



1248-1252 Wellington Street West

Planning Rationale + Design Brief
Zoning By-law Amendment + Site Plan Control
May 11, 2022



Prepared for Wellington Huron Commercial Inc.

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Wellington Huron Commercial Inc. to prepare this Planning Rationale and Design Brief in support of minor Zoning By-law Amendment and Site Plan Control applications to facilitate the proposed development on the property municipally known as 1248-1252 Wellington Street West (the “subject site”) in the City of Ottawa.

The proposed development of the subject site will retain the existing two storey mixed use building and proposes a three storey mixed use addition to the southern (rear) portion of the property and fronting onto Huron Street. The proposed addition will provide an additional 137 square metres of commercial space at grade, and two (2) residential apartment units within the second and third storey, each proposed as four-bedroom units with amenity space provided via private balconies. The two (2) commercial units and two (2) two-bedroom residential units within the existing building are proposed to be maintained.

The intent of this combined Planning Rationale and Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City’s applicable design guidelines within the established neighbourhood.

1.1 Required Applications

To facilitate the proposed development, a minor Zoning By-law Amendment and Site Plan Control applications are being submitted.

The proposed minor Zoning By-law Amendment seeks relief from zoning provisions related to both the existing building and proposed addition, including relief from existing minimum building height requirements, restrictions on office uses along a Traditional Mainstreet, and a reduction to the corner side yard setback.

A Site Plan Control Application for the proposed development will be submitted under separate cover in the future to resolve site-specific design considerations such as landscaping, servicing locations, and building materiality.

1.2 Public Consultation Strategy

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

- / Pre-Application Consultation Meeting
 - o A Pre-Application Consultation Meeting was held with City Staff on November 18, 2021, between City Staff, a representative of the Wellington Village Community Association, and the applicant team.
- / Notification of Ward Councillor, Councillor Jeff Leiper
 - o A meeting was held with Ward Councillor on March 14, 2022, to notify their office of the proposed development prior to the Zoning By-law Amendment and Site Plan Control applications being submitted.
 - o An additional meeting to discuss the proposed development can be accommodated following application submission.
- / Notification of the Wellington Village Community Association

- The Wellington Village Community Association (Gillian Salmond) was notified of the proposed development for the subject site prior to the Zoning By-law Amendment and Site Plan Control applications being submitted.
- A representative from this community association attended and provided comments during the pre-application consultation meeting on November 18, 2021.
- / Community “Heads Up” to local registered Community Associations
 - A ‘heads up’ notification to local registered community associations will be completed by the City of Ottawa during the application process.
- / Community Information Session
 - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development as soon as deemed desirable after submitting the applications.
 - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
 - Due to ongoing COVID-19 restrictions on public gatherings, it is anticipated that the community information session would be held via an online format such as a Zoom webinar or another similar platform.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee on a date to be determined.

Subject Site & Surrounding Context

The subject site, located in Wellington Village neighbourhood and Kitchissippi Ward (Ward 15), is a generally rectangular shaped lot with an angled front lot line along the northern portion of the property abutting Wellington Street West. The subject site contains a total area of approximately 467 square metres with approximately 16 metres of frontage along Wellington Street West (Figure 1). The subject site is located approximately 50 metres west of the intersection of Wellington Street West and Holland Avenue, and currently contains a two-storey mixed-use building, with a florist and office within the ground floor and two residential apartment units within the second storey. The southern (rear) portion of the subject site contains a surface parking lot, accessed via Huron Avenue North.

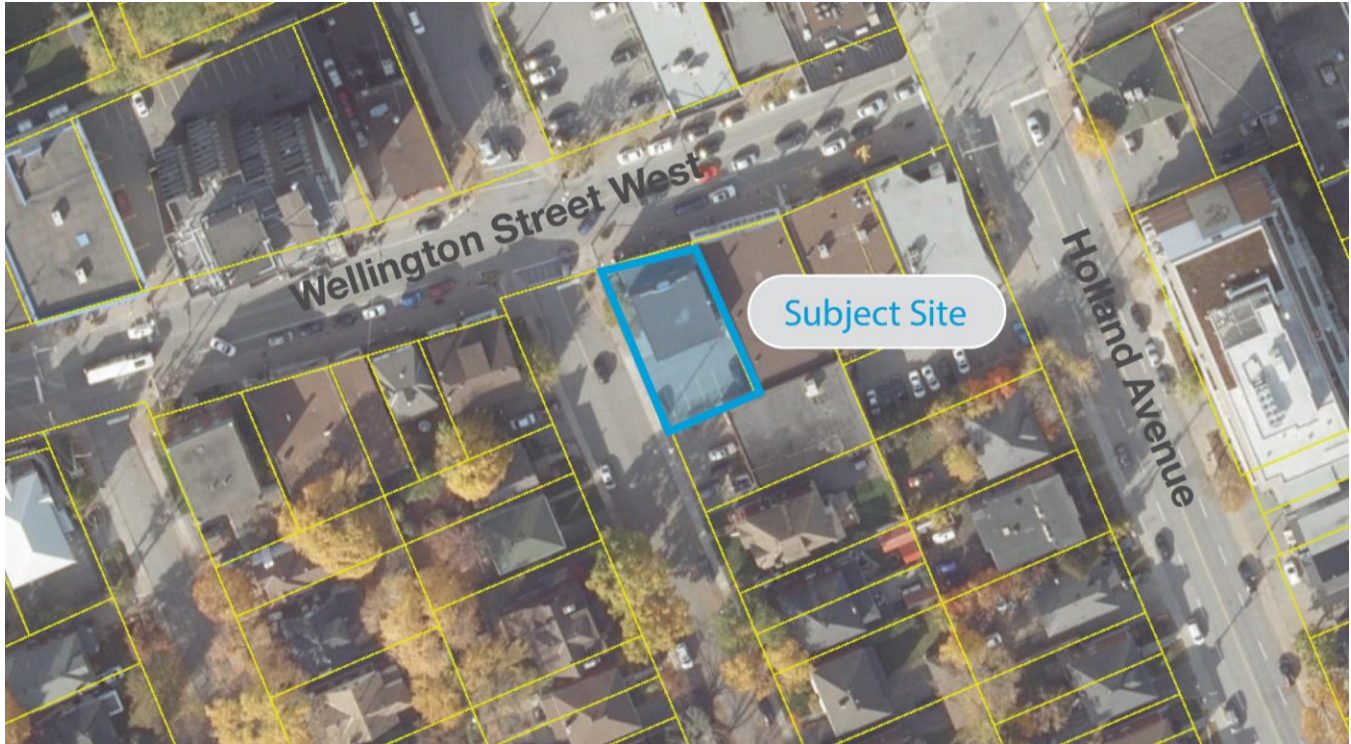


Figure 1: Site Context Map for 1248-1252 Wellington Street West

2.1 Surrounding Context

North: Immediately north of the subject site is Wellington Street West, which contains a mix of commercial, retail and residential buildings, many of which contain commercial uses at-grade and residential uses above. North of Wellington Street West is generally a low-rise residential neighbourhood containing detached and semi-detached dwellings. Further north, and less than 600 metres from the subject property, is the Tunney's Pasture Light Rail Transit (LRT) station.

East: Immediately east of the property are single storey commercial buildings along Wellington Street West containing retail stores, a restaurant, and a bank. Further east is Holland Avenue, a Major Collector road generally characterized by low- to mid-rise residential and mixed-use buildings. Further east is a generally low-rise neighbourhood with commercial uses along Wellington Street West.

South: Immediately south of the site are low-rise detached and semi-detached residential properties along the east and west side of Huron Avenue North. Huron Avenue North terminates to the south and connects to a pedestrian pathway running east-west parallel to the north side of Byron Avenue. Further south are residential dwellings and recreational

tennis courts (Elmdale Tennis Club) along the south side of Byron Avenue and the Brian Kearns Fields, containing a playground and recreational fields and courts. South of this is the Fisher Park Public School and Fisher Park Community Centre, abutting the northern edge of Highway 417, the Queensway.

West: Immediately west of the subject site across Huron Avenue is a generally low-rise residential neighbourhood containing detached and semi-detached residential dwellings. This neighbourhood is bounded to the north by Wellington Street West, which is generally characterised by low- to mid-rise commercial buildings and mixed-use buildings with retail and commercial uses located at-grade.

2.2 Road Network

The subject site is located at the southeast corner of Wellington Street West and Huron Avenue North, which is a local road that terminates at a pedestrian pathway to the south. Vehicular parking is generally permitted on both sides of Huron Avenue North. Wellington Street West is designated as an Arterial Road per Schedule E of the Ottawa Official Plan (Figure 2). Further, the subject site is located one block west of Holland Avenue, designated as a Major Collector Road. The intended function of Arterial and Collector roads are as major corridors in the urban communities, accommodating multi-modal transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial and Collector roads are designed to meet the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops.



Figure 2: Schedule E, *Urban Road Network*, subject site indicated

Arterial Roads are those within the City which are intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roads are generally best suited for increased activity stimulated by residential and commercial intensification.

2.3 Transportation Network

The subject site is well-connected with respect to the transit, cycling, and the pedestrian network. The subject site is located within 600 metres of the Tunney's Pasture LRT station, located to the north of the proposed development. Further, the site is located along Wellington Street West and within 50 metres of Holland Avenue, both designated Transit Priority Corridors on Schedule D of the Official Plan (Figure 3). These Transit Priority Corridors offer rapid transit connections to the greater Ottawa transportation network, including to the Tunney's Pasture Light Rail Transit (LRT) station and the existing rapid transit corridors to the south of the subject site.

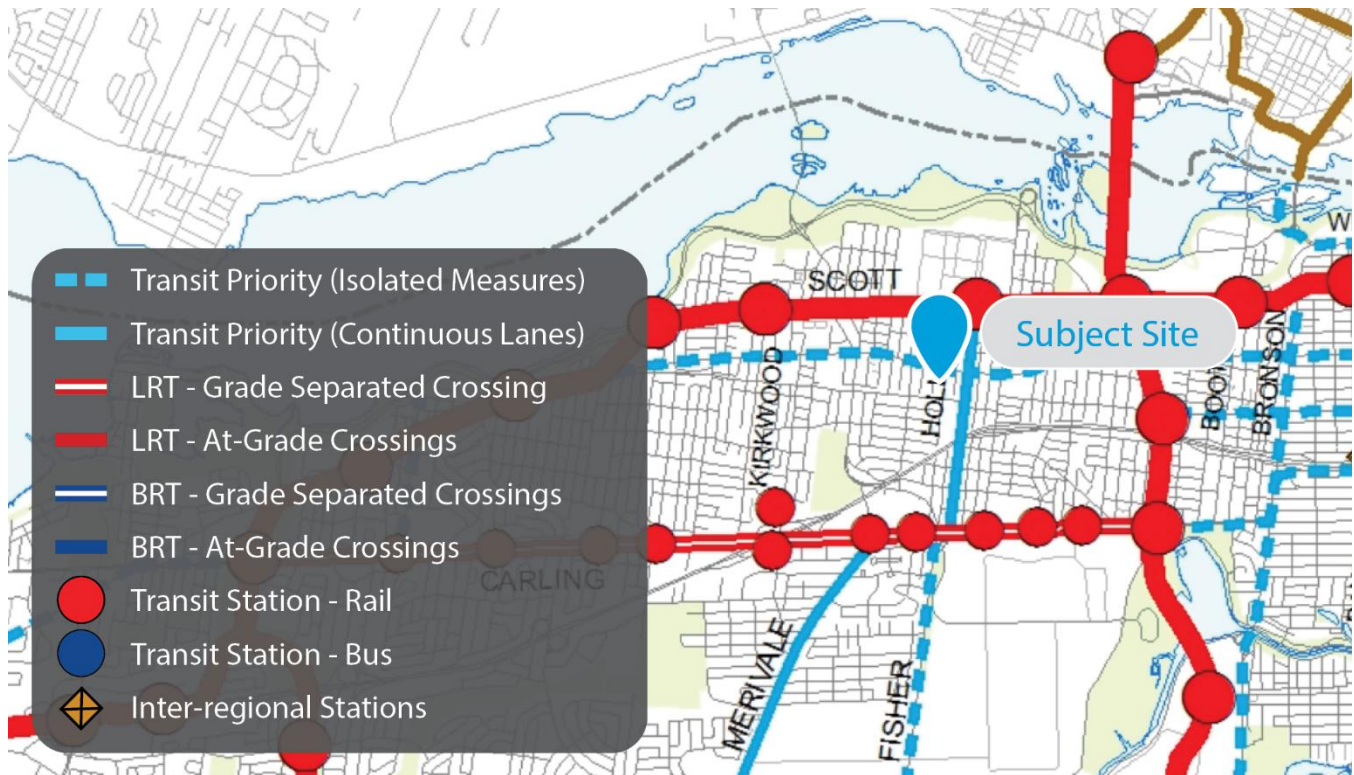


Figure 3: Schedule D Rapid Transit and Transit Priority Network, subject site indicated

OC Transpo bus transit also serves the site, with Routes 11 and 51 running along Wellington Street West, and Route 80 along Holland Avenue (Figure 4). Three OC Transpo bus stops are located within 100 metres from the site, including:

- / Bus stops for the east-west connection of Routes 11 and 51 at the intersection of Harmer Avenue and Wellington Street West;
- / Bus stops for the east-west connection of Routes 11 and 51 at the intersection of Holland Avenue and Wellington Street West;
- / Bus stops for the north-south connection for Route 80 at the intersection of Holland Avenue and Wellington Street West; and,
- / Bus stops for the north-south connection for Route 80 at the intersection of Holland Avenue and Byron Avenue



Figure 4: OC Transpo Network Map, subject site indicated

The subject site is well served by the greater cycling network. Schedule C of the Official Plan describes spine routes along both Wellington Avenue West and Holland Avenue, the nearby cross-town bikeway along Scott Street, and a multi-use pathway abutting the northern edge of Byron Avenue (Figure 5). These cycling access routes allow bicycle connections to the greater urban cycling network and rapid transit routes, promoting multi-modal transportation. The site is also well served by city-wide and community-level multi-use pathways throughout the neighbourhood, providing access to nearby amenities, parks, and greenspaces.

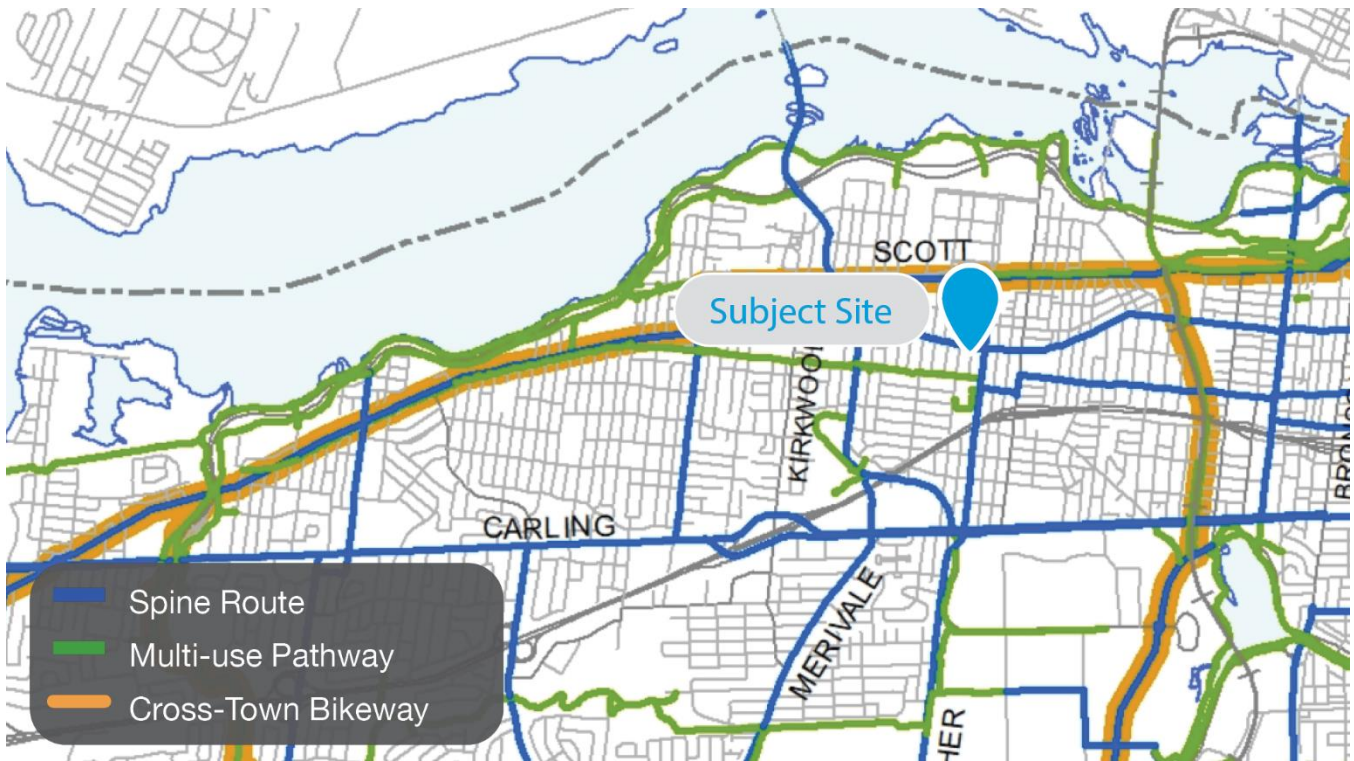


Figure 5: Schedule C Primary Urban Cycling Network, subject site indicated

2.4 Neighbourhood Amenities

Considering its location in the established Wellington Village neighbourhood, the subject site is within close proximity to many nearby public amenities, including a variety of small and locally oriented commercial uses such as restaurants, retail shops, neighbourhood services, and public spaces. The surrounding neighbourhood benefits from close proximity to schools, community facilities, recreational facilities, parks, greenspace and trails. A non-exhaustive list of neighbourhood amenities illustrates the wide range of uses, and include:

- / Major commercial and retail business both directions along Wellington Street West and Holland Avenue;
- / Recreational facilities including outdoor courts, sports fields, playgrounds, and private gyms;
- / Parks including Fisher Park, Parkdale Park, McCormick Park, Hintonburg Park, Reid Park, and Byron Linear Tramway Park, many of which include outdoor recreational facilities and community oriented amenities;
- / Community Centres such as the Fisher Park Community Centre, the Hintonburg Community Centre, and the BaoBaB Community Centre; and,
- / Public schools including Fisher Park Public School, Elmdale Public School, and Connaught Public School.

Proposed Development and Design Brief

3.1 Project Overview

The proposed development seeks to retain the existing mixed-use building at the subject site, and consists of a three storey mixed-use addition to the southern (rear) portion of the subject site and fronting onto Huron Avenue. The proposed addition would contain 137 square metres of commercial space at grade and two (2) residential apartment units within the second and third storey, each proposed as four-bedroom units with amenity space provided via private balconies. The two (2) commercial units and two (2) two-bedroom residential units within the existing building are proposed to be maintained, resulting in a total of 327 square metres of commercial space among three units, and four residential apartment units. Three bicycle parking spaces are provided for the new residential and commercial uses. The proposed development will retain the existing street trees along Huron Avenue North and provide new paving in a manner which enhances the public realm and connects seamlessly to Wellington Street West.

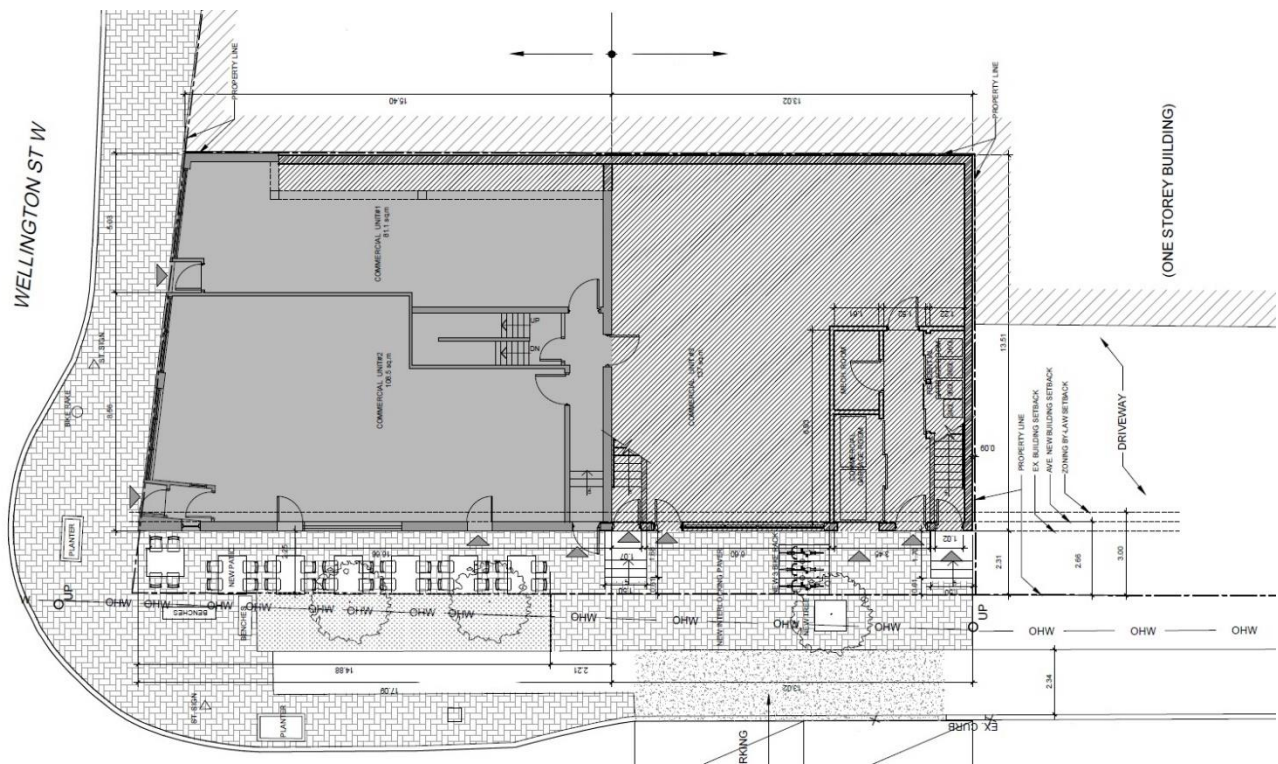


Figure 6: Site Plan for the 1248-1252 Wellington Street West

3.2 Massing and Scale

The proposed development provides a massing which maintains the scale of Wellington Street West as a traditional mainstreet, while also appropriately transitioning to the existing residential neighbourhood to the south. The existing building on site is proposed to be retained in its original form, maintaining the streetscape rhythm and traditional scale along Wellington Street West. The proposed addition provides a three storey building height, which provides both a form and new uses that are complementary to the low-rise neighbourhood to the south. The built form of the proposed addition is reminiscent of the existing building at the subject site and appropriately transitions to the surrounding residential neighbourhood.



Figure 7: Aerial view looking northeast towards the subject site

3.3 Building Design

The proposed development has been designed in a manner which complements the existing character of the neighbourhood while providing a new, contemporary addition which responds to the surrounding context. The existing two-storey mixed-use building is listed on the City of Ottawa's heritage register and is proposed to be retained in its entirety. A window pattern along the west elevation complements the characteristics of the existing building and will further activate the existing building and create a new relationship between the public and private realm.



Figure 8: Aerial view looking southeast towards the subject site

The proposed addition is reflective of the architectural features of the existing building on site, while also providing a distinctive and contemporary built form and design. The proposed addition is articulated in a manner which provides continuation along Huron Avenue North, further strengthening the streetscape. The fenestration of the proposed addition ensures the pattern and scale of the existing building carried along the Huron Avenue North frontage, activating the public realm. Architectural elements, such as the proposed windows and doors, red brick materiality, conceptual signage plan, are complementary to elements common to traditional mainstreets. Contemporary features, such as paneling along secondary elevations, and inset balconies for the new residential uses ensure a built form which is distinctive from the existing building on site, while complementing the characteristics and features of the established mainstreet and residential neighbourhood surrounding the subject site.

3.4 Public Realm

The proposed development contributes to a high-quality public realm along both Wellington Street West and Huron Avenue North. By retaining the existing two-storey mixed-use building, the existing character and streetscape along Wellington Street West is maintained, where the commercial uses, active frontages, high glazing, and transparent entrances contribute to the interaction between the public and private realm. An outdoor commercial patio is proposed at the corner of Wellington Street West and Huron Avenue North, which will further activate the corner site. New glazing and windows are proposed at the west façade of the existing building, which will contribute to greater activity at the corner of the subject site. The scale of the existing building is consistent with the streetscape along Wellington Street West, while the proposed addition transitions in height within the southern portion of the subject site. The proposed addition has been designed in a manner to provide continuity to the streetwall and activate an underutilized portion of Huron Avenue North. At grade, a new commercial use is within the ground floor and provides a similar treatment to those along Wellington Street West. Finally, landscaped elements, including the retained street trees and new paving materials will enhance the corner site and create a safe and vibrant pedestrian realm which fosters connectivity and community gathering.



Figure 9: Looking southeast to the subject site from the corner of Wellington Street West and Huron Avenue North

3.5 Sustainability

The proposed development provides a sustainable built form which integrates within the existing building. The retention and improvements to the existing building provides inherent sustainable benefits, including the reduction in need for new building materials and an improvement to an aging building system. The proposed development does not provide for motor vehicle parking on site and proposed bicycle parking spaces for the new commercial and residential uses, which supports the use of public transit, cycling, and pedestrian infrastructure in the neighbourhood. The residential units are proposed to contain four-bedrooms, which provides an alternative, family-oriented housing typology in the neighbourhood. The proposed development will retain the existing street trees and provide tree protection measures throughout the development of the subject site. Finally, the proposed development fosters improved accessibility and connectivity along the public realm frontages, providing an improved sidewalk space along Huron Avenue North.

4.0 Policy & Regulatory Review

4.1 Provincial Policy Statement (2020)

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act that provides direction on matters of provincial interest related to land use planning, growth, and development. All decisions on planning matters shall be consistent with the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies that support the development and intensification of the subject site include:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
 - o Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1.a);
 - o Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing (1.1.1.b);
 - o 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 (1.1.1.e);

- / 1.1.3: Identifies settlement areas as the focus of growth and development, with land use patterns in settlement areas to be based on densities and a mix of land uses which efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion (1.1.3.2).

- / 1.1.3.6: Encourages new development taking place in designated growth areas to occur adjacent to the existing built-up area and to have a compact form, mix of uses and densities that allows for the efficient use of land, infrastructure, and public service facilities.

- / 1.4.3: The provision 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:
 - o 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 (1.4.3.b.1); and
 - All types of residential intensification, including additional residential units, and redevelopment (1.4.3.b.2);
 - o Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (1.4.3.c);
 - o Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (1.4.3.d);
 - o Requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations (1.4.3.e).

- / Section 1.6 of the PPS provides policies for infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services and transportation infrastructure.

- / 1.7.1: Long-term economic prosperity should be supported by:

- Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (1.7.1.b),
- Maintaining and enhancing the vitality and viability of downtowns and mainstreets (1.7.1.d); and,
- Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources (1.7.1.e).

/ 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:

- Promote compact form and a structure of nodes and corridors (1.8.1.a);
- Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b); and,
- Encourage transit-supportive development and intensification to improve the mix of employment and housing uses (1.8.1.e).

The proposed development is consistent with the Provincial Policy Statement (PPS), 2020. The proposed development achieves the vision of the PPS by providing an efficient development and land use pattern which accommodates an appropriate range and mix of residential types to meet long-term needs of the City. The proposed retention and addition achieve a cost-effective development pattern which efficiently utilizes existing infrastructure, including public transportation and active transportation options in an area identified for intensification and redevelopment by the municipality. The proposed redevelopment advances provincial goals of healthy, liveable, and safe communities that efficiently utilizes existing infrastructure and improves the range and mix of housing types in an established neighbourhood.

4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides the policy framework for strategic growth and development of the city to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support livable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

The City's population is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. One third of housing growth is anticipated within the greenbelt. At the same time, average household size inside the Greenbelt is expected to decline from approximately 2.18 people in 2021 to approximately 2.12 people in 2031. Therefore, much of the anticipated demand within the Greenbelt will be for new housing in the form of smaller units such as apartments. The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments.

4.2.1 Managing Growth

Section 2.2 of the Official Plan describes how growth is to be managed within the City of Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies. This section recognizes residential intensification as the most efficient pattern of development and is broadly defined in Section 2.2.2 which states "the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development" (Policy 1.a through c).

The subject site is located within the Traditional Mainstreet designation, which is a target area for intensification (Policy 3). Intensification is encouraged to occur through a variety of built forms, from low-rise to high-rise provided that urban design and compatibility objectives are met, with building heights and densities established through the Official Plan and implemented by the Zoning By-law (Policy 10). In Target Areas for Intensification and at sites within close proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights are to be located

closest to the station or corridor (Policy 11). Although building heights are typically established by the Official Plan, a Secondary Plan may establish differing heights in certain policy areas (Policy 14).

The subject site is located along a Traditional Mainstreet which is characterized by a variety of land uses and building typologies. The proposed development represents a mixed-use intensification through the redevelopment of an underutilized site in an area identified for intensification. By providing a compatible design and built form relative to its context, the proposed development appropriately transitions between the existing building to the surrounding context. Located in a target area for intensification, the subject site is highly suitable in accommodating intensification via mixed-use development, complementary to its location along an established mainstreet and close proximity to the Tunney's Pasture LRT station, rapid transit routes, and pedestrian and cycling infrastructure.

4.2.2 Land Use Designation

The subject site is designated as "Traditional Mainstreet" on Schedule B of the Official Plan (Figure 10). Traditional Mainstreets are generally characterized by pre-1945 characteristics, where properties are set within a tightly-knit urban fabric. The planned development pattern of Traditional Mainstreets should contain a mix of uses, contiguous storefronts, and densities which contribute to an interesting pedestrian environment and support the use of transit. The Traditional Mainstreet designation identifies streets that offer significant opportunities for intensification through medium-density and mixed-use development, along streets that are Transit Priority Corridors or are well-served by transit. The objective of the Traditional Mainstreet designation is to encourage dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. New development along Traditional Mainstreets is supported where it locates buildings close to the street and is more supportive of walking, cycling and transit.

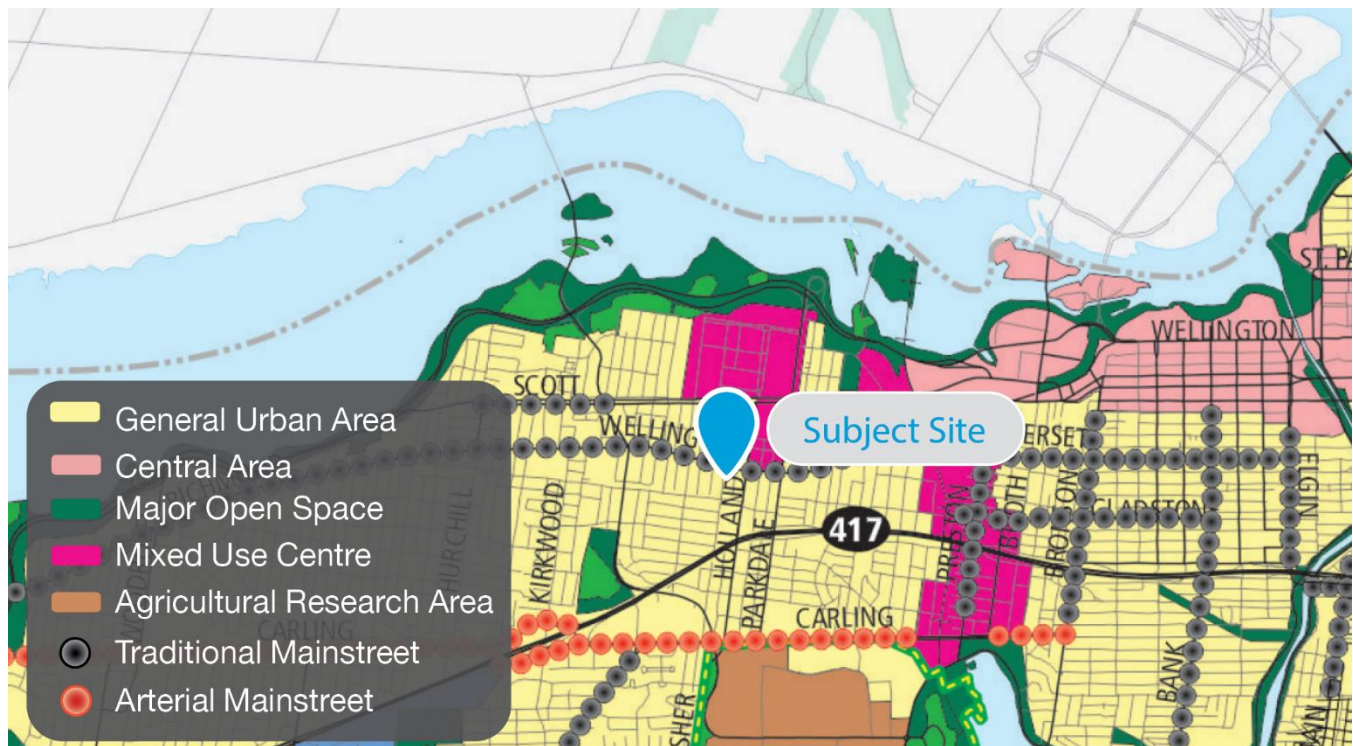


Figure 10: Schedule B, *Urban Policy Plan*, subject site indicated

Traditional Mainstreets are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile (Policy 1). A broad range of uses is permitted on Traditional Mainstreets, including retail and service commercial uses, offices, residential and institutional uses which may be mixed in individual buildings (Policy 5). New automobile oriented uses are not permitted along Traditional Mainstreets, and new surface parking will not be

permitted between the building and the street (Policies 8 and 9). Redevelopment and infill are encouraged on Traditional Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk (Policy 10). Generally, mid-rise building heights are permitted along Traditional Mainstreets, however Secondary Plans may provide policies which support different heights (Policy 11).

The proposed development implements the policies for the Traditional Mainstreet designation. The subject site is located within 600 metres of the Tunney's Pasture LRT station and represents the opportunity for redevelopment of an underutilized property with the inclusion of a new mixed-use addition. By introducing family-oriented residential units and commercial uses, the proposed development will promote the use of transit and increase housing options and types in the area. The proposed addition and retention of the existing structure ensures a building format which encloses and defines the street edge is maintained and enhances the pedestrian realm. Finally, the proposed development is highly supportive of rapid transit, cycling, and pedestrian infrastructure by prioritizing modes of transit alternative to private vehicle transportation.

4.2.3 Designing Ottawa

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. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists 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 following Design Objectives, which are intended to influence Ottawa's built environment as it grows, are applicable to the subject site and proposed development:

- / **Enhances the sense of community by creating and maintaining places with their own identity;**
- / **Defines quality public and private spaces through development;**
- / **Creates places that are safe, accessible and are easy to get to, and move through;**
- / **Ensures that new development respects the character of existing areas; and,**
- / **Considers 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.**

In the review of development applications, proponents of new development or redevelopment are required to demonstrate how the proposal addresses the above Design Objectives.

The proposed development conforms to the Design Objectives by providing a design which enhances an underutilized site within the City's urban boundaries. The proposed addition is designed in a manner which complements the existing building on site and enhances the streetscape along Huron Avenue North. The proposed addition contributes new housing types to an established area via large, family oriented units. By replacing surface parking with a new mix of uses, the redevelopment of the subject site will enhance the public realm and quality of streetscape along Wellington Street West and Huron Avenue North. The proposed development meets the overall design objectives of the Official Plan by introducing a more intensive, compact residential form to the site while respecting its existing character and context through appropriate transitions and setbacks at all public frontages.

4.2.4 Urban Design & Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. As in Section 2.5.1 of the Official Plan, Section 4.11 describes a set of criteria to be used to measure the compatibility of a proposed development. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, scale, 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
<p>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.</p>	<p>This Planning Rationale and Design Brief satisfies the requirement for a Design Brief component for the proposed development.</p>
Building Design	
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <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 proposed addition provides a high-quality site and building design where it interfaces with the existing building, the surrounding built form context, and the public realm. The proposed development achieves compatibility through maintaining a consistent streetwall and setback along Huron Avenue North, and providing a building height compatible with the surrounding mixed-use and residential context. The façade and roofline of the proposed addition have been articulated in a manner which responds to the existing building while providing a modern design that complements the surrounding neighbourhood. Architectural elements, such as fenestration, materials, and colours, have been carefully considered to provide a complementary condition on site and reference common characteristics of the area.</p>
<p>6. Orient the principal 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>	<p>The proposed development provides a site design where the principal facades are oriented towards the public realm. These ground floor facades are proposed to contain a high level of glazing in order to integrate well with the public realm. The proposed materials and architectural elements at the principal elevations have been carefully considered to ensure a high quality built form and integration with the public realm along all frontages. Landscaping, including the retention of street trees and hardscaped areas, accentuate the streetscape surrounding the property.</p>
<p>8. To maintain a high quality, obstacle free pedestrian environment, 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. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>The proposed development maintains a high quality pedestrian environment. Servicing areas are located internal to the building and accessed away from Wellington Street West. The public realm will be enhanced by the proposed development, which retains existing street trees, provides active uses, and ensures high-quality design along all frontages.</p>

<p>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</p>	<p>Mechanical equipment, signage, and amenity spaces have been incorporated into the design and massing of the building. Private balconies have been well integrated into the overall design of the addition without any undue adverse impacts on abutting properties.</p>
<p>Massing and Scale</p>	
<p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. 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 provides a scale and massing which responds strongly to the surrounding context. The existing building is proposed to be retained, while the three-storey addition intensifies the subject site while transitioning to the two-storey and three-storey context along Huron Avenue North.</p>
<p>13. 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 (e.g. angular planes or stepping building profile up or down); • massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); • Building setbacks and stepbacks. 	<p>Transition of building height and massing have been accomplished at the subject site, where the proposed addition provides a height and massing relative to the existing context along Wellington Street West and Huron Avenue North. The proposed addition provides a setback which matches the streetwall along Huron Avenue North, while the overall design and massing of the addition utilizes complementary materials, fenestration, and articulation as a continuation from the traditional mainstreet.</p>
<p>Outdoor Amenity Areas</p>	
<p>19. Applicants will 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. Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>The proposed development has been designed in a manner which does not cause undue negative impacts on surrounding private amenity spaces or nearby existing properties. Balconies serving the residential units of the proposed addition are sensitively located to mitigate issues of overlook and privacy. The proposed commercial outdoor patio will be compliant with the provisions of the Zoning By-law related to noise and other potential impacts.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as:</p>	<p>Although no amenity space is required, the proposed development will provide high-quality amenity spaces via private balconies for the residential units within the addition.</p>

<p>balconies or terraces, rooftop patios, and communal outdoor at-grade spaces.</p>	
<p>Design Priority Areas</p>	
<p>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:</p> <ul style="list-style-type: none"> • Design the building(s) first storey to be taller in height; • Locate front building façades parallel to the street; • Transparent windows at grade to give views into the building; • Using architectural treatments to soften the interface between buildings and the public realm; • Sufficient lighting sources for public uses after dark and to accentuate and animate buildings; • Utilize façade treatments to transition between floors and interior spaces, and, • Signage that contributes to the character of the surrounding area and architectural design of the building through appropriate architectural design elements, materials, and colour. 	<p>The proposed development maintains high quality building design standards. The proposed addition provides a greater ground floor height to accommodate the commercial use, while the facades are situated parallel to the street. A high level of glazing is provided at-grade to ensure transparency at the street level. Architectural treatments ensure that the proposed addition is well integrated and complementary to the existing building and surrounding area.</p>
<p>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, such as:</p> <ul style="list-style-type: none"> • weather protection elements; • shade trees, median planting, and other landscaping; • wider sidewalks and enhanced pedestrian surfaces; • coordinated furnishings and utilities; and • memorials and public art commissioned for the location. 	<p>The proposed addition provides a high quality design relative to the public realm and includes improvements along all frontages. The existing building is proposed to be maintained and enhanced with glazing along Wellington Street West and an outdoor commercial patio along Huron Avenue North. The sidewalk and public realm along Huron Avenue will be enhanced, where the proposed addition provides a setback and streetwall consistent with the surrounding area. Existing street trees are proposed to be maintained, which will contribute to the streetscape surrounding the property.</p>
<p>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</p>	<p>The proposed addition encloses the public realm by matching the setback of the existing building, providing a building height consistent with the surrounding context, and utilizing materials and other architectural elements informed by the existing building and streetscape.</p>

The proposed development conforms to the policy direction of Section 4.11. The proposed development will positively contribute to its surrounding context by enhancing the underutilized portion of the site with a new mix of uses, which includes family-oriented housing options, streetscape improvements, and a high-quality built form and design which respects the existing building on site. The built form has been designed in a manner that will minimize impacts to surrounding properties through appropriate building heights, setbacks, and articulation at all public frontages.

4.3 Wellington Street West Secondary Plan

The subject site is located within the Wellington Street West Secondary Plan area and is designated Traditional Mainstreet (Figure 11). This Secondary Plan is intended to guide the long-term design and development of the area and includes direction on issues of land use, built form, sidewalks, plazas and open spaces, and heritage.

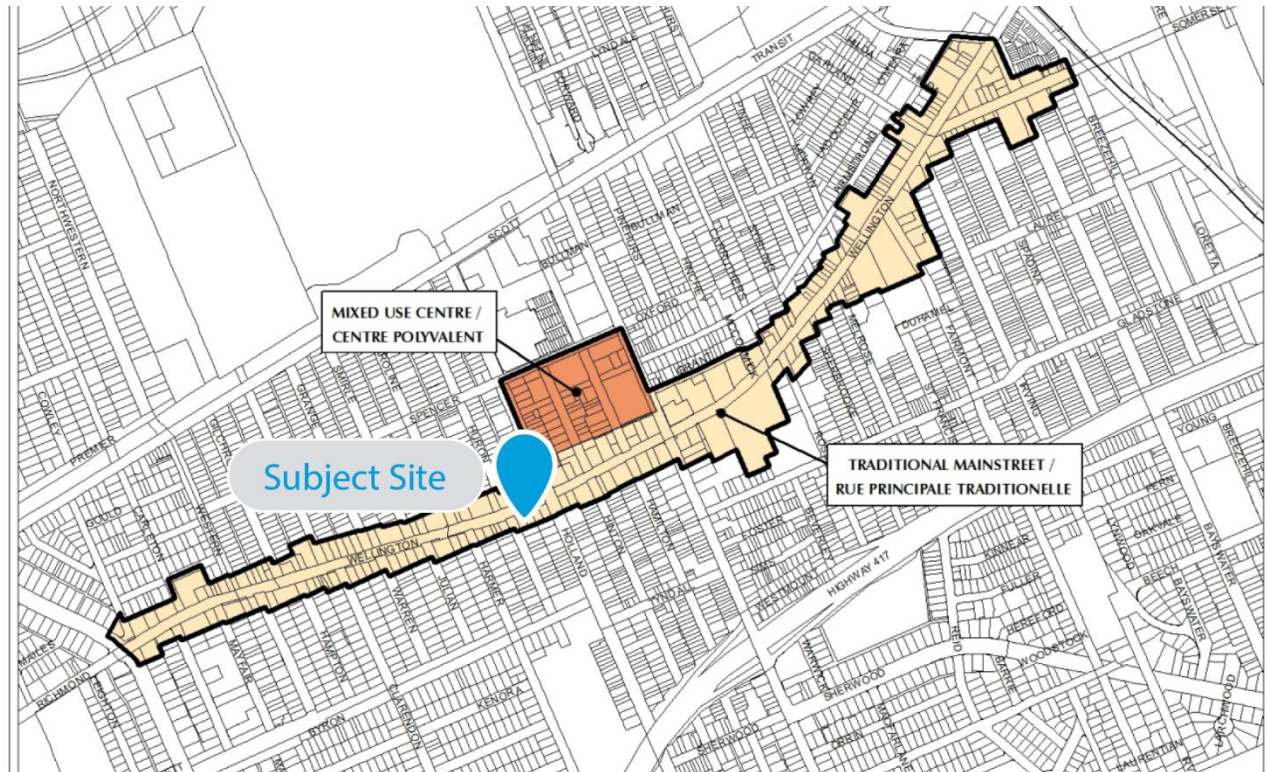


Figure 11: Schedule A, *Land Use*, of the Wellington Street West Secondary Plan, subject site indicated

As the subject site is designated Traditional Mainstreet, the Secondary Plan describes a maximum building height for all new buildings as six storeys, or 20 metres (Policy 11.3.1.2), however building heights up to nine storeys may be considered through a Zoning By-law Amendment application. To ensure that the design of new or renovated buildings integrate into the existing fabric of the street, new development must demonstrate how the scale and detail from the existing buildings and the narrow lot sizes of the Wellington West corridor have been incorporated into the building design (Policy 11.3.1.4). Further, additional sidewalk or plaza space should be considered to ensure pedestrian comfort and safety, which may be achieved via building setbacks (Policy 11.3.1.5).

The proposed development conforms to the policies of the Wellington Street West Secondary Plan. The proposed addition has been designed at a scale and height which ensures the full retention of the existing building on site and integrate into the existing fabric of the street. Architectural elements, such as articulation, fenestration, and materiality have been selected which complement the mainstreet and surrounding established context. The proposed development ensures adequate sidewalk space and an improved public realm along Wellington Street West and Huron Avenue North via setbacks and streetscape enhancements.

4.4 New City of Ottawa Official Plan (anticipated 2022)

The City of Ottawa recently undertook a comprehensive review of their Official Plan, which resulted in a brand-new Official Plan that will plan for a 25-year time horizon (2021 to 2046). The final new Official Plan was endorsed by City Council on October 27, 2021, with amendments, and adopted by a by-law passed on November 24, 2021. The final new Official Plan is currently under review by the Ministry of Municipal Affairs and Housing (MMAH) prior to final approval, with or without modifications, which is anticipated in summer 2022. While this Official Plan is not yet in force, the preliminary policy directions approved by City Council have been reviewed as they relate to the subject site.

4.4.1 Growth Management, Economic Development, and Supporting Intensification

The new City of Ottawa Official Plan contains policies related to Economic Development and Growth Management, with specific policies providing guidance to support intensification, direct new employment to Corridors, and integrate economic activities with residential land uses. New development within the built-up portion of the urban area represents 51% of urban area growth through to 2046. Intensification may occur in a variety of built forms and height categories, including low-rise (up to four-storeys), high-rise (10-storeys to 40-storeys), to high-rise 41+ buildings (Policy 3.2.2). The new Official Plan supporting the provision of employment uses, including offices, that are compatible with and can mix with residential uses to be located within Corridors. These uses are expected to locate in proximity to rapid transit stations (Policy 2.2.2.3). Additionally, the new Official Plan encourages office uses to be mixed among others and not be segregated from other uses, such as residential uses (Policy 2.2.2.4).

Intensification will support 15-minute neighbourhoods by directing new development to Hubs, Corridors, and lands within the Neighbourhood designations that are adjacent to them. These designations are intended to be diverse concentrations of employment, commercial, community and transportation services, as well as accommodating significant residential opportunities (Policy 3.2.3). Intensification is permitted in all designations where development is permitted taking into consideration whether the site has municipal water and sewer services, and is specifically encouraged on former industrial and commercial sites (Policies 3.2.4 and 3.2.5). Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices, including small-household dwellings (units up to two-bedrooms, typically within apartment built forms) and large-household dwellings (units with three or more bedrooms, typically within ground-oriented built forms) (Policy 3.2.8).

The proposed development is supported by the new Official Plan policies related to growth management, economic development and intensification. The proposed development provides a compact, mixed-use built form via new family oriented housing types and commercial uses in an established neighbourhood, which responds to City objectives in accommodating new growth in the urban area and providing a compatible mix of uses within Corridors. Through the redevelopment of the underutilized portion of the site, the proposed development achieves the City's intensification goals and objectives while being highly supportive new Official Plan policy direction.

4.4.2 Inner Urban Transect and Hubs

The subject site is proposed to be located within the Inner Urban Transect and designated Mainstreet Corridor, with the Evolving Overlay applied, as shown in Schedule B2 of the new Official Plan (Figure 12).

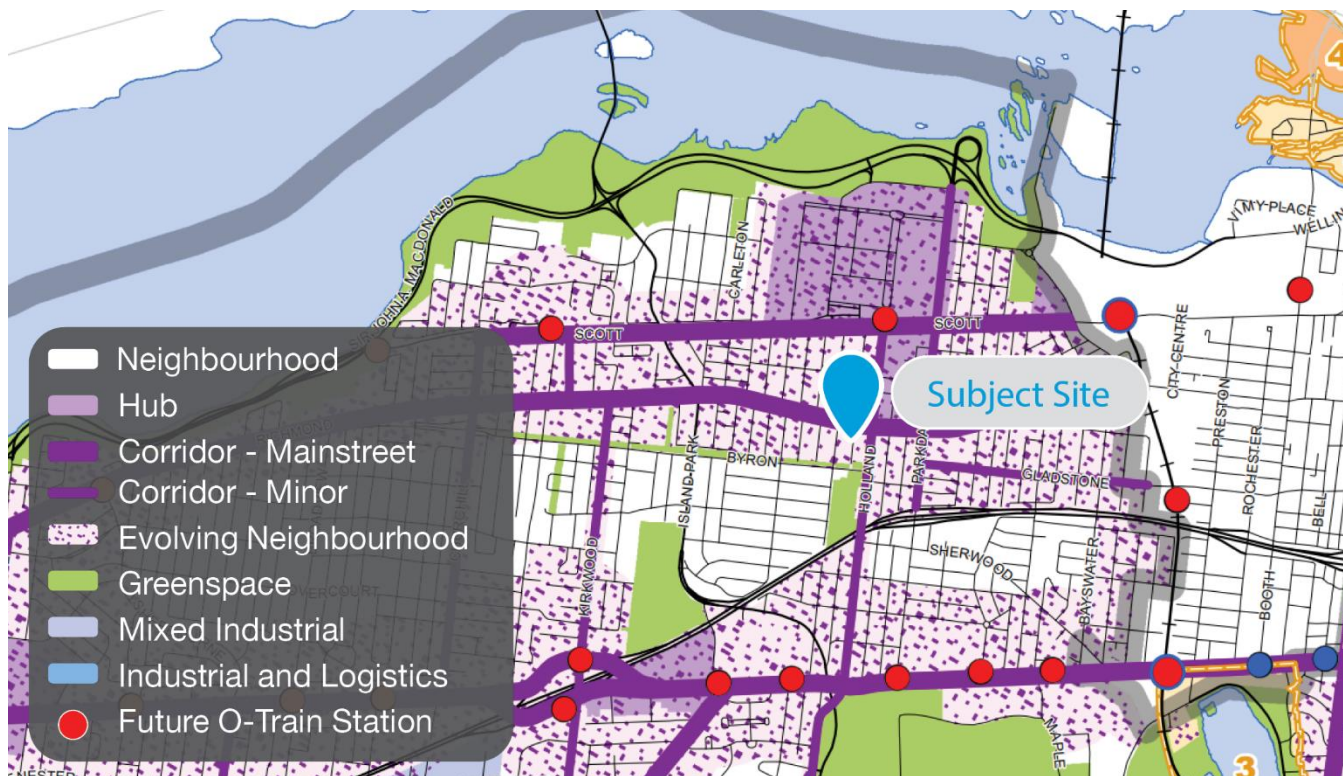


Figure 12: Schedule B2, *Inner Urban Transect*, subject site indicated

The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them and is therefore characterized by both urban and suburban elements. The new Official Plan identifies the intended pattern as urban. The Inner Urban Transect is to continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.

The Inner Urban Transect Area is generally planned for mid- to high-density development, subject to proximity and access to frequent street transit or rapid transit; limits on building heights and massing; and resolution of any constraints in water, sewer, and stormwater capacity (Policy 5.2.1.3). The Inner Urban Transect Area shall continue to develop as a mixed-use environment where Mainstreet Corridors provide residents with a full range of services within walking distance from home (Policy 5.2.1.4). New automobile-oriented uses are typically prohibited, and policies seek to prioritize walking, cycling, and transit within the area (Policies 5.2.2.1 and 5.2.2.2). As such, new development within the Inner Urban Transect is permitted to provide no on-site parking, where parking may only be required for new large-scale developments (Policies 5.2.1.5 and 5.2.2.3).

Mainstreet Corridors within the Inner Urban Transect Area are required to provide generally a minimum two-storey building height up to a maximum high-rise built form (Policy 5.2.3.2a). All buildings along Mainstreet Corridors should have active entrances facing the Corridor (Policy 5.2.3.4). Development within the Corridor designation shall establish buildings that locate the maximum building heights and highest densities close to the Corridor while ensuring appropriate transitions of height, land use, site design, and development character (Policy 6.2.1.2a). Both residential and non-residential uses are permitted along Mainstreet Corridors, particularly those which integrate with a dense, mixed-use environment, with commercial and service uses located on the ground floor, and residential uses located on the upper floors (Policy 6.2.1.3).

The proposed development conforms to the intent and direction of the Inner Urban Transect and Mainstreet Corridor policies of the new Official Plan. The proposed development provides increased density along a corridor which is supported by existing services, infrastructure, and rapid transit while contributing an additional mix of uses to the area. The proposed addition provides a configuration and building design which is suitable for the subject site and achieves the policy objectives of the new Official Plan related to transition, urban design, and the pedestrian realm.

4.4.3 Evolving Overlay

The Evolving Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to “allow new built forms and more diverse functions of land”. Intended to provide opportunities to reach the City’s growth management framework for intensification through the Zoning by-law by providing:

- / Guidance for a gradual change in character
- / Allowance for new building forms and typologies, like the missing middle
- / Provide direction to built form and site design that support more urban built form patterns and applicable transportation mode share goals.
- / Provide direction to govern the evaluation of development.

The new Zoning By-law shall provide development standards for the built form and buildable envelope within the Evolving Overlay and will apply minimum density targets. In the Inner Urban Transect area covered by the Evolving Overlay, substantial increases of density are planned and building form and massing is anticipated to change significantly from existing context. Form-based regulation will provide for built form and site development characteristics that are urban (as opposed to suburban).

The proposed development adheres to the direction of the Evolving Overlay by providing a more urban and compact built form and site design. The proposed development has been designed in a manner which contemplates the existing character of the area and considers its context along a Mainstreet Corridor within the Inner Urban Transect Area and within close proximity to rapid transit. The proposed development provides a unit mix and building typology supported by new Official Plan policy direction for the Evolving Overlay.

4.4.4 Wellington Street West Secondary Plan

The Wellington Street West Secondary Plan is proposed to be adopted within the new Official Plan with revisions. The proposed Secondary Plan contains revisions related to policy language and technical updates to ensure consistency with new Official Plan terminology, however there are no significant changes between the existing and forthcoming policies which relate to the proposed development.

4.5 Urban Design Guidelines for Development Along Traditional Mainstreets

The Urban Design Guidelines for Development Along Traditional Mainstreets are applicable to all development sites designated Traditional Mainstreet by the City of Ottawa Official Plan. Guidelines which may be applicable to the redevelopment of the subject site include:

- / Aligns the streetwall of the building with existing built form or average setback of adjacent buildings in order to create a visually continuous streetscape (Guideline 1);
- / Maintains clusters of trees on the flanking residential streets (Guideline 2);
- / Provides a minimum 2.0 metre wide concrete sidewalk and match streetscape plans or existing context in the area (Guideline 3);
- / Creates attractive public and semi-public outdoor amenity spaces (Guideline 6);

- / Provides a building design in architectural detail and respectful to the rhythm and pattern of existing or planned buildings on the street (Guideline 8);
- / Ensures sufficient light and privacy for residential properties to the rear by ensuring new development is compatible with adjacent uses regarding maximizing light and minimizing overlook (Guideline 9);
- / Uses clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent, and locates active pedestrian-oriented uses at-grade (Guideline 11);
- / Locates residential units above the level of vehicular traffic in a mixed-use building and provides shared entrances to residential units, clearly accessible from the street (Guideline 13);
- / Concentrates height of mixed-use buildings at nodes and gateways (the corner of the site) (Guideline 14);
- / Highlight buildings on corner sites, where two public streets intersect, with special treatment (Guideline 16);
- / Locates front doors to face the main street, directly accessible to the public sidewalk (Guideline 19);
- / Designs pedestrian walkways with materials such as unit pavers that are easily maintained (Guideline 20);

The proposed development applies many of the Urban Design Guidelines for Development along Traditional Mainstreets. Through the retention of the existing building on site, the proposed development maintains the continual streetwall and cohesive streetscape along Wellington Street West, and provides this continuation along Huron Avenue North. The proposed addition ensures a built form and design which enhances the subject site with new commercial uses at grade, large residential units above, and an enhanced streetscape along all public frontages. Replacing the existing surface parking with a mix of uses and active entrance that oriented towards the public realm will frame the right-of-way and enhance the public realm along Huron Avenue North. The proposed development has been oriented and designed in a manner which enhances the Traditional Mainstreet and maintains pedestrian and cycling activity within the surrounding area.

4.6 Transit-Oriented Development Guidelines

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

The proposed development meets the following applicable design guidelines:

- / Provides a transit-supportive land use within 600 metres walking distance of a rapid transit station (Guideline 1);
- / Creates 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 (Guideline 3);
- / Locates buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit (Guideline 7);
- / Creates transition in scale between development and adjacent lower-intensity communities (Guideline 9);
- / Provides and maintains existing architectural variety on the lower storeys of buildings to provide visual interest to pedestrians (Guideline 14);

- / 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 15);
- / Provides a ground floor that has been designed to be appealing to pedestrians and includes space for commercial uses (Guideline 28);
- / Provides convenient bicycle parking that is enclosed and protected from the weather for residents (Guideline 29);
- / Provides an area where motorists, including taxis, can drop off or wait for transit passengers (Guideline 37);

The proposed development applies many of the Transit-Oriented Development Design Guidelines by providing a transit supportive land use and built form approximately 500 metres of the Tunney's Pasture LRT Station. The proposed development creates a multi-purpose designation while maintaining a high-quality public realm, providing a design which ensures pedestrians and cyclists are prioritized. Architectural elements have been selected to enhance the site, with particular interest in the at-grade treatment and active frontages along Wellington Street West and Huron Avenue. The proposed building height provides a transition in scale between the mainstreet and residential neighbourhood to the south. The proposed development maintains active commercial uses along all public frontages by providing commercial uses at the ground level. Bicycle parking has been provided in a convenient location for the commercial and residential uses, sheltered by the existing tree canopy along Huron Avenue North.

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

The subject site is currently zoned Traditional Mainstreet, Subzone 11 (TM11) (Figure 13).



Figure 13: Zoning Map for 1248-1252 Wellington Street West

The Traditional Mainstreet zone is intended to accommodate a broad range of uses, including residential and non-residential uses provided via mixed-use buildings. This zoning prohibits automobile-oriented uses to foster and promote compact, mixed-use, pedestrian-oriented development that provides for access primarily by foot, cycle, and transit.

Table 1 below describes a list of permitted residential and non-residential uses in the Traditional Mainstreet zone.

Table 1: Permitted Uses in the Traditional Mainstreet zone

Permitted Uses
<p>Residential Uses apartment dwelling, low rise and mid-rise, bed and breakfast, dwelling units, group home, home-based business, home-based day care, retirement home, rooming house</p> <p>Non-Residential Uses permitted on the site include, but are not limited to: animal hospital, artist studio, bank, catering establishment, cinema, community centre, convenience store, day care instructional facility, library, medical facility, office, parking garage, payday loan establishment, personal service business, place of worship, post office, restaurant, retail store, retail food store, service and repair shop, theatre.</p>

Table 2 provides a summary of the Traditional Mainstreet zone provisions as detailed in Zoning By-law 2008-250 and how the proposed development complies with the provisions.

Table 2: Zoning Provisions, Requirements, and Compliance for the Traditional Mainstreet Zone

Provision	Required	Proposed	Compliance
Minimum Lot Width	No minimum	15.97 metres	Yes
Minimum Lot Area	No minimum	467.2m ²	Yes
Front Yard Setback	Minimum: No minimum Maximum: 3.0 metres	0 metres	Yes
Interior Side Yard Setback	Minimum: No minimum Maximum: 3.0 metres for a mixed-use building abutting another non-residential or mixed-use building	0 metres	Yes
Corner Side Yard Setback	Minimum: 3.0 metres	2.25 metres +	No
Minimum Rear Yard Setback	No Minimum	0 metres	Yes
Building Height	Minimum: 6.7 metres for a distance of 20 metres from the front lot line Maximum: 20 metres, but not more than 6 storeys	Existing Building 4.3m building height to a depth of 4.8 metres, then 7.2 metre building height to a depth of 15.4 metres Proposed Addition 9.5 metre building height	No Yes
Permitted Projections into Required Yards	Open stairways, stoop, landing, steps and ramps: Where at the floor level of the first floor and in the case of the front yard or	Stairways of the proposed development are located >0.6m from the corner lot line	Yes

	corner side yard, stairs may be located no closer than 0.6m to a lot line		
Traditional Mainstreet Uses and Active Frontages	Where in a mixed use building and located on the ground floor abutting a street having direct pedestrian access to that street, residential, office uses must not be located within a depth of six metres of the front wall of the main building abutting the street	An office use currently exists within 6.0 metres of the front yard at the ground level and may continue as a permitted use.	No
	The façade facing the main street must include at least one active entrance serving each use occupying the ground floor	The facade facing the main street includes one active entrance servicing each use occupying the ground floor	Yes
	For non-residential uses, a minimum of 50% of the ground floor façade facing the main street must comprise transparent windows and active entrances	58% of the ground floor façade will be comprised of transparent windows and active entrances	Yes
Amenity Area	Not required	40m ² of amenity area is provided via private balconies	Yes

Table 3 describes vehicle and bicycle parking requirements, and how the proposed development complies with these provisions.

Table 3: Vehicle and Bicycle Parking Requirements and Compliance

Provision	Required	Provided	Compliance
Required Vehicle Parking (Area Y)	No parking is required for the residential portion if the building is 4-storeys or less	0 spaces	Yes
Visitor Parking	0.1 spaces / dwelling unit, less the first 12 units	0 spaces	Yes
Non-Residential	<p>where a non-residential use is located partly or entirely on the ground floor or in the basement:</p> <ul style="list-style-type: none"> / in the case of a restaurant with a gross floor area of 350 square metres or less, no off-street motor vehicle parking is required / in the case of any other non-residential use with a gross floor area of 500 square 	A total of 327 square metres of at-grade commercial space is proposed, and is anticipated to contain a restaurant or retail store, therefore no off-street motor vehicle parking is provided	Yes

	metres or less , no off-street motor vehicle parking required		
Bicycle Parking	<p>Residential Addition: 0.5 spaces / dwelling unit 2 units = 1 space required</p> <p>Commercial 1 space / 250m² of commercial area (office, retail, restaurant) Proposed: 137m² = 1 space required</p>	<p>Residential Existing Units: N/A 2 spaces provided</p> <p>Commercial Existing Units: N/A Addition: 1 space provided</p>	Yes

5.0 Proposed Amendments

5.1 Zoning By-law Amendment

The Zoning By-law Amendment application would seek to amend the following provisions of the Zoning By-law:

- / **Minimum Building Height:** The Traditional Mainstreet zone requires that a minimum building height of 6.7 metres be provided for a distance of 20 metres from the front lot line. As the proposed development seeks to maintain the existing building on site, relief from this provision is required. The existing building provides a height of 4.3 metres for a distance of 4.8 metres from the front lot line, then a 7.2 metre building height for the remainder of the existing building. The proposed addition provides a building height of 9.5 metres.
- / **Corner Side Yard Setback:** The Traditional Mainstreet zone requires a minimum corner side yard setback of 3.0 metres, where the proposed development provides a minimum setback of 2.25 metres. Relief is required for both the existing building and proposed addition, where a minimum 2.25 metre corner side yard setback is provided to maintain the existing structure and provide a consistent streetwall along Huron Avenue North.
- / **Traditional Mainstreet Office Use:** The Traditional Mainstreet zone restricts office uses from being located within a depth of six metres of the front wall of the main building abutting the street. Relief from this provision is requested to permit an office use within these commercial units. It should be noted that an office use currently exists within the existing building. Further, new Official Plan policies are supportive of providing employment uses, including offices, which are compatible with and can mix with residential uses along Corridors and in proximity to rapid transit stations.

6.0 Supporting Studies

The following reports and studies have been prepared in support of the Zoning By-law Amendment and Site Plan Control applications, summarized as follows.

6.1 Geotechnical Report

A Geotechnical Report was prepared for the subject site by Paterson Group Inc., dated January 17, 2022. The purpose of the Geotechnical Report is to determine the subsoil and groundwater conditions at this site by means of test holes, and provide geotechnical recommendations pertaining to the design of the proposed development, including construction considerations which may affect the design. The report confirms that the subject site is considered suitable for the proposed development, and provides recommendations related to site grading and preparation, foundation design, crawl space and basement slab / wall design, and pavement design. The report further includes design and construction precautions related to foundation drainage and backfill, protection against frost action, excavation, pipe bedding and backfill, and groundwater control.

6.2 Noise Impact Study

A Noise Impact Study was prepared for the subject site by Thornton Tomasetti, dated March 23, 2022. The objective of the study is to determine if the proposed development meets the noise guidelines of the City of Ottawa and the Ontario Ministry of the Environment, Conservation and Parks (MECP). The study assesses noise impacts from nearby transportation and stationary sources on the subject site and provides recommendations for mitigation related to existing and predicted sound levels. The study concludes that, with the inclusion of the recommended noise control measures, the noise impact of the transportation noise sources is expected to meet the MECP noise guideline limits and the requirements of the City of Ottawa.

6.3 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared for the subject site by Paterson Group Inc., dated March 28, 2022. The purpose of the Phase I ESA is to research the past and current use of the subject site and study area and to identify any environmental concerns with the potential to have impacted the site. Historic research determined that the subject site was first developed with a two-storey residential building, constructed prior to 1928. A northern ground floor addition was added on the building in the 1960s and used for commercial and retail purposes. Within the study area, a retail fuel outlet across Wellington Street West from the subject site and former dry-cleaners in the immediate area were identified as off-site potentially contaminating activities (PCAs), therefore a subsurface investigation was conducted. Based on the results of this testing, the former use of the neighbouring properties is not considered to represent areas of potential environmental concern (APECs) on the subject site. Further, no PCAs were identified with the current use of the subject site and surrounding lands. The assessment concludes that a Phase II ESA is not required for the subject site.

6.4 Stormwater Management and Servicing Report

A Stormwater Management and Servicing Report was prepared for the subject site by LRL Engineering, dated March 16, 2022. The report provides a detailed analysis of water services, sanitary services, and stormwater management to accommodate the proposed development of the subject site. The report provides a rationale and details for the servicing requirements for the subject site. The proposed development will be serviced by one new 100mm diameter water service connection, to be connected to the existing 200mm diameter watermain within Huron Avenue. The report further indicates that sufficient pressure is available to service the proposed development. The proposed development will be serviced by a 150mm sanitary service lateral which will connect to an existing 200mm diameter sanitary sewer on Huron Avenue. Finally, stormwater quality controls are not required for the proposed development, with stormwater quantity control objectives met through on site stormwater ponding on the roof of the proposed building addition, and control provided via flow control roof drains.

7.0 Conclusion

It is our professional opinion that the proposed applications to permit development of the subject site constitute good planning and are in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) and achieves its vision through efficient development and land use patterns, and the accommodation of an appropriate range and mix of residential types to meet long-term needs of the municipality. The redevelopment of the subject site advances the provincial goals of healthy, liveable and safe communities that efficiently utilizes existing infrastructure, and supports multi-modal transportation use, including active transportation.
- / The proposed development conforms to the policy directions for the Traditional Mainstreet designation in the Official Plan. By maintaining existing and introducing a new mix of uses, the proposed development will promote the increase housing options and types in support of the City's intensification objectives. The proposed development has been designed in a manner which defines the street edges along both Wellington Street West and Huron Avenue North with active uses, enhancing the public realm and pedestrian environment.
- / The proposed development is designed in a manner which is consistent with the design and compatibility policy direction of Section 2.5.1 and 4.11 of the Official Plan and provides building types which are consistent and complementary to the surrounding area and land uses. The proposed development is considerate of its existing and planned context through its proposed land uses, building heights, and family oriented unit types.
- / The proposed development conforms to the policies of the Wellington Street West Secondary Plan. The proposed addition has been designed to ensure the full retention of the existing building on site and integrate into the existing fabric of the street. Architectural elements have been selected to complement the mainstreet and surrounding established context. The proposed development ensures adequate sidewalk space and an improved public realm along Wellington Street West and Huron Avenue North.
- / The proposed development conforms to the policy direction within the new City of Ottawa Official Plan by intensifying the underutilized portion of a site along a Mainstreet Corridor within the Inner Urban Transect. The proposed development provides a compatible mix of uses within a built form consistent with its existing and planned context. The proposed development has been designed in a manner which ensures appropriate transitions to nearby properties through a high quality site design and other architectural elements.
- / The proposed development applies many of the Urban Design Guidelines for Development along Traditional Mainstreets and Transit-Oriented Development Design Guidelines. The proposed development maintains the continual streetwall and cohesive streetscape along Wellington Street West and ensures a built form and site design which enhances a site with 600 metres of rapid transit. Commercial uses and active entrances are oriented towards the public realm while architectural elements of the proposed addition have been selected to enhance the streetscape along Huron Avenue North.
- / The proposed development meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250, and the requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development is supported by technical studies, plans, and reports submitted as part of this application.

Sincerely,



Nathan Petryshyn, M.PI
Planner



Matt McElligott, MCIP RPP
Principal, Planning & Policy