



979 Wellington Street West

Planning Rationale + Design Brief
Site Plan Control
March 25, 2022



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1.0 Introduction

Fotenn Consultants Inc., acting as agents for ML DEVCO. Inc. is pleased to submit the enclosed Site Plan Control application for the lands municipally known as 979 Wellington Street West (“the subject lands”) in the Kitchissippi ward of the City of Ottawa.

The owner of the subject lands is proposing the development of a mixed-use, purpose-built residential rental building format at a height of 12 storeys.

1.1 Application History

In November 2020, Fotenn submitted a Planning Rationale and Design Brief for Official Plan Amendment and Zoning By-law Amendment applications (D01-01-20-20-0020 and D02-02-20-0117, respectively) for the proposed development of a mixed-use purpose-built residential rental building with a six-storey podium and 17-storey tower at 979 Wellington Street West. In consideration of the comments provided during the review period of the aforementioned development applications, the proposed development was revised to a 12-storey mixed-use building with a change in form from a podium-tower format to a U-shaped building.

In September 2021, City of Ottawa Planning Committee recommended Council approve both the Official Plan and Zoning By-law Amendment applications.

The Committee recommendation were as follows:

- / An amendment to the Official Plan, Volume 2a, Scott Street Secondary Plan, by removing 26, 36 and 40 Armstrong Street from the plan boundary as detailed in Document 2;
- / An amendment to the Official Plan, Volume 2a, West Wellington Secondary Plan, by amending the plan boundary to include 26, 36 and 40 Armstrong Street, and to permit an increase in building height as detailed in Document 2;
- / An amendment to Zoning By-law 2008-250 for 979 Wellington Street West to permit a twelve-storey mixed use development as detailed in Documents 4 and 5; and
- / That the implementing Zoning By-law amendment does not proceed to City Council until the agreement under Section 37 of the Planning Act is executed by the applicant

On November 15, 2021, an appeal of both the Official Plan and Zoning By-law Amendment was filed by the Hintonburg Community Association. A date to review both appeals at the Ontario Land Tribunal has yet to be set.

1.2 Required Application

To proceed with the development as envisioned and recommended by Planning Committee, the following planning application is required:

- / **Site Plan Control**

2.0 Site Context and Surrounding Area

The subject site is comprised of eight properties located at 961, 967, 969, 973, and 979 Wellington Street and 26, 36, and 40 Armstrong Street in Kitchissippi Ward (Ward 15). The site occupies the entire block bounded by Wellington Street West to the south, Garland Street to the west, Armstrong Street to the north, and Hilda Street to the east, and has an area of approximately 2,915 square metres, with frontage of 57.39 metres along Wellington Street West and 50.8 metres along Garland Street (Figure 1).



Figure 1: Subject site and surrounding area

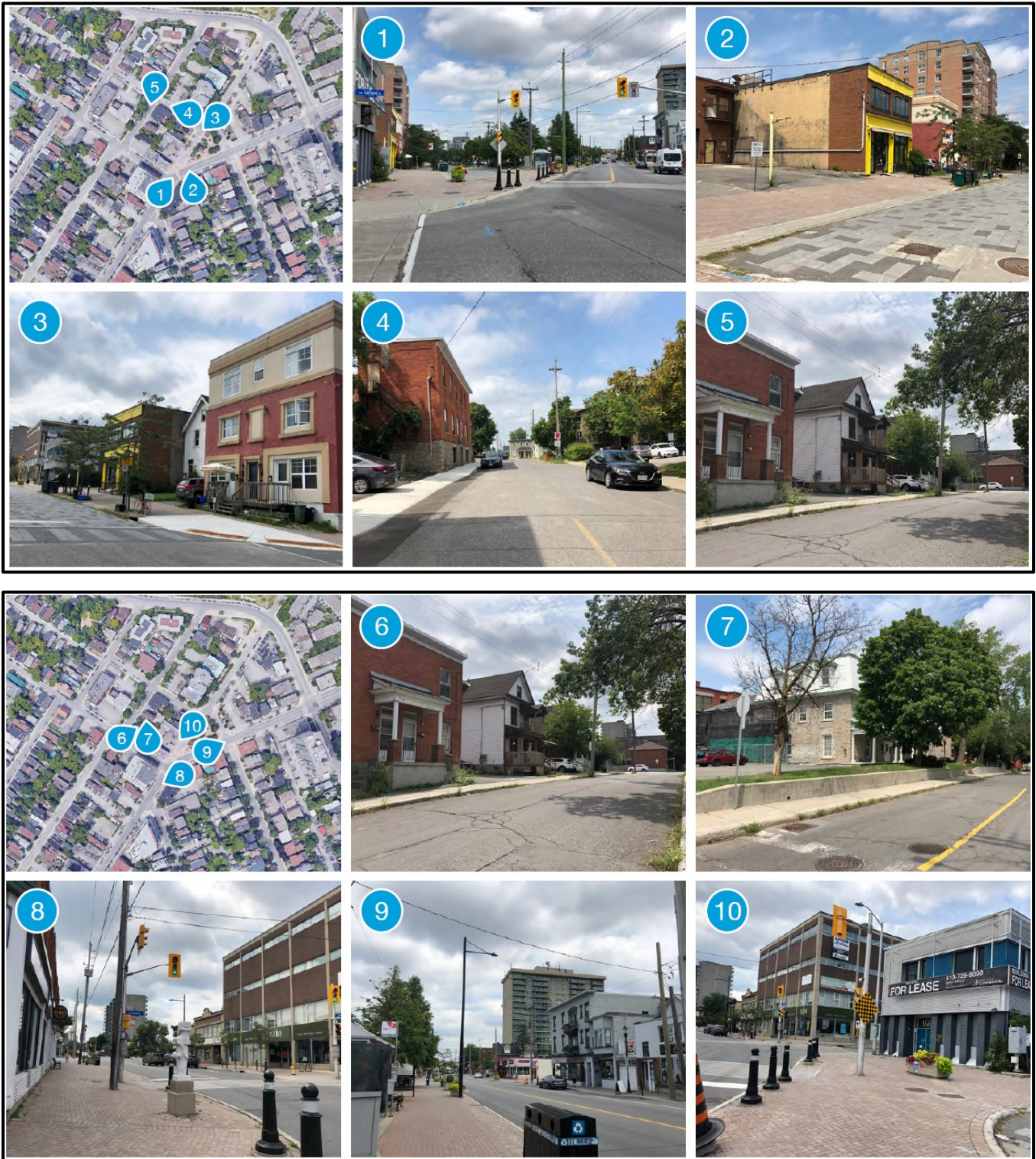


Figure 3: Subject site and surrounding area

2.1 Surrounding Area

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

North: Directly north of the subject site is Armstrong Street, an east-west local road. At 35 Armstrong Street, across the street from the subject site, is Armstrong House, a designated heritage resource currently used as an office. Further to the north, the neighbourhood is characterized by a mix of single- and semi-detached dwelling units, along with duplexes, triplexes and low-rise apartment dwelling units. Further north is Scott Street, a major east-west arterial road and, more notably, approximately 250 metres northeast of the site is the location of Bayview Station, the intersection of the City’s east-west and north-south Light Rail Transit (LRT) lines.

East: East of the subject site, on the east side of Hilda Street, is a high-rise residential building currently owned and operated by Ottawa Community Immigrant Services Organization. Northeast of the site is the Tom Brown Arena, a municipally-owned arena and community centre that serves as a hub for community activities with a single-pad rink and open space. East along Somerset Street West are a range of low-rise buildings occupied by commercial and personal service businesses, as well as the north-south Trillium Line immediately east of Breezehill Avenue North.

South: Directly south of the properties is Wellington Street West and the terminus of Somerset Street West. This is the location of Somerset Square, which is a hardscaped City of Ottawa park. South of Somerset Street West is characterised by a mixed-use frontage along the Traditional Mainstreet and, further south, a low-rise residential neighbourhood.

West: Directly west of the site is Garland Street and the Wellington Street West corridor, which is an east-west Traditional Mainstreet characterized by mixed use buildings ranging in height from low- to high-rise.



Figure 4: Aerial view of surrounding area

2.2 Transportation

The subject site abuts Wellington Street West, which is designated as an Arterial Road on Schedule F of the City of Ottawa Official Plan. Arterial roads are intended to move traffic through the city in conjunction with lower-order roads. As an arterial road, Wellington Street West acts as a main east-west vehicular connection west of the Downtown core.

The site is located at the intersection of Wellington Street West and Somerset Street West (Figure 5). Both streets are designated as a Transit Priority Corridor (Isolated Measures) pursuant to Schedule D of the City of Ottawa Official Plan. The site is located within 600 metres of Bayview Light Rapid Transit (LRT) station, which is a critical transit station in Ottawa being the connection point of the north-south Trillium Line to the east-west Confederation Line. Further to this, once the Corso Italia LRT station is constructed, the site will be within 600 metres of two rapid transit stations.

OC Transpo Route 11 provides east-west service along Wellington Street West and Somerset Street West between the downtown core to the east and Bayshore Station to the west. Several other routes operate in proximity to the subject site and provide linkages to the southern connection points and transit stations.

Overall, the site is very well served by bus and LRT services, which creates an inter-connected system that will provide future residents with connectivity to the greater transit system.

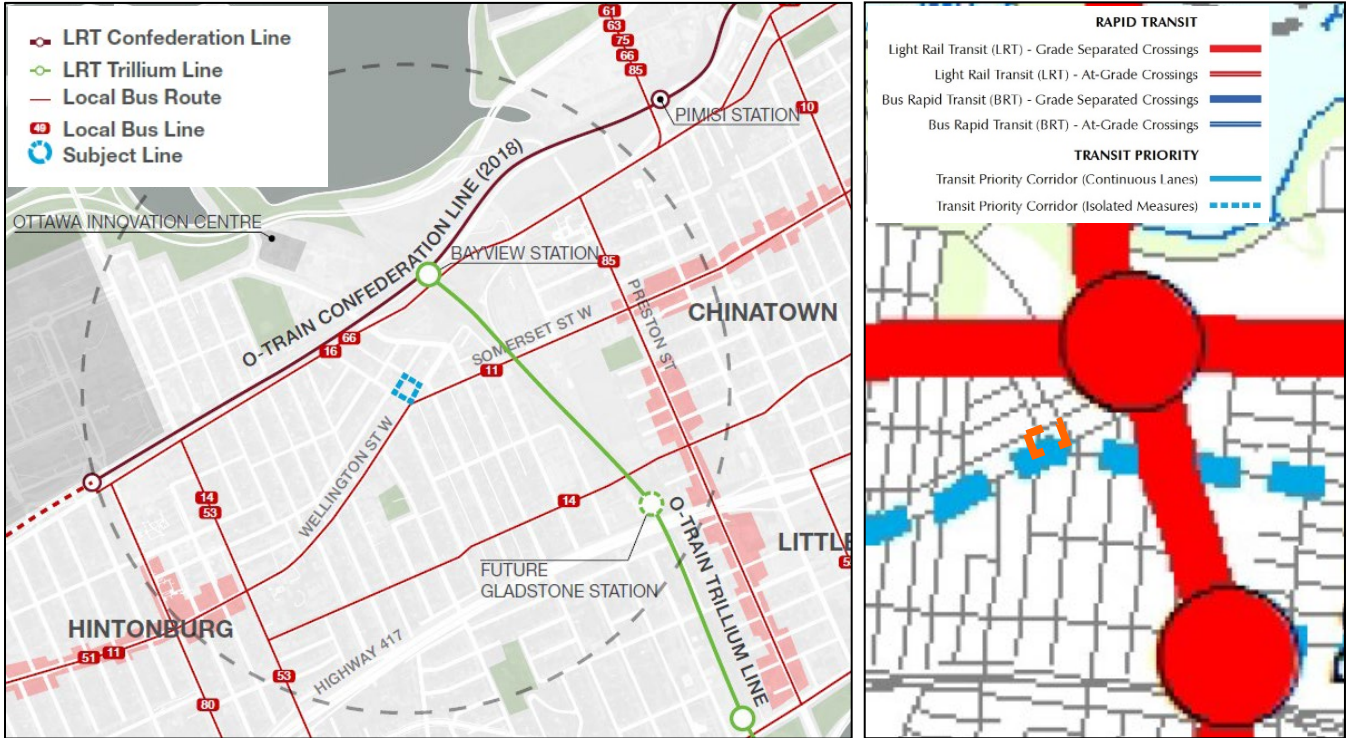


Figure 5: Rapid Transit and Transit Priority Network and Excerpt from Official Plan Schedule D

The subject site is also well-served by the greater cycling network and is in a key location that connects cyclists to the cross-town bicycling infrastructure. The site is located along the Wellington Street West spine route, as well as adjacent to the Armstrong Street local route. Both these cycling routes provide connection to the multi-use pathway systems along the Sir John A. MacDonald Parkway and the Trillium Line (Figure 6).

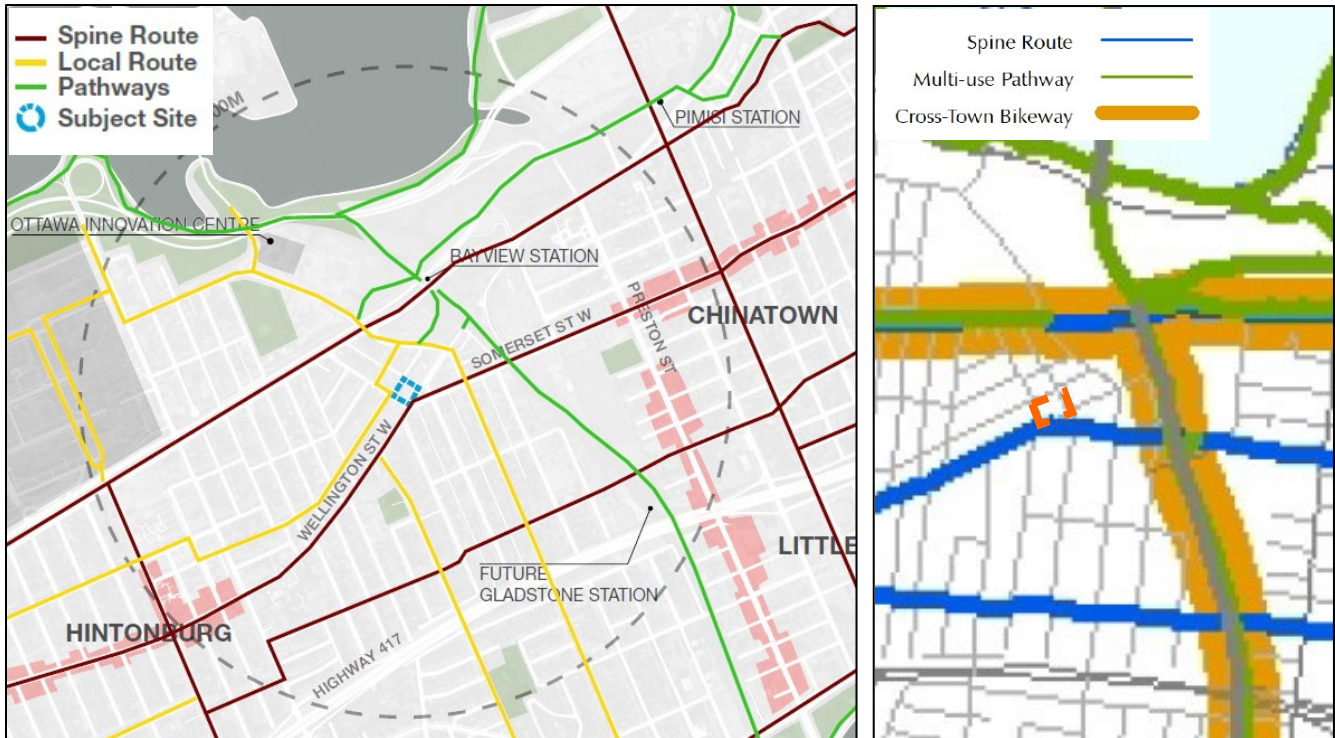


Figure 6: Cycling Routes and Excerpt from Official Plan Schedule C

2.3 Neighbourhood Amenities

As a site located along a Traditional Mainstreet, the subject site enjoys close proximity to many neighbourhood amenities including a variety of small and locally-oriented commercial uses such as restaurants, retail shops, personal services, and coffee shops, as well as Parkdale Market to the west, and grocery stores further west along Richmond Road. The site is well-served with respect to parks and community facilities being within walking distance of Bayview Friendship Park and Tom Brown Arena to the north, Laroche Park to the northwest, Hintonburg Park to the southwest, and the Plant Recreation Centre east along Somerset Street East. The site is also located in proximity to institutional uses such as schools, hospitals and places of worship. The Tunney's Pasture government employment hub is approximately 750 metres northwest of the site.

2.4 Planned Context

The subject site, which comprises an entire municipal block, is strategically located given the geometry of the roadways and important views within Hintonburg toward Little Italy and the Downtown core to the east. As a site located in close proximity to the Bayview Light Rail Transit station, and the future Corso Italia Light Rail Transit station, the planned context surrounding the site, as well as the key location of the site within the Hintonburg neighbourhood, is uniquely located to accommodate greater height and density.

2.4.1 Wellington Street West Secondary Plan

As further described herein, the subject site is located within the Wellington Street West Secondary Plan study area. Of note is that the applicable policy framework for the Somerset Square area generally describes this area as an eastern gateway within then neighbourhood and specifically identifies the two sites at the corners of Bayswater Avenue and Wellington Street West/Somerset Street West as 'gateway sites' (Figure 7). These sites are to "exhibit gateway architectural design that responds to a location with a prominent vista terminus from several directions". Furthermore, the policy permits an increase in height on these sites through a Zoning By-law Amendment process.

Due to the small land area surrounding these two gateway sites, it can be expected that, given the applicable policy framework, land consolidation will take place and will include the adjacent properties. Given this planned context, it would be reasonable to anticipate that with gateway policies, a high-rise building will be developed at this location. Furthermore, in acknowledgement of the Somerset Square policy area as a gateway location, it is appropriate to consider that development on the subject site area will provide transition to these gateway sites to the east and toward the LRT transit nodes.

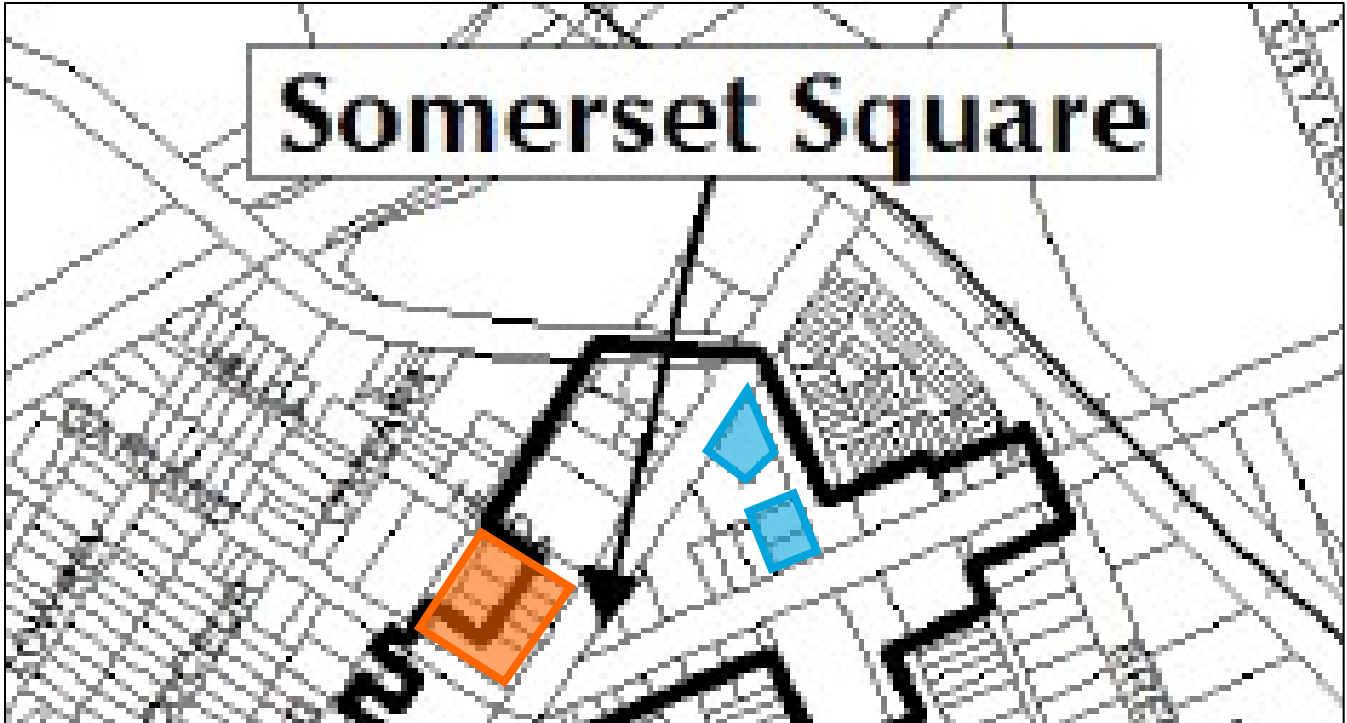


Figure 7: Somerset Square Specific Policy Area – Subject Site (orange) and Gateway Sites (blue)

2.4.2 Bayview District Secondary Plan

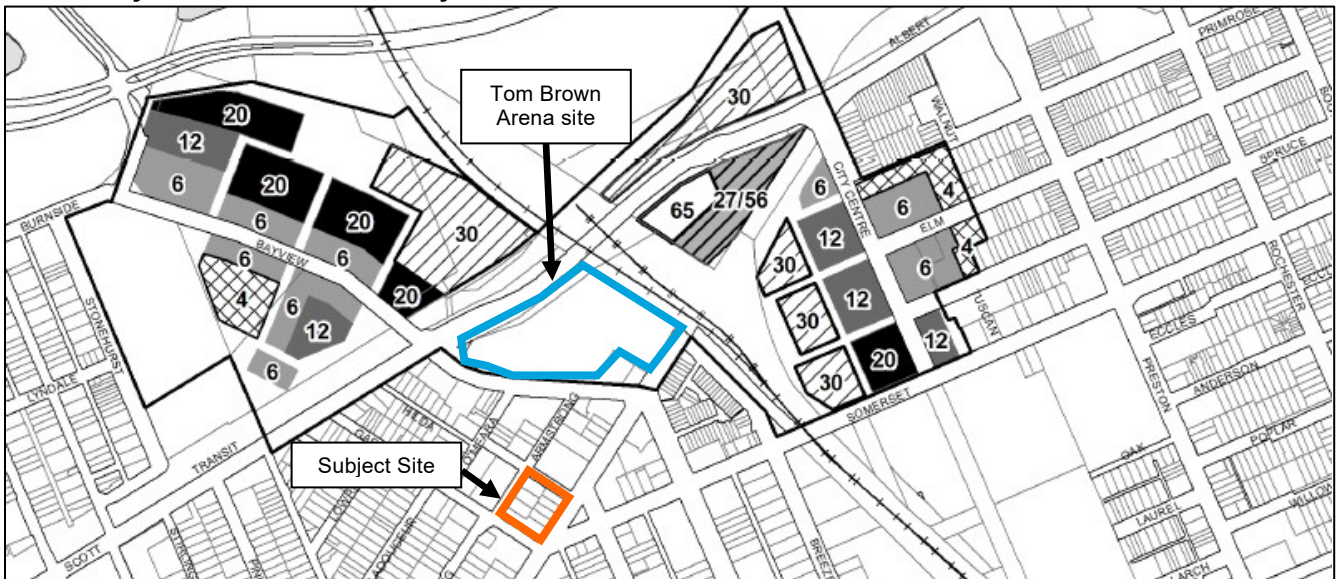


Figure 8: Bayview District Secondary Plan Maximum Height – Schedule C

While the subject site is not located within the Bayview District Secondary Plan area, it is important to consider the development context that will be created through future development. As seen in Figure 8, in support of rapid transit, intensification is to be focused around Bayview Station through high-rise development. Of particular note is the Trinity development approved for 900 Albert Street, which includes three towers with heights of 65, 56 and 27 storeys as permitted by the Secondary Plan.

2.4.3 Low-Rise Residential Neighbourhood

As the site abuts an established low-rise residential neighbourhood to the north, it is important to understand how this neighbourhood may evolve over time. The planned context is to maintain the neighbourhood as low-rise with a majority of the neighbourhood permitted a height of 11 metres within a low-rise apartment format. The neighbourhood transitions in height as it gets closer to the Wellington Street West Traditional Mainstreet, with heights increasing to 20 metres along the mainstreet.

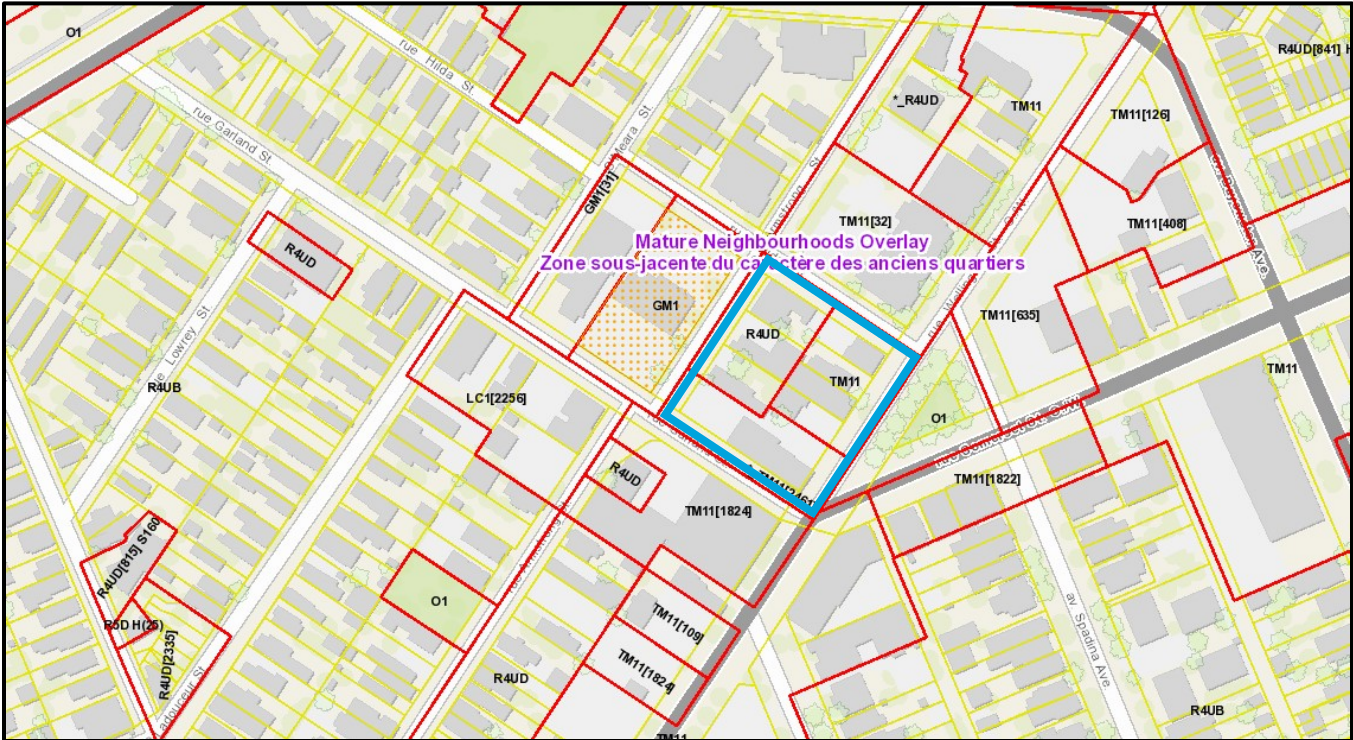


Figure 9: Zoning surrounding subject site (outlined in blue)

Proposed Development and Design Brief

3.1 Proposed Development

The development proposal for the site contemplates a mixed-use purpose-built residential rental building format and at a height of 12 storeys, which includes an enclosed rooftop amenity space and mechanical penthouse. Ground-floor commercial uses will front onto Wellington Street West, with residential units located in the upper floors, and ground-oriented townhouse units along the site's Armstrong and Garland Street frontages (Figure 10). A total of 252 residential units are proposed with a unit mix that offers a range of unit sizes and types.

Armstrong House, a designated heritage resource located on the north side of Armstrong Street across from the subject site, is highlighted and framed by the design of the proposed development, which includes a mid-block connection between Wellington Street West and Armstrong Street. Where the previous development proposal also had a mid-block pedestrian connection, the revised development provides a more direct alignment with Armstrong House resulting in a stronger connection to this neighbourhood heritage resource.

Vehicular access is to be provided to the site via Hilda Street with a total of 141 parking spaces in three levels of underground parking. The development may also include the closure of Wellington Street West to vehicles along the south side of the subject site, which will present future opportunities for improvements and expansion to Somerset Square.



Figure 10: Overview site plan of proposed development

The ground floor of the building will be comprised of retail units fronting onto Wellington Street West with ground-oriented townhouse dwelling units fronting onto Armstrong Street and wrapping around Garland Street. The townhouse units fronting onto Armstrong Street will be setback from the street, providing private front yards and at-grade amenity space in keeping with the residential character of the street. The internal courtyard will function as the primary entrance to the residential lobby and will also provide secondary access to the retail units. Residents will also have direct access to a secure bicycle storage room within the courtyard (Figure 11).



Figure 11: Ground floor of proposed development

The redevelopment of the entire block will mark the building as a gateway location on the Traditional Mainstreet while also recognizing the residential neighbourhood north of Armstrong Street. By redistributing the height of the building to a larger U-shaped mass, visual impacts from the previous tower proposal are minimized in a manner that is sensitive to the surrounding area, and that responds to the character of the Wellington Street West Traditional Mainstreet. The U-shaped building is designed to appear as two buildings, providing a mid-block connection between Wellington Street and Armstrong Street. The articulated podium serves to reinforce the Traditional Mainstreet character along the Wellington Street West frontage, with this building massing also wrapping around the Hilda and Garland Street frontages (Figure 12). The facade and materiality of the building along Wellington Street West aims to respond to neighbouring buildings,

while breaking up the visual mass of the building through building articulation and fenestration. The use of red brick, glass and sandstone help create visual interest that is in keeping with similar building materials in the surrounding area.



Figure 12: Wellington Street West frontage

The Armstrong Street frontage and setbacks reinforce the low-rise residential character north of the Traditional Mainstreet through stepping down, providing adequate transition between the neighbourhood and the proposed development (Figure 13). The two-storey townhouses along this frontage are framed in sandstone in recognition of Armstrong House to the north. The townhouses have direct access to the street and, together with the break in the façade created by the mid-block connection, will help to re-establish a residential rhythm along the street and a strong pedestrian environment.



Figure 13: Armstrong Street frontage

Historically, the subject site was the front lawn of Armstrong House and the design of a mid-block connection serves to frame the designated heritage resource to pedestrians as they walk through the courtyard from Wellington Street West (Figure 14). Together with this connection to Armstrong Street and as the main entrance for the residential lobby, the mid-block connection and courtyard is envisioned as a place for a myriad of opportunities including respite from the sun, public events, formal and informal seating, among others.



Figure 14: Pedestrian perspective of mid-block connection

In consideration of urban design guidelines, and the existing and planned context, the proposed development is a 12-storey mixed-use building that frames all frontages of the block with appropriate transition to the established neighbourhood to the north. The following outlines the design evolution of the revised development proposal.

3.2.1 Site Area and Frontage

The site presents a unique opportunity for redevelopment as it is comprised of an entire city block with four frontages all abutting the public realm, specifically Wellington Street West, Garland Street, Armstrong Street, and Hilda Street (Figure 15). The redevelopment of the entire block will allow for a cohesive design direction which will address all frontages in an appropriate manner – providing an opportunity to sensitively intensify the site, per Official Plan policies. Of these frontages, the site is directly connected to the pedestrian and cycling networks with Wellington Street West and Somerset Street being Traditional Mainstreets and Armstrong Street identified as a local route within the Ultimate Cycling Network. Furthermore, the size and depth of the site presents opportunity for a high-rise development that appropriately transitions into the low-rise neighbourhood to the north, while also providing a mid-block pedestrian. These frontages allow for the site to evolve into a ‘hub’ for multi-modal transportation ultimately creating an interesting and active pedestrian and community square, further supported by the at-grade retail opportunities.

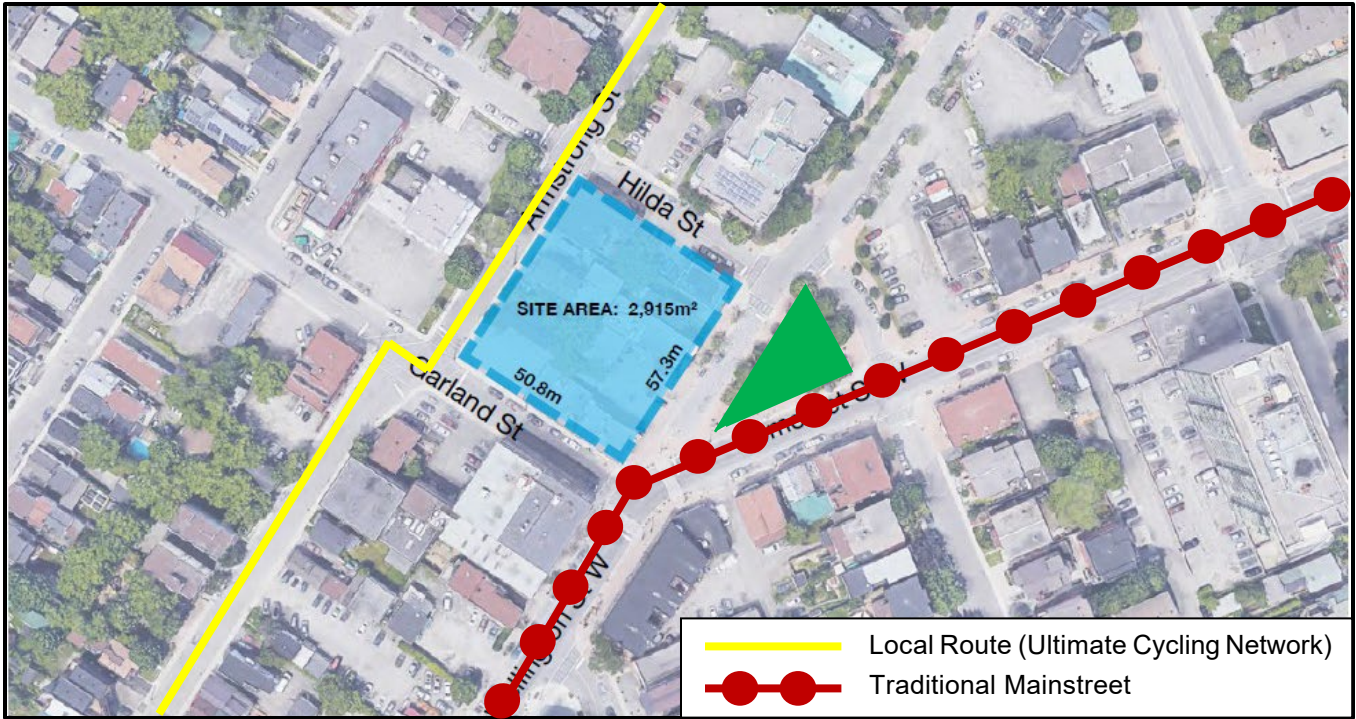


Figure 15: Site area and key frontages

In summary, the site enjoys four public frontages, including one that directly abuts the Traditional Mainstreet and another that directly abuts a local route within the City’s ultimate cycling network, and also has a lot depth that can accommodate transition in height.

3.2.2 Height and Massing

To determine the appropriate height for the site, a review of the existing and planned context for the surrounding neighbourhood was undertaken, as well as appropriate transition measures to accommodate height.

In looking to the Traditional Mainstreet context, existing and planned heights were examined. To the immediate east, the existing development is a 10-storey (approximately 30 m) residential apartment building. On the site, the zoning permits nine storeys on the westernmost portion with approximately six storeys along the remainder of the frontage (Figure 16). In looking at this context, it is appropriate to anticipate that nine storeys across the whole Wellington Street West frontage is an appropriate height for new development.

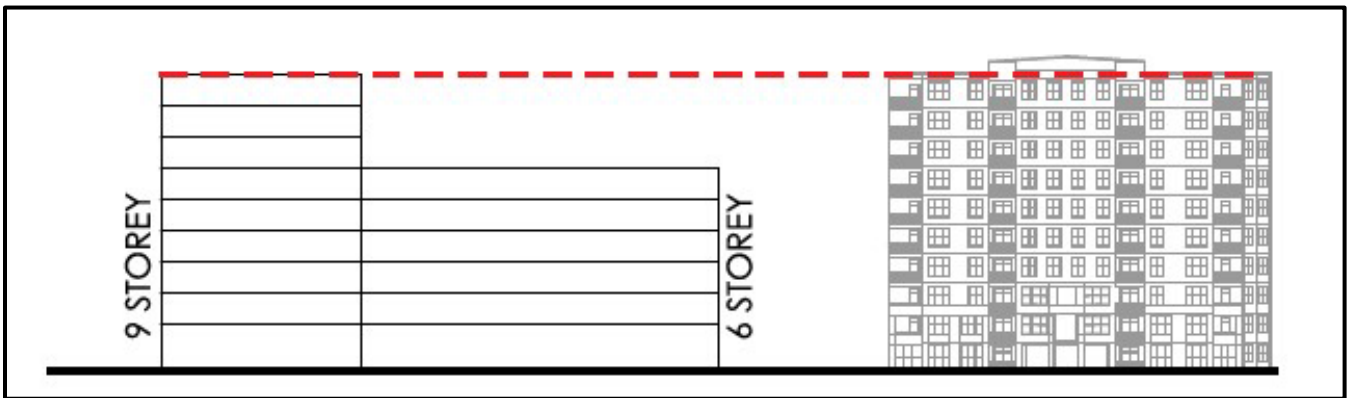


Figure 16: Site area and key frontages

One of the measures that is identified for determining appropriate height along the Traditional Mainstreet within the applicable urban design guidelines, is the adjacent right-of-way (ROW) width. Specifically, Guideline 10 and the associated Figure 8 identify that the height of a building along a Traditional Mainstreet should relate to the ROW width at a ratio of between 1:1 and 1:3, with more intensified sites appropriate at a ratio of 1:1.

A nine-storey built form, including at-grade commercial uses and residential within the upper floors, results in a ratio of approximately 1:0.83 at the southwest corner and increases to 1:2.2 at the southeast corner. While the southwest corner does not meet the guideline for a 1:1 ratio, this point represents the narrowest point of the abutting ROW with the public realm opening up to the site moving eastward. As such, using this approach, a nine-storey form along Wellington Street is appropriate, with additional height also being appropriate due to the increasing width of the public realm abutting the site.



Figure 17: Examination of surrounding public realm and rights-of-way

As can be seen in Figure 18, incorporating design elements to acknowledge the existing planned context and the heritage to the north of the site provides opportunities to reallocate density and built form. As supported by the planned context along the Traditional Mainstreet to the east of the site, and in the context of the generous public realm along the south frontage of the site, reallocating form and density to the proposed 12-storey height is appropriate development for the site.

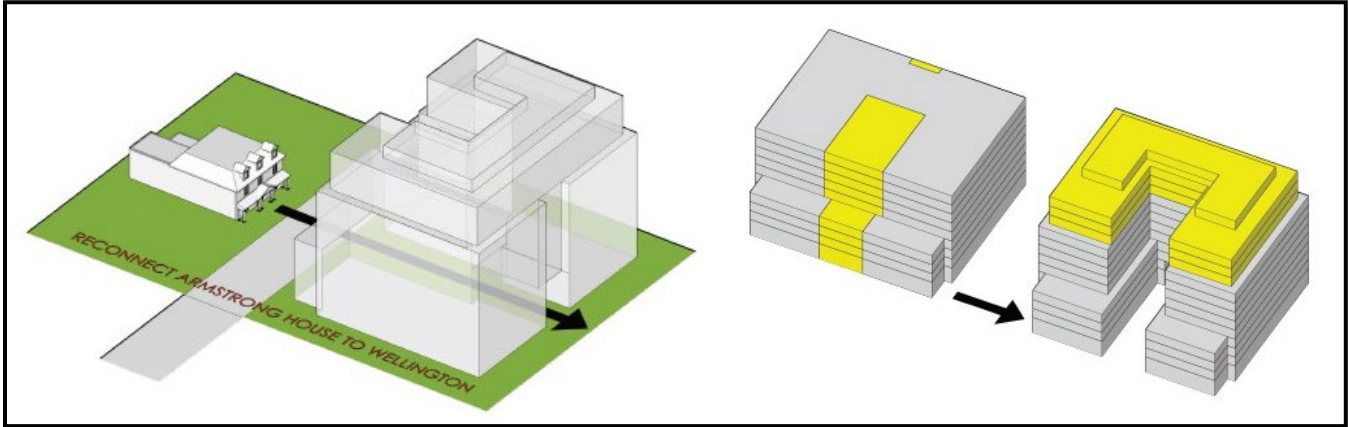


Figure 18: Transfer of density from nine-storey form

The use of a 45-degree angular plane is a tool provided within the Urban Design Guidelines for High-rise Buildings to understand how a proposed development provides transition to adjacent low-rise neighbourhoods and development. As shown in Figure 19, the proposed development achieves appropriate height transition when considering both the existing zoning of the site to the north, which permits a height of 18m, as well as the existing height of the Heritage Resource on the site, which is approximately 11 m.

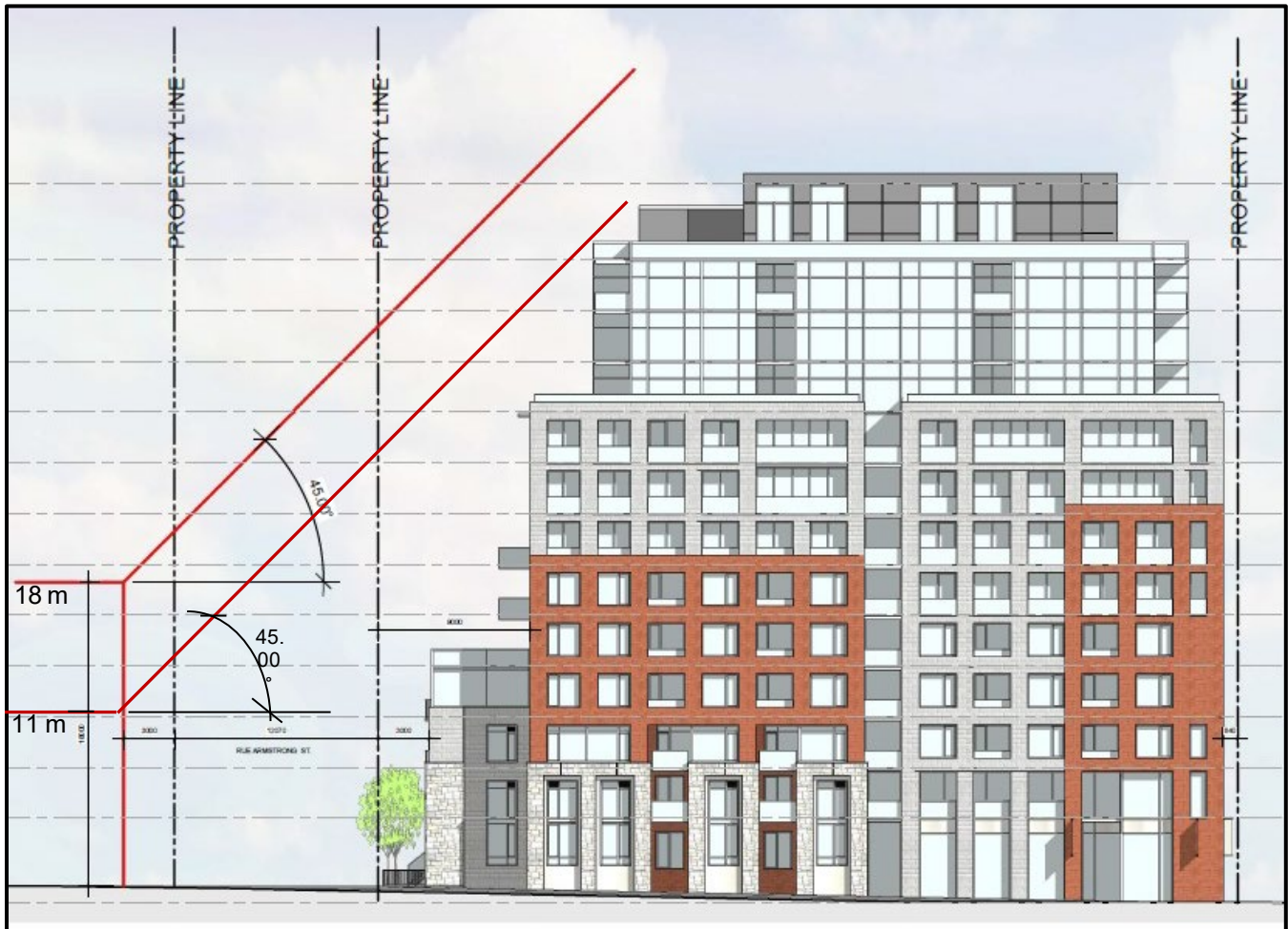


Figure 19: 45-degree angular plane at existing height and height permitted by zoning

In summary, the proposed height of a nine-storey podium along the Wellington Street West frontage that increases in height to 12 storeys and steps down to four-storeys along the Armstrong Street frontage is appropriate for the site as demonstrated by the analysis of the existing and planned context, public realm and adjacent right-of-way, and transition to the low-rise residential neighbourhood to the north.

3.2.3 Materiality

The proposed development incorporates materiality found within the surrounding neighbourhood and introduces contrasting lighter glass to provide a visual backdrop for portions of the building. The use of red brick along the western portion of the Wellington Street West podium is reminiscent of the darker materials in use further west along the mainstreet and also ties into the high-rise development to the east of the site. The lighter grey brick on the eastern portion of the podium breaks up the proposed development along the block's street frontage and creates a streetscape rhythm within the existing conditions (Figures 20). Incorporating awnings and or canopies over the retail spaces is envisioned to provide additional visual interest, while providing shelter for pedestrians and helping mitigate any wind impacts.



Figure 20: Materiality along Wellington Street West



Figure 21: Materiality along Armstrong Street



Figure 22: Residential Scale along Armstrong Street

3.2.4 Views

The development has been designed in a manner to reduce disruptions associated with pedestrian comfort, views, heritage and privacy. The nine-storey podium will not negatively impact views or sightlines, while the floors above this mid-rise podium are clad with glass to further reduce any visual impacts from the building height. The building is intended to frame the street while highlighting Somerset Square as a community gathering space.



Figure 23: View looking west from Wellington Street West



Figure 24: View of north side of proposed development looking west along Armstrong Street

Policy and Regulatory Framework

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) lays out the high-level planning policies for land use planning in Ontario. The PPS is issued under Section 3 of the Planning Act and requires that all planning matters are consistent with the PPS, including decisions made by municipalities. Generally, the PPS gives direction on key land use planning issues, including efficient use and management of land and infrastructure; provisions of sufficient housing, including affordable housing; protection of the environment and resources; opportunities for economic development; appropriate infrastructure for current and future needs; and protection of people, property and community resources from natural or human-made hazards. Specific policies that support the development and intensification of the subject site include:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
 - a) Promoting efficient development and land use patterns;
 - b) Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing;
 - e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- / 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - a) Efficiently use land and resources;
 - e) Support active transportation
 - f) Are transit-supportive, where transit is planned, exists or may be developed
- / 1.1.3.3: Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites [...];
- / 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 or current and future residents of the regional market area by:
 - b) Permitting and facilitating:
 - All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - All types of residential intensification, including second additional residential units, and redevelopment;
 - e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.
- / 1.7.1: Long-term economic prosperity should be supported by:
 - b) Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.
- / 1.8.1: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns, which:
 - c) Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion

The proposed development is consistent with the Provincial Policy Statement, 2020. As a site located on a Traditional Mainstreet and within proximity of one existing and one future Light Rail Transit station, the redevelopment of the property advances the provincial goals of healthy, livable and safe communities that efficiently use infrastructure,

improve the range and mix of housing types, and support transit use. Furthermore, the redevelopment of the site encourages a transit-supportive development that will supplement the mix of housing uses in proximity to transit and employment uses.

In particular, the proposed development benefits the Hintonburg community by increasing housing choices that will serve to support existing and new locally-oriented businesses within the neighbourhood and along the Traditional Mainstreet. Incorporating townhouses into the development addresses the desire to attract families to the community. As a neighbourhood that continues to evolve and grow, increased population within proximity of a transit station will support the local economy and increase social diversity.

Ultimately, this development ensures long-term economic prosperity for Ottawa by providing a mix of housing types on an underutilized lot in a key location within the urban area of the City of Ottawa, contributing to a healthy, liveable and safe community.

4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan provides the policy framework for strategic growth and development of the city. The City plans to meet Ottawa's growth and development by managing it in ways that support liveable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

4.2.1 Managing Growth

Section 2.2 of the Official Plan addresses how growth is to be managed within Ottawa. Approximately 90 percent of growth will be accommodated within the urban boundary, through intensification and infill, as well as new development on vacant land in designated growth areas. Directing growth to the urban area allows for development that makes use of existing infrastructure while protecting and retaining agricultural, environmental, and resource lands.

The policies in Section 2.2.2 pertain to the management of intensification within the urban area. Residential intensification is defined as "the development of a property, building or area that results in a net increase in residential units or accommodation" and that it can include redevelopment, conversions, infill development, and development of underutilized lots (Policy 1). The City's target areas for residential intensification, which includes mainstreets, are located on the rapid transit and transit priority network (Policy 3).

Policy 10 recognizes that intensification may occur in a variety of built forms, from low-rise to high-rise, provided urban design and compatibility objectives are met. Denser development should be located in areas that support the rapid transit and transit priority networks and in areas with a mix of uses. Policy 11 further specifies that the distribution of appropriate building heights will be determined by:

- a) The location in a Target Area for Intensification or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
- b) The design and compatibility of the development with the surrounding existing context and planned function, with buildings clustered with other buildings of similar height.

The land use designation for a site will generally establish building heights, however, secondary plans may specify greater or lesser heights where the height is consistent with the strategic directions for the City's growth as detailed in Section 2 of the Official Plan (Policy 14). For high-rise buildings, adequate separation must be considered and provided from other existing or potential future high-rise development (Policy 16). Pursuant to Policy 17, for Official Plan Amendments to permit heights greater than permitted by the land use designation or applicable secondary plan, the development must demonstrate that it meets the following criteria:

- / The impacts on the surrounding area have been assessed comprehensively;
- / The direction in Policy 10 is met;
- / The requirements of Section 2.5.6 where the proposal involves a High-rise; and

/ An identified community amenity is provided.

The proposed development is located at the end of the Wellington Street West Traditional Mainstreet as it transitions into the Bayview Station transit node. As an underutilized site that is in a 'Target Area for Intensification' and in close proximity to Bayview Station and the future Corso Italia Station, as well as being located on a Transit Priority Corridor, the development will make use of existing infrastructure and contribute to efficient use of land. The proposed development is adequately separated from existing and planned high-rise development and has been reviewed comprehensively with respect to potential impacts as further discussed herein. Through discussion with the Ward Councillor and City staff, an appropriate community amenity will be determined. The proposed development complies with the policies of Section 2.2.2 of the Official Plan.

4.2.2 Land Use Designation

The subject site is designated 'Traditional Mainstreet' pursuant to Schedule B of the Official Plan (Figure 26). Traditional Mainstreets are identified as streets that have generally developed pre-1945 and are characterized by being pedestrian-oriented and supporting small and locally-oriented retail uses within buildings typically in low- and mid-rise formats.

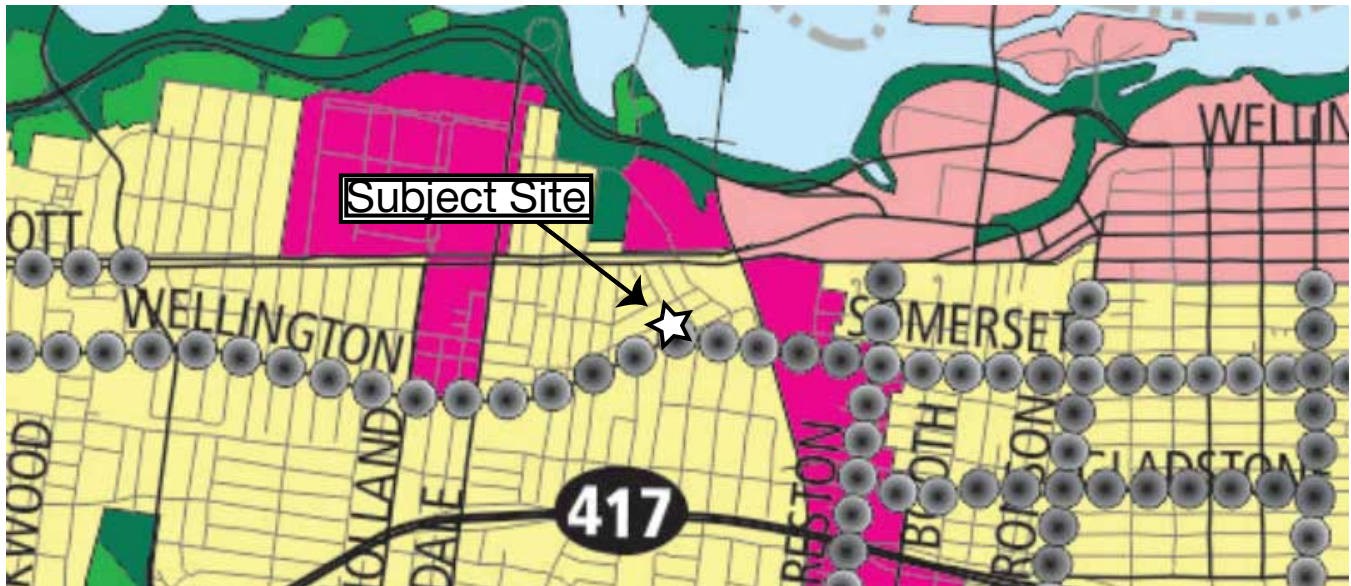


Figure 25: Schedule 'B' of the City of Ottawa Official Plan

On Traditional Mainstreets, a broad range of uses is permitted, including retail, office, residential and institutional uses (Policy 5). Mid-rise buildings (e.g., buildings up to nine storeys) are permitted on Traditional Mainstreets, but it is recognized that Secondary Plans may permit different building heights (Policy 11).

The proposed development conforms to the policies for Traditional Mainstreets through the redevelopment of an underutilized site along a transit-priority corridor and within walking distance of Bayview Light Rail Transit station and the future Corso Italia Light Rail Transit station. Active at-grade commercial uses will support the pedestrian environment along the Traditional Mainstreet and will reinforce a continuous street edge. The proposed development

reinforces a mid-rise podium along Wellington Street West while also providing transition to higher densities and heights that are planned and approved further east and in closer proximity to transit. The associated Official Plan Amendment is proposed to permit the 12-storey height through the Wellington Street West Secondary Plan, thus meeting Policy 11.

4.2.3 Urban Design and Compatibility

With respect to urban design and compatibility of development, Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas, whereas Section 4.11 provides specific criteria that must be evaluated during the development review process.

Section 2.5.1 recognizes that good urban design can be achieved through development that, although not necessarily the same as or similar to existing buildings in the vicinity, functions without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it. The Official Plan provides guidance on measures that will mitigate differences between existing and proposed development and help achieve compatibility of form and function.

The following Design Objectives are intended to influence Ottawa’s built environment as it grows and are applicable to the subject site and proposed development. The proposed development responds to the design objectives as follows:

1. To enhance the sense of community by creating and maintaining places with their own identity

The proposed development is located at a key intersection within the Hintonburg neighbourhood. With the redevelopment of the entire block and its proximity to Somerset Square, the site will create a new focal point for residents and visitors.

2. To define quality public and private spaces through development

The proposed development will reintroduce a strong street edge for the block along all frontages. Additionally, the design of the proposed development will present the opportunity to close Wellington Street West to vehicular traffic, which will enable Somerset Square to be enlarged and improved. The proposed mid-block connection will further link the public realm through the site. The street-oriented dwellings along Armstrong Street will be set back from the property line with private at-grade amenity space that reintroduces a residential character along this street.

3. To create places that are safe, accessible and are easy to go to, and move through

A mid-block connection is a key feature of the proposed development. This connection will provide a pedestrian connection from Wellington Street West at the south to Armstrong Street at the north. The north end of the connection will highlight Armstrong House, a designated heritage resource, whereas the south end will provide a linkage to the mainstreet and Somerset Square.

4. To ensure that new development respects the character of existing areas

The proposed development acknowledges and respects the different character that exists between the south portion of the site and the north portion. The south portion is within the Traditional Mainstreet, which offers a range of low- to high-rise development along this street. The proposed nine-storey form along Wellington Street West recognizes the existing character east of the site, which includes a 10-storey building immediately across Hilda Street, as well as two approved developments for 1040 and 1050 Somerset Street ranging between 23 and 30 storeys.

The proposed development also recognizes the existing character along Armstrong Street, which is generally low-rise and residential in nature. The proposed four-storey form along Armstrong Street will be setback three metres, which will serve to reinforce the residential character through the provision of a front yard, while also providing ground-oriented access to the dwelling units along this frontage.

5. To consider adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.

The proposed development will introduce 252 new residential dwelling units into the Hintonburg neighbourhood within a range of unit sizes and types. As a site within walking distance of existing and future Light Rail Transit stations (Bayview and Corso Italia Stations), as well as local bus routes and cycling routes, residents will have a range of transportation options to choose from.

In conjunction with the identification of Design Objectives for new development, the City has identified specific lands as being within ‘Design Priority Areas’ (Policy 2). These DPAs include Downtown Precincts, Traditional and Arterial Mainstreets, Mixed Use Centres, Village core areas, community core areas as identified, and other areas identified from time-to-time. Development within DPAs is required to participate in an enhanced review by the Ottawa Urban Design Review Panel (UDRP) to understand how the proposed development will contribute to the Design Objectives and achieve good urban design (Policy 4).

The proposed development has completed both ‘informal’ and ‘formal’ reviews by the UDRP. Comments and feedback from the UDRP included discussion of a mid-block connection to maintain the finer grain of the Traditional Mainstreet character, and to provide openness of the site. The proposed development has incorporated this feedback and provided a mid-block connection as discussed herein. The UDRP also provided comments on materiality and mid-rise massing options. As discussed herein, the revised development proposal is 12 storeys in height with a nine-storey podium and further transition and stepping down to a low-rise form. Finally, the UDRP suggested breaking up the massing along Wellington Street West through two disconnected volumes. The symmetry of the building frontage together with the mid-block connection and use of differing materials responds to this comment and serves to achieve variation along the Traditional Mainstreet.

Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

	Policy	Proposed Development
1.	A design brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development.	This Revised Planning Rationale and Design Brief satisfies the requirement for a Design Brief for the proposed development, as revised.
Building Design		
5.	Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: <ul style="list-style-type: none"> / Setbacks, heights and transition; / Façade and roofline articulation; / Colours and materials; / Architectural elements including windows, doors and projections; / On site grading; and / Elements and details that reference common characteristics of the area. 	<p>The design of the building recognizes the existing and planned context of the neighbourhood through the height along Wellington Street West and the decreasing height, setbacks and stepbacks along the north frontage of the site (Armstrong Street).</p> <p>The materiality and colour of the proposed development has been chosen to complement the surrounding area and to recognize the site as a key location in the neighbourhood. The use of glass is used to delineate key transitions in the form, including the setback above the 9th storey, and the opening up of the building with the mid-block connection. The introduction of canopies will delineate the active ground-floor retail from the upper residential storeys.</p> <p>The proposed development provides a consistent street</p>

	Policy	Proposed Development
		wall along all street frontages and includes elements to provide a positive and active pedestrian experience.
6.	Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	<p>Entrances to the at-grade commercial uses are oriented toward the public street and use architectural elements to complement the Traditional Mainstreet character along Wellington Street West.</p> <p>The Armstrong Street frontage includes ground-oriented dwelling units, including front yards, which will serve to reinstate the residential character on this block.</p>
8.	All servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible.	Servicing, loading areas, and mechanical equipment are located internal to the site and away from the public realm. The entrance for these services has been located on Hilda Street, away from higher-traffic areas such as Armstrong Street and Garland Street.
9.	Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.	The mechanical penthouse, and amenity spaces have been incorporated into the building design.
Massing and Scale		
10.	<p>Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <ul style="list-style-type: none"> / Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street; / Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development; / The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section. 	<p>The Wellington West CDP and Secondary Plan envision the site as a node of community activity, particularly due to the site's eastern gateway location and proximity to transit. Per the CDP and Secondary Plan, new development is encouraged to animate activity-generating land uses.</p> <p>The proposed entire block development provides an opportunity for appropriate intensification in the eastern gateway location of Somerset Square, animating the area with activity-generating land uses. The proposed development provides a height transition from south to north, situating the greater height along the Traditional Mainstreet frontage with a four-storey built form along the Armstrong Street frontage.</p>
11.	The Shadow Analysis and/or Wind Analysis will evaluate the potential impacts of the development on the	The shadow analysis demonstrates that shadows will be move quickly through the neighbourhood, as is expected

	Policy	Proposed Development
	adjacent properties and pedestrian amenity areas.	<p>in an urban context.</p> <p>The wind analysis demonstrates that the pedestrian realm will not be negatively impacted by the proposed development.</p>
12.	<p>Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>	<p>The proposed development orients higher heights along the Traditional Mainstreet frontage of the site with a decrease in height to a low-rise format along the Armstrong Street frontage to the north. The use of different materials, including brick, glass, and canopies also serves to break up the form as it transitions in height.</p>
13.	<p>Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> / Incremental changes in building height; / Massing; / Building setbacks and step-backs. 	<p>Transition is provided via a building stepback and change in materiality along the frontage to delineate the change of the mid-rise portion of the building (e.g., nine-storey podium) to the upper portion (10-12 storey element). The development then steps down in height to a four-storey low-rise format with a yard setback to acknowledge the residential character along Armstrong Street.</p>
High Rise Buildings		
14.	<p>High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:</p> <ul style="list-style-type: none"> / pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building; / public views, including view planes and view-sheds, / proximity to heritage districts or buildings, / reduced privacy for existing building occupants on the same lot or on adjacent lots, 	<p>This development has been designed in a manner to reduce disruptions associated with pedestrian comfort, views, heritage and privacy.</p> <p>Additional studies have been provided which note that there are no adverse undue impacts of the development on adjacent heritage buildings, or from wind and shadowing.</p>
15.	<p>High-rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address impacts as follows:</p> <ul style="list-style-type: none"> / Base should respect the scale, proportion, and character of surrounding buildings, adjacent streets, parks, etc. / Tower should stepback from the base where possible with, generally, a separation of 23m 	<p>The nine-storey frontage and predominant form of the building respects the scale and planned character of the Traditional Mainstreet to the east of the site and provides transition to the higher densities and heights that support transit. Additionally, the nine-storey portion entirely fronts along Somerset Square, thus, adding to the proposed height befitting to scale and proportion along the Traditional Mainstreet. Above the ninth storey, the building is stepped back and uses glass</p>

	Policy	Proposed Development
	/ Floor plates may vary depending on the uses and context.	to provide built form and visual transition. The penthouse/mechanical/amenity (12 th) storey is further stepped back. While the floorplate of the high-rise portion of the building is greater than 750 sq.m., the use of lighter material and stepbacks provides adequate transition to mitigate this larger floorplate. Furthermore, the overall U-shaped form of the building is appropriate for a floorplate that is greater than 750 sq.m. The 'base' of the building along the Armstrong Street frontage is low-rise and respects the character of the residential neighbourhood to the north.
Outdoor Amenity Areas		
19.	Demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	Balconies in the development are sensitively located to mitigate issues of overlook and privacy. Amenity areas for residents are being provided in the form of balconies and terraced amenity spaces.
20.	Include well-designed, usable amenity areas for the residents, which may include balconies or terraces, rooftop patios, and communal outdoor at-grade spaces.	Amenity spaces consists of the central ground level courtyard, private rooftop terraces for the 5 th storey and 10 th storey units, as well as private balconies.
Design Priority Areas		
22.	The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features.	The proposed development is located in a Design Priority area. The proposal has been designed to meet high design standards, including building materials, continuous building lines, articulation, and fenestration, while helping to define and improve this key location.
23.	The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.	As part of the development, the public realm will be enhanced along all frontages of the block. As the site currently has a number of vehicular access points, the development will improve the pedestrian realm by moving all access points to one driveway on Hilda Street. Street trees and active entrances will animate the streetfront along with retail uses along the Traditional Mainstreet frontage. Front yards will be created for the ground-oriented dwelling units along the Armstrong Street frontage, while ground-oriented dwelling units on Garland Street will serve to animate the street, which is currently a non-inviting area.
24.	The massing and scale of development will define and enclose public and private spaces using buildings, structures and landscaping; and relate to the scale and importance of the space they define.	Sidewalks and landscaping elements are provided adjacent to the building. The massing and scale of the proposed development is designed to define and enclose public and private spaces along all street frontages, while creating a positive pedestrian-level experience.

The proposed development conforms to the Design Objectives of Section 2.5.1 and the compatibility criteria of Section 4.11.

4.3 Wellington Street West Secondary Plan

The portion of the subject site fronting onto Wellington Street West is located within the study area for the Wellington Street West Secondary Plan. As per Schedule A of the Secondary Plan, the site is designated for 'Traditional Mainstreet' land uses, which has a maximum building height of six storeys or 20 metres, except where specific area policies identify alternative heights (Policy 11.3.1.2). New buildings over four storeys within the 'Traditional Mainstreet' land use shall incorporate articulation to form a two- to three-storey base (Policy 11.3.1.3) and shall demonstrate how elements of scale and detail, as well as the traditional narrow lot size of the Wellington West corridor have been incorporated into the proposed development (Policy 11.3.1.4).

Pursuant to Schedule B – Specific Policy Areas (Figure 27) of the Secondary Plan, the subject site is located in the Somerset Square policy area. The Somerset Square area is envisioned as a node of community activity, particularly due to the site's eastern gateway location and proximity to transit, as well as the opportunity for redevelopment of underutilized properties within the area. New activity-generating land uses that animate the surrounding area and take advantage of transit access are encouraged. Infill development on through lots shall re-establish the traditional urban grain of the neighbourhood by using open spaces through the centre of blocks. Furthermore, buildings are to be built around the perimeter of the block close to the street (Policy 11.3.5.2), in order to create a distinct character and form along the mainstreet compared to the existing residential neighbourhood to the north. Within this policy area, Somerset Square is to be protected in perpetuity for use as a public park in order to balance intensification and quality of life (Policy 11.3.5.5).

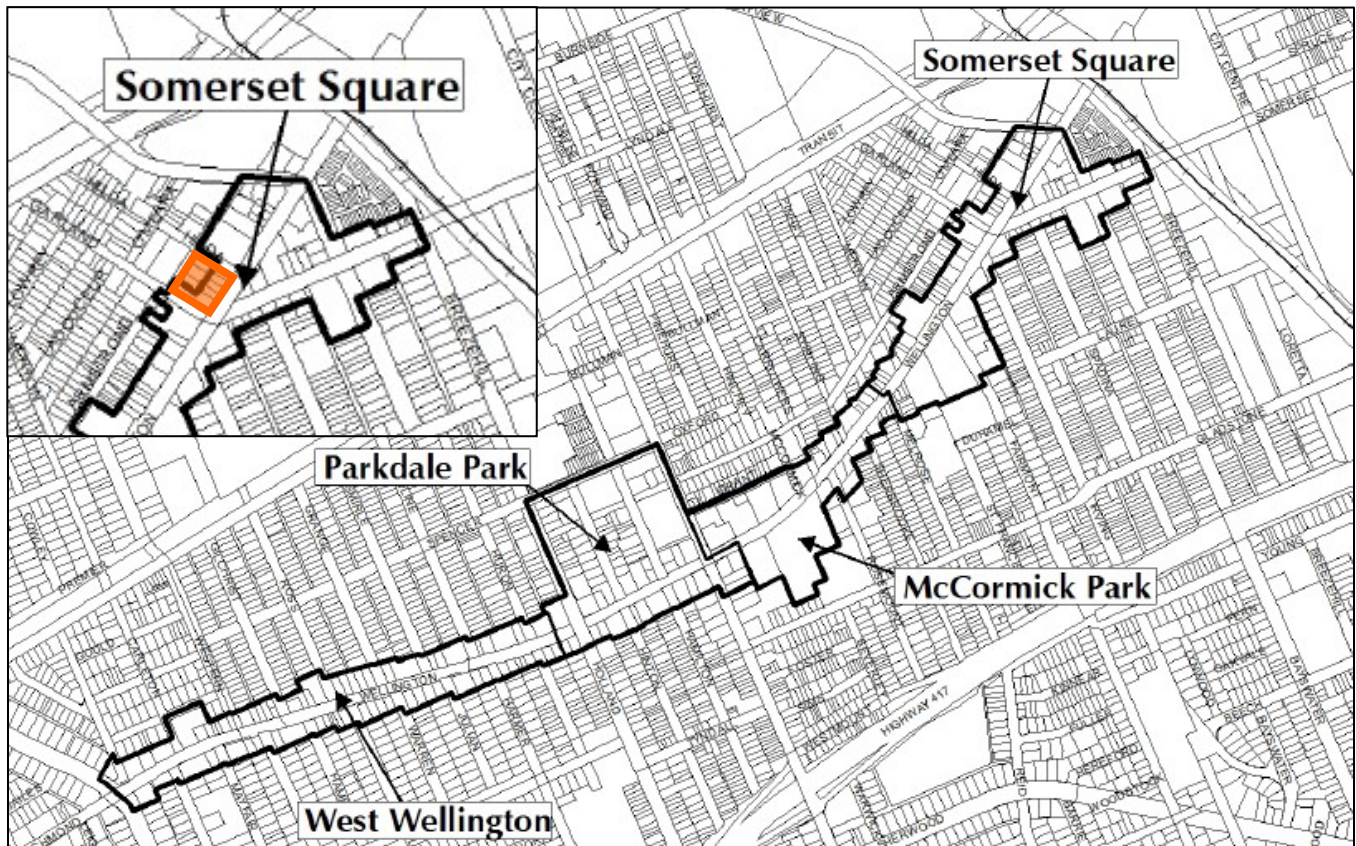


Figure 26: Wellington West Secondary Plan, Schedule B – Specific Policy Areas (Inset: subject site)

Pursuant to the Secondary Plan's general policies, additional height beyond six storeys may be permitted within specific policy areas of the Plan. The portion of the subject site at 979 Wellington Street has a permitted height of nine storeys, where a community benefit is provided at the time of development (Policy 11.3.5.4), but the remaining portion of the subject site does not benefit from this additional height within the current policy framework of the Secondary Plan.

The proposed development generally conforms with the policies of the Wellington Street West Secondary Plan, except for the maximum permitted height and building setbacks, which are proposed to be amended through the Official Plan Amendment.

As acknowledged by the Secondary Plan, the Somerset Square area is recognized as a gateway within the Wellington Street West corridor. The size of the subject site together with its frontages and unique location in the neighbourhood provides the opportunity to act as a key entrance to Hintonburg as one arrives from the Downtown core. At this unique location, the proposed development will also provide appropriate transition between the Wellington Street West Traditional Mainstreet and the established low-rise neighbourhood to the north. With the site's close proximity to Somerset Square, the site will become a node of community activity in further support of the Secondary Plan policies. The development also includes a mid-block connection from Wellington Street West through to Armstrong Street. This connection serves to connect the mainstreet to the residential neighbourhood, and to also highlight Armstrong House, a designated heritage resource.

As a development on a through-lot, the building design and form provides a distinct character that provides transition to the residential neighbourhood to the north. Along the Wellington Street West frontage, the predominant form is nine storeys stepping back to 12 storeys. As previously discussed, the mid-rise podium along the Wellington Street West frontage respects the character along the Traditional Mainstreet as it transitions east to the future Corso Italia transit station. Furthermore, the minimal setback along Wellington Street West, together with the at-grade commercial uses, will serve to animate the streetfront and public realm. Along the Armstrong Street frontage, the four-storey built form is setback 2.7 metres from the property line, which serves to create a front yard for the ground-oriented dwelling units. The low-rise form respects the existing and planned character of the established neighbourhood to the north and, as discussed in previous sections, the stepping of height provides adequate transition.

The north portion of the subject site – the Armstrong Street properties – are not included within the Wellington Street West Secondary Plan study area. Based on the lot consolidation for the site, the Official Plan Amendment also proposes to remove those properties from the Scott Street Secondary Plan and bring them into the Wellington Street West Secondary Plan. In reviewing the portion of the site comprised by these lots, it is noted that the policies of the Wellington Street West Secondary Plan are met on this portion of the site through the provision of a low-rise form that respects the character of the neighbourhood, while providing appropriate transition to the high-rise portion of the development.

In summary, while the proposed height of 12 storeys is taller than currently permitted in the Secondary Plan, the proposed development achieves the policies of the Secondary Plan and is an appropriate development for the site.

4.4 Wellington Street West Community Design Plan

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

4.4.1 General Mainstreet Context and Design Policies

Section 3.3.1 of the CDP provides general design context for the entire study area. This section identifies that “while distinct character areas evoke their own unique identifies, they also exhibit many qualities and issues that are shared throughout the mainstreet corridor”. Section 3.3.3 outlines the design vision and objectives for the study area as a whole. Generally, the design vision is to retain and respect the street character that feels low-scale and open; achieve

built form and architectural detail that adds to the aesthetic beauty and visual variation of the corridor's streetscape; and provide a pedestrian environment that will bring and keep people on the mainstreet. Key objectives for the mainstreet corridor include:

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

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

The proposed development generally meets the overarching policies for the Wellington Street West study area through a built form that animates the Traditional Mainstreet, provides transition in built form, protects the public realm, and increases housing options. While the proposed development does not meet the general height maximum of six storeys or provide a building setback of the lower storeys, as discussed further herein, it addresses the specific context of the Somerset Square area and is appropriate for the site.

4.4.2 Community Context – Somerset Square Area

The CDP provides an overview of the Study Area and includes a discussion of the community context that existed at the time the CDP was written. Aspects such as heritage are discussed, as well as demographics and transportation.

The CDP provides a map of all the heritage resources designated pursuant to the Ontario Heritage Act, as well as properties and/or buildings that were on the Heritage Reference List. This map includes 26, 36, and 40 Armstrong Street which comprise most of the northern portion of the subject site.

It is important to note the Heritage Reference List did not have any legal status and was replaced by the City of Ottawa Heritage Register (pursuant to Section 27 of the Ontario Heritage Act) starting in 2016. Only 40 Armstrong Street is currently on the City of Ottawa's Heritage Register, which includes properties that have been identified for potentially having cultural value or interest. Ongoing discussions with the City of Ottawa have confirmed that they will not be seeking to designate 40 Armstrong Street when the required 60-day notice is given.

While the CDP is now over 10 years old, information gathered during the CDP process indicated that non-car transportation was the majority means of getting to work, and that twice as many people in the area walk and cycle to work than the average.

The subject site's location within proximity to two LRT stations will provide further support for residents to use non-car transportation for getting to work and for linking residents into the greater alternative transportation network.

4.4.3 Design Vision and Objectives – Somerset Square Area

Section 3.7.3 of the CDP outlines the design vision and objectives for the Somerset Square area and identifies that "Somerset Square area should be established and distinguished as a permanent hub of community activity, particularly given the presence of an existing public open space, its eastern gateway location, its proximity to a future light rail transit station, and the opportunity for redevelopment on several underutilized properties". Many of the objectives speak directly to improving Somerset Square, with the following addressing redevelopment in the area immediately surrounding the park:

- / Re-establish continuous street frontage with street-level retail and commercial uses in new infill development
- / Ensure a well-designed urban grain that will reinforce the distinct forms, character and uses of both mainstreet properties and the established, surrounding residential neighbourhood, when future redevelopment occurs

- / Ensure Somerset Square is adequately protected in perpetuity as a public park for the community
- / Establish strong pedestrian-friendly linkages to, from and within Somerset Square across abutting streets

The proposed development will not negatively impact Somerset Square and proposes to improve the park by closing Wellington Street West along the site's frontage, which will serve to increase opportunities to expand and improve the park. Further to this, the proposed development will re-establish the street frontage along Wellington Street West while maintaining both a Traditional Mainstreet form and a residential form along the Armstrong Street frontage. The proposed mid-block pedestrian connection will connect Somerset Square to Armstrong Street and Armstrong House.

4.4.4 Design Policies – Somerset Square Area

As outlined in Section 3.7.4 of the CDP, the applicable design policies for the Somerset Square area are as follows:

Built Form	Discussion
A1: Creation of a strong built frame around Somerset Square	<ul style="list-style-type: none"> / As per the policy, the proposed development includes pedestrian-oriented retail uses at street level, which serve to bring 'eyes' on Somerset Square. The upper storeys are to be residential dwelling units, which will bring regular pedestrian activity to Somerset Square and the Traditional Mainstreet. / The proposed U-shaped form provides a strong edge along Somerset Square with a minimal front yard setback and a purpose built mid-block connection that provides a visual connection between Somerset Square and Armstrong House
A2: Gateway east of Somerset Square A2b: Building shall exemplify the key built form values of the mainstreet, notably: <ul style="list-style-type: none"> • Create façade designs and footprints that setback the ground-level of buildings to provide additional pedestrian space • Traditional, human-scale built form, i.e., building facades facing Somerset Square that capture pedestrian interest, maintain sunlight and sky exposure to the street and square • Massing, materials, and other design details that vertically and horizontally create architectural changes 	<ul style="list-style-type: none"> / While the subject site is not one of the sites as identified within the CDP, it is important to consider that a gateway opportunity exists on the subject site. / The subject site has an opportunity to become a defining location within the community as it has frontage on the public realm on all four sides of the site, it provides direct interaction with Somerset Square, and the proposed development supports the existing transportation network, as well as the future Corso Italia LRT station. / The proposed development exhibits a high quality of architecture that recognizes the history of the neighbourhood while also introducing new character through its materiality. A transition of scale is created to link the Traditional Mainstreet character west of the site to the existing and planned context to the east and in proximity to LRT. / Pedestrians will be prioritized through the proposed development by repurposing of the Wellington Street West frontage and the addition of the mid-block connection. As per the goal of the Traditional Mainstreet, the building reinforces the pedestrian character with retail uses and minimal setbacks, while along Armstrong Street, the residential units are setback from the property line to provide transition and support the residential character and hierarchy of streets. The frontage along Garland Street will benefit from the addition of the townhouse and retail elements of the design, further adding to the active frontage on the entirety
A3: Reinforcing and enhancing the established block fabric of Bayswater/Merton /Wellington/	<ul style="list-style-type: none"> / The proposed development re-establishes the urban grain of buildings by providing a minimal setback along the Wellington Street West frontage of the site, whereas the current fabric has a varying

<p>Armstrong</p> <p>A3a: On Wellington, buildings will be close to, or on, the front property line</p> <p>A3b: On Armstrong, buildings will be consistent with the low-scale residential uses and built form</p>	<p>streetscape with front yard parking and reduced interaction with the pedestrian realm along the western portion of the site.</p> <p>/ The proposed development will also re-establish the residential built form along Armstrong through the four-storey massing with yard setbacks that will provide amenity space as well as a street-oriented active entrance.</p>
<p>Public Spaces</p>	<p>Discussion</p>
<p>B1: Somerset Square protected as public open space</p>	<p>/ The proposed development will include the opportunity for Wellington Street West to be closed to vehicular traffic, which will enable Somerset Square to be enlarged and enhanced in the future. It will increase the public open space for Hintonburg residents.</p>
<p>B2: Future vision of Somerset Square</p>	<p>/ As discussed herein, the closure of Wellington Street West to vehicular traffic will provide the City with opportunities to expand Somerset Square and to revitalize it in the long-term.</p>

The proposed development addresses the detailed design objectives and policies within the Community Design Plan.

4.5 Scott Street Secondary Plan

The portion of the subject property comprised of 26, 36, and 40 Armstrong Street is located within the Scott Street Secondary Plan area. The Scott Street Secondary Plan regulates development along the Scott Street corridor and also includes policies for the Hintonburg neighbourhood. The goals and principles include the following that are applicable to the proposed development:

- / 1(a): Establish a clear neighbourhood boundary;
- / 3. Integrate higher density development strategically and sensitively;
- / 3(b): Design high-rise development to provide a meaningful transition to surrounding neighbourhoods and mitigate shadow and wind impacts;
- / 3(c): Ensure the ground floors of mid- and high-rise buildings enhance adjacent streets and open spaces, and locate service, garbage and storage areas at the rear of the building or in other areas that minimize the impact to the street edge. Parking should be located underground;
- / 6. Promote design excellence
- / 6(2): Ensure all new buildings enhance adjacent streetscapes and the pedestrian experience; and
- / 6(3): Ensure tall buildings contribute positively to the skyline.

Schedule A of the Secondary Plan designates the subject site as 'Low-rise Residential', which stipulates that the neighbourhood line delineates stable low-rise neighbourhoods from either mixed use or apartment neighbourhoods. Even through lot consolidation, the location of the neighbourhood line is not permitted to be changed without an Official Plan Amendment (Policy 4.5.2.2). Schedule B of the Secondary Plan outlines the maximum building heights for the planning study area (Figure 20). More specifically, the properties at 26, 36 and 40 Armstrong are identified as having a height limit that "varies as per existing zoning" meaning that the zoning for the area will impose the height requirements. As these properties are zoned as Residential Fourth Density (R4), the maximum height limit is four storeys (Policy 4.5.2).

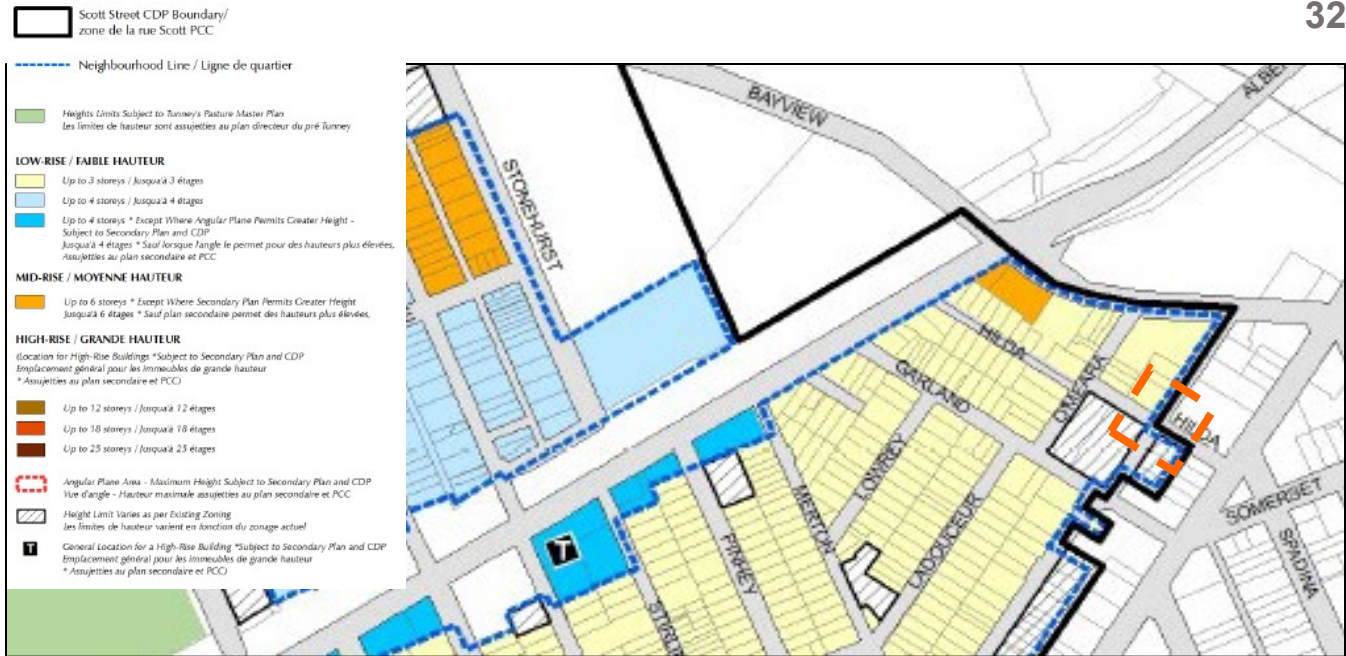


Figure 27: Scott Street Secondary Plan Height Schedule – Schedule B

The proposed amendment to the Scott Street Secondary Plan is to remove the north portion of the subject site from the Scott Street Secondary Plan study area. As per the policies, the neighbourhood line cannot be changed without an Official Plan Amendment. As the site has been consolidated, it is more appropriate that the entire site be included within the Wellington Street West Secondary Plan Study Area, which addresses development along the Traditional Mainstreet.

While the northern portion of the subject site is proposed to be removed from the Scott Street Secondary Plan, it is important to note that the proposed development responds to the goals and principles of the plan, including high-rise development. Furthermore, there is appropriate transition between the subject site and the low-rise Hintonburg residential neighbourhood through the four-storey frontage along Armstrong Street and in recognition that the property to the north also serves as further transition as it is not residential in nature.

4.6 New City of Ottawa Official Plan (anticipated 2021-2046)

The City of Ottawa has recently undertaken an Official Plan review. The final draft Official Plan was endorsed by Council in October and a by-law was passed on November 24th, 2021. The Official Plan will be sent to the Ministry of Municipal Affairs and Housing (MMAH) for final review and approval, anticipated in early Spring of 2022.

Given the timing of the planning application, Ottawa City Council's approval of the new Official Plan (OP) and the pending Ministry approval, the Plan is not yet in full force and effect. Despite that, the direction from the City is that both the current Official Plan and Council-approved Official Plans should be considered during this transition period and the more restrictive policies should be considered in considering the Zoning By-law Amendment applications.

It is also important to review the New Official Plan as it provides insight on the City's direction on land use planning and growth management in the future, as approved by City Council. It should be noted that the new Official Plan version that was reviewed for the purposes of this Report was the version adopted by Council on November 24, 2021 as By-law 2021-386.

The City has the goal of becoming most liveable mid-sized City in North America. By 2046, population is expected to hit 1.4 million. The City has drafted an Official Plan that is intended to create a flexible, resilient City where people want to live/work/play. The main thrust of the plan is to achieve more growth by intensification than by greenfield development.

Preliminary policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

4.6.1 Transect Policy

Schedule A of the Draft New Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.



Figure 28: Schedule A – Transect Policy Area, New Official Plan.

The subject property is in the Inner Urban Transect, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban. The draft OP sees it continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.

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

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

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

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

The proposed development meets all the requirements for high-density development. The development is less than 400 metres walking distance from the Bayview transit station, meets the provisions outline in the Urban Design Guidelines for High-Rise Buildings (summarized in Section 4.7 of this report), and has no constraints with regard to servicing capacity.

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

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

The proposed development will increase the residential density in the neighbourhood to help support and sustain new services and commercial uses which will contribute to growing the 15-minute neighbourhood.

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

5.2.2.1 In the Inner Urban Transect, the Zoning By-law shall prohibit new automobile-oriented land uses and development forms, including but not limited to:

- a) Automobile service stations;
- b) Automobile dealerships, except automobile showrooms entirely contained within a building; or
- c) Drive-through facilities.

The proposed development will include the removal of a surface parking lots that fronts onto Armstrong Street and Garland Street and will help with the promotion of transit by adding density within 400 metres of the Bayview Transit Station.

5.2.2.2 The transportation network for the Inner Urban Transect shall:

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

The proposed development prioritizes transit through its locating of higher density within close proximity to a rapid transit station. Further, the publicly accessible courtyard offers a throughway for pedestrians and cyclists to Somerset Square Park, east of the subject property. Finally, all parking is located below grade to mitigate cars interaction with pedestrians and cyclists.

- 5.2.2.3 Motor vehicle parking in the Inner Urban Transect shall be managed as follows:
- a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
 - b) No parking shall be required as a condition of development within Hubs;
 - c) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and
 - d) Where new development is proposed to include parking as an accessory use, such parking:
 1. Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
 2. Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and
 3. May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

All parking is located below grade located underground, including spaces specifically for servicing and deliveries to the proposed buildings. Further, the publicly accessible courtyard located between Wellington Street and Armstrong Street have no interaction with the parking entrance.

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

- 5.2.3.2 Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks, and angular planes.

The subject lands are located on a Mainstreet Corridor and provides adequate separation (as outlined in Section 4.7 of this report) to support high-rise buildings.

4.6.2 Urban Designation

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

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



Figure 29: Schedule B2 - Inner Urban Transect, City of Ottawa Official Plan.

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

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

- 6.2.1.2 Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building 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;
 - c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
 - ii. Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and,
 - d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

The proposed development has located the tallest sections of the building along Wellington Street, a Mainstreet Corridor and Arterial Mainstreet. The area of the building that fronts Armstrong Street transitions to a height more inline with the traditional character of the neighbourhood. Further, the design includes a midblock throughway leading to abutting public amenity space.

Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development

6.2.2.1 In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The proposed development includes a mix of uses, including commercial, residential, and public amenity space. The included thoroughway helps activate the frontage and the abutting public amenity space.

4.6.3 Growth Management Framework

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

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

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

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

Designate Sufficient Land for Growth

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

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

Support Intensification

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

The proposed development looks to replace the current use for a more efficient use of the properties, which includes a total of 252 dwelling units.

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

definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan.

The subject lands are designated as a Mainstreet Corridor in the Inner Urban Transect. The New Official Plan's height category classifies the subject property as suitable for "Low-rise to High-rise: minimum 2 storeys and maximum 40 storeys dependent on road width and transition". As previously stated, the proposed development meets the road width and transition policies to achieve a high-rise height.

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

The subject lands are located within a Mainstreet Corridor and the proposed development looks to contribute to the intensification of an area designated for greater density. Further, the development of 252 additional residential units and commercial space will contribute to the vitality and sustainability of the goal of a 15-minute neighbourhood in the area.

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

The subject lands are located along a Mainstreet Corridor within the Inner Urban transect and has sufficient road width and transition distance between buildings to support high-rise development. Further, the subject property is fully serviced and supporting studies included in the Site Plan Control application to confirm the protection of groundwater resources.

3.2.5 Intensification is permitted and encouraged on former industrial or commercial sites, including brownfield sites where feasible in order to collectively achieve intensification and sustainable and resilient design goals and targets.

The subject lands are presently comprised of a mix of uses including commercial, low density residential, and surface parking lots. The proposed development replaces those uses with a 12-storey high-rise towers which supports the City's intensification and sustainable and resilient design goals and targets.

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

The proposed development will diversify and increase the variety of dwelling units in the neighbourhood. Dwelling types will include townhouses and one (1) and two (2) bedroom units.

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

Per Table 3a, the minimum area-wide density requirement for Mainstreets is 120 people and jobs per gross hectare,

and the minimum residential density requirement for intensification for Mainstreets is 120 dwellings per net hectare. The proposed development's residential density of 869 units per hectare (271 dwelling units on a 0.29 hectare lot) exceeds the New Official Plan's density requirements. The proposed development's residential density also meets the Target Residential Density Range for Intensification for the Inner Urban Transect of 60 to 80 dwellings per net hectare.

4.6.4 Urban Design

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

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

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

4.6.3.2 Privately Owned Publicly Accessible Spaces (POPS) offer publicly accessible amenity that contributes positively to the public realm. POPS will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPS will:

- a) Fit into their context, providing a meaningful contribution to existing and planned connections;
- b) Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight heritage elements and provide a comfortable microclimate environment;
- c) Respond to the needs of the community with consideration for neighbourhood character and local demographics;
- d) Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;
- e) Be designed in a coordinated manner with the associated building(s); and
- f) Bring nature into the built environment, where appropriate.

The proposed development includes a throughway that links Armstrong Street to Wellington Street, which abuts Somerset Square Park. The connection also includes publicly available amenity space that includes a courtyard and vegetative plantings. This design intervention was chosen to better integrate the subject lands into its existing context in a coordinated fashion to improve the amenity space in the area.

4.6.3.8 Public realm investments such as street furniture and other related streetscape elements will be designed to be welcoming and comfortable for all people, and hostile elements that intentionally prevent people from using the space will be avoided.

The proposed development's interior throughway is designed to be welcoming and accessible to the broader public beyond residents of the subject lands. Tree plantings were included to present a welcoming space for community uses.

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

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

Section 4 of this report contemplates all relevant plans and design guidelines that the proposed development meets.

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

The proposed development, in combination with the interior throughway fronting Armstrong Street and Wellington Street and Somerset Square Park effectively frame the streetscape and presents additional public space to further animate the street in front of the subject property.

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

The proposed development will internalize, where possible, all servicing and loading areas. All of the proposed parking is located underground, and the ingress/egress to the underground parking creates no interruption to the pedestrian experience on site.

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

- 4.6.6.1** To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:
- a) Between existing buildings of different heights;
 - b) Where the planned context anticipates the adjacency of buildings of different heights; and
 - c) Within a designation that is the target for intensification, specifically:
 - i. Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
 - ii. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

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

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

The proposed building at the rear of the subject property which abuts a Neighbourhood designated area appropriately transitions to the stable low-rise area as contemplated in the Urban Design Guidelines for High-Rise Buildings, resolving to three (3) storeys in height on Armstrong Street.

- 4.6.6.4** Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential.

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The included amenity space comfortably exceeds to required space, both in total and community area. Further, the public thoroughway offers both residents and the broader public exterior amenity space that presents protection of extreme weather conditions.

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

The proposed development includes a high-rise buildings which includes a three (3) storey base and 690 square meter tower. The 690 square metre tower floorplate component is appropriate and smaller than the 750 square metre permitted guideline. The height of the buildings is permissible within the subject property's designation and transect. High-rise buildings are permitted on the subject lands.

4.6.5 Wellington Street West Secondary Plan

The Wellington Street West Secondary Plan found in the New Official Plan provides a framework for change that will see this area develop towards the vision that the community desires, while meeting the planning objectives of the Official Plan.

The New Secondary Plan reaffirms the policies found in the existing Secondary Plan. Specifically, policies pertaining to building height, character, and design within the four areas of the Secondary Plan. The proposed developed continues to broadly meet the intent of the Secondary Plan and the design policies of the Somerset Square area. Please refer to Section 4.4.4 of this report for a fulsome discussion of those specific policies.

4.6.6 Scott Street Secondary Plan

The Scott Street Secondary Plan found in the New Official Plan provides direction for greater intensification to certain areas while maintaining the low-rise character in other areas.

The New Secondary Plan reaffirms the policies found in the existing Secondary Plan. While the northern portion of the subject property is proposed to be removed from the Scott Street Secondary plan, the proposed development positively responds to the goals and principles of the plan. Specifically with regard to high-rise development and transition to a low-rise character consistent with the existing neighbourhood.

4.7 Urban Design Guidelines for Development along Traditional Mainstreets

In May 2006, Ottawa City Council approved the Urban Design Guidelines for Development along Traditional Mainstreets. These guidelines serve to “provide urban design guidance...to assess, promote and achieve appropriate development along Traditional Mainstreets” with the objective to:

- / Promote development that will enhance and reinforce the recognized or planned scale and character of the street;
- / Promote development that is compatible with, and complements its surroundings;
- / Achieve high-quality built form and strengthen building continuity along Traditional Mainstreets;
- / Foster compact, pedestrian-oriented development that is linked to street-level amenities; and

- / Accommodate a broad range of uses including retail, services commercial uses, offices, residential and institutional uses where one can live, shop and access amenities.

The proposed development achieves these objectives by meeting the following applicable guidelines:

- / Guideline 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.
- / Guideline 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.
- / Guideline 6: Create attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards, outdoor cafés, seating and decorative pools or fountains.
- / Guideline 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 etc.
- / Guideline 9: Ensure sufficient light and privacy for residential and institutional properties to the rear by ensuring that new development is compatible and sensitive with adjacent uses with regard to maximizing light and minimizing overlook.
- / Guideline 10: Design street sections with a ratio of building height to road corridor width of between 1:1 and 1:3.
- / Guideline 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.
- / Guideline 12: Set back the upper floors of taller buildings to help achieve a human scale and more light on the sidewalks.
- / Guideline 13: Locate residential units above the level of vehicular traffic in a mixed-use building and provide shared entrances to residential units, clearly accessible from the street.
- / Guideline 14: Locate mixed-use development by concentrating height and mass at nodes and gateways.
- / Guideline 18: Provide sheltered bicycle parking in visible locations near building entrances and pedestrian walkways. Ensure that these locations minimize conflict with pedestrians.
- / Guideline 19: Locate front doors to face the mainstreet and be directly accessible from the public sidewalk.

The proposed development responds to the Urban Design Guidelines for Development along Traditional Mainstreets by providing a building that includes a high level of architectural detail, including glazing, active entrances, a mid-block connection, and building setbacks.

4.8 Urban Design Guidelines for High-rise Buildings

The Urban Design Guidelines for High-Rise Buildings promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city. They aim to create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities. The design guidelines applicable to the proposed development are as follows:

- / Guideline 1.10: When a high-rise building or group of high-rise buildings are proposed within an identified growth area, design the buildings nearer the edge of the growth area to be progressively lower in height than those in the “centre”.
- / Guideline 1.12: Include base buildings that relate directly to the height and typology of the existing or planned streetwall context.
- / Guidelines 1.14: The lot should be in regular shape to allow for a design that incorporates effective transition measures.

- / Guideline 1.15: The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.
- / Guideline 1.16: When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back.
- / Guidelines 1.22: Respect the overall historic setting, including protecting and enhancing views of the adjacent heritage buildings through placement, scale, and design of the high-rise building.
- / Guideline 1.23: Respect the character of the adjacent heritage buildings by integrating high-quality, contemporary design cues, particularly at the base of the building.
- / Guideline 2.1: Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building.
- / Guidelines 2.3: Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions.
- / Guidelines 2.15: The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street.
- / Guideline 2.17: The minimum height of the base should be 2 storeys.
- / Guideline 2.20: Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by: a. breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context; b. determining appropriateness of larger-scale façades in certain areas, such as along the ceremonial routes; and c. introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor
- / Guideline 2.23: The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.
- / Guideline 2.24: Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces.
- / Guideline 2.25: Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces.
- / Guideline 2.29: Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews.
- / Guideline 2.31: Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces.
- / Guideline 3.4: Where appropriate, particularly in densely populated areas such as the Central Area and the emerging downtown districts, provide at grade or grade-related public spaces such as plazas, forecourts, and public courtyards, which may be under public or private ownership.
- / Guideline 3.5: The public spaces should: a. complement and be integrated into the existing network of public streets, pathways, parks, and open space; b. provide direct visual and physical connections to the surrounding public streets, pathways, parks, and open spaces; c. support the proposed high-rise development particularly at grade functions; d. allow for year-round public use and access; and e. maximize safety, comfort and amenities for pedestrians.
- / Guideline 3.8: Where appropriate, break up larger street blocks or larger development parcels by introducing mid-block pedestrian or multi-use connections, public or private, outdoor or indoor to increase and enhance the overall pedestrian accessibility and walkability of the area.
- / Guideline 3.9: When a mid-block connection is on private lands, it should be properly signed and designed to welcome pedestrians, and may be integrated into the lobby or atrium of a high-rise building.
- / Guideline 3.12: Animate the streets, pathways, parks, open spaces, and POPS by: a. introducing commercial and retail uses at grade on streets with commercial character; b. incorporating ground-oriented units with useable

front entrances, and front amenity spaces on streets with residential character; c. providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time.

- / Guideline 3.14: Locate parking underground or at the rear of the building.

The proposed development responds to the Urban Design Guidelines for High-rise Buildings through a building that recognizes the existing context within the podium form and height, together with building setbacks to provide transition to the high-rise portion of the development. A mid-block pedestrian connection highlights Armstrong House, a designated heritage resource, and the streetscape will be enlivened with at-grade uses and dwelling units.

4.9 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines, which were approved by City Council in 2007, are to be applied throughout Ottawa for all development within a 600-metre walking distance of a rapid transit station or stop. The proposed development is approximately 380 metres from Bayview Station and 645 metres of the future Corso Italia Station and, as such, these guidelines apply. The following is a summary of how the proposed development meets the various guidelines for transit-oriented development.

- / Guideline 1: Provide transit supportive land uses within a 600-metre walking distance of a rapid transit
- / Guideline 3: 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.
- / Guideline 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.
- / Guideline 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.
- / Guidelines 14: Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.
- / Guideline 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.
- / Guideline 28: Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences.

The proposed development responds to the Transit-Oriented Development Guidelines by providing a building that provides intensification as well as a range of housing choices and retail opportunities within close proximity to transit.

4.10 Zoning By-law 2008-250

The subject site is subject to three zones as follows:

- / **979 Wellington Street West:** Traditional Mainstreet, Subzone 11, Exception 2461 (TM11 [2461])
- / **961-963 Wellington Street West:** Traditional Mainstreet, Subzone 11 (TM11)
- / **26-40 Armstrong Street:** Residential Fourth Density, Subzone T (R4T)

The purpose of the TM zone is to accommodate a broad range of uses; promote compact, mixed-use, pedestrian-oriented development; recognize the function of Business Improvement Areas as primary business or shopping areas; and impose development standards to ensure that street continuity, scale and character is maintained, and that uses are compatible and complementary to surrounding land uses. The TM zone permits mid-rise apartments, as well as a variety of commercial uses including bank, convenience store, medical facility, office, personal service business, restaurant, and retail uses.

Subzone 11 for the Traditional Mainstreet zone is the “Wellington Street Subzone”. This subzone permits the same uses as the parent Traditional Mainstreet zone, but has a maximum front yard setback that is greater than the parent zone at 3.0 metres compared to 2.0 metres. It also has a maximum building height of 20 metres and requires a building setback at the third storey or above 12.0 metres, as compared to above 15 metres for the parent zone.

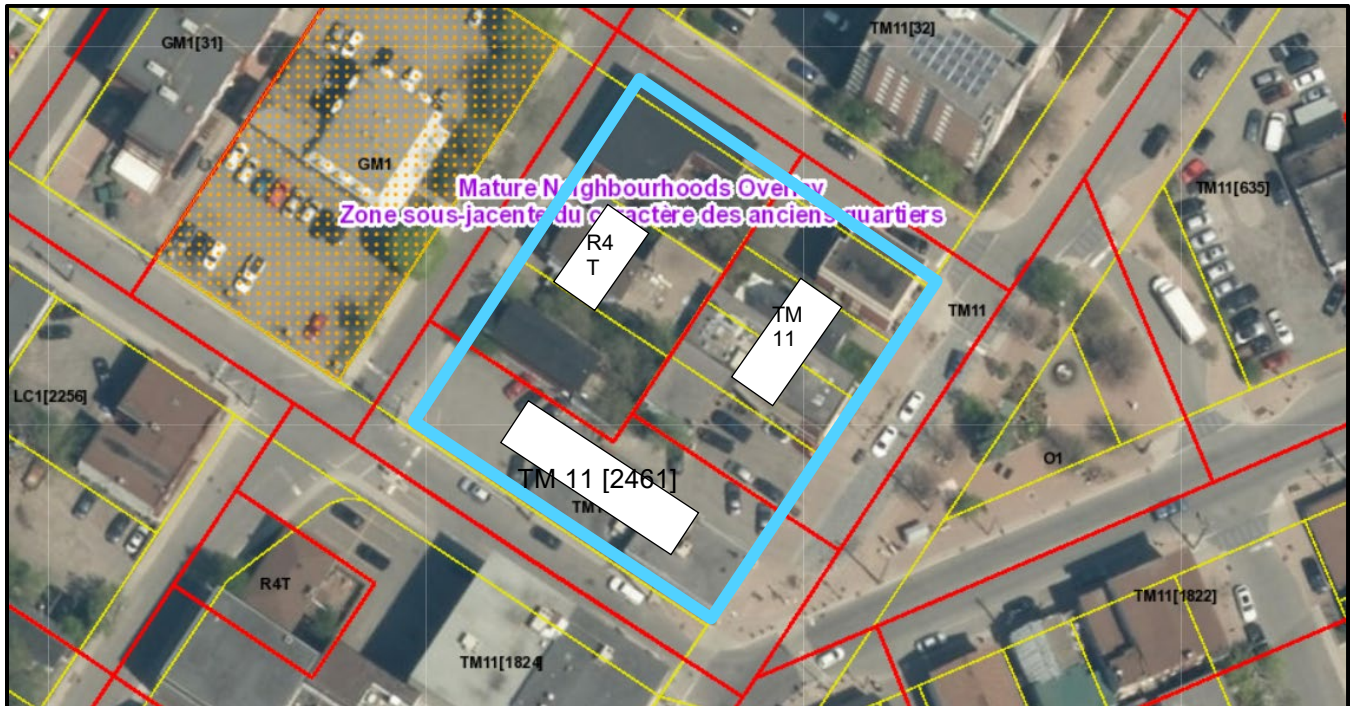


Figure 30: Zoning of subject properties (taken from geoOttawa)

Urban Exception 2461 details site-specific zoning provisions as a result of a previous Zoning By-law Amendment and development proposal for 979 Wellington Street West. The following are the key site-specific provisions that govern the building envelope and massing:

- / Maximum building height: 31 m
- / Minimum corner side yard setback: 0 m below five storeys; 1.5 m at and above five storeys in height
- / Minimum interior side yard setback: 2.9 m where abutting a residential zone, and 0m in all other cases
- / No landscaped area is required abutting a residential zone.
- / Minimum rear yard setback below five storeys: 4 m
- / No part of the building may be located outside of the 45-degree angular plane measured from the rear lot line at 14.5 m in height.
- / Minimum front yard setback below five storeys is 0 m, and a minimum of 2.5 m at or above five storeys.
- / Despite anything to the contrary a mezzanine is permitted within the first storey of the building and will not be considered an additional storey.

The purpose of the R4 – Residential Fourth Density Zone is to allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings and allow a number of other residential uses to provide additional housing choices within the fourth density residential areas. The R4T zone permits a wide range of residential uses ranging from low rise apartment dwelling, to detached dwelling, to townhouse dwelling units.

4.10.1 Traditional Mainstreet Zone Provisions

As permitted through the Official Plan, the Traditional Mainstreet land use designation can be extended to a depth of 200 metres from the Traditional Mainstreet. As such, the proposed Zoning By-law amendment for the subject site is to rezone it entirely to a Traditional Mainstreet Zone, Subzone 11 (TM11) with site-specific provisions to address the proposed development and, specifically, the building height.

The following table provides a summary of the Traditional Mainstreet, Subzone 11 zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development meets the provisions. While only a portion of the subject site is zoned TM11, these zoning provisions have been analyzed in keeping with the overall Traditional Mainstreet land use designation for the site and the proposed Zoning By-law Amendment to rezone all the properties within the subject site to a TM11 zone.

Please note that the sections of the table below that are non-compliant were approved through the Zoning By-law Amendment application and have been subsequently appealed. Section 5 of this report provides a full overview of the OPA and ZBLA applications, and the approved zoning in documents 4 and 5 are found in Appendix A of this report.

Provision	Required	Provided	Compliance
Min. Lot Area	No minimum	2,915 sq.m.	✓
Min. Lot Width	No minimum	55.53 m	✓
Max. Front Yard setback	3.0 m	0.9 m	✓
	For a building above 4 storeys, that part of the building above the 3 rd storey/12.0 metres (whichever is less) has a minimum front yard setback of 2.0 m	Stepback of 2.06 m after 29 m/9 th storey	✓ X
Min. Corner Side Yard setback	3.0 m Except for any part of a building above 15 m, for which an additional 2 m setback must be provided	Hilda Street: 2.0 m increasing to 4.06 m within 9 m of Armstrong Street frontage	X ✓
		Garland Street: 1.8 m increasing to 3.8 m within 9 m of Armstrong Street frontage	X ✓
		Hilda: Additional setback of 2.06 m after 9 th storey Garland: Additional setback of 2.06 m after 9 th storey	✓ X ✓ X
Min. Rear Yard Setback	0 m for mixed-use building	2.7 m	✓
Transparent Glazing	A minimum of 50% of the ground floor façade facing the main street must comprise of transparent windows and active entrances.	> 50%	✓
Building Height	Min. 6.7 m for a distance of 20 metres from the front lot line	> 6.7 m	✓
	20 m maximum	Height varies across the site to provide transition	

		14 m/4 storeys (2.8 m setback from Armstrong)	✓
		29 m/9 storeys (9 m setback from Armstrong/0.7 m setback from Wellington Street West)	X
		38 m/12 storeys (12.713 m setback from Armstrong/2.979 m setback from Wellington Street West)	X
		Highest height: 39.5 m (12 storeys)	X
Active Entrances	The façade facing the mainstreet must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor.	Each non-residential use occupying the ground floor and facing the mainstreet will have an active entrance	✓
Amenity Area	6 sq.m./unit with minimum of 50% communal Total = 6 * 252 = 1,260 sq.m. Communal = 630 sq.m.	Total = 2,500 sq.m. Communal = 1,060 sq.m.	✓ ✓
Permitted Projections into Required Yards	Open stairways, stoop, landing, steps and ramps at or below the floor level of the first floor: no closer than 0.6 m to a corner lot line Canopies and awnings: distance equal to corner side yard but not closer than 0.6 m to the lot line	Street townhouse stairs along Garland Street = 0 m setback from corner lot line Propose to permit canopies to extend up to 0 m setback from corner lot line	X

The proposed development meets the general intent of the provisions of the Traditional Mainstreet, Subzone 11 with respect to yard setbacks and building setbacks, however, relief will be required for the maximum permitted building height, as well as the zoning provisions identified above. This relief was approved as part of the previous Zoning By-law Amendment application.

4.10.2 High-Rise Zoning Provisions

The City of Ottawa is in the process of implementing new High-Rise Zoning Provisions. The initial staff report was presented to Planning Committee on September 26, 2019, however, the provisions have been appealed since then and are therefore not in force and not applicable to the proposed development. A comparison of the provisions and the proposed development are presented in the table below as a reference.

Proposed Provisions	Area A – Outside MD Zone but within Greenbelt	Proposed	Compliance
---------------------	---	----------	------------

Minimum Lot Area (corner lot)	1,150 m ²	2,915 sq.m.	✓
Definition of Tower	That portion of a building over 9 storeys or a height equal to the width of the widest public street abutting a lot line, whichever is less		
Minimum Interior Side and Rear Yard Setbacks for a Tower	10 m	Interior Side Yard: N/A Rear Yard: 12.7 m	✓
Minimum Separation Distance Between Towers on Same Lot	20 m	N/A, but approximately 19 m separation from high-rise on east side of Hilda Street	N/A

4.10.3 Parking Provisions

The subject site is within Area X on Schedule 1A of the Zoning By-law and subject to the parking provisions as outlined below.

Provision	Required	Provided	Compliance
Min. Residential Vehicle Parking	Dwelling unit in a mixed-use building: 0.5 spaces/unit not including first 12 units = $0.5 * (252-12) = 120$ 10% reduction when all underground = 12 spaces Total spaces required = 108 spaces	117 spaces	✓
Min. Visitor Parking	0.1/dwelling unit not including first 12 units and not to exceed 30 spaces = $0.1 * (252-12) = 24$ spaces	24 spaces	✓
Min. Commercial Vehicle Parking	Retail food store: No parking required for gross floor area of less than 1500m ² Restaurant: No parking required for gross floor area of less than 350m ² Other non-residential: No parking required for gross floor area of less than 500m ²	0 spaces	✓
Min. Residential Bicycle Parking	0.5 spaces/unit = $0.5 * 252 = 126$ spaces	Total = 291 (271 interior/17 exterior)	✓
Min. Commercial Bicycle Parking	$1/250$ m ² GFA = $(789.5 \text{ sq.m.} * 1)/250 = 3$ spaces	3 spaces (exterior)	✓
Aisle and Driveway Width	6.0 m maximum for a double traffic lane leading to a parking garage 6.0 m aisle width	Driveway: Min. 6.0 m Aisle: 6.0 m	✓ ✓
Loading Space	No loading space required for residential uses or for less than 1000 m ² commercial space		

5.0

Requested Amendments (Under Appeal)

5.1 Official Plan Amendment

5.1.1 Wellington West Secondary Plan

A site-specific Official Plan Amendment is proposed to the Wellington West Secondary Plan, specifically to:

- / Include the Armstrong Street properties within the Wellington Street West Secondary Plan area through an amendment to Schedule A – Land Use and Schedule B – Specific Policy Areas; and
- / Amend Section 11.3.5 – Somerset Square Area Policies by including a site-specific policy to permit a high-rise development up to 12 storeys at 961, 967, 969, 973, and 979 Wellington Street West and 26, 36, and 40 Armstrong Street.

5.1.2 Scott Street Secondary Plan

An Official Plan Amendment is proposed to the Scott Street Secondary Plan. Specifically, the proposed amendment is to amend Schedule A – Land Use and Schedule B – Maximum Building Heights by removing 26, 36, and 40 Armstrong Street from the study area and moving the neighbourhood line accordingly. As described herein, it is proposed through the OPA that these lots be included within the Wellington Street West Secondary Plan.

5.2 Zoning By-law Amendment

In conjunction with rezoning the subject site to a Traditional Mainstreet Zone, Subzone 11, the following site-specific exceptions are required and appropriate for the proposed development.

- / **Maximum Building Height:** As shown on the site plan and described herein, the maximum proposed height is 39.5 metres/12 storey, with permitted projections above the height limit. Stepbacks are provided along all frontages to provide transition and building articulation. As a gateway location and in close proximity to an existing rapid transit station and a future rapid transit station, high-rise development on the site is appropriate.
- / **Front Yard Setback Above 3rd Storey:** The building form of the podium presents a nine-storey façade along Wellington Street West with a stepback occurring above the 9th storey, whereas a stepback is required above the 3rd storey.
- / **Corner Side Yard Setback:** A reduction of the required corner side yard setback from 3.0 metres to 2.0 m on Hilda Street and 1.8 m on Garland Street is proposed for the development of the subject site. Given the context of the surrounding neighbourhood, which generally has development built to the lot line along both Hilda Street and Garland Street, the requested reductions are appropriate. Further to this, the site will have a mid-block pedestrian connection, which will serve to add a third north-south access point on the block. This mid-block pedestrian connection will serve to draw pedestrians off the side streets and through the site.
- / **Permitted Projection into Required Yard:** Due to the grade change of the site, the street townhouses along the Garland Street frontage will require a landing and stairs at the first level. While the setback of the building is 1.8 m along this frontage, the steps will project into the required yard and will be built to the lot line. As discussed, the reduced corner side yard setback is appropriate along this frontage and in the given context. As such, it is appropriate for the stairs to project into the required corner side yard to provide an entrance way to the dwelling units and to also help to animate the streetscape. Furthermore, while the design details for elements such as canopies along Garland Street and Hilda Street has not yet been finalized, in anticipating a design that provides a cover for residential entrances, it is requested that canopies and awnings be permitted to project up to the corner side yard lot line. This will provide flexibility for the design to be finalized at Site Plan Control.
- / **Minimum Commercial Parking Requirement:** The proposed development includes two ground-floor commercial retail spaces each having less than 500 sq.m. gross floor area (427.8 sq.m. and 361.7 sq.m., respectively). Under the parking requirements for Area X of Schedule 1A of Zoning By-law 2008-250, the threshold for exempting parking for commercial retail uses is 200 sq.m., however, this threshold increases to 500 sq.m. for Area Y, which

represents mainstreets. While the subject site is not technically on a mainstreet as defined by Schedule 1A of the Zoning By-law, it is recognized that the site functions as a Traditional Mainstreet as evidenced by the current zoning of the site, the zoning of the adjacent site to the east, and the land use designation. As such, it is appropriate to not provide parking for the two commercial retail units for the proposed development.

- / **Stacked Bicycle Parking:** To allow for flexibility of the changing market for bicycle parking systems, it is proposed that a provision to permit stacked bicycle parking be permitted, whereas the Zoning By-law requires that spaces be horizontal or vertical and does not explicitly permit stacked parking.

5.3 OPA and ZBLA Approvals

On September 22, 2021, Council approved the following:

- / An amendment to the Official Plan, Volume 2a, Scott Street Secondary Plan, by removing 26, 36 and 40 Armstrong Street from the plan boundary as detailed in Document 2;
- / An amendment to the Official Plan, Volume 2a, West Wellington Secondary Plan, by amending the plan boundary to include 26, 36 and 40 Armstrong Street, and to permit an increase in building height as detailed in Document 2;
- / An amendment to Zoning By-law 2008-250 for 979 Wellington Street West to permit a twelve-storey mixed use development as detailed in Documents 4 and 5; and
- / That the implementing Zoning By-law amendment does not proceed to City Council until the agreement under Section 37 of the Planning Act is executed by the applicant.

On November 15, 2021, both Amendments were appealed by the Hintonburg Community Association. A date for a hearing at the Ontario Land Tribunal has yet to be scheduled.

Documents 2, 4 and 5 as referenced above are included as Appendix A of this report.

6.0 Supporting Studies

6.1 Shadow Study

A shadow study has been submitted in support of the proposed development. The study shows that there will be some impact on adjacent properties as is expected in an urban context. However, the incremental shadowing beyond the as-of-right building height is minor and the shadows move quickly throughout the day.

6.2 Cultural Heritage Impact Statement

A cultural heritage impact statement (CHIS) has been submitted in support of the proposed development due to the designated heritage building at 35 Armstrong Street, and 40 Armstrong Street, a building on the heritage register. As noted in the report, the building at 40 Armstrong Street is of low- to moderate- importance and does not meet the criteria for designation. Ultimately, the CHIS finds that the proposed development will increase the exposure of Armstrong House and reinstates its interpretive story, which is linked to the subject site as the former front lawn of the heritage site.

6.3 Transportation Impact Assessment

A Transportation Impact Assessment (TIA) has been prepared to understand the impact and required mitigation for traffic on the surrounding neighbourhood. For the proposed development, the new vehicle trips anticipated as a result of the proposed development do not necessitate any changes to the existing road network or intersections.

6.4 Noise Assessment

As Wellington Street West is designated as an arterial road, roadway traffic noise was evaluated for the proposed development to ensure that noise impacts can be mitigated. As noted in the report, impacts will be mitigated by the requirement that all units will require central air conditioning so that windows may remain closed. The rooftop amenity space on the podium will experience noises that slightly exceed the daytime standards and will require mitigation, which can be achieved through noise barriers.

6.5 Wind Study

In order to understand the impact and required mitigation for wind effects on both the proposed development and the surrounding streetscape, a wind study was undertaken. The study concluded that conditions around the site at grade level, including access points, sidewalks, and the interior courtyard, are acceptable for their intended uses through the year.

6.6 Environmental Site Assessment

The Phase I Environmental Site Assessment (ESA) for the subject site shows that, based on the historical uses on site, there may have been environmental contaminants in the soil. A site inspection was performed, and based on this information, a Phase II ESA was recommended due to the potential for contaminants from neighbouring use and hazardous building materials used in the residential and commercial buildings. The results of the Phase II ESA conclude that there is no impacted groundwater present on-site and, therefore, no risk of any off-site migration of contaminants. Fill material limited to the western portion of the subject site has been impacted by contaminants and will require remediation. As the site is changing to a more sensitive land use, a Record of Site Condition will be required.

6.7 Serviceability Report

A Site Servicing Report was undertaken to understand and outline required municipal services, including water supply,

stormwater management and wastewater disposal, needed to support the redevelopment of the subject property. The report also includes the Stormwater Management Plan, Watermain Analysis and Erosion and Sedimentation Control Plans, in support of the current Site Plan Application.

The report found that sanitary and storm flows from and water supply to the subject site can be accommodated by the existing infrastructure. Further, municipal water, wastewater and stormwater systems required to accommodate the proposed development are available to service the proposed development. Based on the information provided in the Serviceability report, the development can be serviced to meet City of Ottawa requirements.

7.0 Public Consultation Strategy

All public engagement activities will take place in accordance with the City's Public Notification and Consultation Policy and will comply with Planning Act notification requirements. The following steps and activities have already been undertaken as part of the Official Plan Amendment and Zoning By-law Amendment applications:

- / Pre-Application Consultation Meeting
 - o A Pre-Application Consultation Meeting was held with City Staff, members of the local community association, and the applicant team on July 2, 2020.

- / Notification of Ward Councillor, Councillor Jeff Leiper
 - o The Ward Councillor was notified of the proposed development for the subject site prior to the Official Plan Amendment and Zoning By-law Amendment applications being submitted.

- / Urban Design Review Panel Consultation
 - o Informal review of the proposed development was undertaken by the Urban Design Review Panel on September 2, 2020.
 - o Formal review of the proposed development was undertaken by the Urban Design Review Panel on January 8, 2021.

- / Community "Heads Up" to local registered Community Associations
 - o A 'heads up' notification to local registered community associations was completed by City of Ottawa during the application process

- / Community Information Session
 - o An online webinar was held on Tuesday, September 22, 2020. Approximately 25 members of the public logged in to the webinar where they were able to post questions to be answered by the applicant team.
 - o The webinar was organized by the Ward Councillor, Jeff Leiper, and moderated by the Ward Councillor's assistant, Fiona Mitchell. All questions were able to be answered by the Owner and the applicant team during the webinar session. The webinar was recorded for future access by residents who were not able to attend the webinar.
 - o Notification of the online webinar was provided to residents by Councillor Jeff Leiper on September 4, 2020 via the ward website, ward Facebook page, and ward weekly newsletter.
 - o An online webinar presenting the revision to the proposed development will be held on Monday, April 19, 2021. The webinar has been organized by the Ward Councillor, Jeff Leiper, and will be moderated by the Ward Councillor's assistant, Fiona Mitchell. The webinar will be recorded for future access by residents who will not be able to attend.

- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - o Notification for the statutory public meeting will be undertaken by the City of Ottawa.

- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - o The statutory public meeting will take place at the City of Ottawa Planning Committee.

With respect to this Site Plan Control application:

- / Notification of Ward Councillor, Councillor Jeff Leiper

- The Ward Councillor is aware of the proposed development and may request a Public Meeting through their office.

/ Urban Design Review Panel Consultation

- It is anticipated that another formal UDRP consultation may be required.

8.0 Conclusions

It is our professional opinion that the proposed Site Plan Control application to permit the development of a 12-storey mixed-use purpose-built residential rental building on the subject site constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020). Through the provision of residential development, housing choices will be increased within an existing and established neighbourhood that supports alternative transportation modes, such as rapid transit, cycling, and walking.
- / As a target area for intensification, the growth management policies of Section 2.2 of the Official Plan will be implemented through a development that increases residential density while also conforming to the policies for urban design and compatibility.
- / The proposed development responds strongly to the Urban Design Guidelines for Development along Traditional Mainstreets through a high-quality built form that enhances the public environment and streetscape, provides linkages to street-level amenities, and accommodates a range of uses, including small-scale commercial uses.
- / The proposed development responds strongly to the Urban Design Guidelines for High-rise Buildings through a design that provides transition to the adjacent low-rise residential neighbourhood and is appropriate for the existing and planned context of the site and surrounding neighbourhood.
- / The proposed development responds strongly to the Transit-Oriented Design Guidelines by introducing intensification and a broader range of housing options within 600 metres of both an existing rapid transit station and a future rapid transit station.
- / As discussed herein, the proposed design has undergone a thorough analysis to understand an appropriate height and transition both along the Traditional Mainstreet and to the low-rise neighbourhood to the north.
- / Through discussion with the Ward Councillor and City staff, a community amenity and Section 37 benefits will be determined.
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Tyler Yakichuk, MPlan
Planner



Jacob Bolduc, MCIP RPP
Senior Planner

9.0

Appendix A – OPA and ZBLA Approvals

Document 2 – Official Plan Amendment

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

INDEX

THE STATEMENT OF COMPONENTS

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

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

PART A – THE PREAMBLE

PURPOSE

LOCATION

BASIS

PART B – THE AMENDMENT

INTRODUCTION

DETAILS OF THE AMENDMENT

IMPLEMENTATION AND INTERPRETATION

SCHEDULE OF AMENDMENT XX – OFFICIAL PLAN FOR THE CITY OF OTTAWA

PART C – THE APPENDIX

PART A – THE PREAMBLE

1. Purpose

The purpose of these amendments is to amend both the Scott Street Secondary Plan and Wellington Street West Secondary Plan. The summary of the proposed Official Plan Amendments are as follows:

- a) Remove the properties at 26, 36 and 40 Armstrong Street from the Scott Street Secondary Plan boundary and “Low-Rise Residential” designation,
- b) Extend the boundary of the Wellington Street West Secondary Plan to include the properties at 26, 36 and 40 Armstrong Street within the “Traditional Mainstreet designation” and “Somerset Square Policy Area”, and
- c) Permit an increased building height of 12-storeys for the subject lands.

2. Location

The properties are known municipally as 26, 36 and 40 Armstrong Street and 961, 967, 969, 973 and 979 Wellington Street West. The site comprises of an entire block which is bound by Wellington Street West to the south, Garland Street to the west, Armstrong Street to the north, and Hilda Street to the east. The site has an area of 2,917 square metres, a lot depth of 50 metres from Wellington Street West to Armstrong Street and width of 57 metres from Garland Street to Hilda Street.

3. Basis

The amendments to the Official Plan was requested by the applicant in order to facilitate the construction of a new twelve-storey mixed-use building on the subject property.

4. Rationale

The proposed Official Plan Amendments to create a uniform policy regime and an increase in the permitted building height is appropriate for the site, the Wellington Street West neighbourhood, and is considered good land use planning. The proposal is consistent with the policy direction for Mainstreets in the Primary Official Plan, as well as the Wellington Street and Scott Street Secondary Plans where policy direction is identified relating to the appropriate locations for additional height, along with the provision of community benefits.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule(s) constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The following change is hereby made to the Official Plan, Volume 2a, Scott Street Secondary Plan, is hereby amended as follows for the City of Ottawa:

- 2.1 By amending Schedule A – Land Use, is revised to remove the properties from the plan Scott Street Secondary plan boundary and all associated land use designations.

The following changes are hereby made to the Official Plan, Volume 2a, Wellington Street West Secondary Plan, is hereby amended as follows for the City of Ottawa

- 2.2 By amending Schedule A – Land Use, is revised to incorporate the properties within the Wellington Street West Secondary Plan boundary and Traditional Mainstreet Designation.

- 2.3 By amending Schedule B – Site Specific Policy Area, is revised to incorporate the properties within the Somerset Square policy area.

- 2.4 By removing and replacing the text of policy in Section 11.3.5(4) – Built Form as follows:

“Despite Section 11.3.1, the properties at 26, 36 and 40 Armstrong Street and 961, 967, 969, 973 and 979 Wellington Street West are permitted a maximum building height of twelve (12) storeys pursuant to Section 37 of the *Planning Act* where one or more community benefits identified in the Community Design Plan are secured through agreement with the City and will be provided at the time of development”

3. Implementation and Interpretation

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

SCHEDULE A



Planning, Infrastructure and Economic Development,
Geospatial Analytics, Technology and Solutions



Service de la planification, de l'infrastructure
et du développement économique,
Analyse géospatiale, technologie et solutions

D01-01-20-0020	21-0990-A
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07 / 19 / 2021

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**SCHEDULE 1 to
AMENDMENT NO.**
to the OFFICIAL PLAN
for the CITY OF OTTAWA

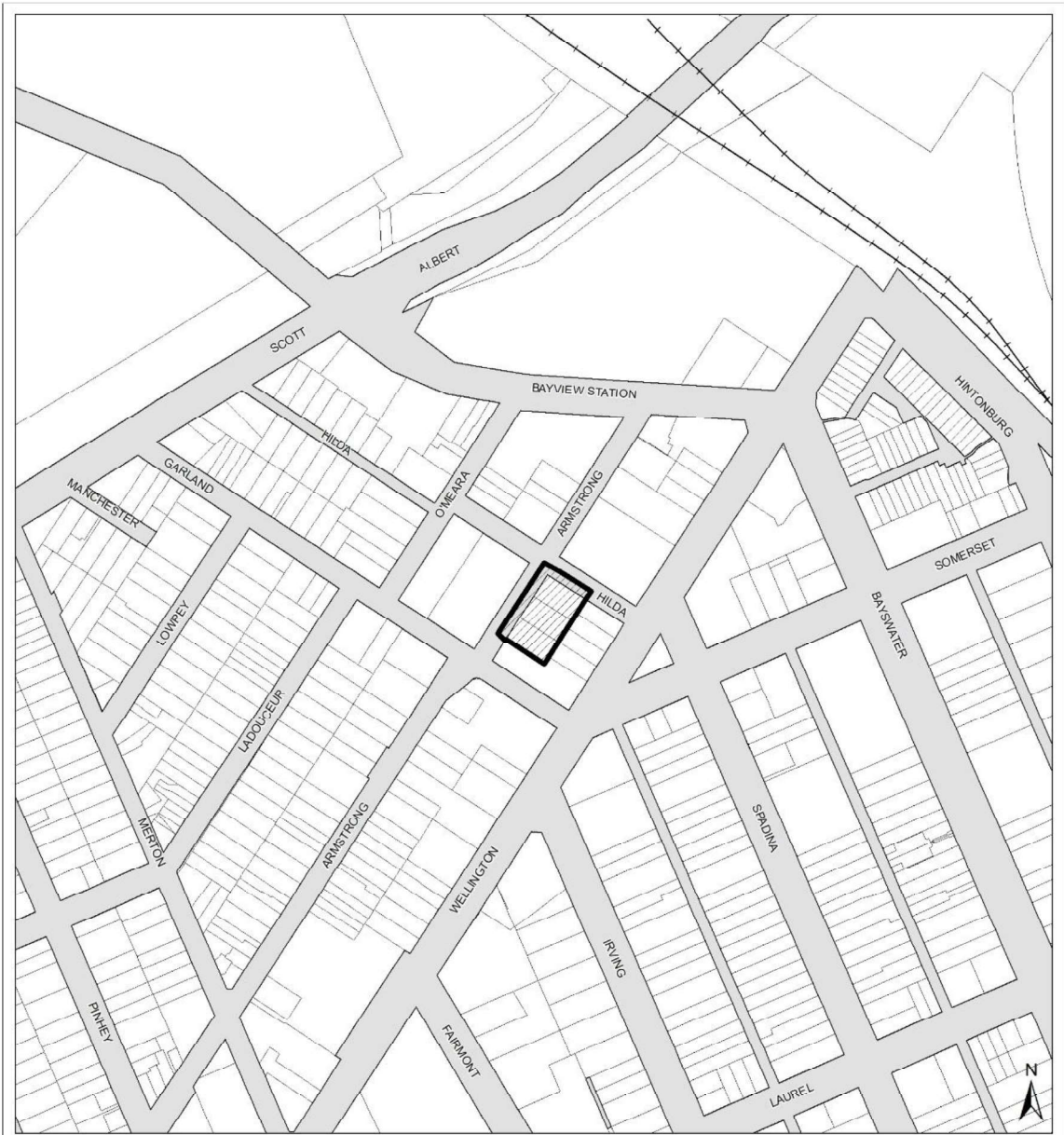
Amending Schedules A & B
SCOTT STREET
SECONDARY PLAN

 LANDS REMOVED FROM THE SCOTT STREET SECONDARY PLAN /
TERRAINS À RETIRER DU PLAN SECONDAIRE RUE SCOTT

**ANNEXE 1 de
L' AMENDEMENT NO.**
au PLAN OFFICIEL
de la VILLE D'OTTAWA

Modifiant les annexes A et B
PLAN SECONDAIRE
RUE SCOTT





Planning, Infrastructure and Economic Development,
Geospatial Analytics, Technology and Solutions



Services de la planification, de l'infrastructure
et du développement économique,
Analyse géospatiale, technologie et solutions

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07 / 19 / 2021

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**SCHEDULE 2 to
AMENDMENT NO.**
to the OFFICIAL PLAN
for the CITY OF OTTAWA

Amending Schedules A & B
WELLINGTON STREET WEST
SECONDARY PLAN



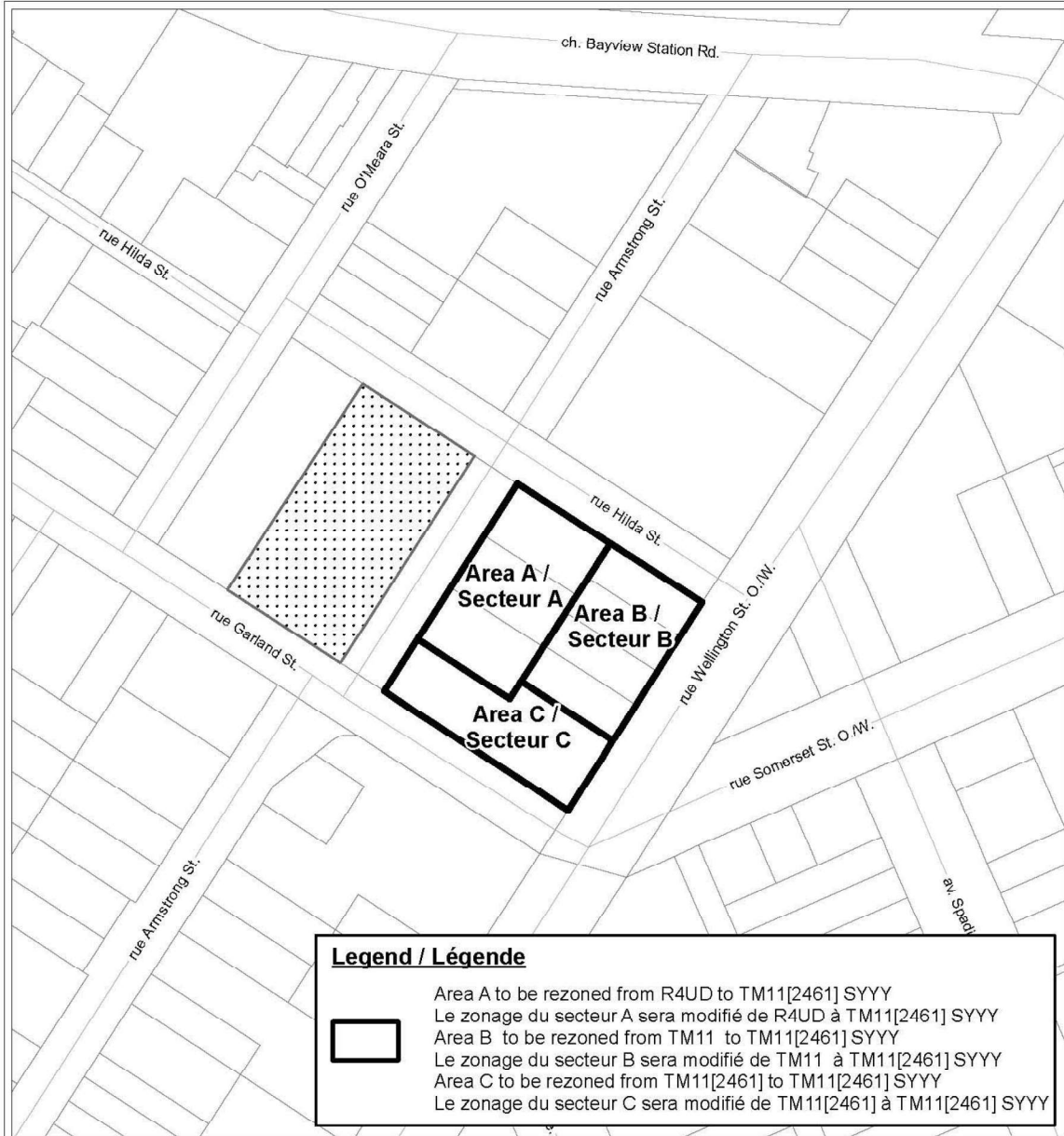
LANDS TO BE ADDED TO THE WELLINGTON STREET WEST SECONDARY PLAN AND TO BE DESIGNATED "TRADITIONAL MAINS STREET" ON SCHEDULE A AND TO BE INCLUDED IN THE "SOMERSET SQUARE POLICY AREA" ON SCHEDULE B /

TERRAINS DEVANT ÊTRE AJOUTÉS AU PLAN SECONDAIRE DE LA RUE WELLINGTON OUEST ET ÊTRE DÉSIGNÉS « RUE PRINCIPALE TRADITIONNELLE » À L'ANNEXE A ET ÊTRE INCLUS AU SECTEUR DE LA PLACE SOMERSET À L'ANNEXE B

**ANNEXE 2 de
L' AMENDMENT NO.**
au PLAN OFFICIEL
de la VILLE D'OTTAWA


Modifiant les annexes A et B
PLAN SECONDAIRE
RUE WELLINGTON OUEST

Document 3 – Zoning Key Plan



Legend / Légende

	Area A to be rezoned from R4UD to TM11[2461] SYYY Le zonage du secteur A sera modifié de R4UD à TM11[2461] SYYY
	Area B to be rezoned from TM11 to TM11[2461] SYYY Le zonage du secteur B sera modifié de TM11 à TM11[2461] SYYY
	Area C to be rezoned from TM11[2461] to TM11[2461] SYYY Le zonage du secteur C sera modifié de TM11[2461] à TM11[2461] SYYY



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REVISION / RÉVISION - 2021 / 07 / 13	


LOCATION MAP / PLAN DE LOCALISATION
 ZONING KEY PLAN / SCHÉMA DE ZONAGE
 OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL

26, 36, 40 rue Armstrong St.
961, 967, 969, 973, 979 rue Wellington St. O. W.

Areas to be rezoned as per Legend
 Secteurs devant être rezonés conformément à la légende

	Heritage (Section 60) Patrimoine (Article 60)
--	--

Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) /
 Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)


NOT TO SCALE

Document 4 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law 2008-250 for 26, 36 and 40 Armstrong Street and 961, 967, 969, 973 and 979 Wellington Street West:

1. Rezone the lands shown in Document 3 from R4UD to TM11[2461] SYYY, from TM11 to TM11[2461] SYYY, and from TM11[2461] to TM11[2461] SYYY.
2. Amend Part 17, Schedules, by adding a new Schedule 'YYY' as shown in Document 5.
3. Remove and replace exception TM11[2461] to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - a. In Column II, add the text, "TM11[2461] SYYY;
 - b. In Column III, add "Apartment Dwelling – High-Rise"
 - c. In Column V, add provisions similar in effect to the following:
 - Despite Table 197 maximum building height and minimum yard setbacks and setbacks as per Schedule YYY.
 - Floor Space Index – No Maximum.
 - Despite Section 64 a mechanical and service equipment penthouse may not exceed the heights as per Schedule YYY.
 - Despite Section 64, enclosed private amenity space permitted may be permitted in the mechanical and service equipment penthouse.
 - Section 197(4) sub (c) and (d) do not apply.
 - Section 139 does not apply.
 - Section 111 sub (8), (9), (10) and (11) do not apply with respect to Bicycle Parking Space Provisions.
 - Stacked bicycle system are permitted.
 - Despite Section 111, Table 111A, apartment dwelling high-rise bike parking - 1 per dwelling unit.
 - Minimum width of driveway: 3m.
 - Despite Section 65, ground-floor canopies and awnings are permitted to

project into the corner side yard, and may be located within 0 metres of the corner side lot line

4. The following provisions dealing with a Section 37 authorization will also be added to the new exception in Section 239:
 - a. Pursuant to Section 37 of the *Planning Act*, the height and density of development permitted in this by-law are permitted to compliance with all of the conditions set out in this by-law including the provision by the owner of the lot of the facilities, services and matters set out in Section X of Part 19 hereof, to the City at the owner's sole expense and in accordance with and to the agreement referred to in b. below.
 - b. Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of the *Planning Act* securing the provision of the facilities, services or matters set out in Section X of Part 19 hereof, the lands are subject to the provisions of this By-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the provisions of this by-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities.
 - c. Wherever in this by-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the *Planning Act*, then once such agreement has been executed and registered, such conditional provisions shall continue.
5. The following will amend Section 15 of Part 19 of the Zoning By-law by replacing "979 Wellington Street West" with "26, 36 and 40 Armstrong Street and 961, 967, 973 and 979 Wellington Street West" and will set out the facilities, services and matters that must be provided as per Section 37 of the *Planning Act*:

26, 36 and 40 Armstrong Street and 961, 967, 969, 973 and 979 Wellington Street West

The City shall require that the Owner of the lands at 26, 36 and 40 Armstrong Street and 961, 967, 969, 973 and 979 Wellington Street West to enter into an agreement pursuant to Section 37 of the *Planning Act*, to be registered on title, to the satisfaction of the City Solicitor and General Manager, Planning, Infrastructure and Economic Development Department, to secure the public benefits noted below. The total value of the monies to be secured being \$361,583.00 to the City, indexed upwardly in accordance with the Statistics

Canada Non-Residential Construction Price Index for Ottawa, calculated from the date of the Section 37 Agreement to the date of payment.

- (a) The specific benefits to be secured and provided are:
- \$111,583.00 for local area traffic calming, including but not limited to speed bumps on Garland Avenue,
 - \$250,000.00 towards the Hintonburg Community Association land acquisition fund, and
 - Burying of Hydro lines along Garland Street and Armstrong Street.
- (b) Notwithstanding the foregoing, the owner and the City may modify or amend said agreement(s), from time to time upon the consent of the City and the owner, without further amendment to those provisions of the Zoning By-law which identify the facilities, services and matters to be secured.
- (c) The payment of Section 37 funds shall be provided prior to the issuance of a building permit for the proposed development.

Document 5 – Proposed Zoning Schedule

