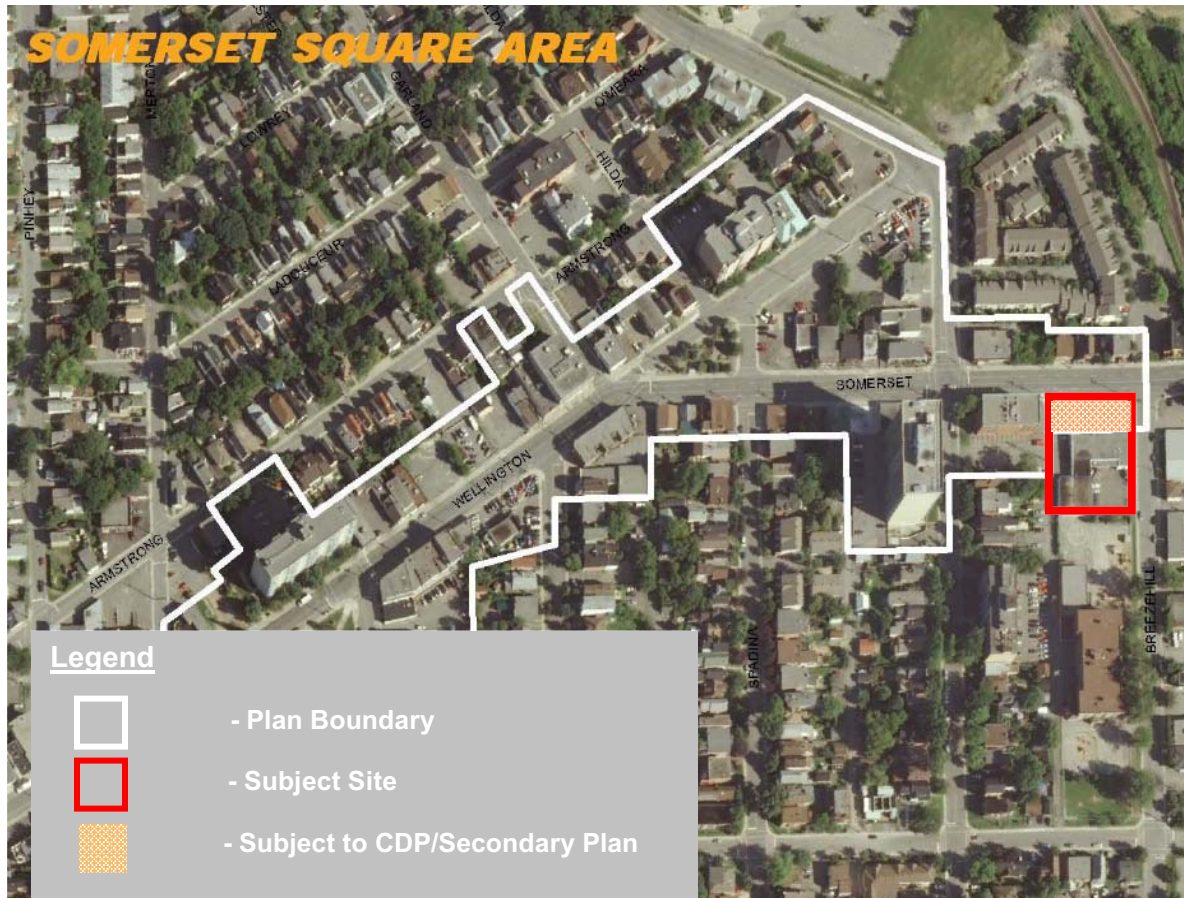
***The proposed development is consistent with Official Plan Amendment 76:***

- ***OPA 76 directs taller buildings to locate along Traditional Mainstreets in the following circumstances:, in areas where other taller buildings already exist, within 600 m of rapid transit or where appropriate transition can be achieved. The proposed development is located along Somerset Street-a designated Traditional Mainstreet; the site is located within 600 m of the Bayview Rapid Transit Station and the future Gladstone Station.***
- ***Careful attention has also been paid to the arrangement of built form and density on site to ensure appropriate transition. The proposal incorporates a three (3) to five (5) storey podium along Somerset Street transitioning down to two (2) storeys at the back of the property and where the site has limited interface with existing lower-profile development. In addition, two-storey townhouse units have been incorporated at the back of the podium. The use of a podium and ground-oriented housing helps the proposed development to integrate into the existing context and anchors the building along Somerset Street to create a sense of human scale and a strong street presence.***
- ***The tower portion has been pulled back from the edge of the podium creating generous distance separation and ensuring that the traditional mainstreet character is maintained along Somerset Street.***
- ***The site is bounded by two public streets and a public laneway, and directly abuts only the school yard of the property to the south. At that point, the tower is setback approximately 10.5 m from the property line to ensure it does not impose on the school yard. In all other cases, the tower is setback in the range of 6 m to 20 m from the property boundaries and separated from adjacent sites by existing roads and a public laneway providing a transition to other properties in the area.***
- ***The proposed uses support of the planned function of this site and area and the development will contribute to establishing a mainstreet pattern of development along Somerset Street. The amount of landscaped open space along with the arrangement of buildings and density on site ensures the proposal successfully integrates into the existing community.***



**Wellington Street West Community Design Plan/Secondary Plan**

The site is composed of four separate parcels of land and only the parcel immediately abutting Somerset Street has been incorporated into the boundary of the Wellington West Community Design Plan/Secondary Plan area.



The CDP and Secondary Plan area is subdivided into four (4) subareas with the subject site located in the Somerset Square Area. The CDP and Secondary Plan sets out general policy directions for the entire study area with additional, more specific policies and objectives set out for each of the subareas.

Generally, the CDP/Secondary Plan set a maximum building height of 6-storeys (20 m) along Wellington and Somerset Streets. New buildings over four (4) storeys are required to incorporate architectural articulation and setbacks to form a two (2) to three (3) storey base to ensure compatibility and achieve a human scale. In order to ensure that new buildings integrate into the existing context and maintain an urban village character, proponents need to demonstrate how key elements of scale and detail of the traditional one (1) to three (3) storey buildings and narrow lot sizes have been incorporated into the design. A range of land uses are permitted, particularly pedestrian-oriented retail and commercial uses at grade with residential uses above. A front yard setback is encouraged in order to create additional space for pedestrians.



The policies of the Somerset Square subarea recognize the area's potential given its gateway location at the edge of the community, proximity to transit and the opportunities for development. However, the subject site is not specifically addressed or identified as a candidate site. The Community Design Plan sets policy and design objectives for the Somerset Square area include re-establishing a continuous street frontage with street-level retail and commercial uses and reinforcing the mainstreet. As such, new infill development must provide pedestrian-oriented retail or commercial uses at street level with residential uses above to ensure on-going activity and eyes on the street.

New development must also establish a continuous built edge to establish a strong urban frame that eliminates undesirable gaps and re-enforces the traditional building front façade on the mainstreet property line. Within the Somerset Square area, development should be consistent with the historical scale and character of Hintonburg and the open space at Somerset Square protected in perpetuity.

***The proposed development is consistent with the Wellington Street West Community Design Plan and Secondary Plan:***

- ***The entire front parcel of land included in the CDP and Secondary Plan boundary (a depth of approximately 15 m) will be developed with a podium that is below the allowable six (6) storey height limit. The podium has a proposed building height of three (3) storeys at the edges of the site increasing to five (5) storeys in the middle. By maintaining a three (3) storey podium with only the middle portion increasing to five (5) storeys, the proposed development maintains the scale and character of the urban village. The high profile portion of the development is located entirely outside of the CDP/Secondary Plan area.***
- ***In addition to respecting the six (6) storey maximum height limit by keeping the podium at three (3) and five (5) storeys, the podium design incorporates staggered building heights, strategic recessing and horizontal and vertical articulation. These design elements break up the building mass and create the perception that the site is comprised of three separate, narrower street fronts in keeping with the design policies of the CDP.***
- ***The CDP encourages new development to contribute to an expanded pedestrian realm by setting buildings back to create wider sidewalks and open plazas. The podium has been setback approximately 4 m from the property boundary along Somerset Street and approximately 3 m from the property boundary along Breezehill Avenue. This setback allows for the creation of extensive sidewalk in front and around the building and a plaza at the corner of Somerset and Breezehill.***
- ***Although the CDP discourages inconsistent grades, provision of steps, raised platforms or sloped surfaces in these areas, these elements are unavoidable at this location due to the grade differential that exists on this site. Despite having to introduce a retaining wall, steps and sloped surfaces, this open space area around the building will be landscaped with a combination of hard and soft landscaping creating a pleasant, pedestrian oriented environment.***



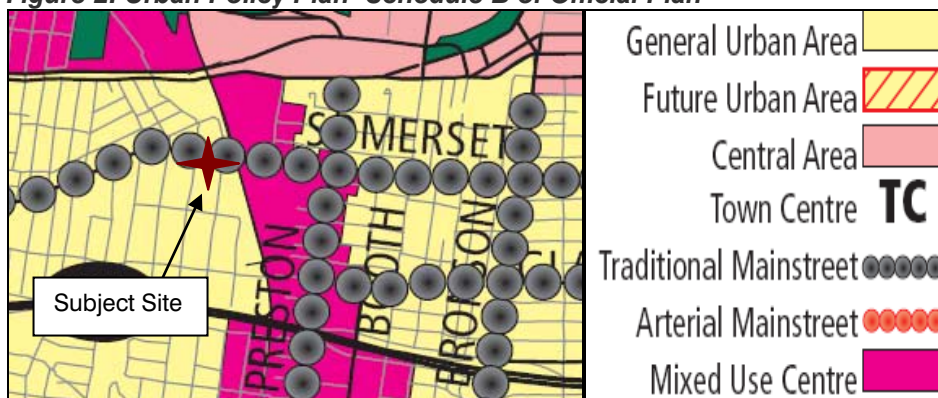


- **The proposed range of uses includes pedestrian-oriented retail or commercial uses at grade to ensure consistent activity during the day and residential uses above.**

**Carling-Bayview Light Rail Transit Corridor Community Design Plan**

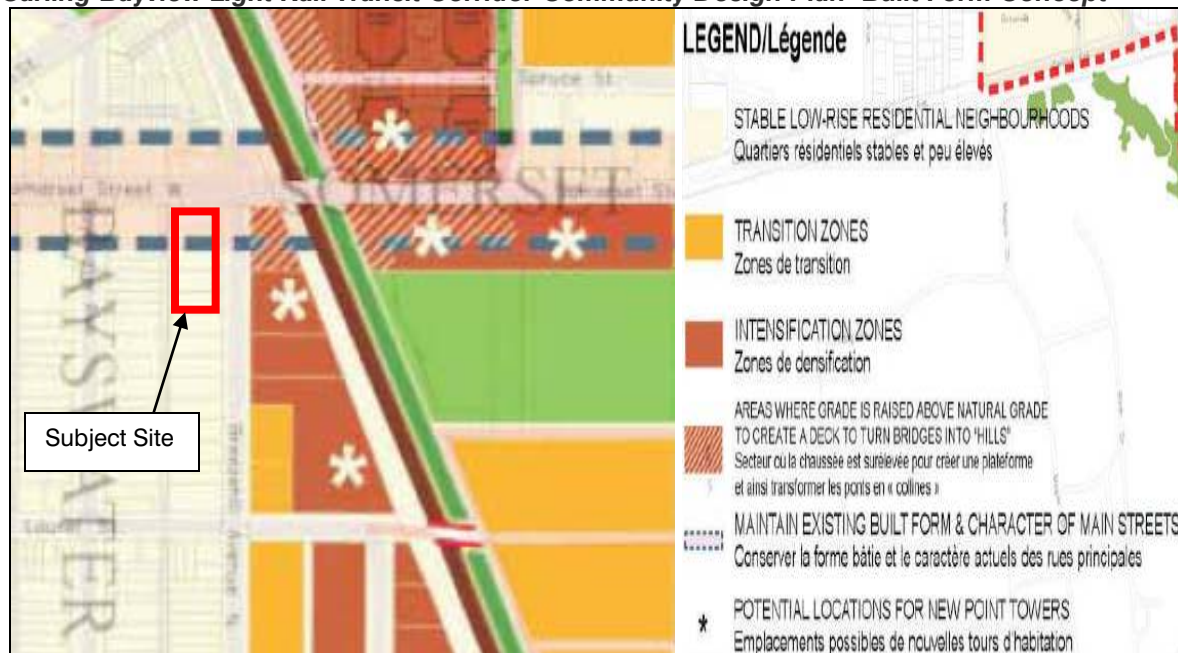
The site is also located within the Carling-Bayview Light Rail Transit Corridor Community Design Plan study area. As the majority of the lands are designated **Mixed-Use Centre**, a Community Design Plan is required. Generally, lands designated **Mixed-Use Centre** are key to the City’s strategy of accommodating growth in compact, mixed-use development that supports transit. Residential development must be in form of apartments or other multiples at a medium and height density.

**Figure 2: Urban Policy Plan- Schedule B of Official Plan**



Although the plan is in progress, a preliminary design framework and a Built Form Concept have been prepared and made publicly available.

**Carling-Bayview Light Rail Transit Corridor Community Design Plan- Built Form Concept**



The front portion of the subject site has been identified as maintaining the existing built form and character of the mainstreet while the remainder of the property has been identified as a stable residential neighbourhood. The lands across Breezehill Avenue have been identified as an area of intensification and potential location for new point towers. The south side of Somerset Street, beyond the train tracks, has also been identified as an intensification zone and potential location for new point towers. As such, the subject site is well situated to accommodate additional height and density and provide a transition to the existing high-profile development that exists to the west of the site along Somerset Street and Wellington West (in the 10 to 15 storey range).

While this study is on-going and the above Built Form Concept subject to change, the planned function for the area to the east of the subject site is intended to accommodate compact, mixed-use, medium to high profile development as per the Official Plan policies. As such, the site is well suited to accommodate a high-profile building that will provide a transition from the area to the east to existing development to the west.

### **URBAN DESIGN GUIDELINES & ANALYSIS**

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#### ***Urban Design Guidelines for Development along Traditional Mainstreet***

The Urban Design Guidelines for Development along Tradition Mainstreets document was approved by council on May 24, 2006. The guidelines apply to all streets throughout the City, identified as a Traditional Mainstreet within the Official Plan and provide guidance to the proper development of these important streets. The guidelines address seven (7) components including: Streetscape, built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs, and servicing and utilities.

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

- *The development incorporates a 2.0 m wide concrete sidewalk.*
- *The building incorporates clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent and locates active pedestrian-oriented uses at-grade.*
- *The upper floors have been set back to achieve a human scale and more light on the sidewalk.*
- *The front doors have been located to face the mainstreet and be directly accessible from the public sidewalk.*
- *The development preserves the existing vehicular public laneway system.*

#### ***Design Guidelines for Transit-Oriented Development***

The Urban Design Guidelines for Transit-Oriented Development document was approved by Council on September 26, 2007. The guidelines apply to all development throughout the City within a 600 m walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. The guidelines address six (6) components 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, among others:



- *The proposed development includes transit supportive land uses within a 600 m walking distance of a rapid transit station or stop including apartments.*
- *The building steps back at the 6<sup>th</sup> storey in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.*
- *The building will be a visible landmark through distinctive design features that can be easily identified and located.*
- *The building has been setback from the front property and side property line for corner sites in order to define the street edge and to provide space for pedestrian activities and landscaping.*
- *The development incorporates architectural variety on the lower storeys of the building to provide visual interest to pedestrians.*
- *The development incorporates windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order to provide ease of entrance, visual interest and increased security through informal viewing.*
- *The design and location of the entrance to the underground parking lot minimizes the number of vehicle crossings over primary pedestrian routes.*

#### **Urban Design Guideline for High-Rise Housing**

The Urban Design Guidelines for High-Rise Housing document was approved by Council on October 28, 2009. The guidelines apply to any building 10 storeys or greater in height and are intended to address the fit and compatibility of high-rise buildings. The urban design guidelines address seven. (7) components of high-rise development including: context, built form, pedestrian and public realm, open space and amenities, environmental considerations, services and utilities.

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

- *The development is in an area with a disconnected or transition fabric and as such, the proposal:*
  - *Is oriented to establish a pattern of development blocks, street edges, and site circulation that defines a public realm;*
  - *Uses proportions, rhythm and height of the building base and tower to define relationships to other buildings,*
  - *Creates transitions that integrate the new urban fabric with areas of established urban fabric.*
- *The building will be designed as a landmark building as the site is located along an important axis/avenue and located at or near a major public transit hub.*
- *Built form will define a human-scaled street space through a 6-storey podium adjacent to the Somerset Street.*
- *Building components such as the base and tower will be used to create a sense of transition between high-rise buildings and existing, adjacent lower profile areas. Transition techniques such as stepping down, setbacks and buffers, scale and massing were incorporated.*
- *As this is a corner site, the site has been designed in incorporate an inviting streetscape with a building that wraps the street corner.*



- *The building has been designed to have a base, a tower and a top. The lower portion of the building supports a human-scaled streetscape through the use of street trees and architectural design and detailing.*
- *A high degree of glazing is being incorporated along Somerset Street to make the pedestrian level façade highly transparent and accessible.*
- *The proposal incorporates sidewalks and landscaping allowing uninterrupted and unimpeded pedestrian circulation around the development.*
- *The garage entry is located at a less prominent location on the block where the entrance will not interfere with pedestrian flow or to be too prominent on the streetscape.*

***The proposed development has regard for and meets the spirit and intent of the applicable design guidelines.***

### **REGULATORY FRAMEWORK**

*City of Ottawa Comprehensive Zoning By-law, 2008-250*

The site is currently zoned **Traditional Mainstreet with Exception and a Height Limit of 15 m [TM [126] H(15)] (By-law 2008-250)**. A City initiated Zoning By-law Amendment rezoned the property to **Traditional Mainstreet Subzone 11 with Exception [TM11[126]** as part of the Wellington West Community Design Plan/Secondary Plan (**By-law 2011-216**). While only the front portion of the site is located within the boundary of the Secondary Plan/CDP, the entire property was rezoned.

Although the City initiated zoning is under appeal, the Zoning By-law Amendment application seeks to amend the applicable provisions of both the City of Ottawa Comprehensive Zoning By-law 2008-250 and By-law 2011-216.

The purpose of the **Traditional Mainstreet** zone is to accommodate a broad range of uses and to foster compact, mixed-use, pedestrian-oriented development that provides for access by foot, cycle, transit and automobile. A range of residential and non-residential development is permitted within the TM zone including apartment dwelling, mid-high rise, restaurant, retail store and retail food store.

Exception 126 permits additional uses on the property including automobile dealership, automobile rental establishment and automobile service station. While these uses are not typically permitted in the **Traditional Mainstreet** zone, the exception reflects the current use of the property. The automobile related and industrial type uses that exist on the property will be removed and more compatible and appropriate uses introduced. The proposed residential development with at-grade commercial will bring the site into conformity with the Official Plan and the Traditional Mainstreet zone.

### **REQUESTED ZONING BY-LAW AMENDMENT**

As this is a Minor Zoning By-law Amendment application, the **TM** zone will continue to apply and site-specific zoning provisions will be introduced to reflect the proposed development.



The table below summarizes the standard provisions of the TM zone and TM11 subzone and compares them against the proposed development. Areas of non-compliance are identified in **red** under the **PROPOSED** heading.

| PROVISION   |  | REQUIREMENT   |  | PROPOSED   |
|---|--|---|--|--|
|   |  | 2008-250  | 2011-216   |  |
| LOT AREA (MIN)  |  | No Min.   |  | 2,416.4 m <sup>2</sup>   |
| LOT WIDTH (MIN)   |  | No Min.   |  | 39.32 m  |
| MAX. FRONT YARD SETBACK                                 |  | 2 m   | 3 m  | <b>7.8 m</b>   |
| INTERIOR SIDE YARD SETBACK                              | 3 m max. between a mixed-use building and another mixed-use building |   |  | 2.3 m  |
|   | 1.2 m min. for a residential use building                            |   |  | 2.3 m  |
| MINIMUM CORNER SIDE YARD SETBACK                        |  | 3 m, except any part of a building above 15 m for which an additional 2 metre setback must be provided  |  | 3.0 m for the corner side yard and <b>0 m for that part of a building above 15 m</b>   |
| MINIMUM REAR YARD SETBACK (ABUTTING A RESIDENTIAL ZONE) |  | 7.5 m   |  | <b>5.5 m</b>   |
| BUILDING HEIGHT   | MIN.   | 6.7 m   |  |  |
|   | MAX.   | 15.0 m  | 20.0 m   | <b>86.0 m</b>  |
|   |  | Where the building height is greater than four storeys or 15 m, at and above the fourth storey or 15 m whichever is the lesser a building must be setback a minimum of 2 m more than the provided setback from the front lot line | For a building that is over 4 storeys in height that part of the building above the 3 <sup>rd</sup> storey or above 12.0 m has a minimum front yard setback of 2 m | <b>0 m setback at the 4<sup>th</sup> storey or 15<sup>th</sup> m and 0 m setback above the 3<sup>rd</sup> storey or above 12 m</b> |
| FLOOR SPACE INDEX (MAX)                                 |  | No Maximum  |  | No Maximum   |
| WIDTH OF LANDSCAPED AREA (MIN)                          |  | No Minimum, expect that where a yard is provided and not  |  | Where a yard is provided and not used for required   |



|  |   |  |  |
|--|---|--|--|
|  | used for required driveways, aisles, parking or loading spaces, the whole yard must be landscaped |  | driveways, aisles, parking or loading spaces, the whole yard is landscaped |
|--|---|--|--|

Additional amendments may be identified following staff review, technical circulation and as a result of revisions to the Site Plan.

**PLANNING CONSIDERATIONS**

It is our professional planning opinion that the requested Zoning By-law Amendment represents good land use planning, is appropriate for the subject property and is in the public interest for the following reasons:

- ***The proposal is consistent with the Provincial Policy Statement with respect to the redevelopment of an underutilized, serviced site located within the urban area.***
- ***The proposal conforms with the goals, objectives and policies of the Traditional Mainstreet designation in the Official Plan. While the Traditional Mainstreet designation generally supports building heights in the four (4) to six (6) storey range, greater building heights can be considered in a number of circumstances including proximity to transit and where compatibility with the surrounding community can be demonstrated. This site is located within 600 m of an existing and future rapid transit station and as such, increased height and density at this location will support public transit.***
- ***The proposed development was evaluated against the compatibility criteria of Section 4.11 and it was determined that the proposed development will have no undue adverse impacts on the surrounding community with respect to traffic, parking and sunshading among others.***
- ***Section 4.11 also includes policies setting out the appropriate location and design of tall buildings. Tall buildings should locate on sites designated Traditional Mainstreet among others, within 600 m of rapid transit and where a built form transition can be achieved. The subject property is designated Traditional Mainstreet, located within 600 m of multiple rapid transit stations (existing and future) and able to provide a built form transition. The site is able to achieve an appropriate transition through the use of a podium, ground-oriented housing and by virtue of being bounded by two public street and a public laneway.***
- ***In addition, the tower portion of the proposed development has been thoughtfully designed and carefully sited on the property. The tower has been pulled back from the edges of the podium and setback from the property lines in the range of 6 m to 20 m. The tower has an offset, compact floor plate and incorporates varying building heights.***



- *Only the front portion of the property is located within the Wellington West Secondary Plan/Community Design Plan boundary and as such, the policies apply only to that portion of the site. The Secondary Plan sets out a maximum building height of six (6) storeys and requires that new buildings over four (4) storeys form a two (2) to three (3) storey base to ensure compatibility within existing low-rise buildings. In addition, new buildings must integrate into the existing building fabric and demonstrate how the key elements of scale and detail from the traditional one (1) to three (3) storey buildings and narrow lot sizes have been incorporated into building design.*
- *The Secondary Plan/Community Design Plan includes specific policy areas with the subject site located within the Somerset Square subarea. The Community Design Plan policies require pedestrian-oriented retail or commercial uses at street level and encourage residential uses above. Development also needs to incorporate a continuous built edge to establish a strong urban frame that eliminates undesirable gaps and reinforces the traditional building front façade.*
- *The proposed development meets the Secondary Plan/CDP objectives in that the proposal maintains a three (3) to five (5) storey height limit along Somerset Street by incorporating a podium into the design. Further, the podium incorporates elements such as varying building heights and strategic recessing breaking up the massing along Somerset Street to maintain the traditional mainstreet feel and creating the impression of narrower lot sizes. The podium also ensures that the development maintains a continuous built edge eliminating undesirable gaps between buildings and reinforcing the traditional mainstreet front façade. The tower portion is located entirely outside of the Secondary Plan/CDP area.*
- *The CDP and accompanying TM11 subzone require a 2 m setback at the third storey or 12 m. As a limited portion of the podium rises to five (5) storeys, the 2 m setback has not been incorporated as it would take away from the overall design while not having any noticeable advantage. Instead, the development incorporates a generous front yard setback to create a pedestrian-oriented and publicly accessible open space in front of the building. An expanded pedestrian realm in front of the property better achieves the objectives of the Community Design Plan.*
- *The proposed range of commercial and retail uses at grade with residential uses above is in keeping with the Secondary Plan and CDP.*
- *This is a gateway site to the Hintonburg area and the architecture and design, use of high quality materials and landscaping will reflect the site's prominence. The proposed uses will enhance the area contributing to an animated, pedestrian-oriented streetscape and desirable pattern of development.*
- *The site is located at the edge of an area intended to accommodate a more intensive form of development and for which a Community Design Plan is*



*currently in progress. The properties to the east of the site, across Breezehill, have been identified as intensification zones and potential locations for new point towers. While this study is on-going and preliminary concepts subject to change, the planned function for this area is compact, mixed-use, medium to high profile development.*

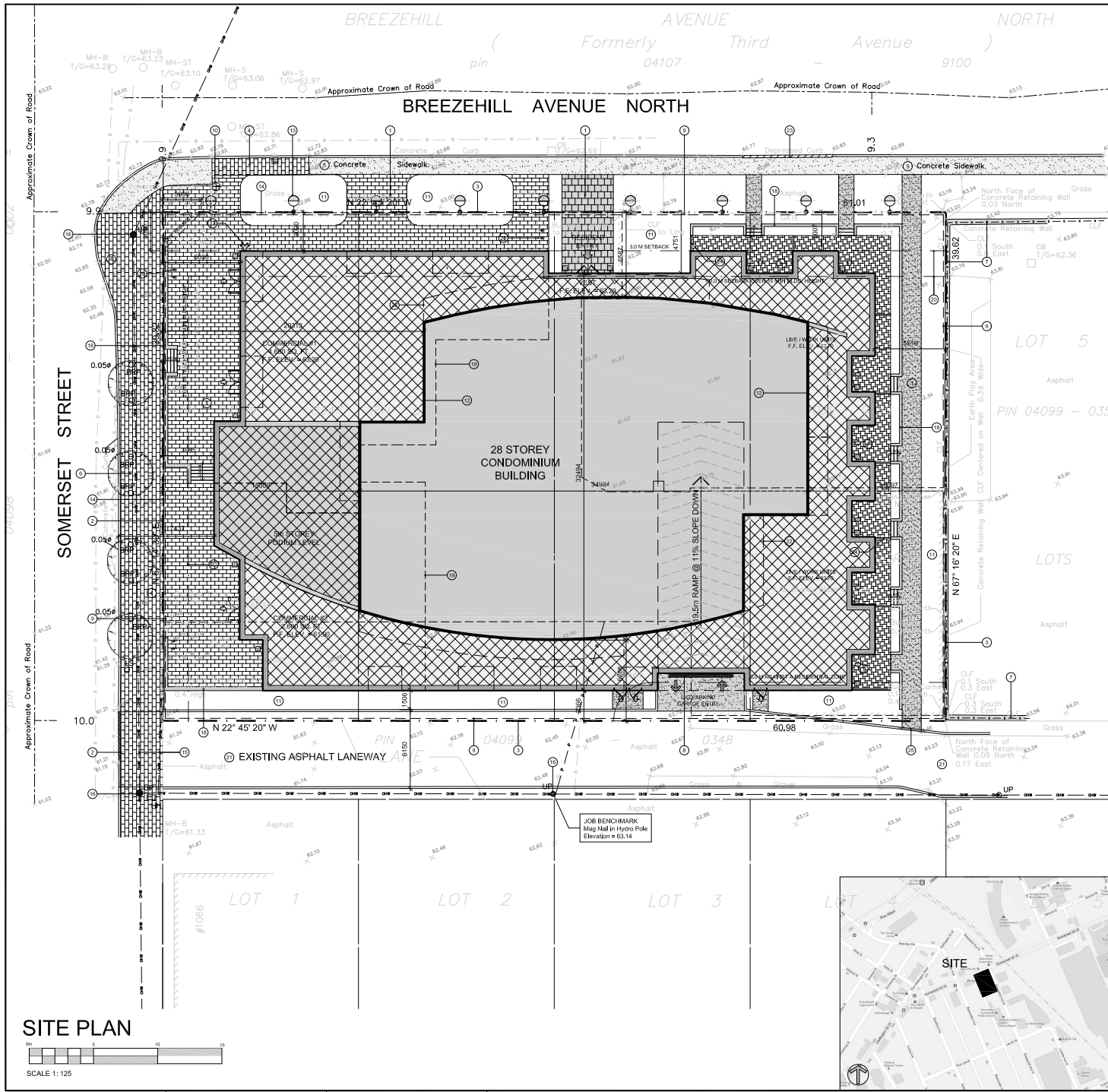
- *The proposal meets the intent and spirit of the City's Design Guidelines for Traditional Mainstreets, Transit-Oriented Development and High-Profile Buildings. The proposal meets key design considerations related to building placement and orientation, animating and addressing the street, pedestrian orientation and accessibility, human scale and meaningful open space.*
- *The automobile related and industrial uses on the property are permitted through an Exception to the current zoning as these uses are typically not permitted in the Traditional Mainstreet zone. The proposed development will introduce uses (commercial, retail and residential) that are in keeping with the Traditional Mainstreet designation in the Official Plan and the permitted as-of-right in the Traditional Mainstreet zone. This will bring the site into conformity with both the Official Plan and the Traditional Mainstreet zoning.*
- *Overall, the proposed development will contribute positively to the streetscape as well as the surrounding community while sensitively increasing height and density to meet the City's goals and policy objectives.*





**APPENDIX A: SITE PLAN**





- ### DRAWING NOTES
- HARD SURFACE PAVING. SEE LANDSCAPE PLAN FOR PATTERN AND TYPE.
  - DEPRESSED CURB AND SIDEWALK TO CITY STANDARDS.
  - PROPERTY LINE.
  - EXISTING LIGHT FIXTURES CITY STANDARD.
  - EXISTING CONCRETE CITY SIDEWALK.
  - EXISTING TREES ON CITY PROPERTY.
  - EXISTING RETAINING WALL WITH CHAINLINK FENCE.
  - HEATED VEHICLE ENTRY RAMP TO UIC PARKING GARAGE WITH TYPICAL FINISH.
  - OUTLINE OF UNDERGROUND PARKING LEVELS.
  - SOFT LANDSCAPING. SEE LANDSCAPE PLAN.
  - OUTLINE OF TOWER ABOVE.
  - LIGHT STANDARDS. SEE LANDSCAPE PLAN FOR EXACT LOCATION AND SIZE.
  - EXISTING COMMERCIAL BUILDING TO BE REMOVED.
  - APPROXIMATE LOCATION EXISTING OVERHEAD HYDRO LINES.
  - EXISTING UTILITY POLE.
  - SEWER CONNECTION.
  - RETAINING WALL.
  - OUTLINE OF GROUND FLOOR COMMERCIAL.
  - EXISTING TOWER BUILDING SETBACK.
  - EXISTING ASPHALT LANEWAY.
  - BALCONIES ABOVE FOR TOWER.
  - EXISTING DEPRESSED CURB AND SIDEWALK TO BE REPLACED WITH CHAINLINK TO CITY STANDARDS.
  - PRIMARY SCREEN.
  - DEPRESSED CURB.
  - BIKE RACKS.

### PROJECT INFORMATION

ZONING: 2nd Reg By-Law 2004-20  
 SITE AREA: 2,416.4 sq. ft. (251.76 sq. ft.)

### PROJECT STATISTICS

|   |                                    |
|---|------------------------------------|
| BUILDING HEIGHT (TOWER)                         | 86.0M                              |
| BUILDING HEIGHT (3 STOREY PARKING)              | 10.0M                              |
| LANDSCAPE OPEN SPACE                            | 32.0%                              |
| <b>GROSS BUILDING AREAS (CONSTRUCTION AREA)</b> |                                    |
| TYPICAL PARKING LEVEL                           | 2,376.4 sq. ft. (219.62 sq. ft.)   |
| GROUND FLOOR                                    | 1,634.0 sq. ft. (151.62 sq. ft.)   |
| SECOND FLOOR                                    | 1,602.0 sq. ft. (148.52 sq. ft.)   |
| THIRD FLOOR                                     | 1,476.0 sq. ft. (136.52 sq. ft.)   |
| FIFTH FLOOR                                     | 1,062.0 sq. ft. (97.12 sq. ft.)    |
| TOTAL AREA (ABOVE GRADE)                        | 23,768.0 sq. ft. (2196.62 sq. ft.) |
| <b>UNIT STATISTICS</b>                          |                                    |
| TOWNHOUSES (LEVELS)                             | 7                                  |
| 1 BEDROOM UNIT                                  | 1                                  |
| 2 BEDROOM UNIT                                  | 106                                |
| TOTAL   | 113                                |
| <b>COMMERCIAL RETAIL</b>                        |                                    |
| TOTAL   | 167 sq. ft. (15,300 sq. ft.)       |

### CAR PARKING

|                 |  |
|-----------------|--|
| <b>REQUIRED</b> |  |
| RESIDENCE       | -0.5 PER UNIT (21 UNITS) 106                             |
| VIATOR          | -0.2 PER OVERLEAF UNIT (AFTER 15 UNITS) 52               |
| COMMERCIAL      | 50 PER 100 SQ. FT. OF G.F.A. PER UNIT OVER 100 SQ. FT. 0 |
| TOTAL           | 158  |
| <b>PROVIDED</b> |  |
| RESIDENCE       | +0.8 PER UNIT (21 UNITS) 217                             |
| VIATOR          | +0.10 PER OVERLEAF UNIT 10                               |
| COMMERCIAL      | +0.0 PER 100 SQ. FT. OF G.F.A. 0                         |
| TOTAL           | 244  |

### BIKE PARKING

|                 |                                  |
|-----------------|----------------------------------|
| <b>REQUIRED</b> |                                  |
| RESIDENCE       | -0.5 PER UNIT (21 UNITS) 106     |
| COMMERCIAL      | -0.0 PER 200 SQ. FT. OF G.F.A. 2 |
| TOTAL           | 108                              |
| <b>PROVIDED</b> |                                  |
| undersubgroup   | 140                              |

### LEGAL DESCRIPTION

TOPOGRAPHICAL PLAN OF  
 LOTS 1, 2, 3 and 4  
 WEST SIDE  
 BREEZEHILL AVENUE NORTH  
 BLOCK J  
 REGISTERED PLAN 73  
 CITY OF OTTAWA

Prepared by Arndt, O'Sullivan, Vollebek & Ltd.  
 1400 View Complex on April 18, 2011

### PROJECT DEVELOPER

Claridge Homes  
 2001-201 Gladstone Avenue,  
 Ottawa, Ontario, K2P 0Y6  
 Tel: (613) 233-6030  
 Fax: (613) 233-2920

### SURVEYOR

Arndt O'Sullivan Vollebek Ltd.,  
 Ontario Land Surveyors  
 14 Concourse Gate, Suite 500,  
 Nepean, Ontario K2E 7S6  
 Tel: (613) 727-0650  
 Fax: (613) 727-1079

### CIVIL ENGINEER

Novatech Eng. Consultants Limited  
 200 - 240 Michael Cowland Drive  
 Ottawa, Ontario, K2M 1P6  
 Tel: (613) 254-0643  
 Fax: (613) 254-5987

### LANDSCAPE ARCHITECT

James B. Lennox & Associates Inc.  
 Landscape Architects  
 Suite 200A, Hampton Park Plaza  
 1419 Carling Ave.,  
 Ottawa, Ontario K1Z 7L6  
 Tel: (613) 722-5168  
 Fax: 1-866-343-3942

IF IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.

ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND REGULATIONS.

THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNLESS WRITTEN BY THE ARCHITECT. DO NOT SCALE DRAWINGS. COPYRIGHT RESERVED.

### NOTATION SYMBOLS:

INDEXED DRAWING NOTES LISTED ON EACH SHEET.

INDICATES ASSEMBLY TYPE REFER TO TYPICAL ASSEMBLY SCHEDULES.

INDICATES WINDOW TYPE REFER TO WINDOW ELEVATIONS AND DETAILS ON ADD SHEETS.

INDICATES DOOR TYPE REFER TO DOOR SCHEDULES AND DETAILS ON ADD SHEETS.

DETAIL NUMBER

DETAIL REFERENCE PAGE

DETAIL REFERENCE PAGE

### GENERAL NOTES:

REFER TO TYPICAL ASSEMBLY SHEET FOR WALL PARTITION, ROOF CEILING & FLOOR TYPES.

FOR DOOR TYPES AND HANGING REQUIREMENTS REFER TO DOOR SCHEDULES ON ADD SHEETS.

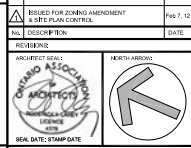
ALL INTERIOR DIMENSIONS ARE TAKEN FROM THE FACE OF DRYWALL.

ALL EXTERIOR DIMENSIONS ARE TAKEN FROM THE FACE OF CLADDING.

ALL EXTERIOR WALLS ARE TO BE TYPE VY UNLESS NOTED OTHERWISE.

ALL INTERIOR PARTITIONS ARE TO BE TYPE VY UNLESS NOTED OTHERWISE.

|                 |  |
|-----------------|--|
| RESIDENCE       | -0.5 PER UNIT (21 UNITS) 106                             |
| VIATOR          | -0.2 PER OVERLEAF UNIT (AFTER 15 UNITS) 52               |
| COMMERCIAL      | 50 PER 100 SQ. FT. OF G.F.A. PER UNIT OVER 100 SQ. FT. 0 |
| TOTAL           | 158  |
| <b>PROVIDED</b> |  |
| RESIDENCE       | +0.8 PER UNIT (21 UNITS) 217                             |
| VIATOR          | +0.10 PER OVERLEAF UNIT 10                               |
| COMMERCIAL      | +0.0 PER 100 SQ. FT. OF G.F.A. 0                         |
| TOTAL           | 244  |



### PROJECT TITLE:

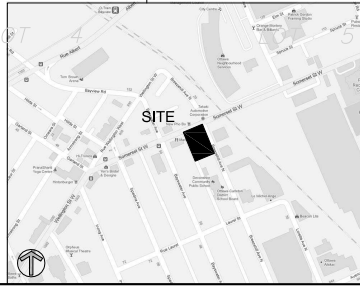
1050 SOMERSET STREET

OTTAWA ONTARIO

### SITE PLAN

|                  |                 |
|------------------|-----------------|
| DRAWN: RV        | CHECKED: R.L.A. |
| SCALE: 1:125     | SHEET NO: SP-1  |
| PROJECT NO: 1122 |                 |

- ### SITE PLAN SYMBOLS
- CONCRETE UNIT PAVERS SURFACE AT RESIDENTIAL ENTRY
  - CONCRETE UNIT PAVERS SURFACE
  - FORUM LEVEL AREAS
  - CONCRETE UNIT PAVERS SURFACE FOR PRIVATE TERRACES
  - CONCRETE SURFACE
  - EXISTING CITY CONCRETE SURFACE
  - WALL MOUNTED LIGHT
  - LIGHT STANDARD
  - TWO WAY VEHICLE CIRCULATION
  - MANEUVERING
  - COMMERCIAL ENTRANCE AND OR FIRE EXIT
  - BOLLARD STYLE BIKE RACK
  - PROPERTY LINE
  - EXISTING COMMERCIAL BUILDING SETBACK LINE
  - RETAINING WALL



**SITE PLAN**

SCALE 1:125

**APPENDIX B: SUNSHADOWING STUDY**



MARCH 21, DST



10:00 am



12:00 pm



2:00 pm



4:00 pm

JUNE 21, DST



10:00 am



12:00 pm

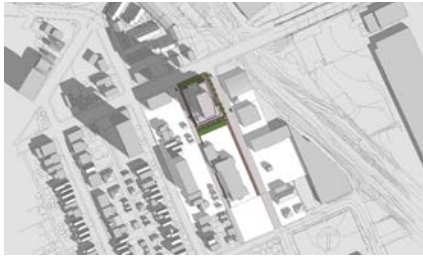


2:00 pm



4:00 pm

SEPTEMBER 21, DST



10:00 am



12:00 pm



2:00 pm



4:00 pm

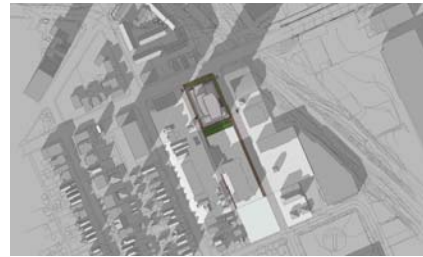
DECEMBER 21



10:00 am



12:00 pm



2:00 pm



4:00 pm