



**91 - 93 HOLLAND AVENUE**  
Planning Rationale

June 10, 2024

Prepared for:  
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Project Number:  
160401927

<b>Revision</b>	<b>Description</b>	<b>Author</b>	<b>Date</b>	<b>Quality Check</b>	<b>Date</b>	<b>Independent Review</b>	<b>Date</b>
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**91 - 93 Holland Avenue**

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# 1 Overview

This planning rationale has been prepared in support of a Site Plan Control application on behalf of Nicholson Gluckstein Lawyers (owner) for a proposed redevelopment of the properties described municipally as 91 and 93 Holland Avenue (the site).

The proposed development consists of a mixed-use 9-storey building and exterior landscaping elements (Figure 1). The majority of the proposed building will be for residential use, with the ground floor to provide a single commercial tenancy, with the intent for it to accommodate one of the site's existing restaurant operations. Limited parking for the development will be provided below-grade, with direct garage access to Holland Avenue.



**Figure 1: Proposed mixed-use 9-storey building on Holland Avenue (rendering prepared by Chmiel Architects Inc.)**



The intended full build-out of the site is summarized below:

- Building Height 27.2 m (9 storeys plus mechanical penthouse/rooftop access)
- Land Use(s) Mixed Use (residential and one ground-floor commercial unit)
- Residential Units 50 dwelling units (rental units of varying size)
- Residential GFA 3,032 m<sup>2</sup>
- Non-residential GFA 96.23 m<sup>2</sup>
- Vehicle Parking 4 visitor stalls
- Bicycle Parking 28 stalls

It is our professional opinion that the proposed development represents good land use planning that is in the public interest, is consistent with the policies of the Provincial Policy Statement 2020 and is in conformity and compliance with the general intent and purpose of the City of Ottawa's Official Plan and Zoning By-law. The proposal will require a zoning relief from at least two design related performance standards, and that the applicant intends to address this through the minor variance process once the plans are no longer expected to change through the site plan control process.

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

## **2 Contextual Analysis**

### **2.1 Surrounding Context**

The site is located within Ward 15 – Kitchissippi, which is within the City's Urban Policy Area. More specifically, the site is located in the Hintonburg neighbourhood of the City and is situated approximately 70 metres north of the intersection of Holland Avenue and Wellington Street West.

The segment of Holland Avenue where the site is located has a distinct character that extends between Wellington Street West and Scott Street. This character consists of a mix of land uses and built-form and is reflective of the function and overarching mainstreet and mixed-use centre Official Plan policies and zoning regulations that apply to the corridor. The below description and figures provide additional detail on the immediate and surrounding context:

**North** Along the east side of Holland Avenue are a number of low-rise commercial uses extending to the end of the block bound by Armstrong Street. The two subsequent blocks consist of a mix of low to mid-rise apartment buildings and non-residential uses, followed by Scott Street, Tunney's Pasture Transit Station, and the Tunney's Pasture government employment campus.

Along the west side of Holland Avenue is low-rise housing of mixed architectural character that extends northward to Scott Street. The housing along this side of Holland



## 91 - 93 Holland Avenue 2 Contextual Analysis

Avenue is varied, with a mix of singles and multi-unit typologies

**East** East of the site is 96, 92 and 88, and 84-86 Hinton Avenue North, abutting properties that are being redeveloped with a 6-storey mixed-use building to consist of 134 dwelling units, ground-floor commercial space, and 13 surface parking spaces.

**South** South of the site is an 8-storey bar-shaped apartment building followed by a 12-storey mixed-use building at the corner of Holland Avenue and Wellington Street West, which contains the Irving Greenberg Theatre Centre within the podium.

**West** West of the site is Holland Avenue, a four lane Major Collector with a protected right-of-way (ROW) of 26 metres. The existing ROW consists primarily of roadway, with limited public realm space and a pattern of small front yard setbacks on abutting private properties. To the west of Holland Avenue is low-rise housing of mixed typologies.

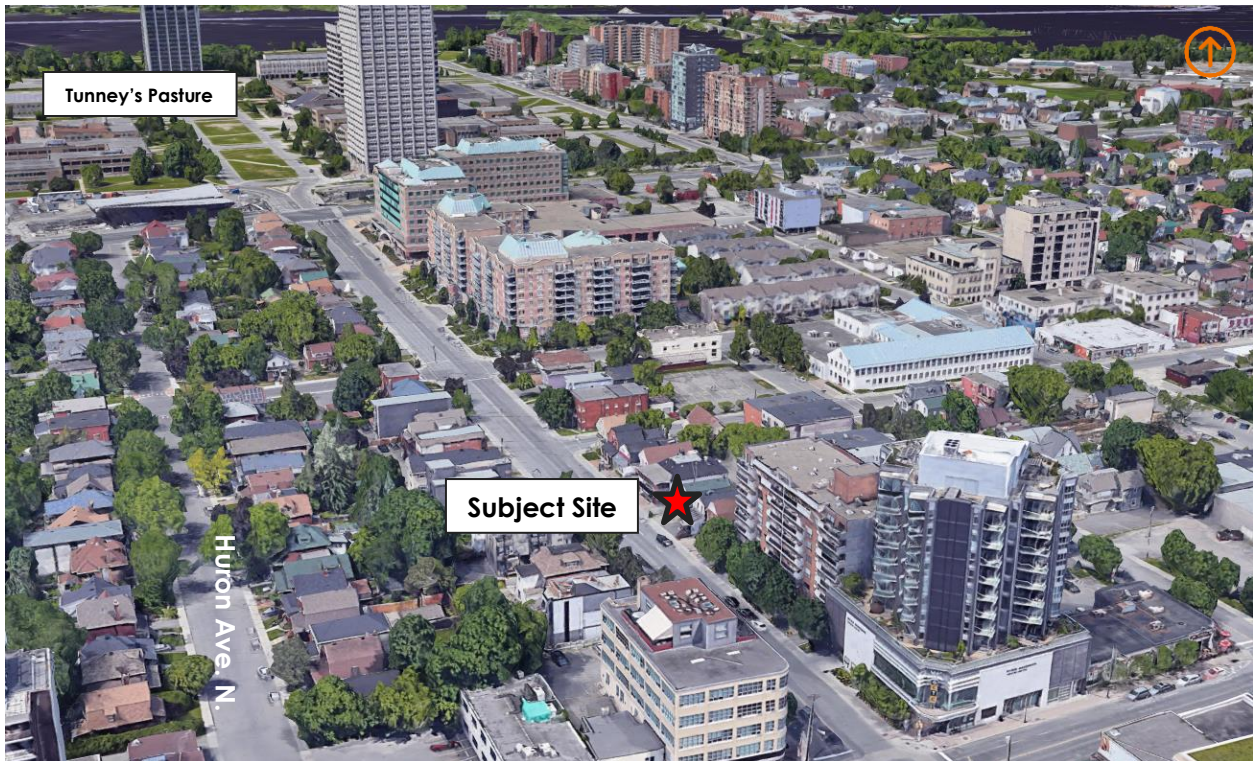


Figure 2: Surrounding Context



## 2.2 Site Context

The site is made up of two rectangular-shaped properties with frontage along the east side of Holland Avenue. The site contains two restaurant buildings and a driveway along the south property line which leads to rear yard surface parking. The site consists of the following details:

<b>Area</b>	± 724.77 m <sup>2</sup> (0.072 ha / 0.179 ac)
<b>Frontage</b>	22.86 m on Holland Avenue (Major Collector subject to a Protected ROW of 26 m)
<b>Legal Des.</b>	Lot 1539 and Part of Lot 1537, Registered Plan 157, City of Ottawa PINs 04035 – 0013 & 04035 – 0012
<b>Encumbrance</b>	Part 2, Plan 4R-30448 subject to Right of Way as in INST. N616387

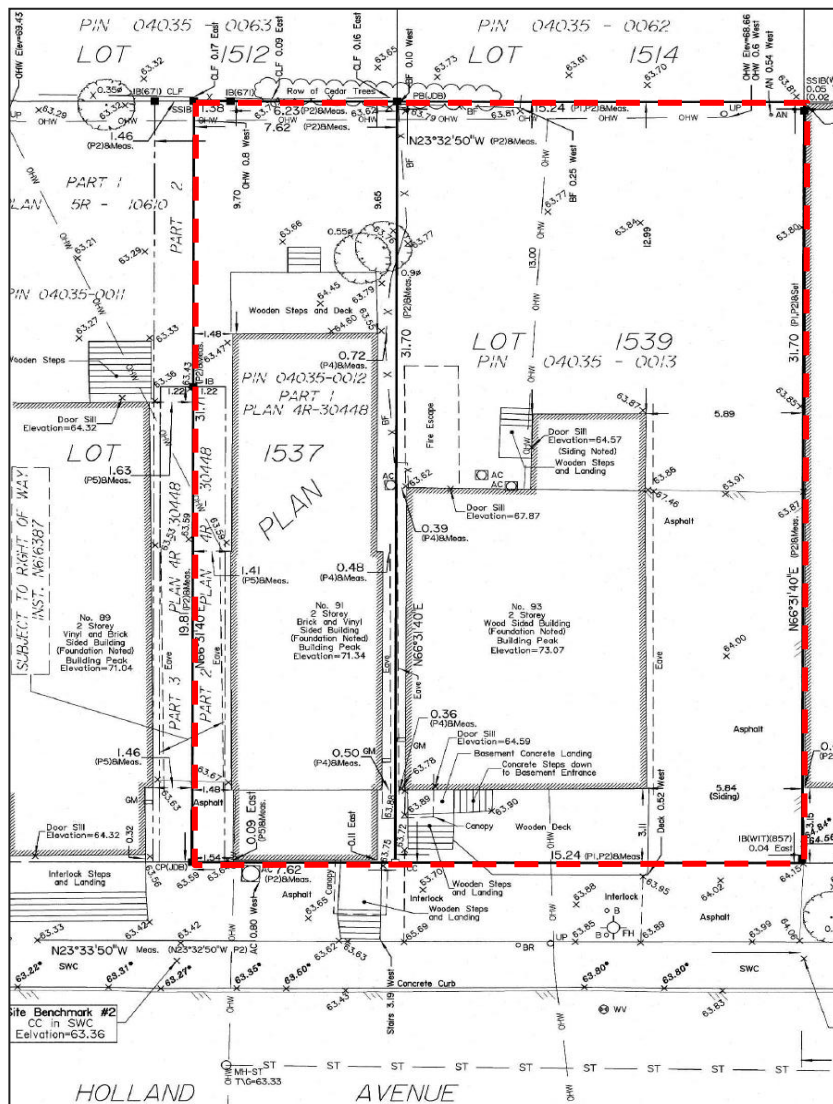


Figure 3: Draft Plan



**91 - 93 Holland Avenue  
2 Contextual Analysis**



**Figure 4: Aerial view of the site showing the property parcels (GeoOttawa)**



**Figure 5: Existing buildings on the site**



### 3 Proposed Development

The proposal is for a mixed-use development consisting of a single mid-rise building of nine storeys, with a single below-grade level for parking (vehicular and bicycle), waste storage, building storage, locker space, and mechanical and electrical utilities. The segmented design of the building breaks up the expression of its volume, while its height provides an appropriate downward transition from the eight-storey bar building to the immediate south.

The majority of the building will be for residential use, with the ground floor to provide a single commercial tenancy intended to accommodate one of the site's existing restaurant operations. Limited parking for the site will be provided in the below-grade level, which will be accessed directly from Holland Avenue by means of a ramp to the parking garage below.

The front yard will consist of three main functions, being the driveway access to the below-grade level, the principal pedestrian access to the building, and an outdoor patio space for the proposed commercial tenancy. The latter two functions will be animated with a mix of hard and soft landscaping to provide an appropriate interface with the public realm. It is anticipated that a road widening will be taken along the site's frontage, and that the proposed patio space will require permission and an agreement to encroach into the ROW. The intended full build-out of the site is summarized below.

The following figures provide additional context to the proposal and demonstrate how it will work and fit on the site and within the context of the streetscape.

Building Height	27.2 m (9 storeys plus mechanical penthouse/rooftop access)
Land Use(s)	Mixed Use (residential and one ground-floor commercial unit)
Residential Units	50 dwelling units (mix of 1- and 2-bedroom layouts)
Residential GFA	3,032 m <sup>2</sup>
Non-residential GFA	96.23 m <sup>2</sup>
Vehicle Parking	4 visitor stalls (2 reserved as visitor stalls, as required by zoning)
Bicycle Parking	28 stalls



**91 - 93 Holland Avenue  
3 Proposed Development**

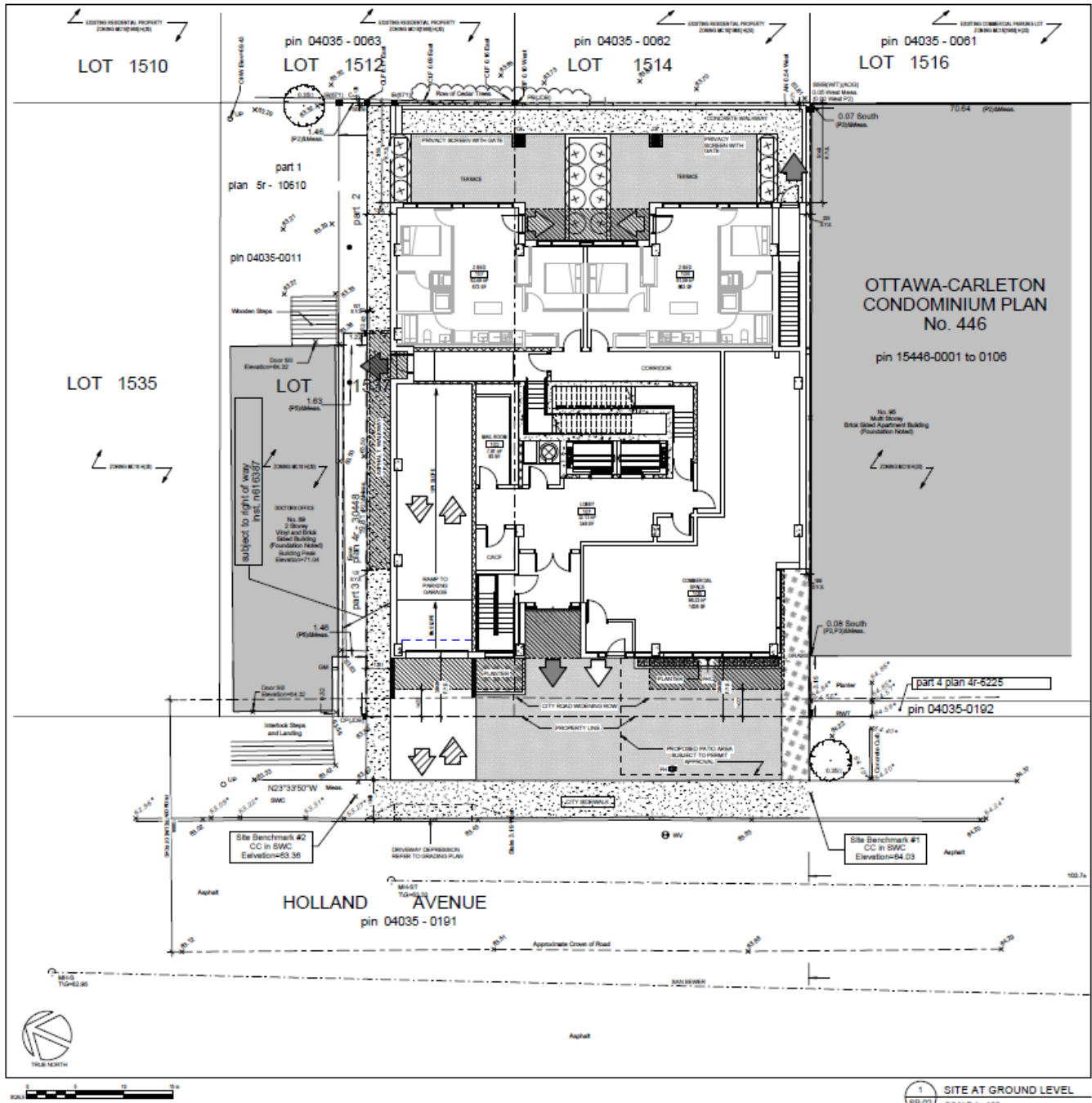


Figure 6: Site Plan prepared by Chmiel Architects Inc.



**91 - 93 Holland Avenue  
3 Proposed Development**



**Figure 7: Rendering showing the proposed development prepared by Chmiel Architects Inc.**



**Figure 8: Rendering of the proposed showing the ground floor commercial space- by Chmiel Architects**





**Figure 9: Rendering of the proposed new development as seen fronting onto Holland Avenue prepared by Chmiel Architects Inc.**

## **4 Policy Review and Justification**

The following section consists of a policy review and corresponding rationale in support of the proposed development. The review covers the Provincial Policy Statement 2020, Provincial Planning Statement 2024, the City of Ottawa Official Plan, Zoning By-law 2008-250, and applicable urban design guidelines. The policy review also has consideration for the draft Provincial Planning Statement 2023.



## 4.1 Provincial Policy Statement 2020

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

The below review demonstrates that the proposed development is consistent with the applicable policies of the PPS:

### Building Strong Healthy Communities

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

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

**Section 1.1.3.3** of the PPS states that Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated [...].

**Section 1.1.3.6** of the PPS states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities.

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

**Section 1.4.3** of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and, promoting densities for new housing which efficiently use land,



**91 - 93 Holland Avenue**  
**4 Policy Review and Justification**

resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

**Section 1.5.1** of the PPS states that healthy, active communities should be promoted by: planning public spaces to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity.

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

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

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

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

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

- Encourage healthy and efficient modes of transportation, as well as a reduction in personal vehicle trips by providing the minimum amount of required vehicle parking and bicycle parking. This objective is further supported through the site's proximity to an abundance of complementary uses and infrastructure (i.e., along a transit and cycling route; approximately 400 metres from Tunney's Pasture Transit Station and government employment campus; less than 100 metres from Wellington Street West, a significant east-west traditional mainstreet consisting of various uses/services).
- Support the viability of surrounding uses by expanding and diversifying the local consumer base with the provision of high-density housing with a range in unit sizes.
- Contribute to the supply of rental apartments to address the City's housing shortage.
- Support the City's substantial investment in rapid transit by proposing high-density mixed use in proximity to an LRT station.
- Provide an appropriate and desirable renewal of serviceable land within an area identified for mixed-use intensification.



### **Wise Use and Management of Resources**

Section 2.0 of the PPS states that Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral, and cultural heritage, and archaeological resources for their economic, environmental, and social benefits.

The subject site is not anticipated to contain any of the above noted resources, as it has been fully developed and redeveloped since at least 1928 as shown in City of Ottawa aerial imagery. The site has limited vegetation (i.e., two rear yard trees) and consists of building and hard surfaces.

### **Protecting Public Health and Safety**

Section 3.0 of the PPS states that development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

In accordance with supporting plans and studies, the proposal is not anticipated to result in any unacceptable risk to public health and safety as long as technical recommendations are followed by the applicant. The required submissions include a site servicing and stormwater management report which reviews potential storm events. The report findings will be reviewed and further discussed, if necessary, through consultation with City of Ottawa and Rideau Valley Conservation Authority. A Phase II ESA was also completed for the site and recommended that soil remediation be carried out to support the required Record of Site Condition (RSC).

The proposal will introduce a desirable high-density mixed-use development to the site, which among other benefits, will contribute to housing stability, economic vitality, and the efficient use of land and support of public infrastructure. For these reasons, and the ones noted in the above review, the proposal is consistent with the policies of the PPS 2020.

## **4.2 Provincial Planning Statement (April 2024 Draft)**

In April 2023, the Province of Ontario released the draft provincial planning policy instrument intended to replace the current Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended). Named the Provincial Planning Statement, the proposed instrument will combine elements of both documents.

A review of the draft was performed on publicly available materials posted to the province's Environmental Registry website (#019-6813) at the time of the issuance of this planning rationale.

Section 2.1 Planning for People and Homes and Section 2.2 Housing provide policy direction for accommodating an appropriate range and mix of housing options and densities to support residential development. Further, Section 2.2 supports utilizing underutilized sites for residential use and development and introducing new housing options which result in a net increase on residential units.



The proposal aligns with the policies of the new draft supporting intensification, increasing density and efficient use of land.

### **4.3 Official Plan**

The City of Ottawa's Official Plan was adopted by Council in November 2021 and approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. The Official Plan (OP) provides a vision for the future growth of the city and direction in its physical development to the year 2046. The proposal achieves the OP's overarching goals to accommodate more growth through redevelopment, facilitate 15-minute neighbourhoods, encourage public transportation use, and support development that is economically, socially, and environmentally sustainable.

The subject site is designated Hub within the Inner Urban Transect and is affected by the Evolving Overlay.

#### **Growth Management Framework**

The City's growth management framework directs 47% of all projected growth until 2046 to the existing urban area that is built-up or developed. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors where the majority of services and amenities are located.

Table 1 of the Official Plan projects Ottawa will have 346,000 additional residents by 2046 (over 2021 population); were the City successful in directing 47% of new residents to existing urban areas through intensification, housing for 162,620 people would be required.

Policy 3.2 states that 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."

Section 3 of the Official Plan provides clear direction that Hubs, Corridors, and adjacent Neighbourhoods are intended to accommodate the vast majority of the 162,620 new residents directed to the City's existing urban area. Focusing development in these areas will provide the City with an exceptional opportunity to support public transit and public facility investments, support and expand 15-minute neighbourhoods, and create healthy and energy efficient communities.

The proposed development will provide new housing within a 15-minute neighbourhood and a short walk from the Tunney's Pasture light rail transit station. The building massing, design, and materiality continue to advance the sophistication of urban design in the area.

Section 4 of the Official Plan provides policy direction that encompasses all areas of the City.

#### **Mobility**

Section 4.1.4 – Support the shift towards sustainable modes of transportation states:



1. *Transportation Demand Management strategies shall be used to provide positive incentives and remove barriers to sustainable transportation, in accordance with the Transportation Impact Assessment Guidelines as well as the Transportation Demand Management measures identified in the TMP.*
2. *The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:*
  - a) *Hubs and Corridors;*
  - b) *Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations;*
  - c) *Within a 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route.*

## **Housing**

Section 4.2 of the Official Plan provides policy direction on Housing supporting “a diversity of housing options for both private ownership and rental.”

Section 4.2.1 supports flexible and adequate supply and diversity of housing options throughout the city.

1. *A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:*
  - a) *Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology*
  - b) *Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability.*

The proposed development includes rental dwellings ranging from 1-to 2-bedroom units. The proposed development contributes to the intensification of the site and neighbourhood and increasing the housing stock. Proximity to the existing Tunney Pasture transit network will influence residents choice of transportation promoting a sustainable lifestyle.

## **Urban Design**

Section 4.6 of the Official Plan provides policy support in encouraging healthy 15-minute neighbourhoods, growing tree canopy, and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible to people from a range of backgrounds.



Section 4.6.5 - *Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes states:*

- 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.*
- 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 building height and orientation is consistent with the direction of the Hub designation within the Inner Urban Transect.

Section 4.6.6 – 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 states:

- 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; 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.*
- 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 By-law or by other means in accordance with Council-approved Plans and design guidelines.*
- 7. Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:*
  - a) Frame the street block and provide mid-block connections to break up large blocks;*
  - b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;*
  - c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and*



*d) Provide sufficient setbacks and step backs to:*

- i. Provide landscaping and adequate space for tree planting;*
- ii. Avoid a street canyon effect; and*
- iii. Minimize microclimate impacts on the public realm and private amenity areas.*

The proposed building height and orientation are consistent with the overall policies of the Official Plan. The proposed building massing in combination with the surrounding development will provide an optimum transition from the site to the low-rise neighbouring properties located to the north and west. Moreover, a new residential 6-storey development is currently under construction to the rear of the site with access from Hinton Avenue North which includes units ranging from bachelor to 1-bedroom units.

### **Inner Urban Transect**

Section 5.2 of the Official Plan provides policies related to the Inner Urban Transect. The Inner Urban Transect generally comprises of neighbourhoods within the urban boundary located inside the Greenbelt.

Section 5.2.- Enhance or establish an urban pattern of built form, site design and mix of uses states:

*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.*

*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 noted in Policy a).*



5. *The Inner Urban area is planned for mid- to high-density, urban development forms where either no on site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches.*

## **Evolving Overlay**

Section 5.6. of the OP states that the Evolving Overlay applies to areas that create the opportunity to achieve an urban form in terms of use, density, built form and site design. The Overlay is intended to provide opportunities for the City to reach its intensification goals by facilitating gradual change character based on proximity to Hubs and Corridors, allowing for new building forms and typologies, and supporting an evolution towards more urban built form that achieves transportation mode share goals.

The proposed development advances the built form in the neighbourhood and enhances the public realm along Holland Avenue to become more attractive and density-supportive thereby making efficient use of the land.

## **Hubs**

Section 6.1 of the Official Plan provides policies related to Hubs. Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The OP directs hubs to have a large concentration of a diversity of functions, higher density of development, greater degree of mixed uses and higher level of public transit connectivity than the areas abutting and surrounding the Hub.

Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the Provincial Policy Statement.

The purpose of Hubs is set under policy 6.1.1:

- a. *Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;*
- b. *Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;*
- c. *Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and*
- d. *Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).*



## 91 - 93 Holland Avenue

### 4 Policy Review and Justification

As is relevant to this Site Plan Control Application, development in Hubs is guided by policy 6.1.1.3:

- a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;*
- e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;*
- f) Shall establish buildings that:
  - i. Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design*
  - ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm;**

Section 6.1.2 set out the direction for Protected Major Transit Station Areas (PMTSAs).

*3. Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2) above.*

*4) The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:*

*a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent; and*

*b) Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 per cent.*

The increased height and density of the proposed development is supported by the evolving character of the environment which will allow increased housing options and commercial needs without the need for private vehicles. The proposed development is an efficient use of land by intensifying the site in proximity to an existing transit station and surrounding amenities.

The proposed massing and built form is modern, enhances the quality and functionality of the site, and complements the surrounding environment.

### **Corridors – Minor**

Section 6.2 of the Official Plan provides polices related to Corridors. The 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.



*Section 6.2.1- Define the Corridors and set the stage for their function and change over the life of this plan, states:*

*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 stepbacks 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;*

*Further, Section 6.2.2 - Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development, states*

*2) In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may: a) Include residential-only and commercial-only buildings; b) Include buildings with an internal mix of uses, but which remain predominantly residential; c) Include limited commercial uses which are meant to mainly serve local markets; or d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.*

The proposed development is predominantly residential providing a mix of unit dwellings with a single commercial tenancy and generally follows the intent of the policies of Corridors as stated in the OP. The main access to the proposed development faces the Holland Avenue and is designed to provide an appealing appearance from the street and will contribute to improving the overall public realm.

It is our professional opinion that the development proposal is in general conformance with the new Official Plan and the development is consistent with the policies, objectives, and goals as outlined through the various policies that support the development.

## **4.4 Wellington Street West Secondary Plan**

The Wellington Street West Secondary Plan is a guide to the long-term planning, design, and development of both the Wellington mainstreet corridor in general and provides further policy context including direction on issues regarding: land use, built form, sidewalks, urban plazas and landscaped areas protected through right of way widening or pedestrian easements and heritage.

This secondary 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.

### **Hub**

Schedule A of the secondary plan designates the site, Hub.

*Per policy 16 Land Use states that the ground floor area of commercial uses proposed by new infill development shall be comparable to nearby mainstreet areas to support small-scale commercial operations and to discourage large format retail uses.*



The proposed development includes a single commercial tenancy on the ground floor with access from Holland Avenue and would conform to the policy direction of the Secondary Plan.

## **4.5 Wellington West Community Design Plan**

The Community Design Plan, or CDP was adopted by Council in 2011 and guides and implements the development of land with the aim to satisfy both community aspirations and the relevant strategic growth management policies of the Official Plan.

The subject site is located within the Parkdale Park Area which includes key destinations such as the Parkdale Park, Parkdale Market, art galleries, variety of mainstreet business, residential apartments, and transit stops. The Plan identifies the Holland-Wellington intersection as one that provides some more efficient uses and establishes a more attractive character, including local landmarks, the GCTC and World of Maps.

The proposed development although not located at the intersection of Holland-Wellington, it presents a formative development opportunity to become a diverse built community. The presence of well-connected sidewalks, several mixed-uses, transit availability within an established neighbourhood will benefit the proposal as well as contribute to changing the dynamic and increasing the density.

## **4.6 City of Ottawa Urban Design Guidelines**

The purpose of the City's Urban Design Guidelines is to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development within specified areas throughout the City. Where these guidelines apply, their objectives will not necessarily be relevant in all cases or in their entirety. Compliance with the guidelines is not a statutory requirement, as in the case of policies of the Official Plan or regulations of the zoning by-law, but instead, is encouraged to promote quality design and consistency throughout the City. The proposal is subject to the Transit-Oriented Development Guidelines, with a review of the relevant guidelines provided below.

### **4.6.1 TRANSIT-ORIENTED DEVELOPMENT GUIDELINES**

The Transit-Oriented Development Guidelines was completed in 2007 with the purpose of providing guidance to assess, promote, and achieve appropriate Transit-oriented development within the City of Ottawa. These guidelines are to be applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station, which includes the subject site, as it is located an approximately 400 metre walking distance from Tunney's Pasture Station.

The Transit-Oriented Development guidelines cater mostly to development within nodes surrounding transit stations, where the built environment and vision of redevelopment typically looks to achieve higher densities and more compact built form. Although the site is within a Mixed-Use Centre and is in proximity to a rapid transit station, the level of intended intensification for the site, as directed by zoning and Official Plan policies, is for mid-rise redevelopment up to 9 storeys in building height. The applicable guidelines, and how the proposal has consideration for them, is detailed below.



- Guidelines 1-3** the proposed mix of uses is transit supportive (mid-rise apartment and a ground-floor non-residential tenancy).
- Guidelines 7, 10 & 16** the proposed building location addresses the street to better animate the public realm and to minimize walking distance to Tunney's Pasture Station and the surrounding cycling and pedestrian network.
- Guideline 8 & 28** the proposed density and mix of land uses (ground floor non-residential) is appropriate for the location of the site and applicable Official Plan policies.
- Guideline 9** the proposed mid-rise building provides a transition in scale in relation to the existing development to its south (mid and high-rise), east (mid-rise), and north (low-rise).
- Guideline 11, 14 & 15** the building design provides segmented articulations along the front façade to achieve the effect of a human-scaled building base while maintaining strong visual interest complemented by its materiality and ample ground-floor glazing.
- Guideline 17 & 18** contrasting materials are proposed for pedestrian and vehicle accesses to the site to delineate functions and enhance safety. Grades have been designed to permit barrier-free access to and from the site.
- Guidelines 29** a ground-level commercial use is proposed and intended to accommodate one of the site's two existing restaurant operations.
- Guideline 31, 32 & 39** minimal underground parking is proposed (4 stalls), while the number of provided bicycle parking spaces exceeds the minimum requirement.
- Guideline 48** a ROW taking has been anticipated, and the proposed streetscape elements along the site will include a paved public sidewalk with other elements such as landscaping, lighting, etc. to be further coordinated with utilities. It is anticipated that the proposed commercial patio will require permission and an agreement to encroach into the ROW.
- Guidelines 51 & 56** site signage and lighting to be in accordance with applicable standards and by-laws.
- Guideline 52** where possible, ground and rooftop surfaces have been designed to be permeable and light-coloured to help reduce



urban heat.

***Guidelines 54-55***

service and utility areas within the building will be shared between building uses. Utility/service equipment and functions (i.e., waste storage) have been internalized to minimize their visual impact on the street.

The proposed development provides balance between the pedestrian environment, built form (i.e., building mass and height), and land use and site functionality. The proposal will provide an appropriate degree of intensification within a Mixed-Use Centre in proximity to rapid transit and a traditional mainstreet and has been demonstrated to have consideration for a number of applicable transit-oriented development design guidelines.

## **5 Zoning Review**

Under City of Ottawa Zoning By-law 2008-250 the subject site is zoned MC16 H(20) – Mixed-Use Centre Subzone 16, with a maximum height limit of 20 metres. The proposed mixed-use development complies with the general intent and purpose, the land use permissions, and the majority of the performance standards of the MC16 H(20) Zone. Zoning relief from at least two design related performance standards will be required, and the applicant intends to address this through the minor variance process once the plans are no longer expected to change through the site plan control process.

The purpose of the MC Zone is to accommodate a combination of transit-supportive uses in compact and pedestrian-oriented mixed-use buildings. The development standards for this zone are intended to promote intensification to support the City's applicable Official Plan policies and vision for Mixed Use Centres. The following figure and tables detail the site's zoning and how it applies to the proposed development.



**91 - 93 Holland Avenue  
5 Zoning Review**



**Figure 10: Excerpt from the Zoning By-law showing the property**

**Zoning Matrix**

Provisions	Required & Permitted	Proposed	Compliance
Minimum lot area	No minimum	724.7 m <sup>2</sup>	✓
Minimum lot width	No minimum	22.86 m	✓
Minimum ground floor setback from façade facing a public street	2.0 m	3 m	✓
Minimum building step back above the 3rd storey when building height is over 4 storeys from a wall facing the front lot line	2.0 m although total setback is 4.0 m (measured as 2.0 m ground floor setback + 2.0 m from wall facing front lot line)	4 <sup>th</sup> to 6 <sup>th</sup> floor – 3 m 7 <sup>th</sup> to 9 <sup>th</sup> floor – 5 m	✗
Minimum rear yard setback for storeys 1 to 3 of a building	3.0 m	1 <sup>st</sup> to 4 <sup>th</sup> floor – 5.1 m	✓
Minimum rear yard setback for storeys 4 to 8 of a building	7.5 m	5 <sup>th</sup> to 9 <sup>th</sup> floor – 7.1 m	✗
Minimum Interior Side Yard Setback	No minimum	On the south – 0.2 m On the north – 0.1 m	✓
Minimum floor space index	No maximum	NA	✓
Minimum building height	6.7 m	NA	✓
Maximum building height	20 m	27.2 m	✗
Minimum width of landscaped area	No minimum	NA	✓
Section 110 (Landscaping Provisions for Parking Lots)	NA	NA	✓



**91 - 93 Holland Avenue**  
**6 Required Zoning Relief**

Provisions	Required & Permitted	Proposed	Compliance
Maximum gross floor area per unit of office use on the ground floor only, no maximum on any other floor	200 m <sup>2</sup>		✓

**Parking Matrix: Minimum Parking Rates for Area Z as identified on Schedule 1A**

Parking Type	Required	Provided	Compliance
Regular	0	0	✓
Visitor - 0.1 spaces per unit after the first twelve units	2	4	✓
Bicycle – 0.5 m spaces per unit	25	28	✓
Loading	Not applicable		✓

**Amenity Matrix**

Amenity Area	Required Total Amenity Area	Required Communal Amenity Area	Provided Total Amenity Area	Provided Communal Amenity Area
	6 m <sup>2</sup> per dwelling unit = 300 m <sup>2</sup>	minimum of 50% of the required total amenity area = 150 m <sup>2</sup>	442 m <sup>2</sup>	Communal - 150 m <sup>2</sup> Private – 292 m <sup>2</sup>

**6 Required Zoning Relief**

To permit the proposed development, an amendment to the Zoning By-law is required and summarized as follows:

Existing Provision	Proposed Provision	Comment
Maximum Building Height: 20 m	Maximum Building Height: 27.2 m	Increase maximum building height to accommodate proposed 9-storey proposal.
Minimum Front Yard setback above the 3rd storey when building height is over 4 storeys from a wall facing the front lot line: 2 m	Minimum Front Yard setback 4 <sup>th</sup> floor and above: 3 m	To permit a reduced step back of 0 metres, whereas the By-law requires a minimum step back above the third storey of 2 metres from the wall facing the front lot line.
Minimum rear yard setback for storeys 4 to 8 of a building: 7.5 m	Minimum rear yard setback for storeys 4 to 8 of a building: 7.1 m	To permit reduced rear yard setback of 7 meters, whereas the By-law a requires a minimum rear yard setback of 7.5 metres for storeys 4 to 8 of a building.



The proposed development would comply with all other provisions of the Mixed-Use Centre Zone. The increase in the building height is to accommodate three additional storeys that will increase the density of the site. The proposed development is:

The reduction in the front yard setback is in relation to the third floor of the proposed development from the wall facing the front lot line. The reduction from 3.0 m to 0 m is due to the segmented massing along the front facade which has the effect of achieving a visually appealing architecture while maintaining an appropriately human-scaled base from the street. This architectural approach includes projecting and stepped-back portions of the front wall to achieve the intended effect of a 2 metre stepback above the lower storeys.

The reduction in the rear yard setback for storeys 4 to 8 from 7.5 m to 7.1 m is minimal and will not result in adverse effects to the properties in the rear. Moreover, the rear property is currently under construction to accommodate a 6-storey residential building.

## **7 Conclusion**

The proposed Site Plan Control application is for the purpose of permitting the redevelopment of the properties at 91 and 93 Holland Avenue. The site consists of two older stock restaurant buildings (converted) and rear yard surface parking, with the intent for the redevelopment to accommodate one of the existing restaurants in its ground floor commercial tenancy.

The proposed redevelopment is in the form of a mixed-use mid-rise building that supports provincial and City-wide policies and objectives for well-designed intensification of underutilized land in proximity to rapid transit. As demonstrated by this report and other technical submissions included with the required application, the proposal represents a timely, appropriate, and carefully planned development that will fit well and work well on the site and within the surrounding context.

It is our opinion that the proposal represents good land use planning that is in the public interest, is consistent with the PPS, and is general conformity and compliance with the Official Plan and zoning by-law, save and except the minor zoning relief to be addressed by the applicant through the minor variance process. As such, we recommend the proposal for site plan control approval.

Respectfully submitted,



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