



Design Brief | **SUBMISSION**

**HOLLAND STREET APARTMENTS**

91-93 Holland Ave

Ottawa

2025-12-24

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# SECTION 1

This Design Brief has been prepared in support of a Rezoning By-law Amendment and Site Plan Control Application for the lands known as 91-93 Holland Avenue. Its legal description is as follows:

Lot 1539 and Part of Lot 1537, Registered Plan 157, city of Ottawa.

As illustrated in Figure 1 on Page 8, the subject lands are located on the east side of Holland Avenue, north-south of the intersection at Wellington Street. Holland Avenue is a designated a Minor Corridor within the City's Official Plan.

## .1 PROJECT DESCRIPTION

The purpose of this application is to permit a nine-storey mixed-use building. The ground floor will include retail and residential units, with the main residential entrance and shared amenities fronting Holland Avenue. Storeys 2–9 will contain a mix of studio, one-bedroom, and two-bedroom units. The rooftop features a green roof and outdoor patio. There is one level of underground parking accessed from Holland Avenue which provides parking spaces for visitors and bicycles. There are 4 visitor parking spaces and 30 bicycle spots within the underground level, as well as an additional 10 at the rear. The garbage room is accessed from Holland Avenue via the parking ramp.

The proposal includes a 3.0-metre ground-floor setback from Holland Avenue, a 0.107 - 0.127-meter setback from the north side yard (adjacent to 89 Holland), and a 0.199 - 0.219-meter setback from the south property line (adjacent to the existing apartment building). In the rear yard, a landscaped buffer is incorporated within a 5.15-metre setback for floors 1 - 3, with the setback increasing to 7.1 metres above the third floor to provide additional separation and privacy. At the 8-9th floors, there is an addition setback of 1m. The mechanical penthouse is stepped back another 2m at the rear.

The second and third floors maintain minimal setbacks, less than 0.1 metres from the right-of-way (ROW) and 1.0 metre from the property line front Holland, while the fourth to ninth floors are recessed 2.0 metres from the ROW and 3.0 metres from the property line. These measurements exclude balcony projections. The roof level fronting Holland Avenue is also set back, providing visual relief, while the projecting balconies add articulation and a sense of lightness to the façade.

The architectural design responds sensitively to its context, maintaining the established character of Holland Avenue while introducing a contemporary urban form appropriate for a site along a minor corridor. The stepped massing and varied setbacks contribute to a human-scaled streetscape that aligns with the surrounding community context.

In total the proposed development contains 50 residential apartment units in studio, one bedroom, and two bedroom configurations; one ground floor retail unit; 4.0 vehicle parking stalls for visitors & 40 bicycle parking stalls. In terms of vertical circulation, the building is serviced by two stairwells and two elevators. Stairwells service all floors of the building including the green rooftop patio located at the roof level.

## .2 DESIGN STATEMENT

The Hintonburg community is emerging as a significant re-urbanization area in Ottawa. It serves as the local shopping area and the central meeting place for the diverse group of surrounding neighbourhoods. The principles of the building design acknowledge and embrace the significance of the street as a focus and a place for further intensification. The site sits in close proximity to the heart of an urban village that draws people in by providing for their day-to-day as well as a specialized assortment of products and services in a traditional main street setting.

The site sits within an Inner Urban Transect Hub and as such is to accommodate a combination of uses which include retail uses, service uses such as restaurants and personal service businesses, and high - and medium-density residential uses. The request to achieve a zoning amendment to incorporate a 9-story building responds to the transit oriented site and context.

The proposed development employs a bold and expressive architectural form intended to establish a recognized community

landmark. Its distinctive facades and design features respond to the public street, enlivening the streetscape and reflecting the character of the surrounding community. The architectural typology will support wayfinding and placemaking while encouraging pedestrian interaction and activity. The design also incorporates sustainable initiatives, including a green roof.

By activating an underutilized lot, the development will enhance Holland Avenue as a key entry route to the Wellington/Richmond Road corridor and create a new neighbourhood focal point. The infill project will increase pedestrian activity, support the area's ongoing intensification, and reinforce the positive elements of its "main street" character, refreshing and renewing the community's physical form.

The building features a material palette of metal paneling, masonry and glazing to add character to the main facades. The juxtaposition of colours and materials delineate the major elements of the building and create an engaging façade composition.

The ground floor of the building is a combination of glazing with large format stone masonry that has been setback on the front yard to increase the pedestrian environment and create a sheltered environment for retail use. The retail unit at grade fronting Holland is an ideal location for a small café with an outdoor patio in the summer months. The two-ground floor residential units have been located at the rear with recessed patio areas and raised planters to create a buffer between public and private areas. The second and third floors project over the ground floor and are predominately clad in metal panels with a mixture of glazing, balconies and "frame" like elements. Above the third storey, the upper floors are set back from the main façade and are lighter in terms of material colour palette.

## .3 DESIGN DIRECTIVES - OFFICIAL PLAN POLICY

The subject site is designated an Inner Urban Transect Hub on Schedule B2 of the Official Plan. Within the Urban Transect Hub, the site is subject to the Wellington Street West Secondary Plan (SP), which is a subsidiary plan of Wellington Street West Community Design Plan. This serves to provide strategic planning direction to guide future growth and redevelopment of lands that are along and in close proximity to Wellington Street West. Within the Wellington Street West Secondary Plan, 91-93 Holland, the site is within the Parkdale Park Policy Area, and is classified as a Hub Area.

### Section 2 – Strategic Directions

The proposal conforms to the applicable design and compatibility policies of Section 2 of the Official Plan. This section establishes five key policy directions to position Ottawa as the most liveable mid-sized city in North America:

1. More growth by intensification than by greenfield development.
2. Majority of trips in the city will be made by sustainable transportation.
3. Improve sophistication in urban and community design at all scales
4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
5. Embed economic development into the framework of our planning policies.

The proposal introduces a mixed-use building on an underutilized site within a designated intensification area. Between Wellington Street West and Scott Street, Holland Avenue transitions from low-rise residential uses on the west side to a mix of restaurants, offices, and mid- to high-rise apartments on the east. The proposed nine-storey building appropriately bridges this context, providing a transition in scale from the 12-storey developments near Wellington Street West to mid-rise buildings further north.

The site fronts Holland Avenue, a Minor Corridor and key cycling route, and is located within 600 metres of the Tunney's Pasture LRT Station and near the Wellington Street West commercial district, a community hub that will continue to evolve with transit-oriented redevelopment. The proposal leverages these locational advantages to promote intensification, sustainable mobility, and a vibrant street presence.

Architecturally, the building employs segmented massing, varied materials, and ample glazing to complement the

surrounding character while contributing to a more dynamic streetscape. The front yard integrates hardscaping, plantings, and a potential seasonal patio to animate the ground floor and highlight entrances to the residential and commercial spaces.

Sustainability is embedded through energy-efficient design and the use of existing municipal infrastructure and transit services. The proposal features a rooftop amenity space and green roof, with reflective roofing materials to mitigate heat gain. The owner will explore greywater recycling and specialized glazing as the project advances.

By delivering residential and commercial uses in close proximity to employment and services, the project supports and provides economic vitality, consistent with the Official Plan's direction to integrate growth and economic development within mixed-use, transit-oriented environments.

### Section 3 – Growth Management Framework

The development aligns with the Growth Management Framework, which directs intensification within the Urban Area, prioritizing redevelopment of built-up lands over greenfield expansion. The project supports this framework by introducing a range of residential unit types, optimizing existing infrastructure, and reinforcing transit and active transportation networks. By locating new housing and employment close to rapid transit, the proposal contributes to mode shift away from private vehicles, to encourage low-carbon urban living.

### Section 4 – City-Wide Policies

The proposal conforms to the applicable policies of Section 4 of the Official Plan. This section aims to provide safe and equitable mobility options, promote healthy 15-minute neighborhoods, support sustainable growth and resilience, encourage a shift toward sustainable transportation, enable seamless multi-modal travel, guide the inter-urban movement of people and goods, and protect and invest in rights-of-way. As demonstrated by the architectural submissions and the contents of this report, as elaborated on in Section 2 and 5, the proposal is in general conformity with the policies by contributing to, providing, or maintaining the following:

- Contributing a high-density mixed-use development to lands designated an Inner Urban Transect Hub and intended for such forms of intensification
- Supporting the City's investment in rapid transit by locating housing, employment, and services in proximity to the Tunney's Pasture Transit Station.
- Supporting the City's investment in infrastructure such as piped services and the pedestrian network by diversifying and intensifying the use of an underutilized site.
- Providing storage space, secure bicycle parking, and amenity space for tenants.
- Incentivizing reduced automobile use by providing minimal vehicle parking (four visitor stalls) and close to one (1) bicycle parking stall per unit.
- Providing a ground floor non-residential unit with a size and layout that allows opportunity for tenants and their space to evolve over time to adjust to market changes.
- Introducing a building height and massing that is aligned with the mid-rise vision of the Official Plan and Wellington Street West Secondary Plan for this area, and that is sensitive to the surrounding uses and built form.
- Orienting and articulating the building facade to have the effect of reducing visual mass and cumulative sun shadowing and reducing potential impacts relating to microclimates at the ground level and at amenity rooftop areas.
- Introducing a building form and materiality that will enhance visual interest and positively contribute to the streetscape along Holland Avenue.

### Section 5 - Transects

The Inner Urban Transect encompasses both pre-war neighbourhoods with traditional urban patterns and post-war areas with more suburban form. The main goals for this area are to promote mixed-use development, prioritize active and public transportation, and guide the growth of Hubs, Mainstreet Corridors, and Neighbourhoods within the Inner Urban Transect.

The proposed nine-storey mixed-use building on Holland Avenue, designated a Minor Corridor—directly advances these policies. The ground-floor commercial space activates the street, while the setback fourth storey and segmented façade

provide a human-scaled transition to surrounding low-rise buildings. The project's proximity to Tunney's Pasture Station and bicycle routes supports active transportation and transit-oriented growth.

The building's scale and massing integrate well with adjacent mid- and high-rise developments to the south and lower-density neighbourhoods to the north and west, contributing to a cohesive and context-sensitive streetscape. Overall, the proposal aligns with the Official Plan's vision for the Inner Urban Transect by promoting mixed-use intensification, active transportation, and transit-supportive design. It revitalizes an underutilized site, contributes to the local economy through new residential and commercial opportunities, and supports the City's Growth Management Framework by fostering walkable, sustainable, and complete communities.

### Section 6 – Urban Designations

The subject site is designated as an Inner Urban Transect Hub on Schedule B2 of the Official Plan. Hubs are intended to accommodate higher development densities, a mix of uses, strong transit connectivity, and serve as major employment centres compared to surrounding areas. According to the Official Plan, development in these areas should contribute to the critical mass necessary to support viable public transit. Hubs are a key component of the City's growth management strategy, as they offer opportunities to achieve higher densities. Concentrating more jobs and housing in these locations will increase transit ridership and attract commuter activity.

The proposal aligns with this intent by introducing 50 residential units within a nine-storey building, contributing to critical mass near rapid transit and supporting both transit ridership and local employment infrastructure.

### Section 12 – Local Plans

The site is subject to the Wellington Street West Secondary Plan (SP) and lies within the Parkdale Park Policy Area, and identified as a Hub Area. This area is envisioned as the civic and commercial heart of the Wellington West community, emphasizing desirable, efficient, and pedestrian-friendly urban design.

The proposal supports this vision by introducing approximately 90 m<sup>2</sup> of commercial space fronting Holland Avenue, consistent with the scale of nearby mainstreet uses and discouraging large-format retail. The mixed-use building form, setbacks, and high-quality materials ensure an attractive, pedestrian-scaled street edge.

Consistent with the Secondary Plan's direction to minimize surface parking and promote shared underground facilities, the proposal provides four underground visitor spaces, preserving an active, frontage along Holland Avenue.

The design proposes and requests a variance in height for 9 stories with a building height of 27.65m, in the allowable six storeys or 20 metres. As discussed previously in the Design Directives, the proposed height contributes positively to the requirements of the Official Plan objectives. The proposed height will maintain the urban streetscape. Within the Secondary Plan, adjacent properties at 16 and 20 Hamilton North are permitted to develop to a maximum of 27.5m, and building height in the areas bounded by Holland and Parkdale Avenues by Armstrong and Spencer Streets have an allowable height of 27 metres to provide a transition from taller buildings near Scott Street.

#### .4 DESIGN - DIRECTIVES RESPONSE TO URBAN DESIGN COMMENTS AT PRE-CONSULTATION

A pre-consultation meeting was held with the City of Ottawa on July 12, 2023, with comments received August 8th, 2023.

##### Height:

To address the pre-consultation comments regarding building height, we acknowledge that the maximum permitted height for the site is 20 metres (6 storeys). The proposal seeks a Zoning By-law Amendment (ZBLA) to permit an increased building height of 27.65 metres (9 storeys) with a reduced floor-to-floor height of 2.85 metres (previously 3.0 metres). The proposal also includes a rooftop amenity area, with a small enclosed space containing a washroom. The overall height has been reduced to ensure the top occupied floor is lower than the adjacent 9-storey building to the south.

In response to City comments requesting further discussion in the Planning Rationale regarding the building's transition and the appropriateness of a 9-storey height at this location, an updated Planning Rationale was prepared by Stantec (June 10, 2024) and submitted to the City as part of our response dated July 2, 2024. The revised rationale addresses the intended height transition identified in the Wellington Street West Secondary Plan (SP), which envisions greater heights concentrated closest to the transit station and a gradual reduction southward—from approximately 37 storeys near Scott Street to six storeys near Wellington Street West.

The City requested that we explore an 8-storey option, with the rooftop amenity structure treated as a permitted projection. In response, compatibility studies were prepared for both 8- and 9-storey scenarios. By reducing the floor-to-floor heights, the overall height of the proposed 9-storey building is comparable to the 8-storey option, while maintaining appropriate massing and transition within the streetscape.

The City also suggested considering additional public benefits, as referenced in the Community Design Plan (CDP), to justify the increased height. These could include:

- Public open space (e.g., plaza or enhanced sidewalk width)
- Affordable housing contributions (rental or ownership)
- Community childcare facilities
- Public art or notable architectural features

We acknowledge these suggestions but note that the above public benefit options are not considered viable at this stage of the project.

Lastly, we acknowledge the City's comment that Section 37 of the Planning Act is no longer applicable for obtaining additional height or density. Instead, a Community Benefits Charge (CBC) representing 4% of the land valuation will be payable prior to the issuance of a building permit, as the development exceeds 10 residential units and 5 storeys.

##### Other Items:

To address the pre-consultation comments regarding waste management and the increased number of units, the garbage room has been revised to accommodate eight bins (previously five), which will adequately meet the building's needs. The design also meets the required ratio of 0.5 bicycle parking spaces per dwelling unit, providing 11 spaces on the ground floor at the rear of the building and an additional 30 spaces in a dedicated bike room at the parking level. Regarding the City's comment, "Applications: Site Plan Amendment (since approval was issued) & ZBA application is required. Based on Bill 109 changes, these would need to be submitted prior to the Site Plan recirculation. Review will take place in Phase II pre-consultation," we acknowledge this requirement, with a formal resubmission to follow.

##### Urban Design:

An updated Urban Design Brief and Additional Drawings were provided on July 2, 2024 to meet the provided Terms of Reference, and request of additional drawings. After the initial preconsultation meeting, the design team explored design options to align

with preconsultation comments before requesting a URDP review.

##### Comments on the Preliminary Concept:

With the pre-consultation comments in mind, the design team studied the most up to date context, paying specific attention to the new building located at 84-94 Hinton to study the relation with the abutting development. Regarding the 84-94 Hinton property it appears this project has been developed with a 3m rear yard setback. The reduced setbacks for rear yard from 7.5M to 3M impacts surrounding properties significantly. To accommodate we will replace balconies facing Hinton with Juliet balconies from third floor above to improve rear yard setback. We have also removed balconies facing to the north and south in the rear yard to address this complex situation.

##### Suggestions:

A context plan was developed to analyze the relationship between various existing and future development projects in the immediate vicinities as the extreme close proximity between different buildings can compromise the quality of life for future residents. In studying the context and paying close attention to the rear-yard setbacks for adjacent developments, we will be applying to reduce the rear yard setback above the 3rd floor from 7.5m to 7.1. We have also removed proposed balconies above the 3rd floor to retain the setback in full. A 6 storey building to the rear was granted a 3.0M setback along the full rear yard. The overall building height has been reduced to not exceed the height of the building at 99-101 Holland to maintain a quiet skyline and to provide transition. Balconies have been removed above 6th floor at west and above 3rd floor at east elevation to achieve a better overall outcome.

##### Engineering, Transportation, Noise:

All engineering, transportation and noise comments have been acknowledged and implemented into subsequent designs, as applicable.

##### Community Issues

Although 2 large Norway Maples will be required to be removed, due to the nature of the site and its size, it is preferable to retain as much hard surface for building occupant access, and exits as well as the proposed restaurant to be located on the ground floor. A greater degree of landscaping will be located at the rear of the property.

Juliet balconies have been used in place of balconies above the 3rd floor, at the rear yard setback, to respect the existing context of the site.

**.5 ZONING INFORMATION**

Refer to chart below for a description of zoning information.

Zoning Information: MC16 H(20)			
City of Ottawa Consolidated Zoning By-law 2008-250			
Proposed 9 Storey Mixed-Use Building			
Zone Provisions	Required	Proposed	Variance Required
<b>Mixed-Use Centre Zone, Subzone 16 (Sections 191-192)</b>			
Minimum Lot Area (m <sup>2</sup> )	No minimum	724.7	No
Minimum Lot Width (m)	No minimum	22.86	No
Minimum Front Yard (m)	GF - 2m Above 3rd floor - 2m	GF - 3m Floors 2-3- 1m Floors 4-9 - 3m	No
Minimum Interior Side Yard Setback (m)	No minimum	0.2m on South & 0.1m on North	No
Minimum Rear Yard Setback (m)	Floors 1-3 - 3m Floors 4-9 - 7.5m	Floors 1-3 - 5.1m Floors 4-9 - <b>7.1m</b>	<b>Yes</b>
Maximum Building Height (m)	20m	<b>27.65m</b>	<b>Yes</b>
Maximum Floor Space Index	No maximum	N/A	No
<b>Parking Requirements (Section 100-114)</b>			
Minimum Parking Space Rates (Area Z)	0	0	No
Visitor Parking (Below Grade, 0.1 spaces per unit after the first twelve units)	2	4	No
Bicycle Parking (0.5 spaces per unit)	25	40	No
Landscape Provisions for Parking Lots	N/A	N/A	No
Loading Space Rates and Provisions	N/A	N/A	No
<b>Amenity Area (Section 137)</b>			
Minimum Total Amenity Area (sq.m) (6 sq.m. per dwelling unit)	300m <sup>2</sup>	435.6 m <sup>2</sup>	No
Minimum Communal Amenity Area (sq.m) (50% of total required amenity)	150m <sup>2</sup>	Communal = 258.3 m <sup>2</sup> Private = 177.3 m <sup>2</sup>	No

Unit Count	Count	size (m <sup>2</sup> )	Comment
<b>Floors Ground</b>			
<b>Studio</b>	<b>0</b>		
<b>One Bedroom</b>	<b>0</b>		
<b>Two Bedroom</b>	<b>2</b>		
Unit A	1	62.03	
Unit B	1	61.16	
<b>Floors Ground Total</b>	<b>2</b>		
<b>Floors 2-3</b>			
<b>Studio</b>	<b>0</b>		
<b>One Bedroom</b>	<b>3</b>		
Unit C	1	73.96	
Unit D	1	50.44	
Unit G	1	47.83	
<b>Two Bedroom</b>	<b>3</b>		
Unit E	1	75.5	Barrier Free
Unit F	1	68.6	
Unit Fx	1	73.19	
<b>Floors 2-3 Total</b>	<b>12</b>		
<b>Floors 4-7</b>			
<b>Studio</b>	<b>0</b>		
<b>One Bedroom</b>	<b>3</b>		
Unit D	1	50.44	Barrier Free
Unit G	1	47.83	
Unit I	1	57.4	
<b>Two Bedroom</b>	<b>3</b>		
Unit H	1	50.44	
Unit J	1	61.82	
Unit K	1	60.25	
<b>Floors 4-7 Total</b>	<b>24</b>		
<b>Floors 8-9</b>			
<b>Studio</b>	<b>1</b>		
Unit M	1	43.78	
<b>One Bedroom</b>	<b>3</b>		
Unit Lx	1	58.27	
Unit Ix	1	51.1	
Unit G	1	47.8	
<b>Two Bedroom</b>	<b>2</b>		
Unit J	1	61.32	
Unit K	1	60.25	
<b>Floors 7-9 Total</b>	<b>12</b>		
<b>Total</b>	<b>50</b>		

<b>Studio</b>	2
<b>One Bedroom</b>	24
<b>Two Bedroom</b>	24

Area by Use		
<b>P1</b>		
Amenity - Public	0	m <sup>2</sup>
Amenity - Private	0	m <sup>2</sup>
Residential	0	m <sup>2</sup>
Commercial	0	m <sup>2</sup>
Building Services	511.7	m <sup>2</sup>
Circulation	73.7	m <sup>2</sup>
<b>Ground</b>		
Amenity - Public	0	m <sup>2</sup>
Amenity - Private	44.99	m <sup>2</sup>
Residential	123.96	m <sup>2</sup>
Commercial	95.2	m <sup>2</sup>
Building Services	72.21	m <sup>2</sup>
Circulation	108.9	m <sup>2</sup>
<b>Floors 2-3</b>		
Amenity - Public	0	m <sup>2</sup>
Amenity - Private	10.34	m <sup>2</sup>
Residential	392.8	m <sup>2</sup>
Commercial	0	m <sup>2</sup>
Building Services	7.2	m <sup>2</sup>
Circulation	59.41	m <sup>2</sup>
<b>Floor 4</b>		
Amenity - Public	0	m <sup>2</sup>
Amenity - Private	52.7	m <sup>2</sup>
Residential	346.1	m <sup>2</sup>
Commercial	0	m <sup>2</sup>
Building Services	7.2	m <sup>2</sup>
Circulation	59.4	m <sup>2</sup>
<b>Floor 5-7</b>		
Amenity - Public	0	m <sup>2</sup>
Amenity - Private	11.78	m <sup>2</sup>
Residential	346.1	m <sup>2</sup>
Commercial	0	m <sup>2</sup>
Building Services	32	m <sup>2</sup>
Circulation	59.4	m <sup>2</sup>
<b>Floor 8</b>		
Amenity - Public	0	m <sup>2</sup>
Amenity - Private	31.48	m <sup>2</sup>
Residential	340.97	m <sup>2</sup>
Commercial	0	m <sup>2</sup>
Building Services	32	m <sup>2</sup>
Circulation	59.4	m <sup>2</sup>

Floor 8	
Amenity - Public	0 m <sup>2</sup>
Amenity - Private	31.48 m <sup>2</sup>
Residential	340.97 m <sup>2</sup>
Commercial	0 m <sup>2</sup>
Building Services	32 m <sup>2</sup>
Circulation	59.4 m <sup>2</sup>
<b>Floor 9</b>	
Amenity - Public	0 m <sup>2</sup>
Amenity - Private	11.78 m <sup>2</sup>
Residential	340.97 m <sup>2</sup>
Commercial	0 m <sup>2</sup>
Building Services	32 m <sup>2</sup>
Circulation	59.4 m <sup>2</sup>
<b>Roof</b>	
Amenity - Public	234.3 m <sup>2</sup>
Amenity - Private	0 m <sup>2</sup>
Residential	0 m <sup>2</sup>
Commercial	0 m <sup>2</sup>
Building Services	79.79 m <sup>2</sup>
Circulation	25.45 m <sup>2</sup>

Gross Building Area		
Level	Area	Unit
Level P1	639	m <sup>2</sup>
Level 1	477	m <sup>2</sup>
Level 2	493	m <sup>2</sup>
Level 3	493	m <sup>2</sup>
Level 4	466	m <sup>2</sup>
Level 5	466	m <sup>2</sup>
Level 6	466	m <sup>2</sup>
Level 7	466	m <sup>2</sup>
Level 8	460	m <sup>2</sup>
Level 9	460	m <sup>2</sup>
Roof	187	m <sup>2</sup>
<b>Total</b>	<b>5073</b>	<b>m<sup>2</sup></b>

\*Gross Building Area: The total of all the horizontal floor areas whether above or below grade measured to the exterior face of the exterior walls.

**Lot Coverage 477m<sup>2</sup>**

**.1 THE SITE**

The subject property 91-93 Holland is an east west site located on the east side of Holland Ave between Armstrong Street and Wellington Street West. 93 Holland has approximately 15.2m frontage along Holland Ave and 91 Holland has approximately 7.6m of frontage accumulating to a total of 22.8m of frontage. Both properties have a depth of approximately 31.7m and the site is approximately 724.5 m<sup>2</sup> in area. The existing construction on the subject site are two 2-storey houses, presently occupied by restaurants. The site is current zoned as "MC16 H20" – Mixed Use Centre Zone, Subzone 16, Height Restriction of 20m

**.2 COMMUNITY CONTEXT**

The subject property is zoned Mixed-Use, with the immediate surrounding properties zoned Mixed-Use and Traditional Mainstreet. Both zoning designations are located within the Inner Urban Transect, as identified in the City's Official Plan. North of Wellington Street West, Holland Avenue functions as a transitional corridor between distinct land use designations. The west side of Holland Avenue is designated Traditional Mainstreet, with lands immediately to the rear identified as Residential Third Density. The east side is designated Mixed-Use Centre, with a Traditional Mainstreet designation applied along Wellington Street to the south. The surrounding neighbourhoods to the north and northeast are designated Mixed Use.

Presently, the area designated mixed use is dominated by single family homes, renovated to multi-unit residential, retail and office functions. The west side of Holland Avenue, directly behind the traditional mainstreet zoning, is characterized primarily by small-scale single-family homes and renovated duplexes and triplexes. The east side consists mainly of former single-family homes that have been converted into restaurants and offices, with apartment towers located closer to Wellington Street and Scott Street.

Within the immediate context of the subject site, there are several mid- to high-rise developments ranging from 9 to 12 storeys along Holland Avenue to the south, and predominantly low-rise residential areas to the west, north, and east. The broader area features a mix of retail, commercial, and residential uses.

New development must relate to existing community character, and build upon desirable, established patterns and built form. Residential intensification should help to achieve a balance of many types and tenures to provide a full range of housing and a variety of demographic profiles

**.3 91-93 HOLLAND AVENUE**

Bordering the site to the west is Holland Ave which has a north-south orientation and operates as a connector route for cyclists. The site is located on a rectangular city block bounded by Armstrong Street to the north and Hinton Ave N to the east, and Wellington Street W to the south.

Holland Avenue is designated as a Minor Collector road within the City's Official Plan. The site is within 600 meters of the Tunney's Pasture Bus and Light Rail Transit station, which will continue to alter traffic patterns over time as the LRT is expanded, and characterize the evolution of the long term uses of the immediate context of the area.

The site is also in close proximity to the Wellington Street West core commercial district - a node of community activity. This, coupled with the site's proximity to the Tunney's Pasture Transit and LRT Station provides an opportunity for the redevelopment on several underutilized properties. New development should be encouraged to incorporate animated and activity-generating land uses, buildings and spaces that take advantage of its transit access.

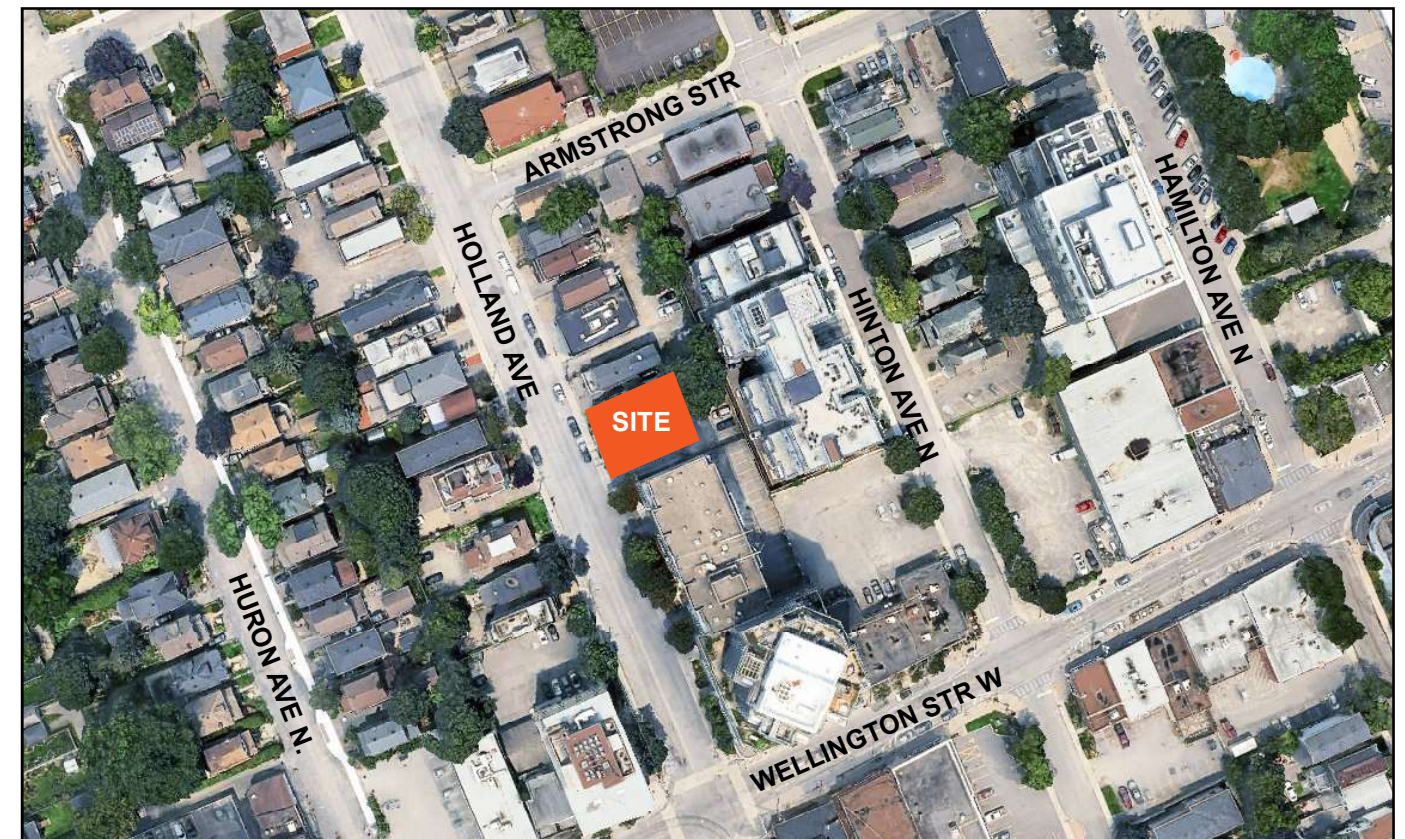
**.4 PUBLIC CONSULTATION STRATEGY**

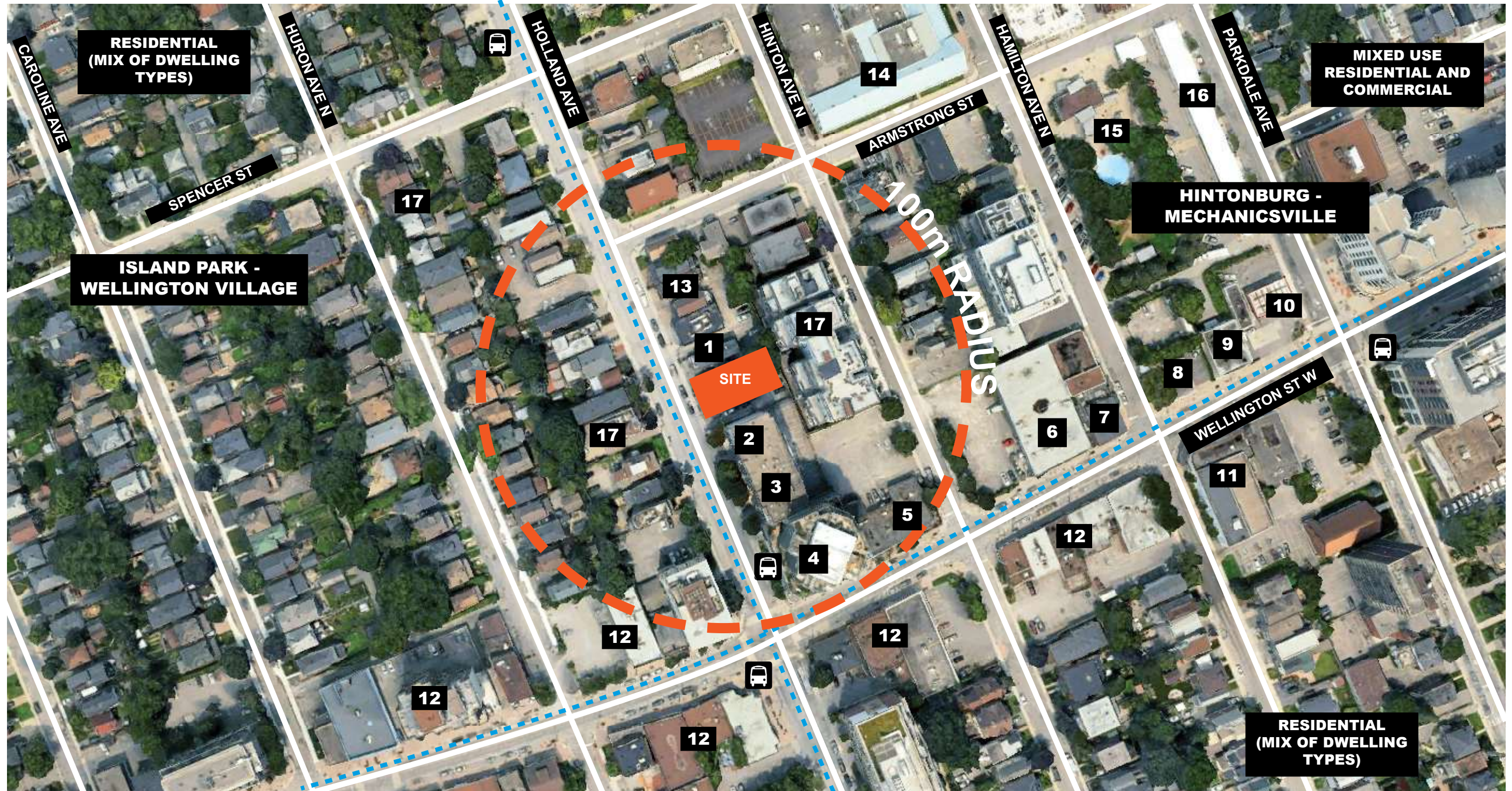
Our consultation strategy includes the following steps:

- Pre-application consultation: We will hold a meeting with City staff and the applicant team. Where applicable, a representative from the local Community Association will also be invited to participate, as part of the City's Pre-Consultation Participation of Community Associations Program.
- Additional engagement opportunities: Further meetings may be arranged with the public, the Ward Councillor, or the Community Association. Circulation of materials (for example, an information package) may also be provided to engage additional community feedback as required.

Chmiel Architects values meaningful community engagement. We welcome and encourage feedback from the public and community organizations throughout the development review process. Community organizations, in particular, play a vital role by offering practical insights into the potential impacts of Official Plan and Zoning By-law amendments, subdivisions, site plans, and other planning matters affecting their neighbourhoods.

Figure 1





**LEGEND**

- 1. PLASTIC SURGERY CLINIC
- 2. CHIROPRACTOR CLINIC
- 3. GREAT ESCAPE OUTFITTERS (9 STOREYS)
- 4. GREAT CANADIAN THEATRE COMPANY (12 STOREYS)
- 5. ROYAL OAK RESTAURANT AND BAR

- 6. OTTAWA PUBLIC LIBRARY - ROSEMOUNT LOCATION
- 7. WEST PARK BOWLING LANES
- 8. HAIR SALON
- 9. MAP STORE
- 10. PETROCAN STATION
- 11. CORNERSTONE HOUSE OF REFUGE APOSTOLIC CHURCH

- 12. RESTAURANTS AND RETAIL
- 13. RESTAURANTS
- 14. 6 HAMILTON STUDIOS AND SHOPS
- 15. PARKDALE PARK
- 16. PARKDALE MARKET
- 17. NEW 7 STOREY RESIDENTIAL

- CYCLING SPINE ROUTE
- BUS STOP

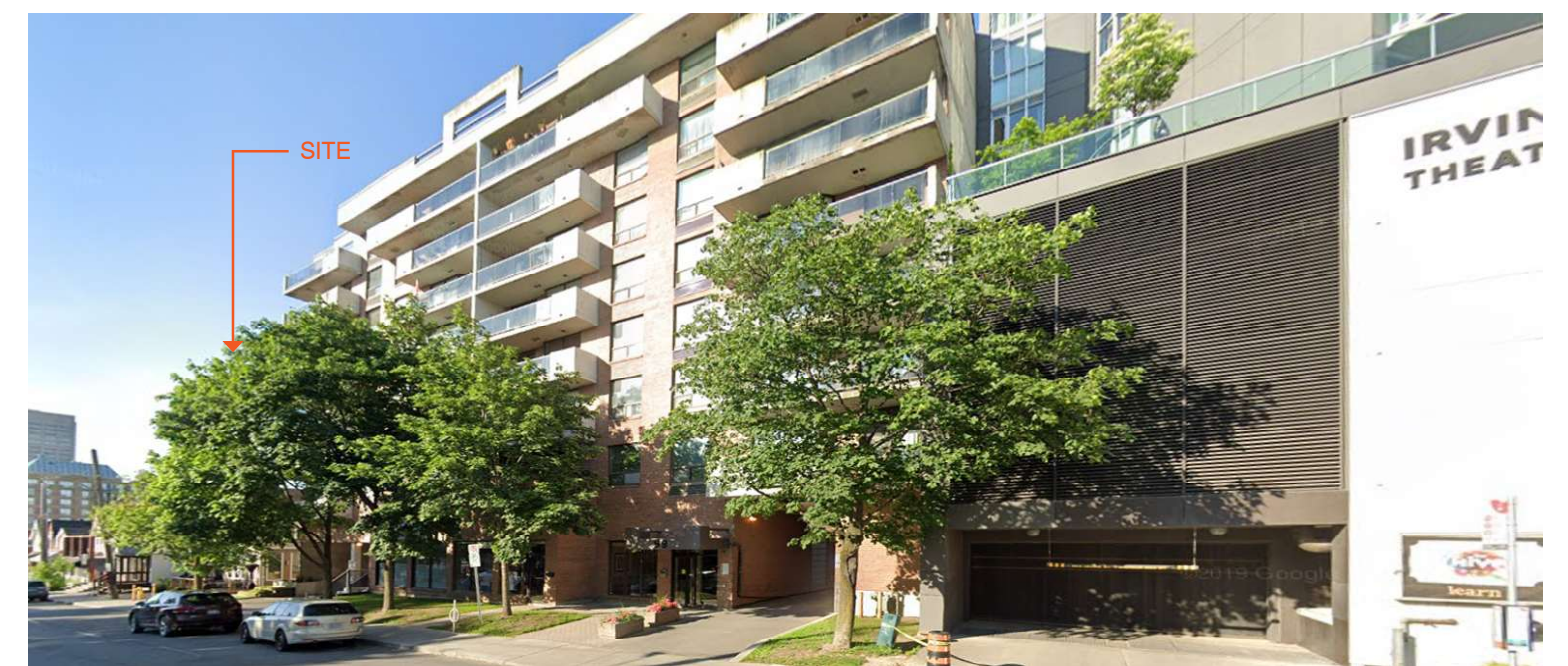
**.5 CONTEXT PLAN**



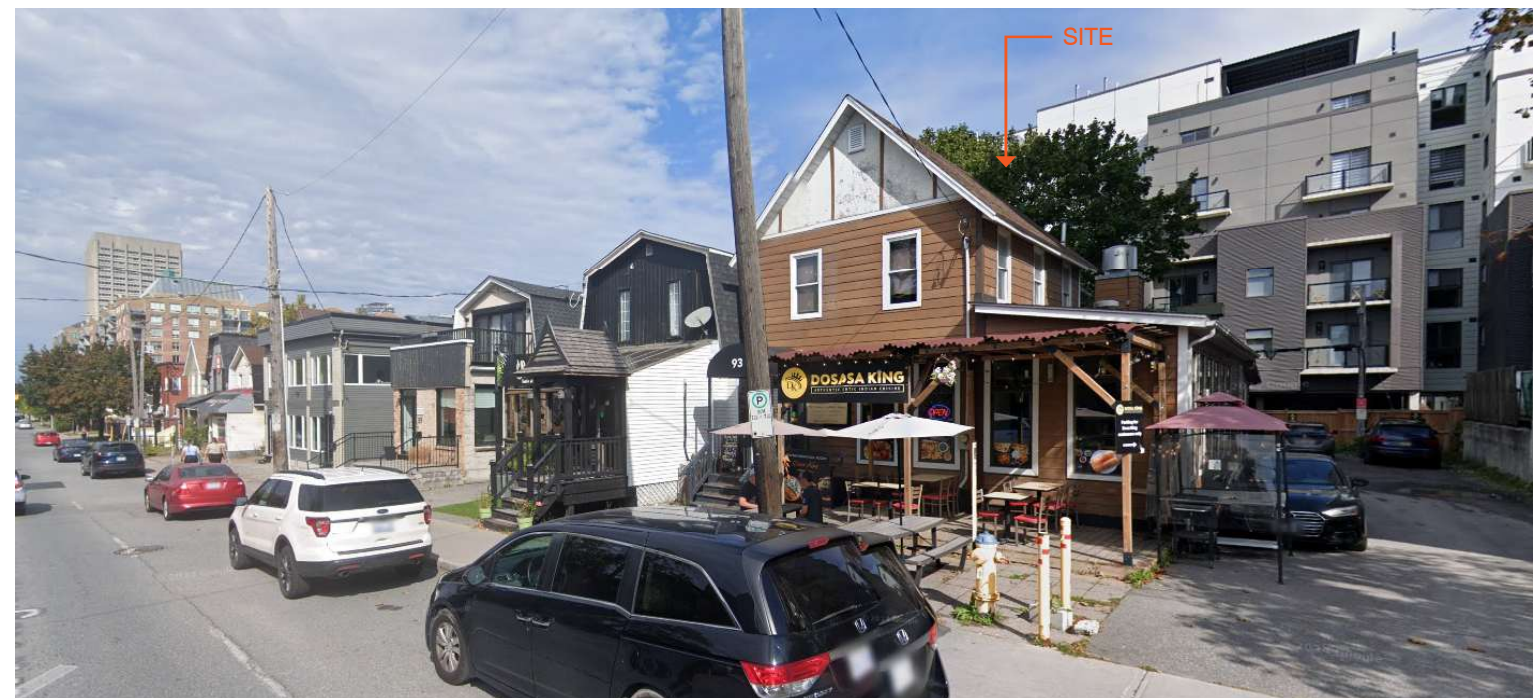
KEY PLAN



1 - VIEW FROM WELLINGTON ST W x HOLLAND AVE, LOOKING NORTH



2 - VIEW FROM HOLLAND LOOKING NORTH



3 - VIEW FROM HOLLAND LOOKING NORTH AT SITE



4 - VIEW FROM HOLLAND LOOKING SOUTH

.6 STREET VIEW CONTEXT IMAGES



.7 AERIAL VIEW FROM SOUTH-WEST



**.8 AERIAL VIEW FROM NORTH WEST**



.9 AERIAL VIEW FROM SOUTH-EAST



.10 AERIAL VIEW FROM NORTH EAST

## SECTION 2



.1 BUILDING MASSING - VIEW FROM SOUTH-WEST



**.2 BUILDING MASSING - VIEW FROM NORTH-WEST**



**.3 BUILDING MASSING - VIEW FROM NORTH-EAST**



**.4 BUILDING MASSING - VIEW FROM SOUTH-EAST**



**.5 BUILDING PERSPECTIVE - FRONT VIEW**

91-93 Holland Avenue | 2025-12-24 | City of Ottawa Urban Design Brief



**.6 BUILDING PERSPECTIVE - OBLIQUE VIEW FACING SOUTH-EAST**

91-93 Holland Avenue | 2025-12-24 | City of Ottawa Urban Design Brief



.7 BUILDING PERSPECTIVE - OBLIQUE VIEW FACING NORTH -WEST



#### MC 16 H[20]

6 Storey (20m)  
 2m Ground Floor Setback  
 2m Building Stepback above the 3rd Storey from a Wall Facing the Front Line  
 3m Rear Yard Setback for Storeys 1-3; and 7.5m for storeys 4-6

Permitted Projections Above the Height Limit  
 3.2m Amenity/Mechanical Roof  
 1.8m Elevator Penthouse

#### TM 13[(2110) H[14.5]

Maximum Height of 14.5m  
 Ground Floor Setback  
 7.5m Rear Yard Setback  
 1.2m minimum Side Yard setback for Residential

Permitted Projections Above the Height Limit  
 3.2m Amenity/Mechanical Roof  
 1.8m Elevator Penthouse

### .8 CURRENT ZONING BUILDING ENVELOPE - SOUTH EAST PERSPECTIVE



#### MC 16 H[20]

6 Storey (20m)  
 2m Ground Floor Setback  
 2m Building Stepback above the 3rd Storey from a Wall Facing the Front Line  
 3m Rear Yard Setback for Storeys 1-3; and 7.5m for storeys 4-6

Permitted Projections Above the Height Limit  
 3.2m Amenity/Mechanical Roof  
 1.8m Elevator Penthouse

#### TM 13[(2110) H[14.5]

Maximum Height of 14.5m  
 Ground Floor Setback  
 7.5m Rear Yard Setback  
 1.2m minimum Side Yard setback for Residential

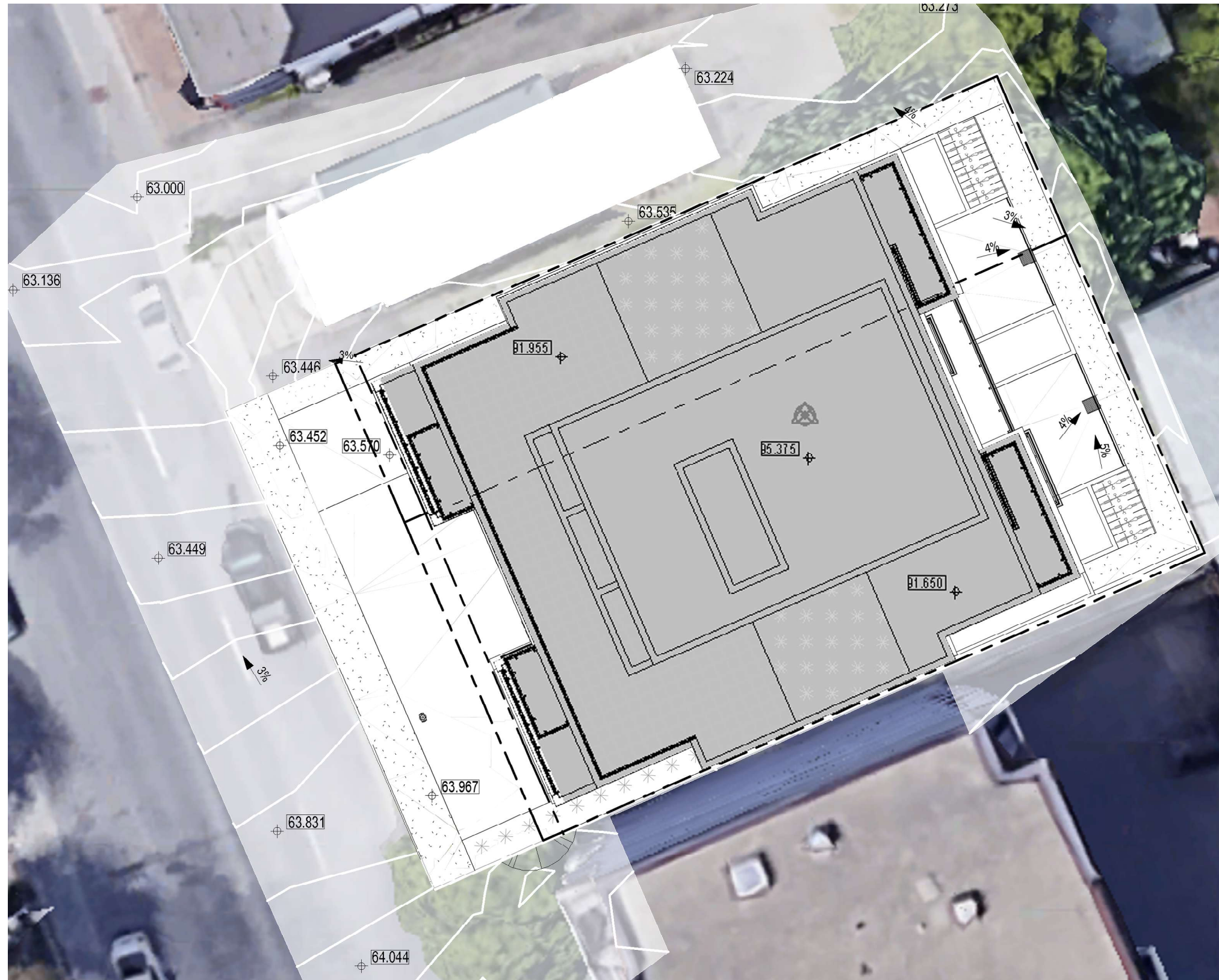
Permitted Projections Above the Height Limit  
 3.2m Amenity/Mechanical Roof  
 1.8m Elevator Penthouse

### .9 CURRENT ZONING BUILDING ENVELOPE - NORTH WEST PERSPECTIVE



-  Theatre
-  Commercial
-  Residential
-  Food Services

.10 BUILDING TRANSITION



- Grey area indicates extent of building including balconies, overhangs and permitted projections.
- Grades shown are approximate only for illustrative purposes. For precise proposed grades, refer to grading and drainage plan from Ainley.
- Primary grade-level drainage to be achieved through internal catch basins within the rear yard and drainage toward the street at the front yard. The building abuts its neighbour to the south directly and to the north, the drainage on the shared drive aisle/easement will be largely retained in its current configuration. For greater detail refer to the drainage plan from Ainley.

## .11 BUILDING GRADING



OPTION 1



OPTION 2



OPTION 3 - Previously Approved 6-Storey Design



OPTION 4



OPTION 5

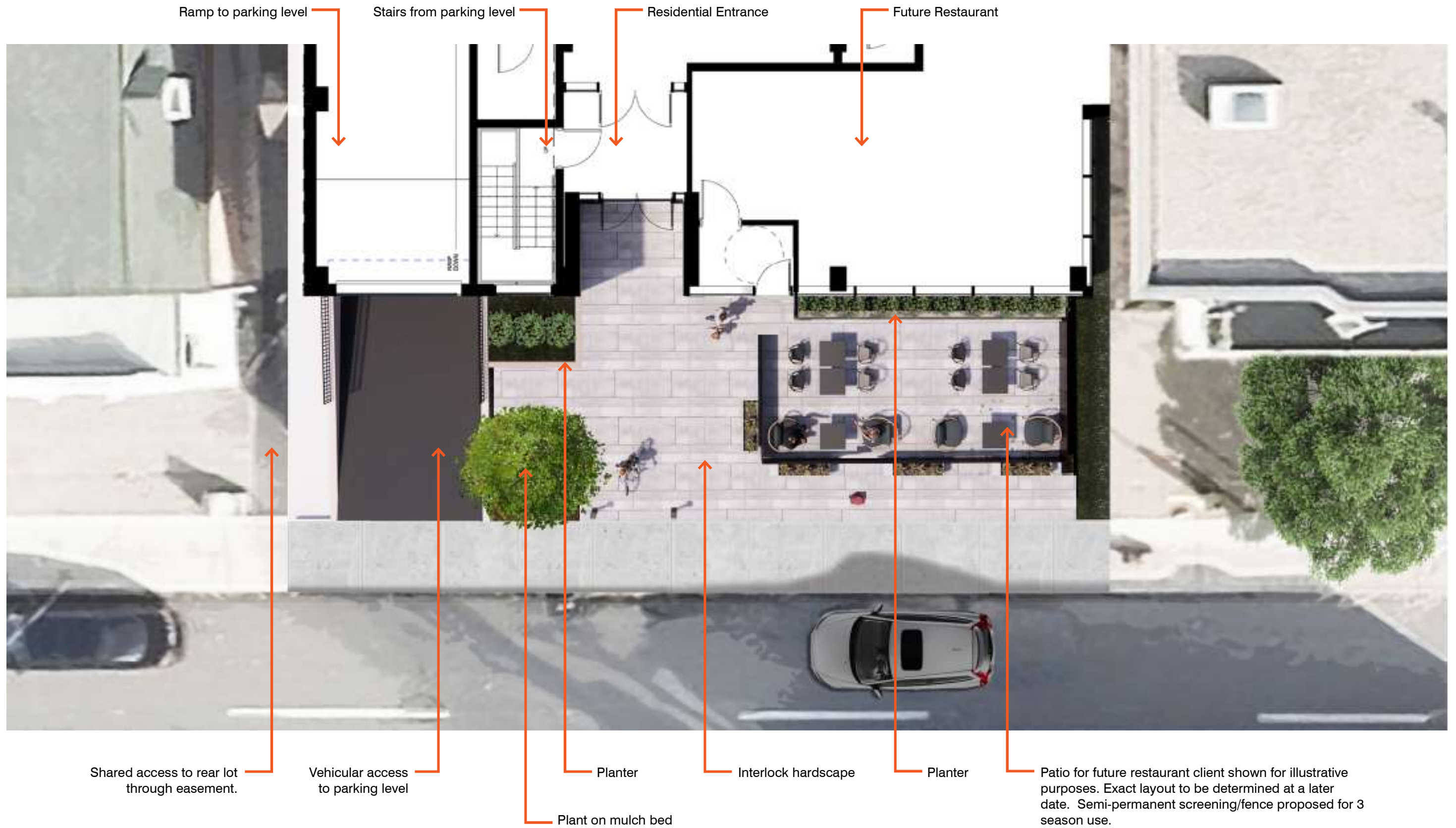


OPTION 6

These options are previous design ideas that were studied before arriving at the current design.

**.8 BUILDING TRANSITION**

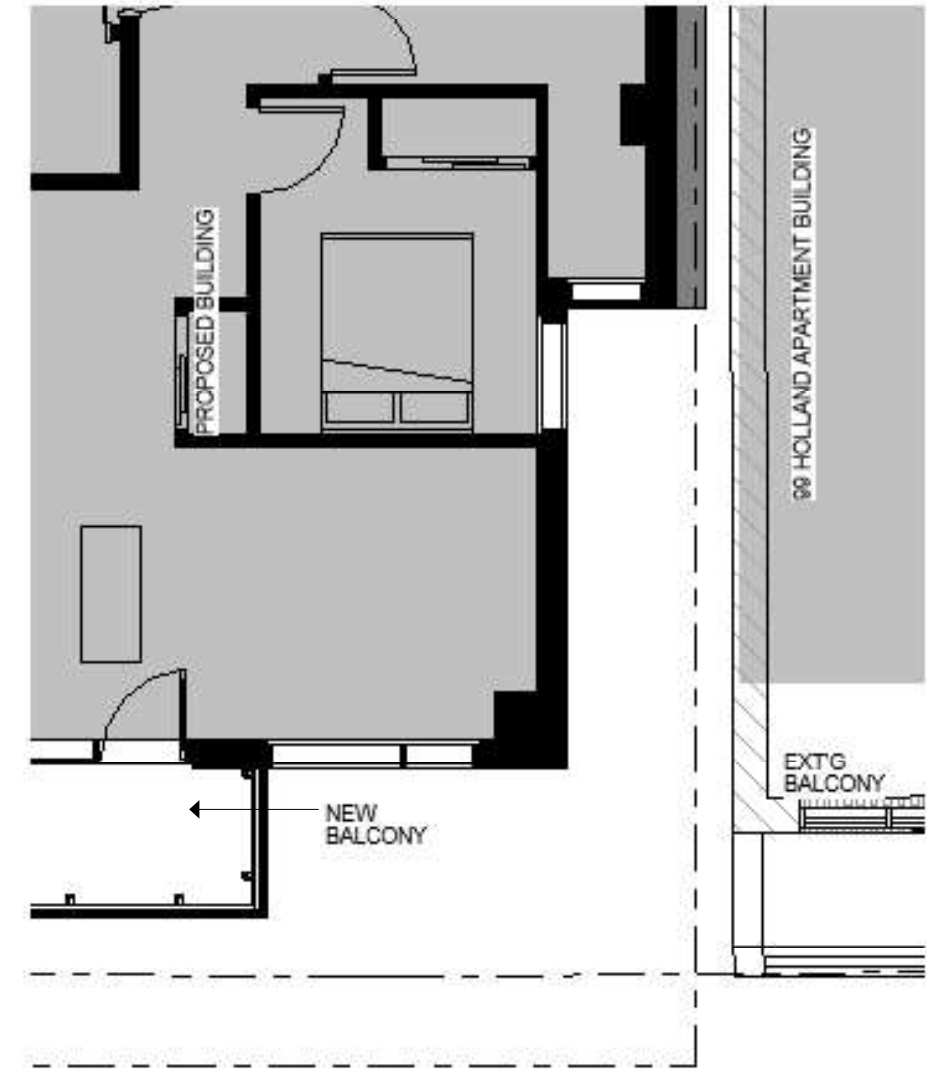




.2 RELATIONSHIP TO PUBLIC REALM



1 ELEVATION - BALCONY RELATIONSHIP WITH 99 HOLLAND  
DSK-13



2 FLOOR PLAN - BALCONY RELATIONSHIP WITH 99 HOLLAND  
DSK-13

.3 RELATIONSHIP TO BALCONIES AT NEIGHBOURING PROPERTY 99 HOLLAND

The proposed development was designed as mid-rise 9 storey building with rooftop amenity space. The segmented design breaks up the volume of the building into a language more in keeping with the scale of the surrounding community.

The articulated main facade facing Holland Ave interplays projecting volumes and materiality, with glazed expanses which seem to slide and shift along the face of the building. The palette of white metal panel and horizontal grey panel provide a clean, modern aesthetic complimentary to the new construction in the area, with an eye toward the further development and intensification of Holland Ave, as a major access route to the LRT station at Tunney's Pasture.

At the street level, large glass windows for the future restaurant tenant will allow for a vibrant interaction between interior and exterior. A proposed 3-season patio with semi-permanent screening and planting would occupy much of the front yard. The restaurant would have its own entrance clearly visible from the street, while the apartment entrance will be recessed into the building, for added security and protection of occupants. Access to the parking level is provided, with fencing to protect pedestrians. The entire front yard will be landscaped with a combination of hardscape with interlock, and softscape, and planters. Refer to landscape plan on page 46.

The southern facade will abut the neighbouring building directly, with recessed balconies facing Holland Ave and the rear of the building. A full balcony study has been completed which demonstrates that the proposed balconies will not overlap the existing balconies at 99 Holland. Refer to elevation and plans on page 28 of this document. The proposed balconies, though limited in their sightlines, provide essential private outdoor space for the tenants of the proposed development.

The rear (west facing) facade borrows from the language of the street-facing facade, with modular projecting volumes and a similar interplay of shifting and sliding glazing across the recessed field of the facade.



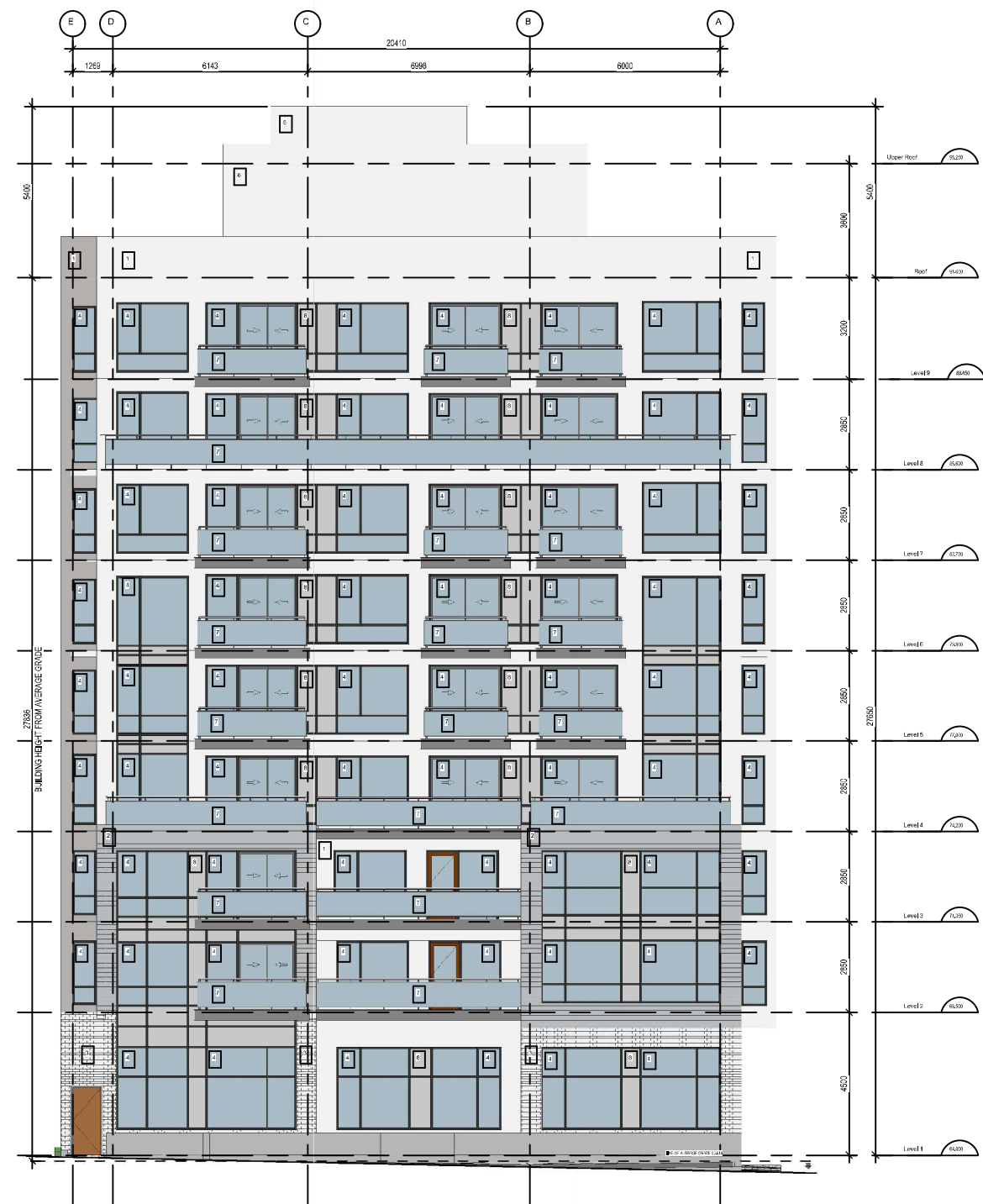
The north facade faces projects over the shared easement, by agreement between the property owners. Balconies face the front and rear of the property, with a central vertical band with a shifting interplay of grey and white panels for visual interest.

The rear lot includes two small private outdoor areas for the rear ground floor residential tenants, with perimeter exiting for the parking levels, also provided. Rear grade level amenity was considered but ultimately not feasible given the privacy concerns for the ground floor tenants.

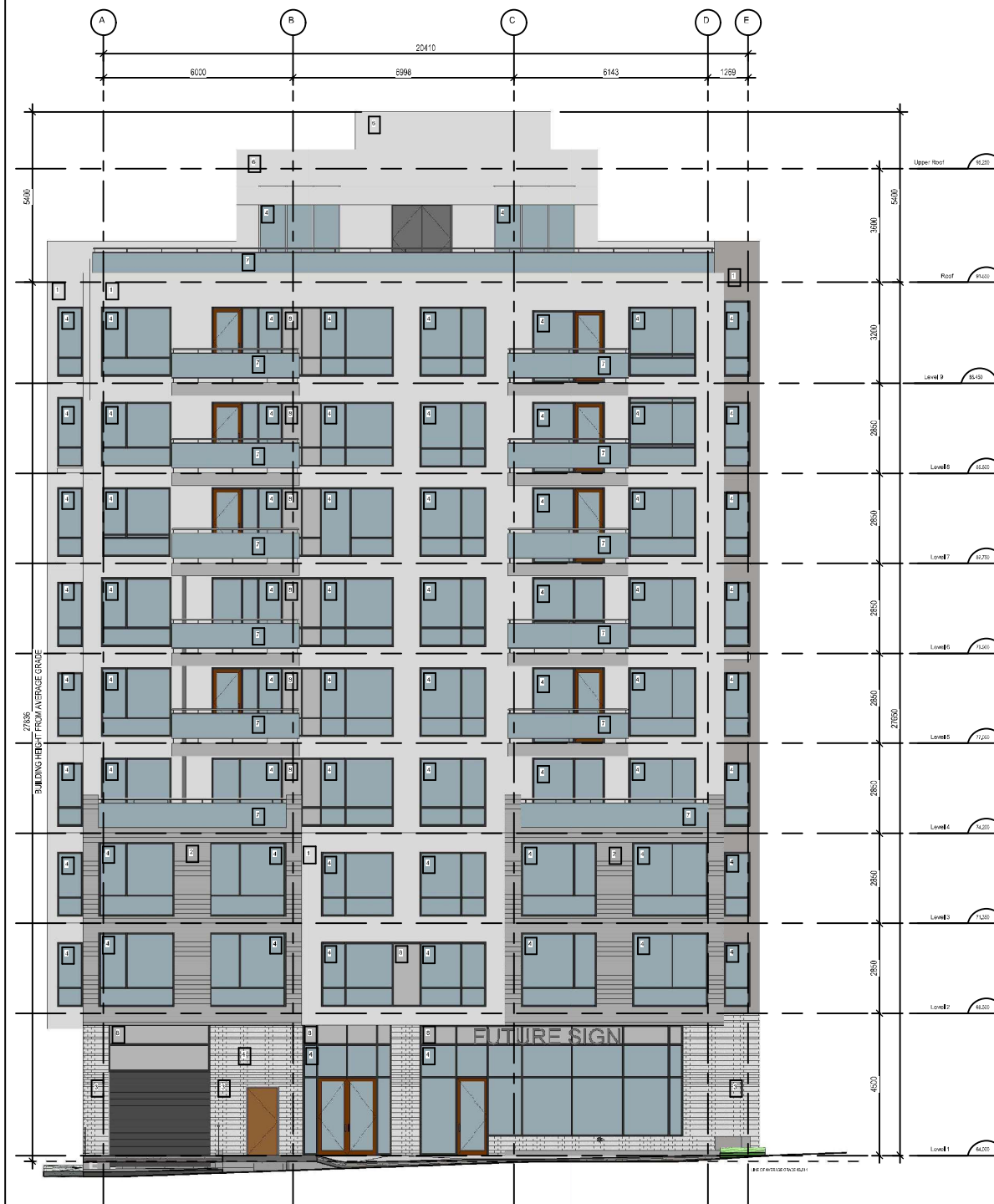
The material palette will be a combination of light grey linear panel for the projecting volumes at the east and west facades, with white metal panel for the remainder of the building. The ground floor will be white brick for added durability. Glazing and Spandrel panels in the multi-storey curtain wall configuration will be back-painted glass in a steel blue-grey, and the balcony railings will be fully transparent glass.

Exterior lighting will be accomplished through luminaires installed under the projecting soffits with lighting incorporated into the recessed soffit to highlight the main entrance. The restaurant will incorporate illuminated signage, and the outdoor patio will be lit with a combination of semi-permanent 3-season string lights, and lighted bollards. The rear exit path will also be lit with bollards to minimize the disturbance of the residential occupants of both the subject property and the neighbouring lots. The shared easement will be lit from the underside of the projecting soffit, with lights activated by motion sensor.

The rooftop level includes both a mechanical room, and elevator lobby with a full glass facade facing the favourable views toward Holland Ave. The outdoor rooftop amenity area will be on the west side of the building facing the street. Green roofs are proposed to the north and south of the rooftop, able to be appreciated by users of the amenity space. The mass of the rooftop enclosures will be a light grey metal finish so as to visually recede from view. The mechanical equipment will be largely located within the mechanical room on the rooftop level, and equipment not able to be located within the room will be screened from the view at the rear of the building with light grey metal louvers. The design of the building incorporates the rooftop parapets visually into the massing of the projecting volumes, which contribute visually to the overall design of the building.



**East Elevation**  
1:100 | Summer Solstice



**West Elevation (Front Facade)**  
1:100 | Summer Solstice

**LEGEND**

1. ALUMITEX WHITE METAL PANEL
2. HORIZONTAL GREY PANEL
3. WHITE BRICK
4. GLAZING
5. VERTICAL ALUMITEX GREY & WHITE PATTERNED METAL PANELING
6. GREY METAL PANELING
7. BALCONY GUARD (GLAZED)
8. SPANDREL PANEL

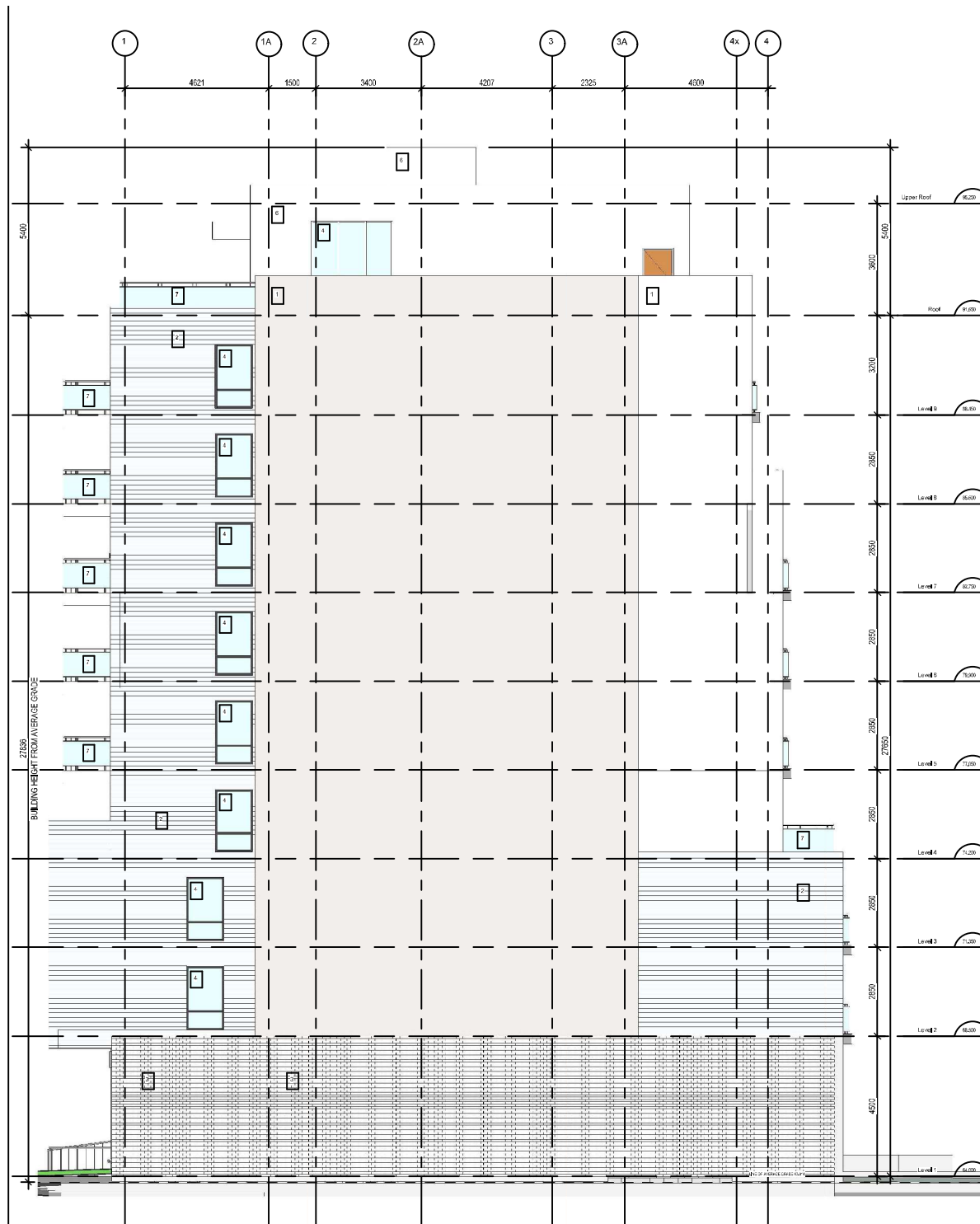
**.2 WEST + EAST ELEVATIONS**

**LEGEND**

- 1. ALUMITEX WHITE METAL PANEL
- 2. HORIZONTAL GREY PANEL
- 3. WHITE BRICK
- 4. GLAZING
- 5. VERTICAL ALUMITEX GREY & WHITE PATTERNED METAL PANELING
- 6. GREY METAL PANELING
- 7. BALCONY GUARD (GLAZED)
- 8. SPANDREL PANEL

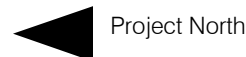
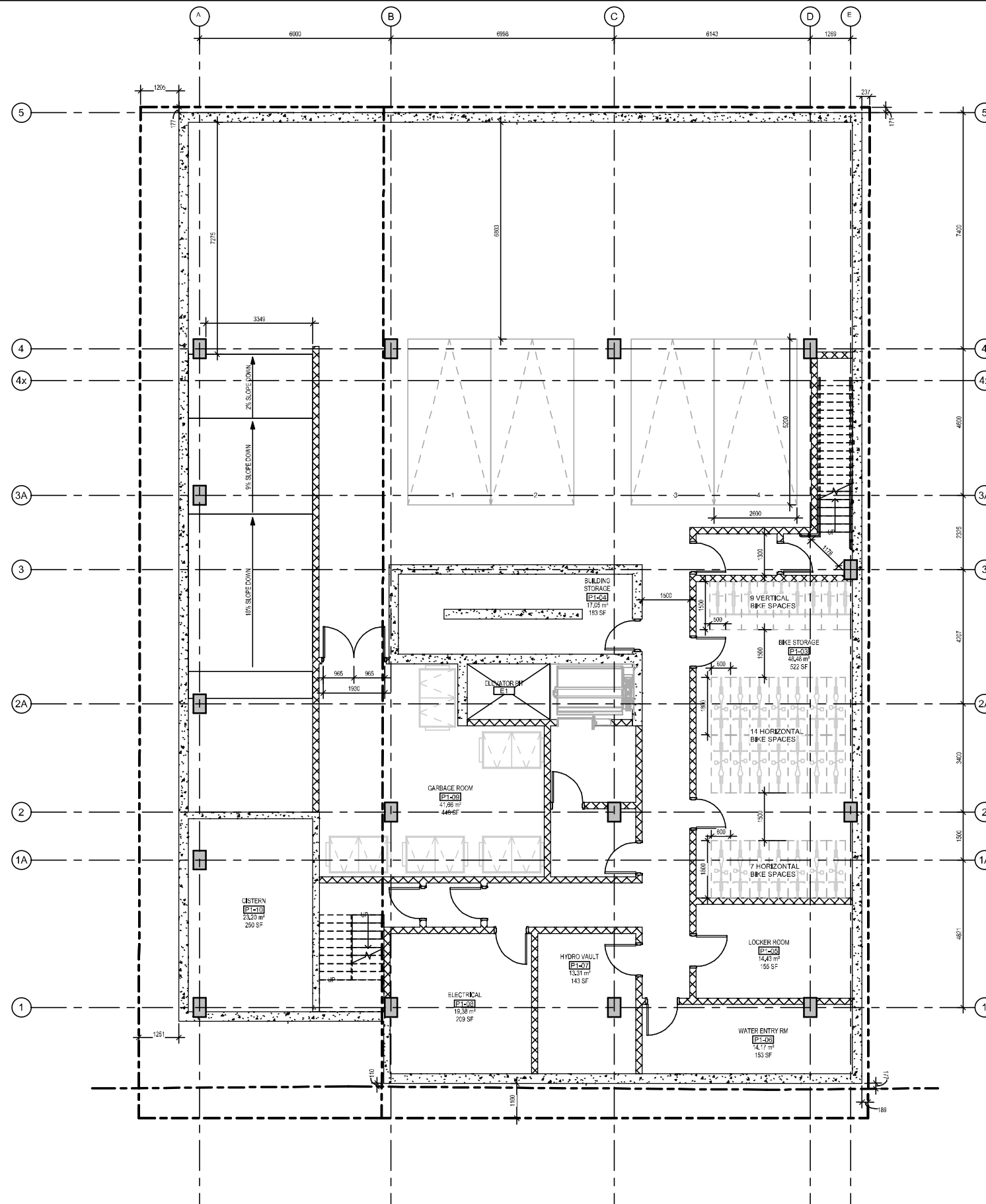


**South Elevation**  
1:100 | Summer Solstice

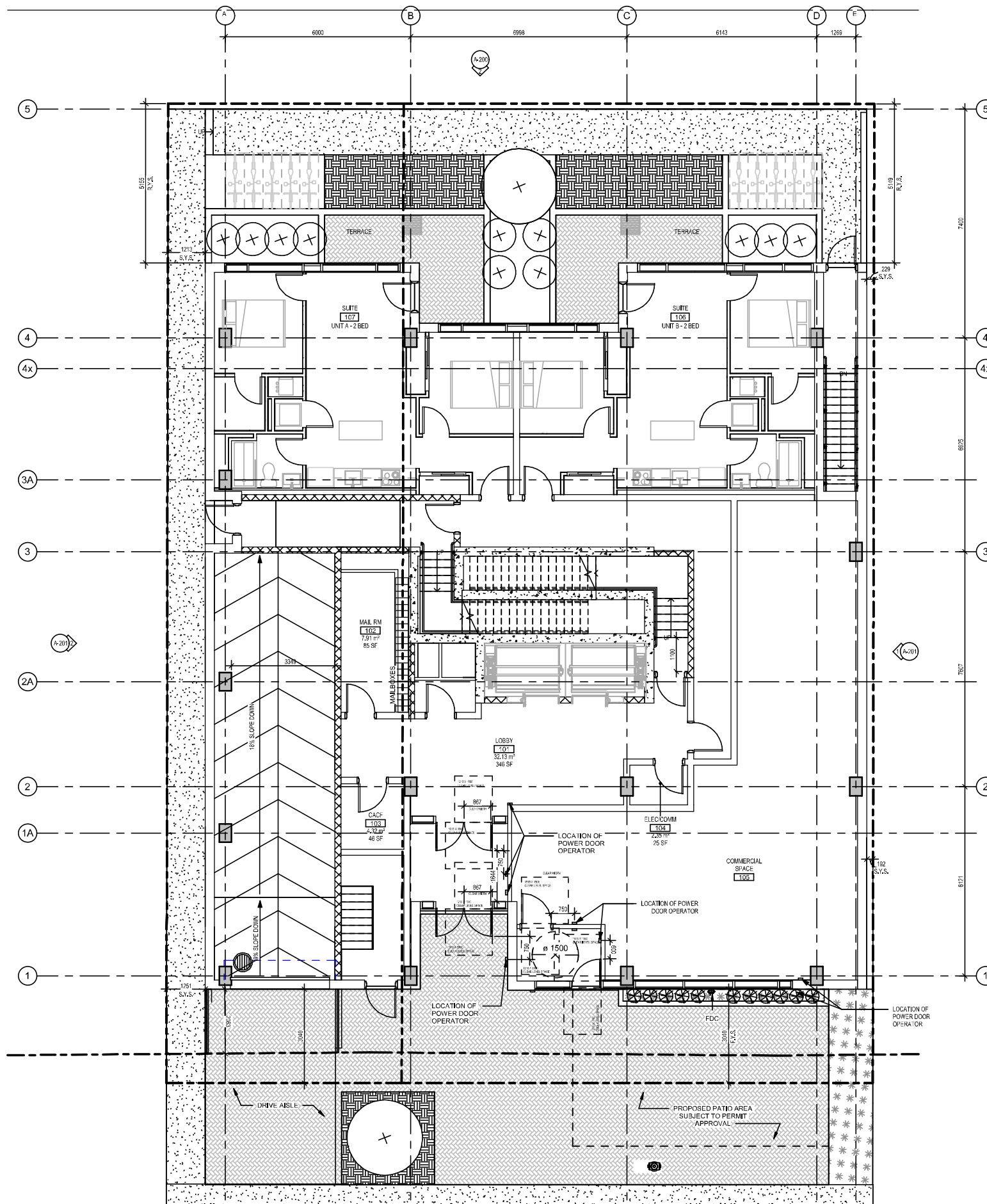


**North Elevation**  
1:100 | Summer Solstice

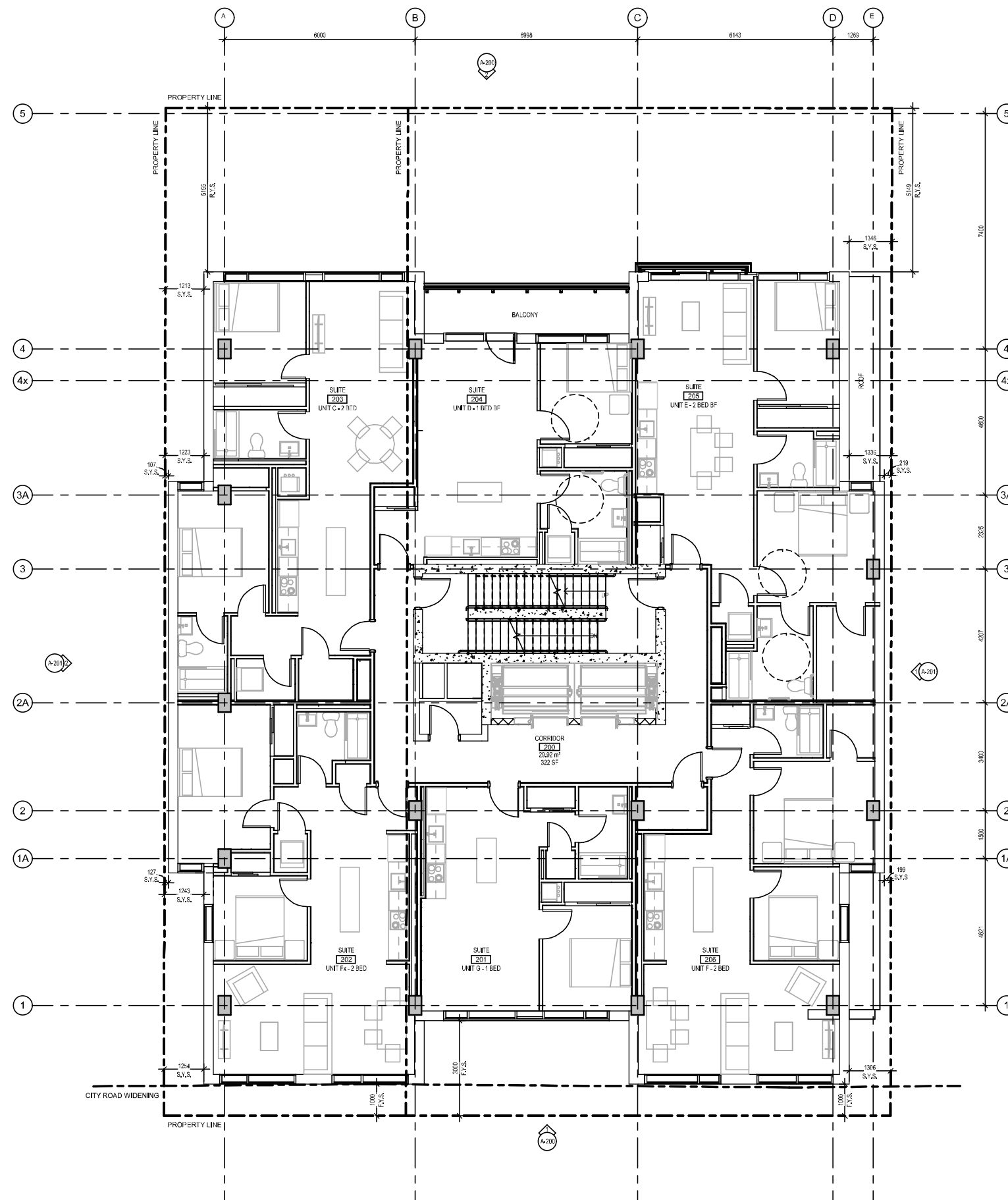
**.3 NORTH + SOUTH ELEVATIONS**



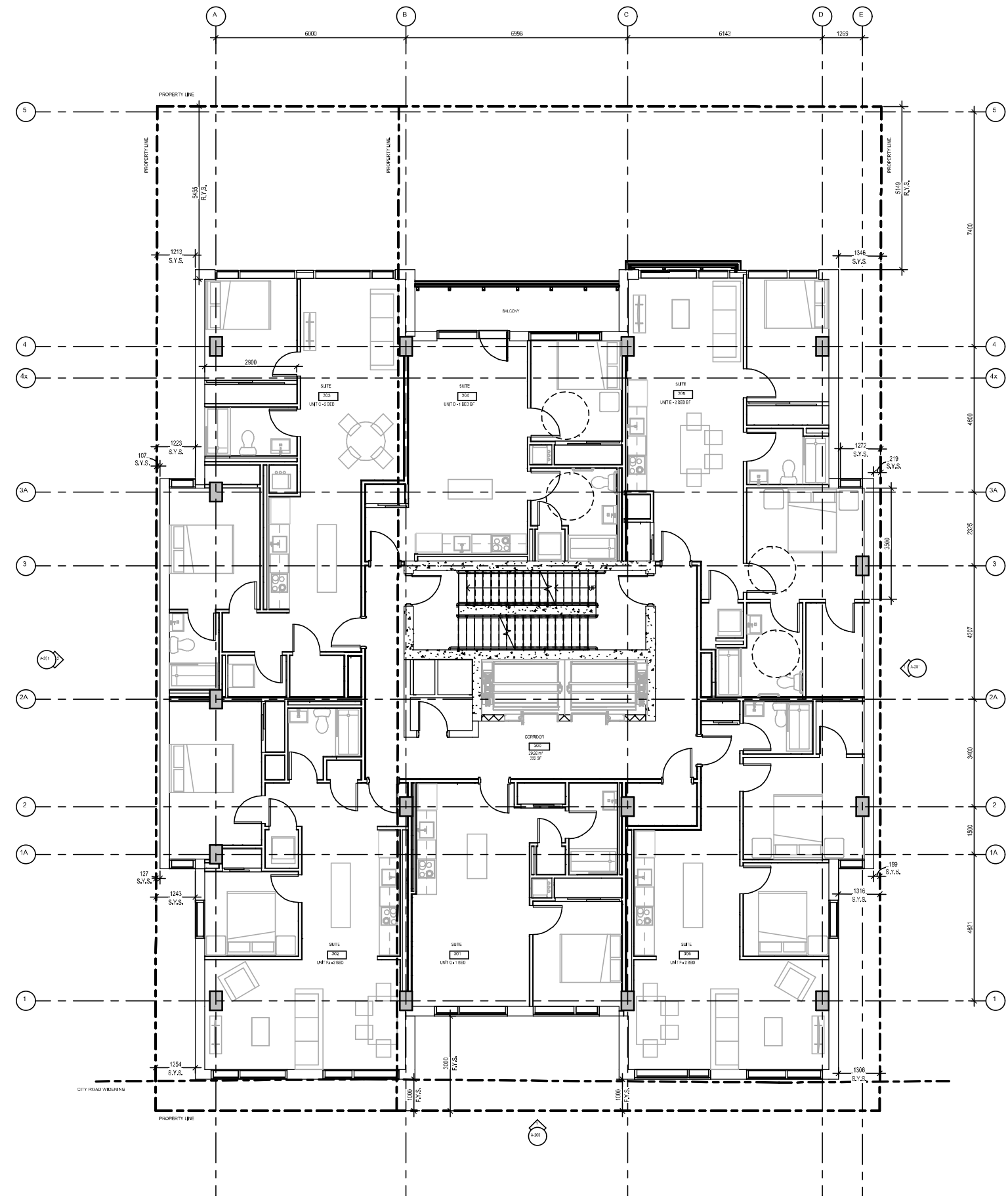
.4 LEVEL P1 FLOOR PLAN - 1:150



**.5 GROUND LEVEL FLOOR PLAN - 1:150**

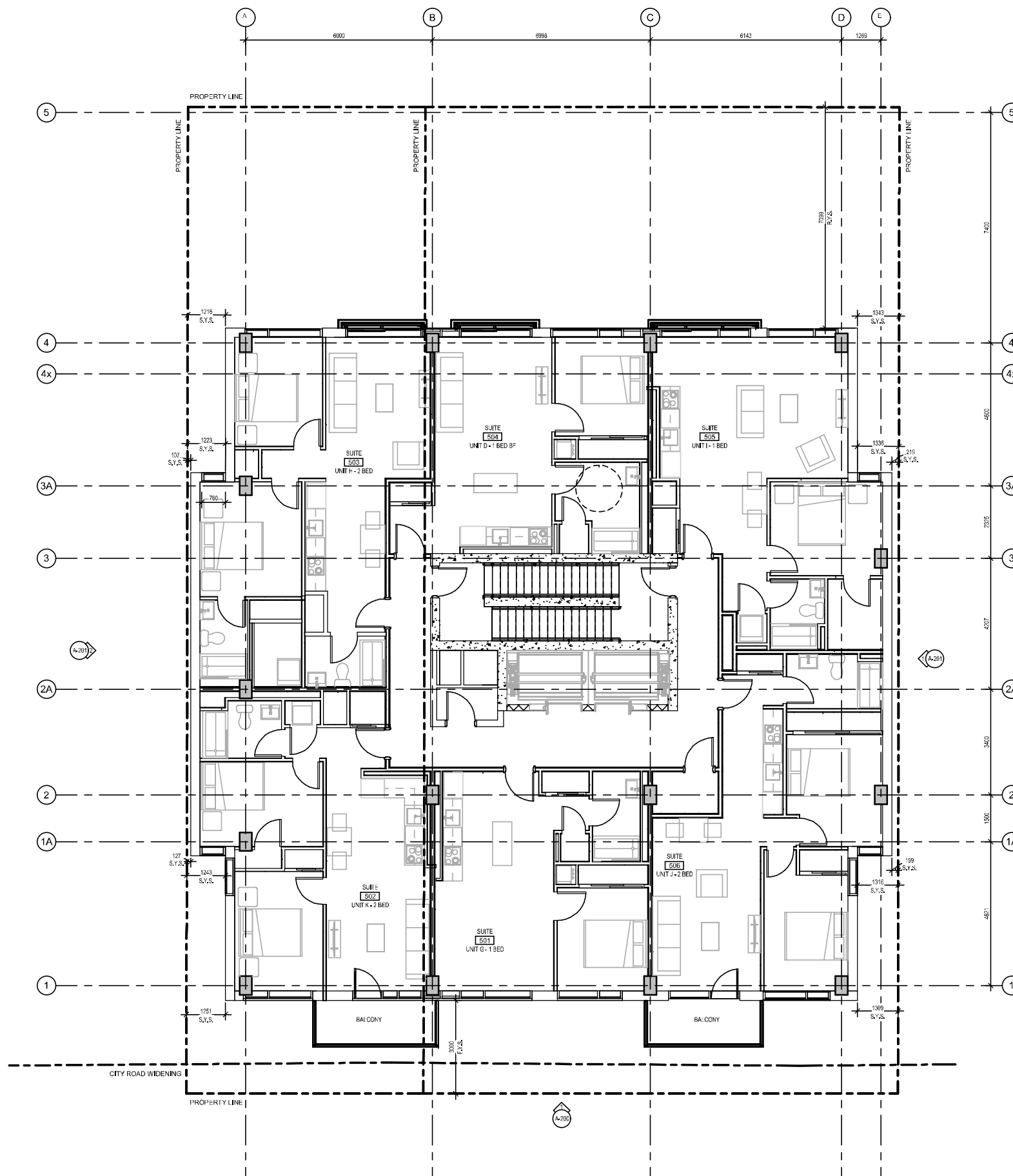


**.6 LEVEL 2 FLOOR PLAN - 1:150**

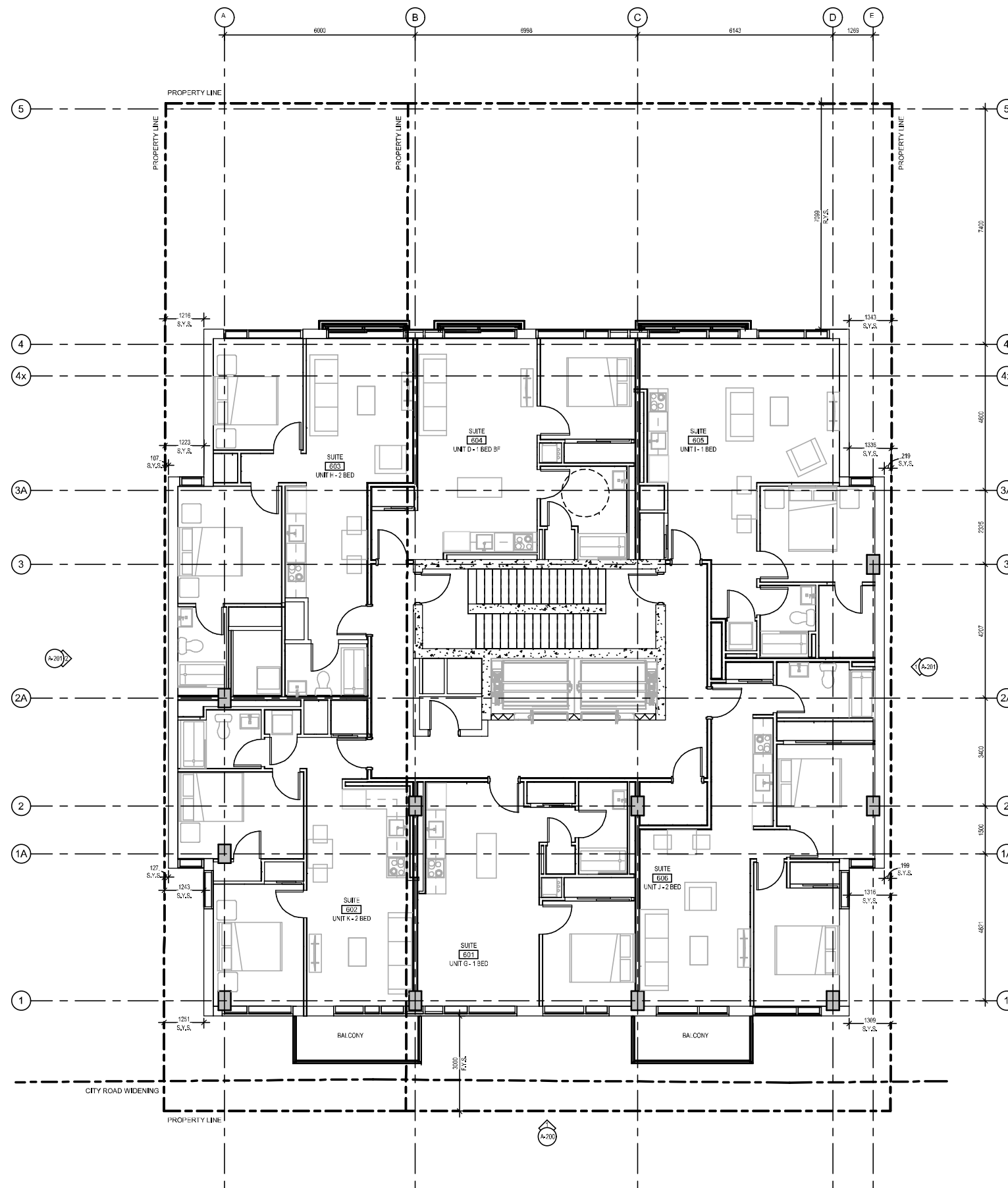


.7 LEVEL 3 FLOOR PLAN - 1:150



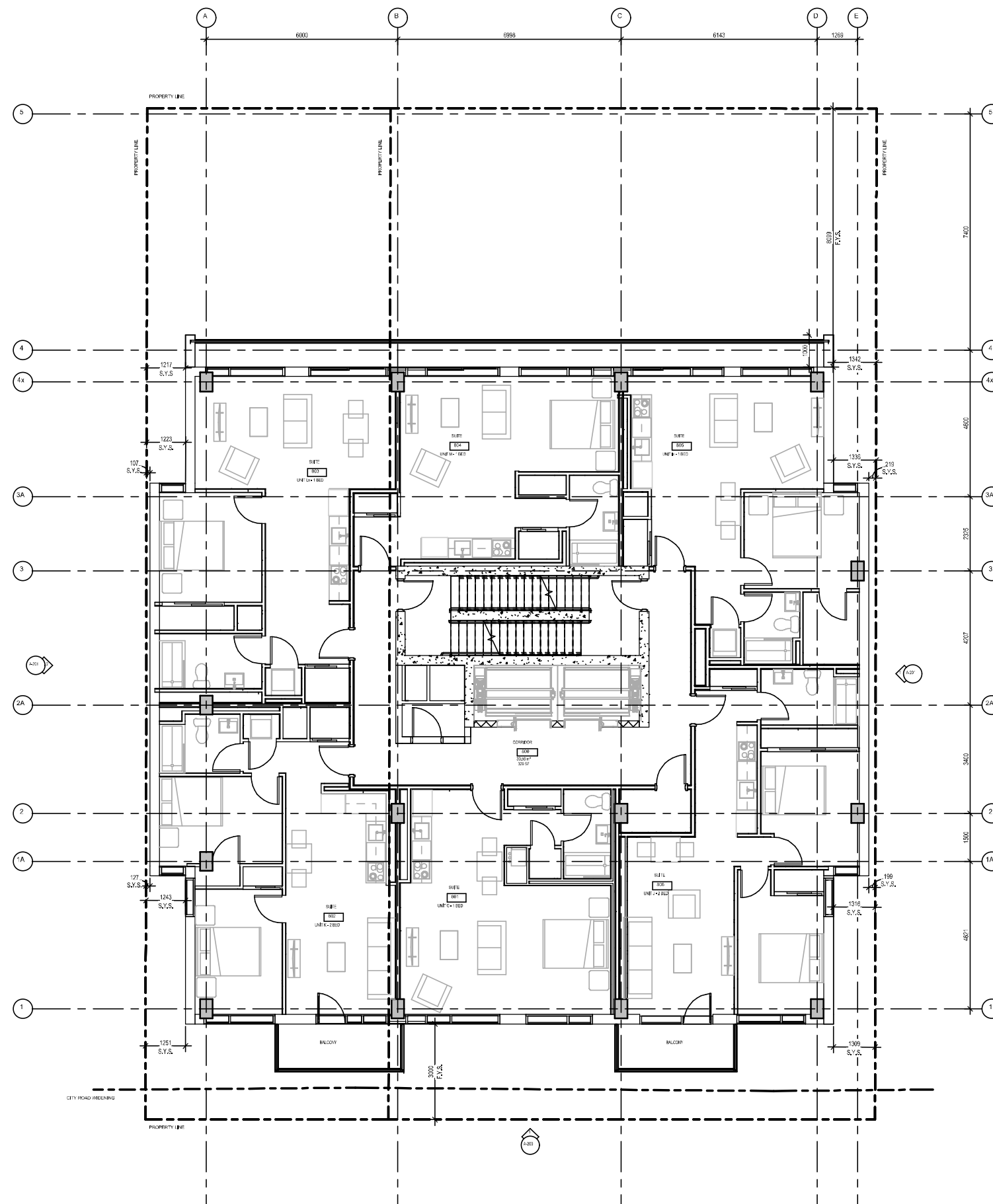


**.9 LEVEL 5 FLOOR PLAN - 1:150**

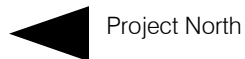
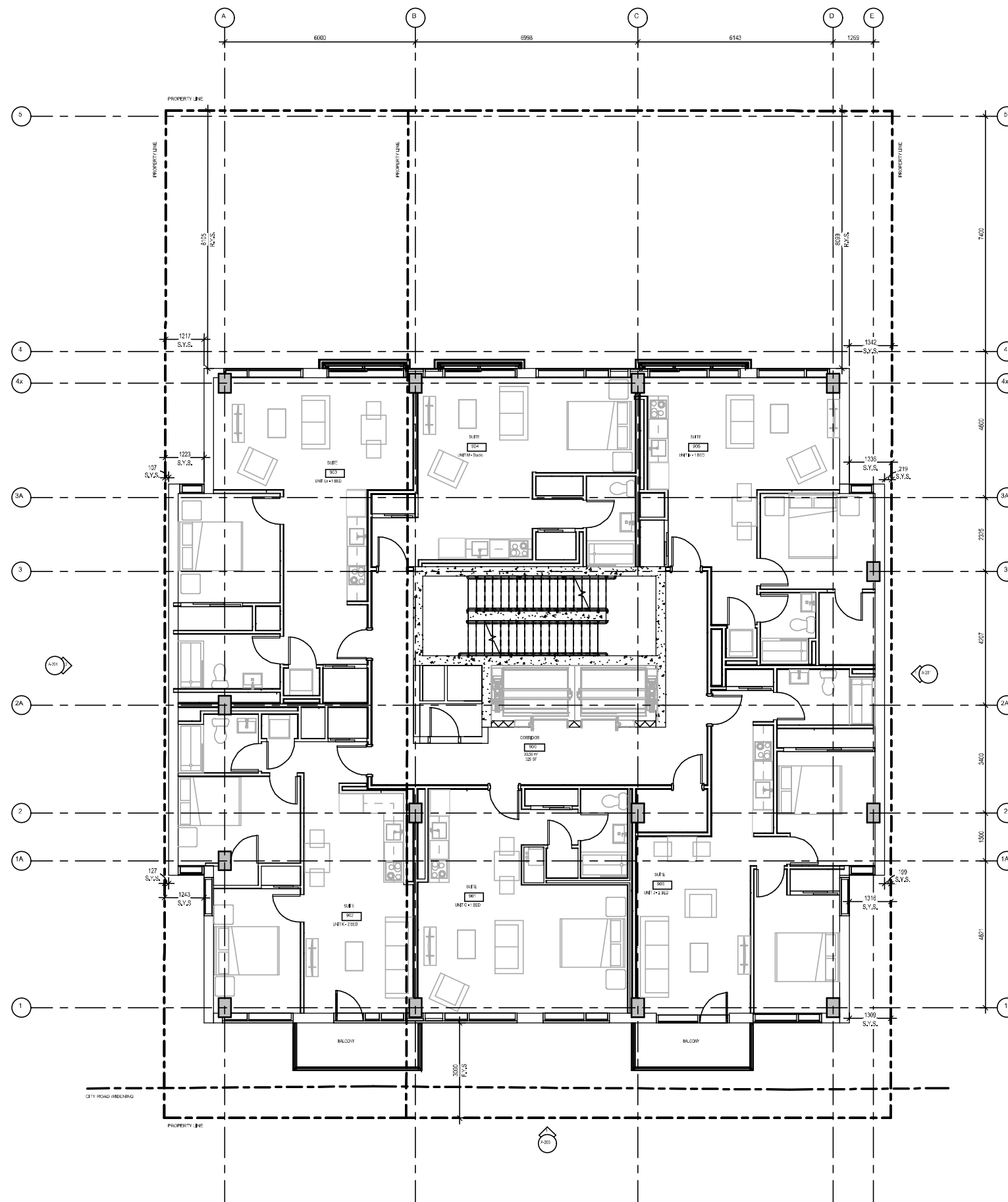


**.10 LEVEL 6 FLOOR PLAN - 1:150**

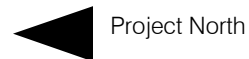
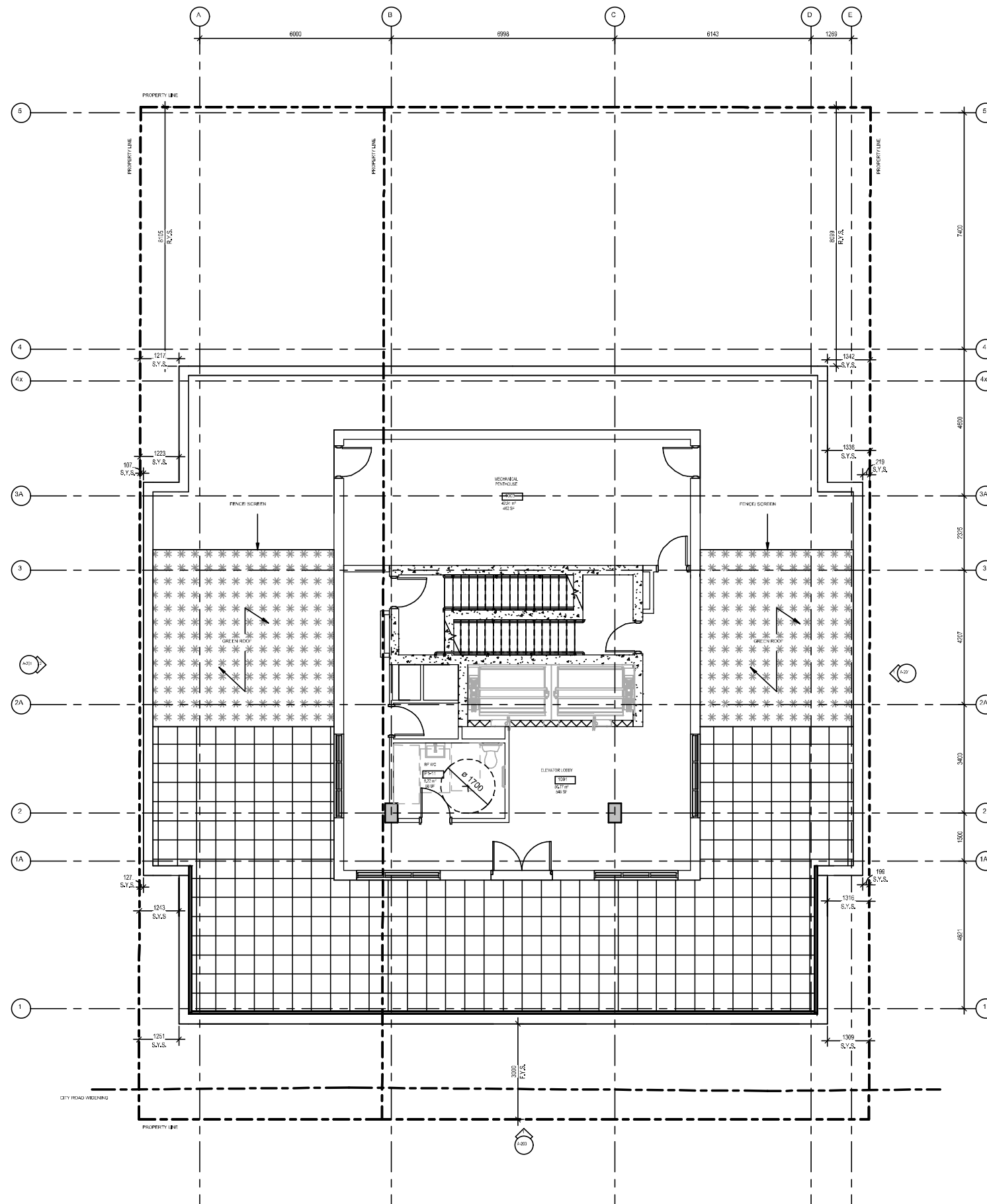




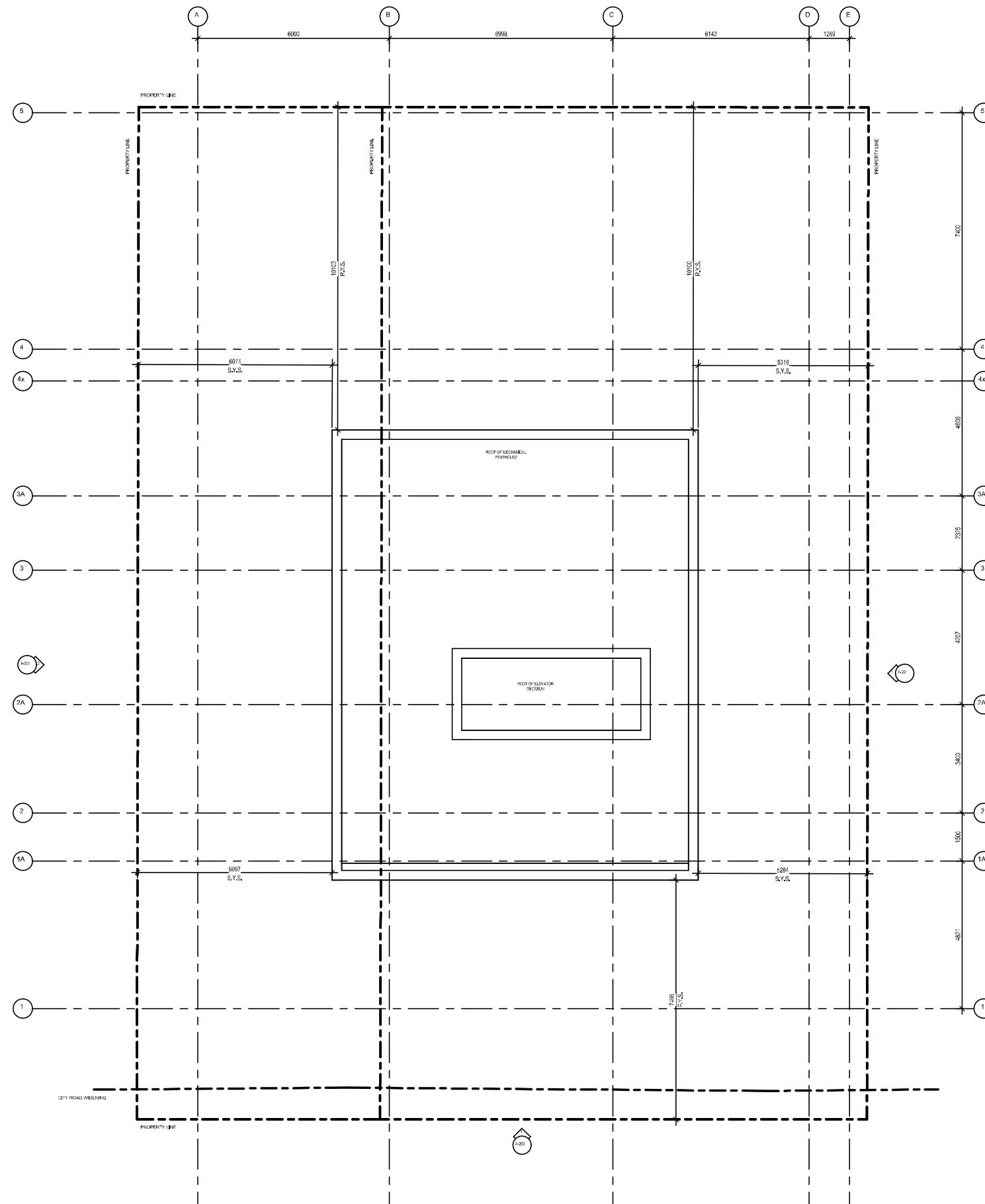
.12 LEVEL 8 FLOOR PLAN - 1:150



.13 LEVEL 9 FLOOR PLAN - 1:150



**.14 TERRACE LEVEL FLOOR PLAN - 1:150**



**.15 ROOF LEVEL FLOOR PLAN 1:150**

### .1 SUSTAINABILITY FEATURES

While not seeking LEED designation at this time, the proposed development plans to address several different avenues for sustainability. As a mixed use apartment building, the client intends to own the building as the future Landlord of the development. The client is therefore interested in durable, long lasting construction which naturally contributes to sustainable principles, as compared to the quick, cheap construction characterized by so many condominium developments.

The development provides only the required visitor parking in the underground level and otherwise aligns with the city's efforts to encourage alternative means of transportation for residential tenants. 100% of bike storage is provided within a secure bike room in the basement, accessible from the exterior by the vehicular ramp.

A large rooftop amenity area will include a green roof space, which will offset urban heat sink. Unoccupied and Mechanical roofs will be specified with white ballast/membranes to reflect the heat from the conditioned space, and roof pavers will be selected to balance light reflectivity with occupant comfort.

The client plans to explore additional sustainability approaches including grey water recycling from the stormwater cistern, as well as photovoltaic enabled glass guardrails, windows and spandrel panels. At this time, the client is still reviewing the feasibility of these proposals and has not committed to implementation.



### .2 BIRD SAFE DESIGN

In recognition that birds are an essential part of our environment. The proposed development implements a number of strategies to align with the City's Bird-Safe Design Guidelines. These measures include:

1. Eliminating design traps such as glass passageways or corners that are invisible to birds

The design gave careful consideration to avoid any designs that could potentially entrap birds, including avoiding the use of courtyards or creating deeply shadowed alcoves, which might leave the impression of a passage for a bird. The placement of glazing has been arranged to prevent "fly-through" effects, ensuring that windows are not directly opposite one another.

2. Designing landscape to reduce the risk of collisions.

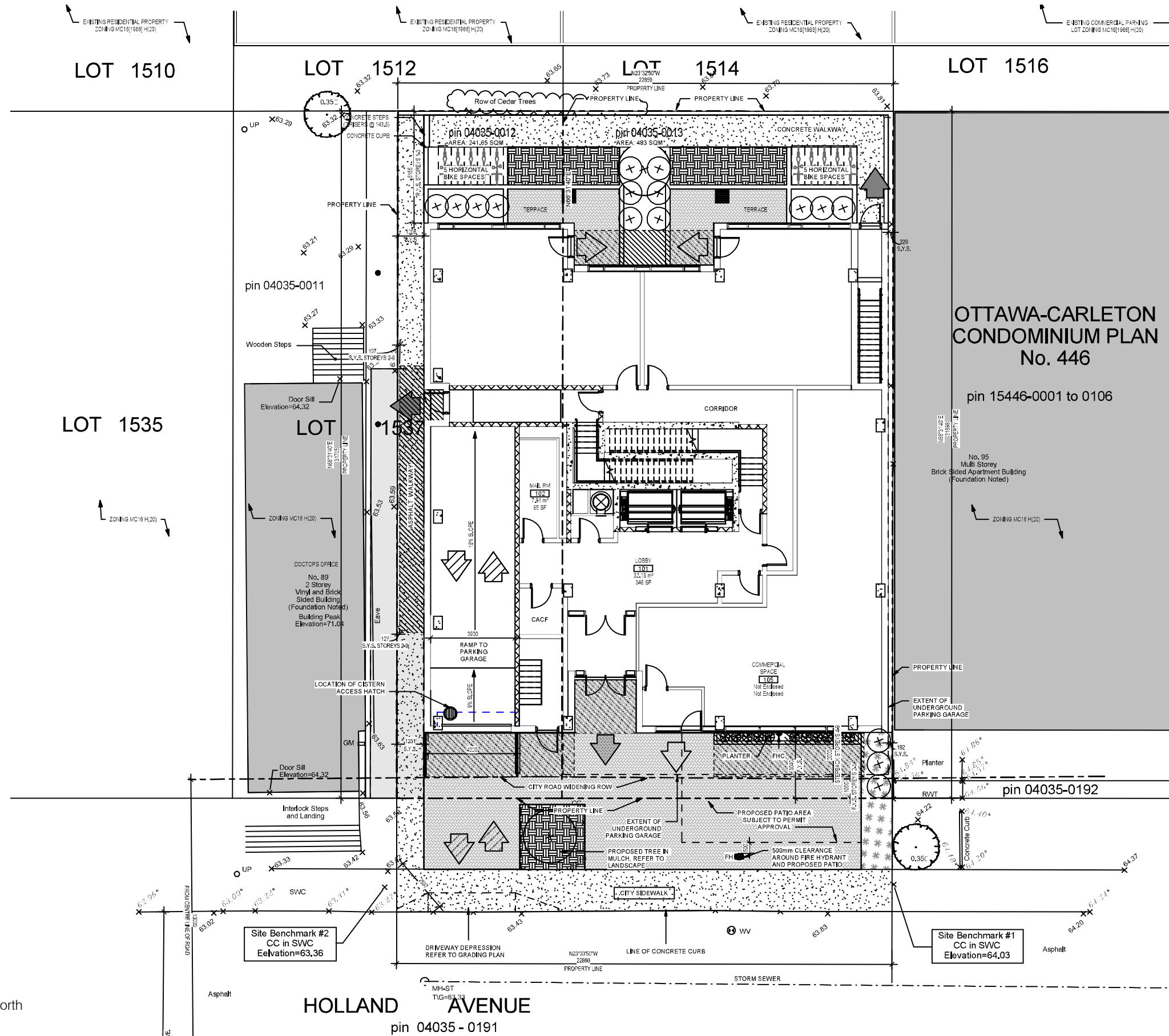
Recognizing that green roofs and landscaped areas can attract birds, the design includes strategies to reduce collision risks. Plantings have been arranged to minimize reflections of trees and shrubs, and linear landscape features leading directly to glazing have been avoided. In addition, plant species known to attract birds will not be used near glass surfaces.

3. Designing structural features to prevent entrapment

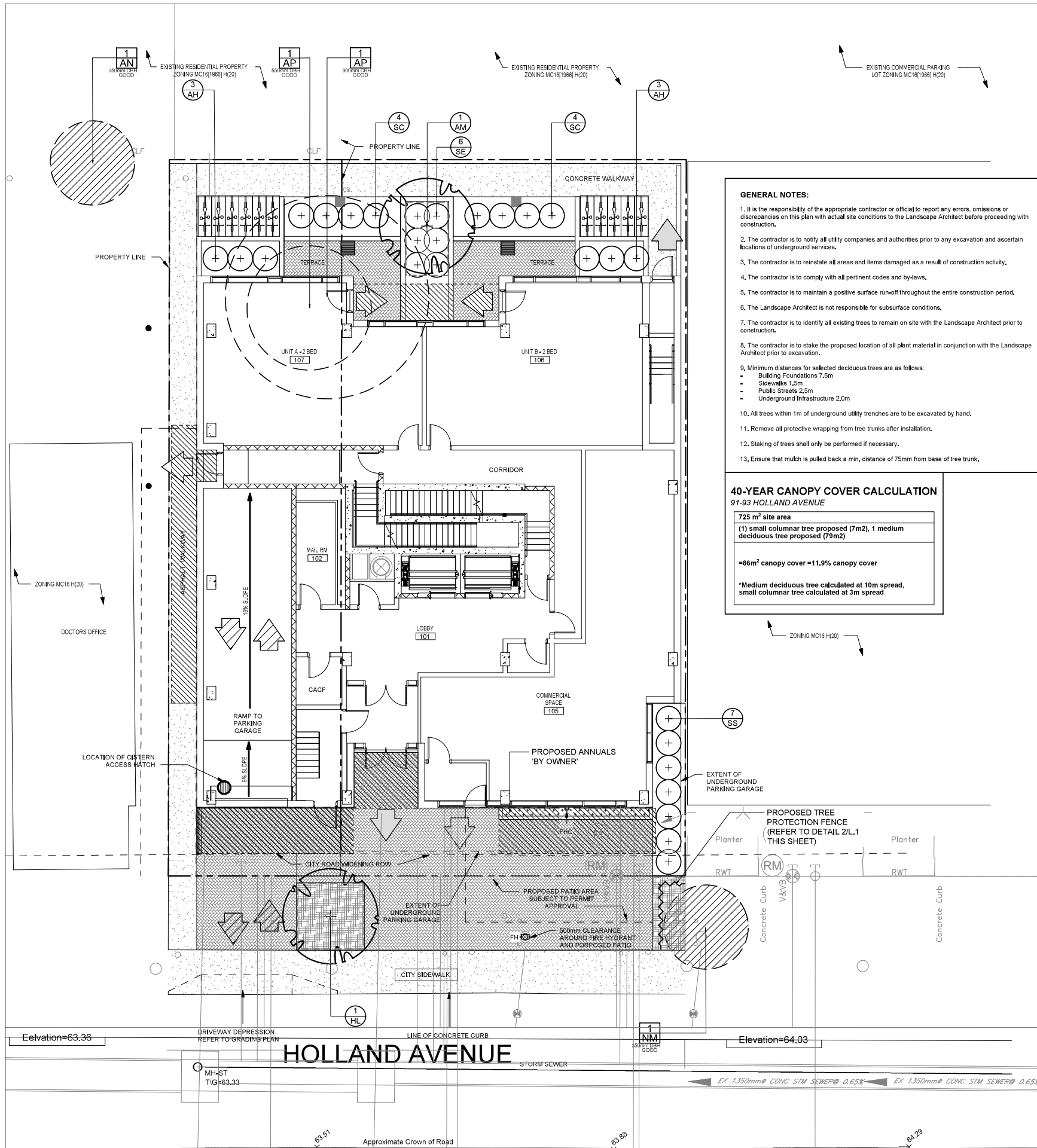
Bird-safe principles will be applied to structural elements throughout the project. Grates will be designed with openings small enough to prevent birds from falling through, and all vertical pipes, flues, and vents will be capped or screened to prevent wildlife entry.

As the project design evolves, the team will continue to explore strategies for minimizing light pollution that may affect nocturnal or migrating birds, such as reducing exterior lighting and limiting interior illumination during spring and fall migration periods.

### .1 SUSTAINABILITY FEATURES



.1 SITE PLAN - 1:150

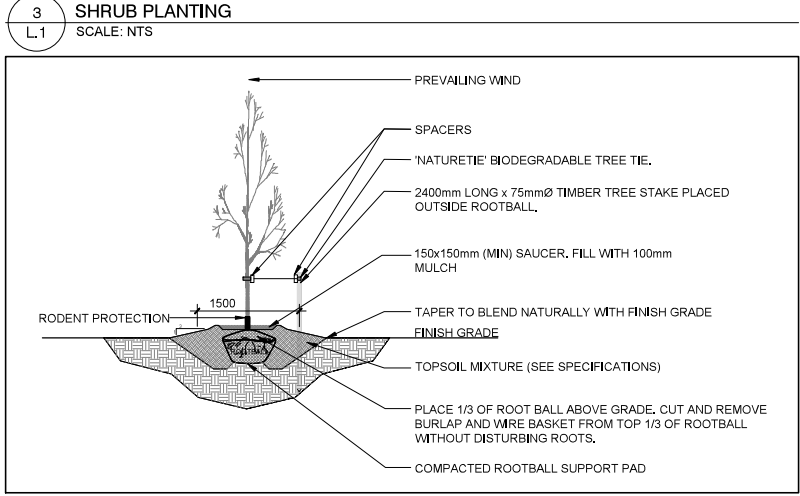
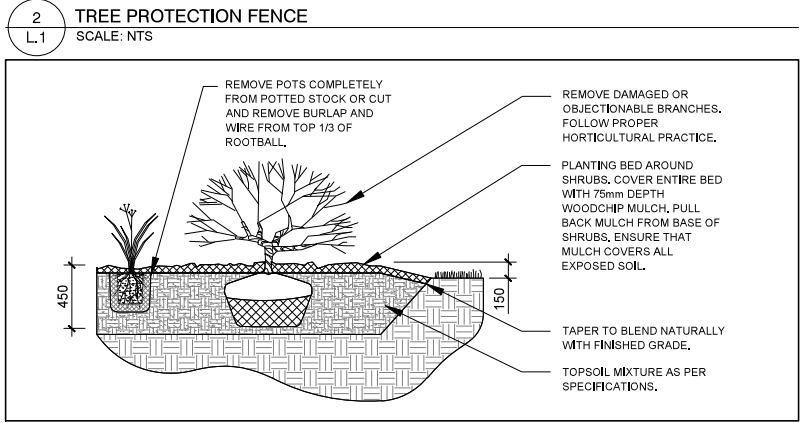
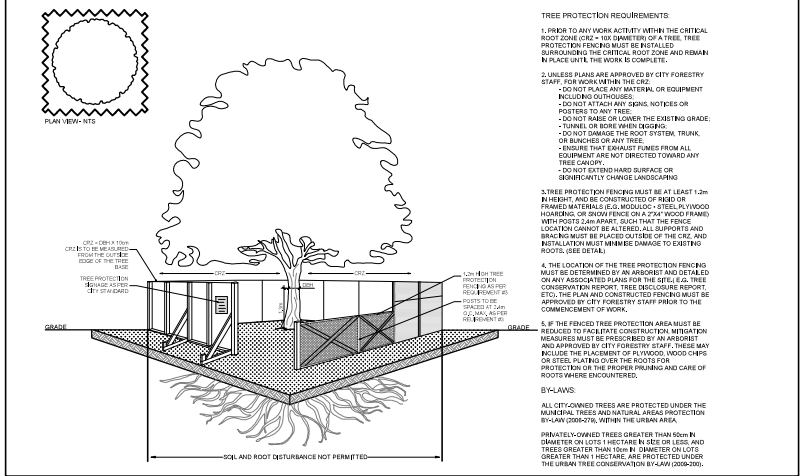


- GENERAL NOTES:**
1. It is the responsibility of the appropriate contractor or official to report any errors, omissions or discrepancies on this plan with actual site conditions to the Landscape Architect before proceeding with construction.
  2. The contractor is to notify all utility companies and authorities prior to any excavation and ascertain locations of underground services.
  3. The contractor is to reinstate all areas and items damaged as a result of construction activity.
  4. The contractor is to comply with all pertinent codes and by-laws.
  5. The contractor is to maintain a positive surface run-off throughout the entire construction period.
  6. The Landscape Architect is not responsible for subsurface conditions.
  7. The contractor is to identify all existing trees to remain on site with the Landscape Architect prior to construction.
  8. The contractor is to stake the proposed location of all plant material in conjunction with the Landscape Architect prior to excavation.
  9. Minimum distances for selected deciduous trees are as follows:
    - Building Foundations 7.5m
    - Sidewalks 1.5m
    - Public Streets 2.5m
    - Underground Infrastructure 2.0m
  10. All trees within 1m of underground utility trenches are to be excavated by hand.
  11. Remove all protective wrapping from tree trunks after installation.
  12. Staking of trees shall only be performed if necessary.
  13. Ensure that mulch is pulled back a min. distance of 75mm from base of tree trunk.

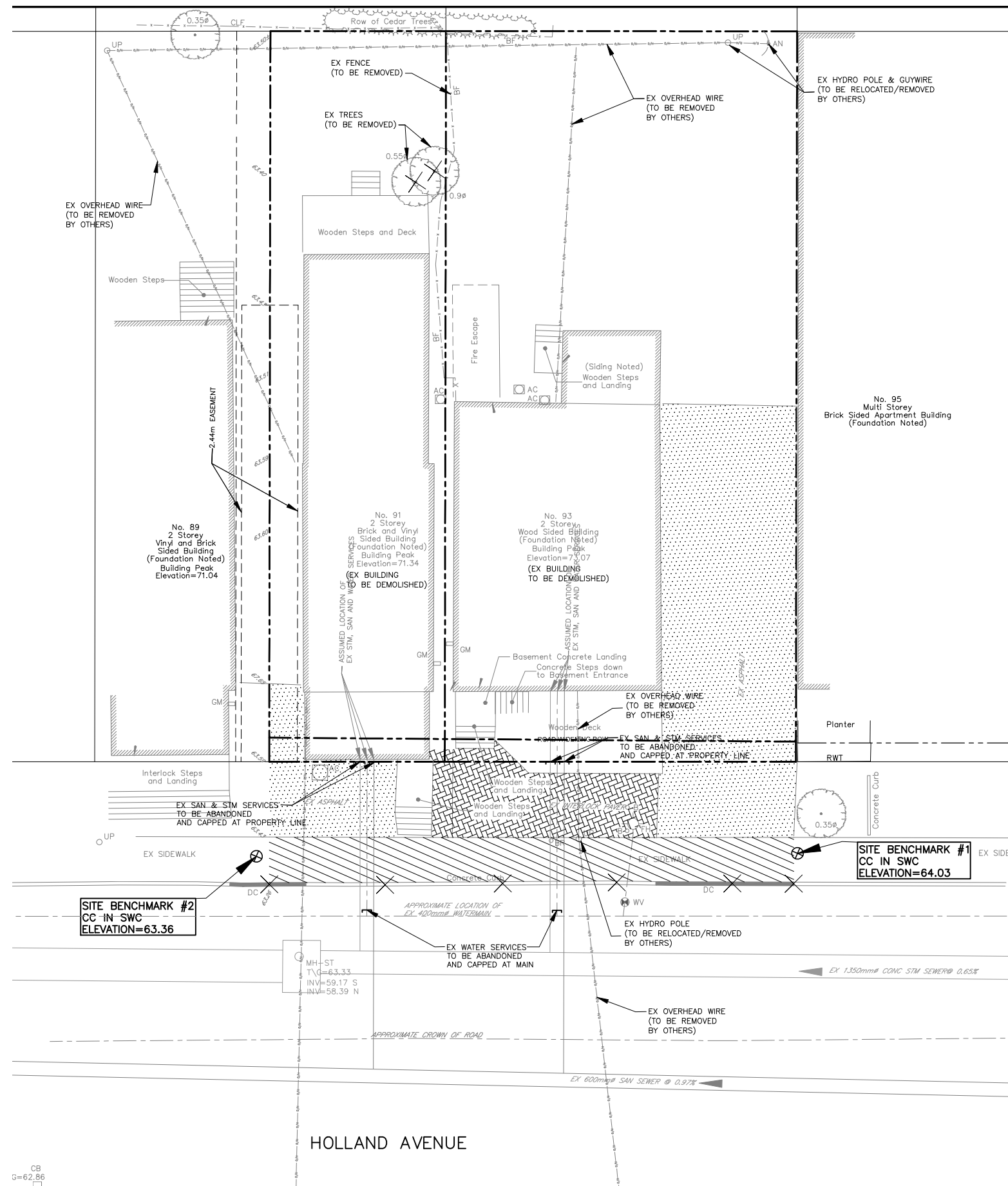
**40-YEAR CANOPY COVER CALCULATION**  
 91-93 HOLLAND AVENUE  
 725 m<sup>2</sup> site area  
 (1) small columnar tree proposed (7m<sup>2</sup>), 1 medium deciduous tree proposed (79m<sup>2</sup>)  
 =86m<sup>2</sup> canopy cover =11.9% canopy cover  
 \*Medium deciduous tree calculated at 10m spread, small columnar tree calculated at 3m spread

EXISTING TREE LIST							
KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS	OWNERSHIP
<b>TREES</b>							
AN	1	Acer negundo	Manitoba Maple	350mm DBH	Good	To remain	89 Holland Ave
AP	2	Acer platanoides	Norway Maple	550-800mm DBH	Good	To be removed	91 Holland Ave
AP	1	Acer platanoides	Norway Maple	350mm DBH	Good	To remain	City of Ottawa

PROPOSED PLANT LIST						
KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
<b>TREES</b>						
AM	1	Acer x freemanii 'Armstrong'	Armstrong Maple	50mm cal.	B&B	
HL	1	Gleditsia triacanthos 'Draves'	Streetkeeper Honey Locust	50mm cal.	B&B	
<b>SHRUBS</b>						
AH	6	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	1 gallon pot	Potted	Space 1000mm o.c.
SC	8	Symphoricarpos x chenaultii 'Hancock'	Hancock Coralberry	Space 1000 mm ht.	Potted	Space 1000 mm o.c.
SE	6	Sorbaria sorbifolia 'Sem'	Sem False Spirea	600mm ht.	Potted	Space 1000mm o.c.
SS	7	Sorbaria sorbifolia	Ural False Spirea	800mm ht.	Potted	Space 1200mm o.c.



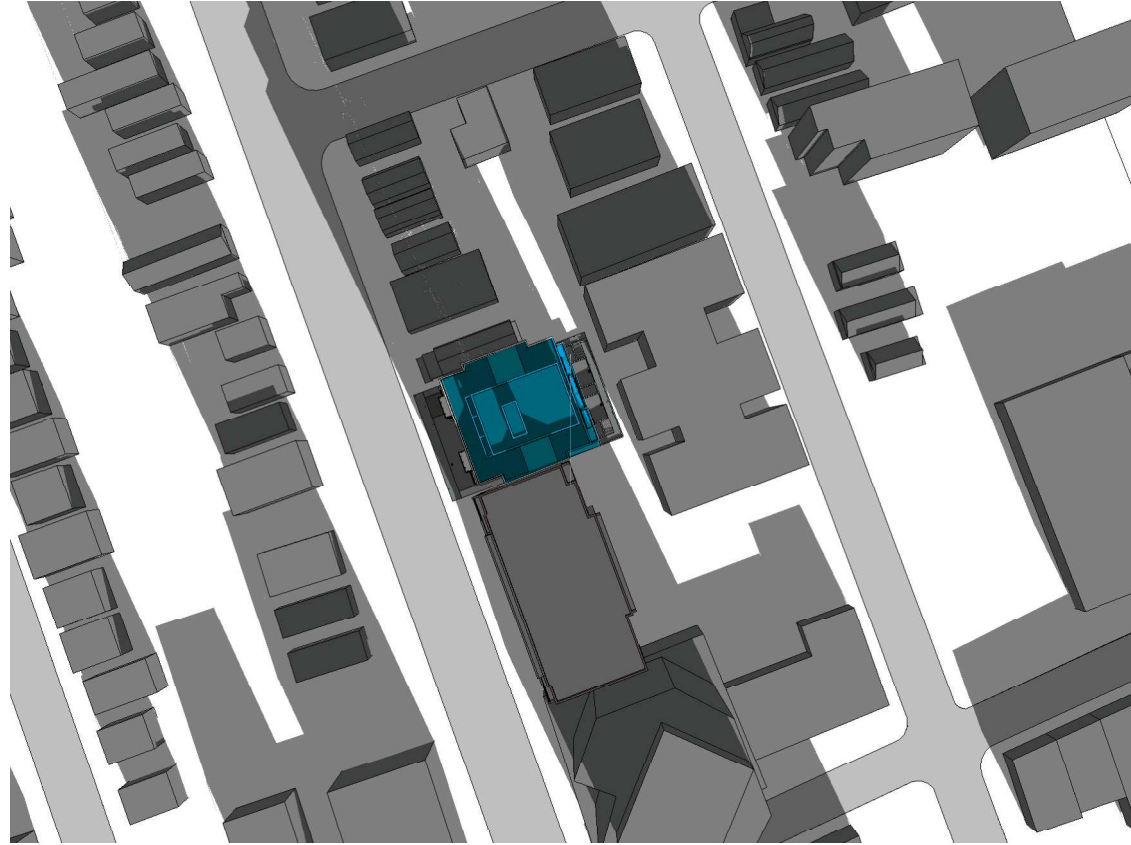
.2 LANDSCAPE PLAN



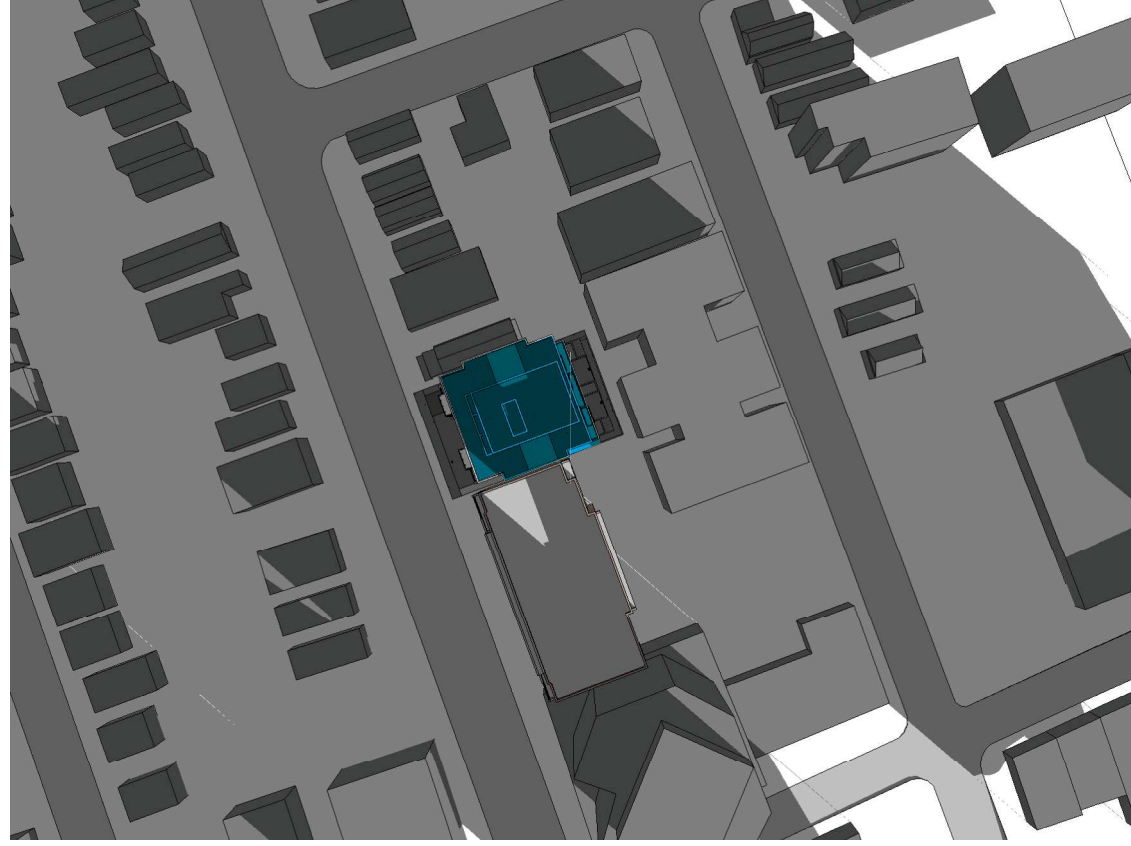
.3 SERVICING PLAN

9 -STOREY - 27.65M

DEC 21ST 11:00 AM

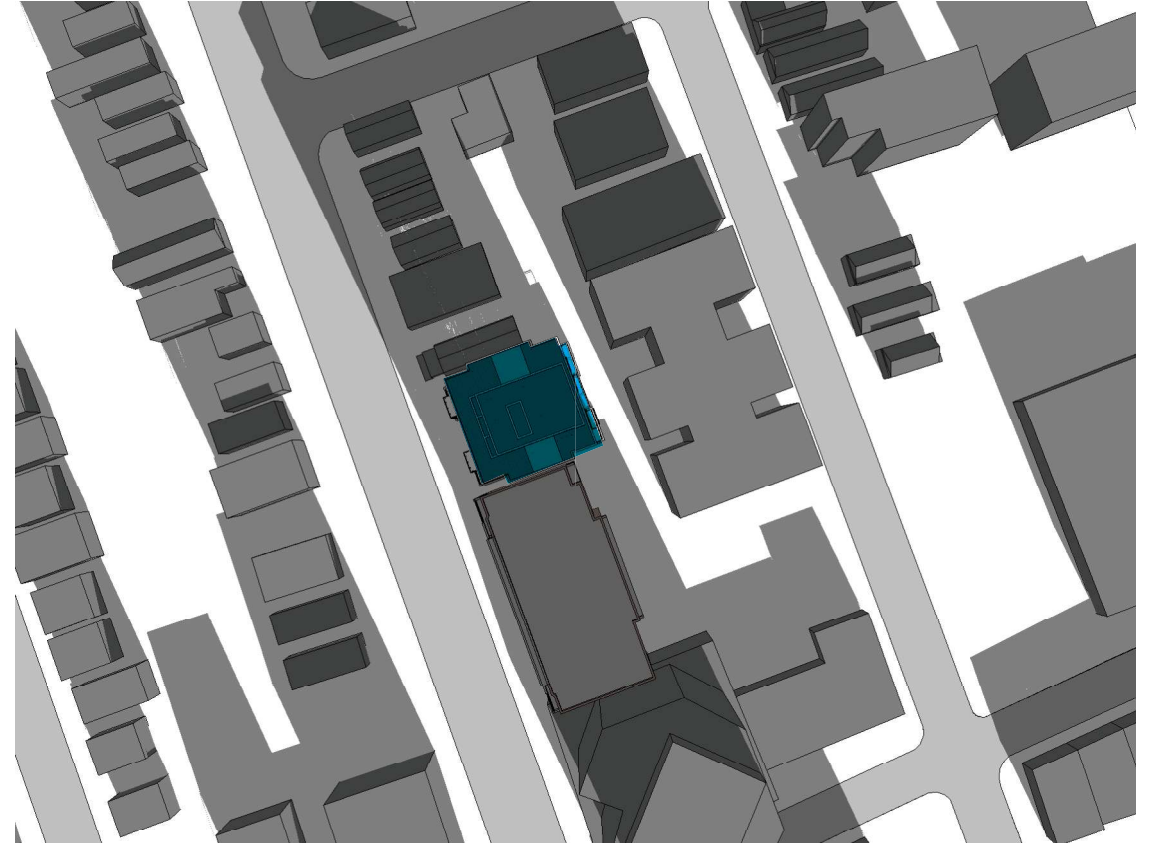


DEC 21ST 9:00AM

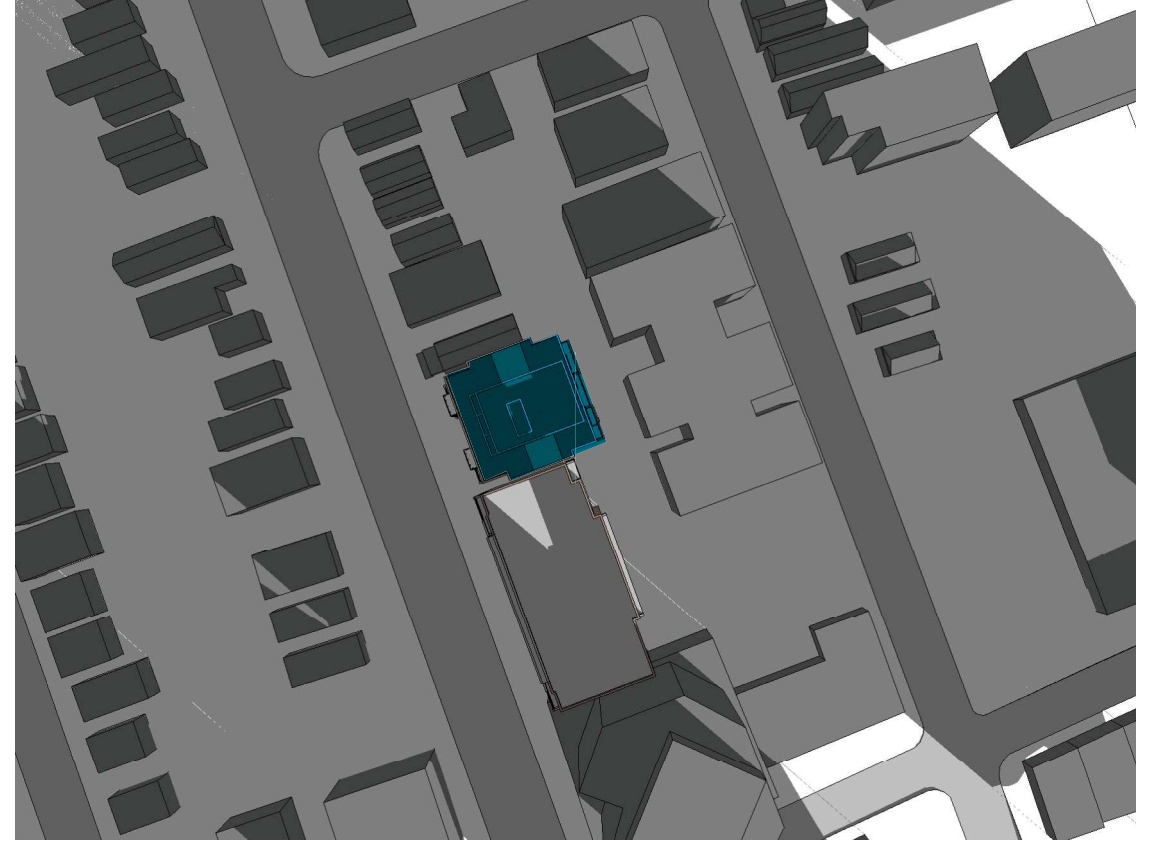


6 -STOREY - 20M

DEC 21ST 11:00 AM

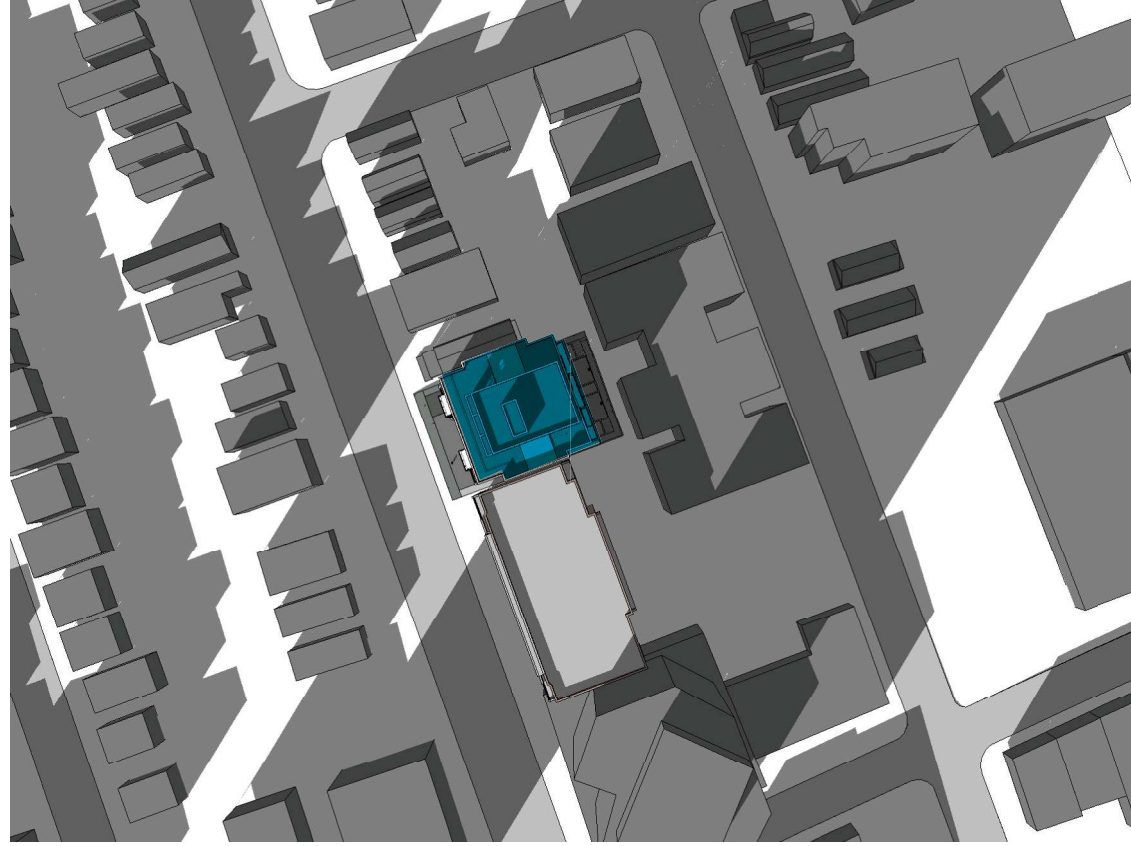


DEC 21ST 9:00AM

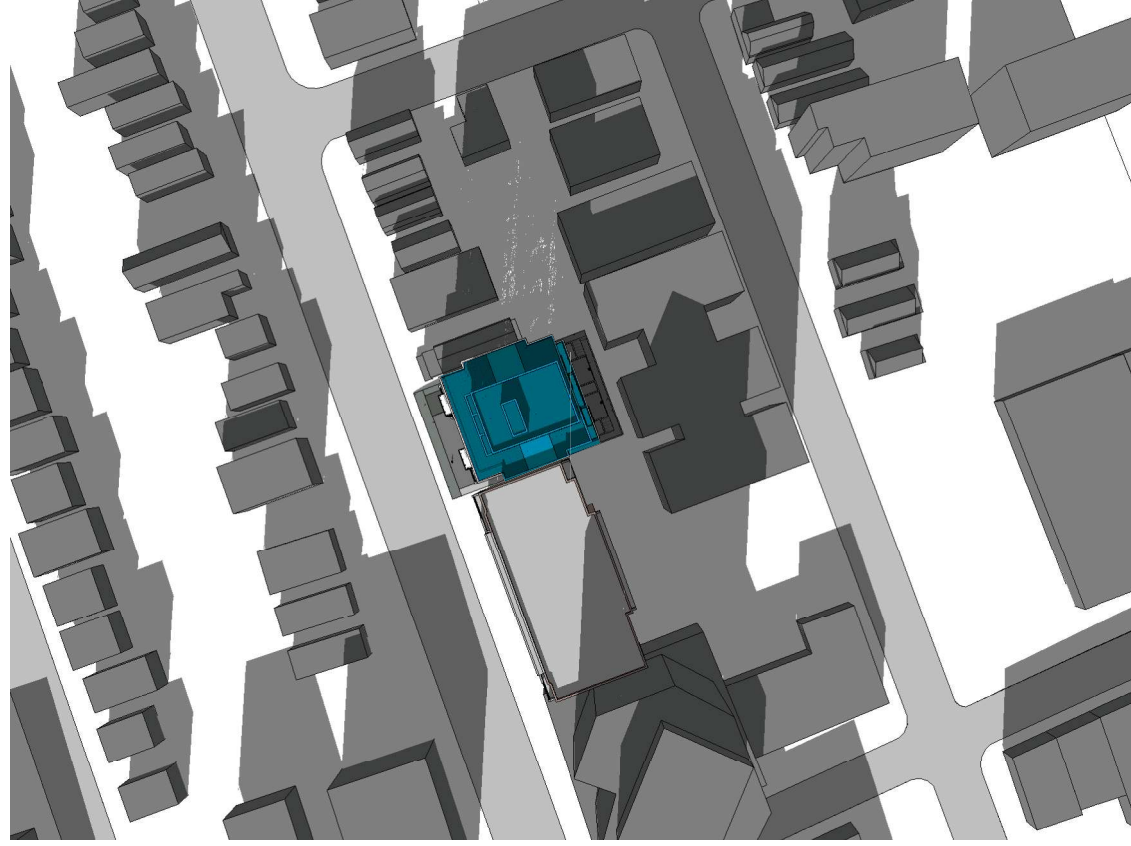


9 -STOREY - 27.65M

DEC 21ST 3:00 PM

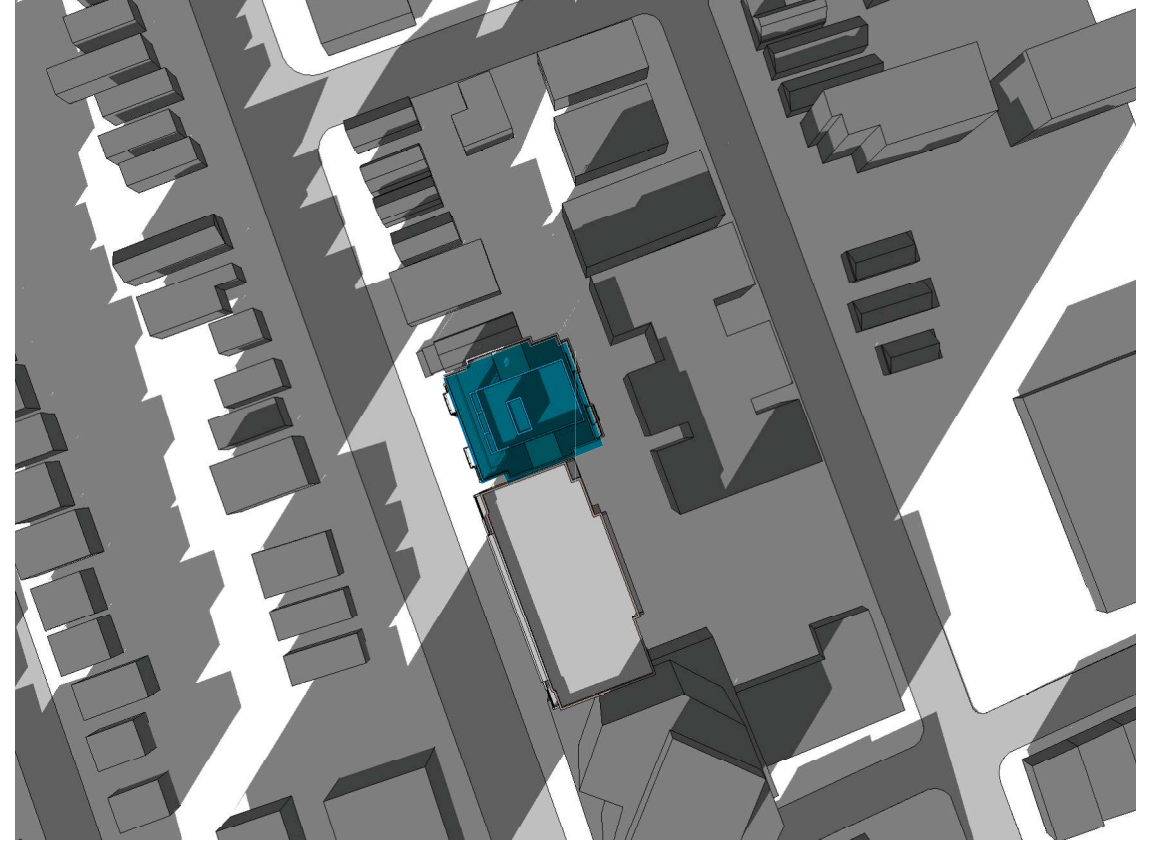


DEC 21ST 1:00 PM

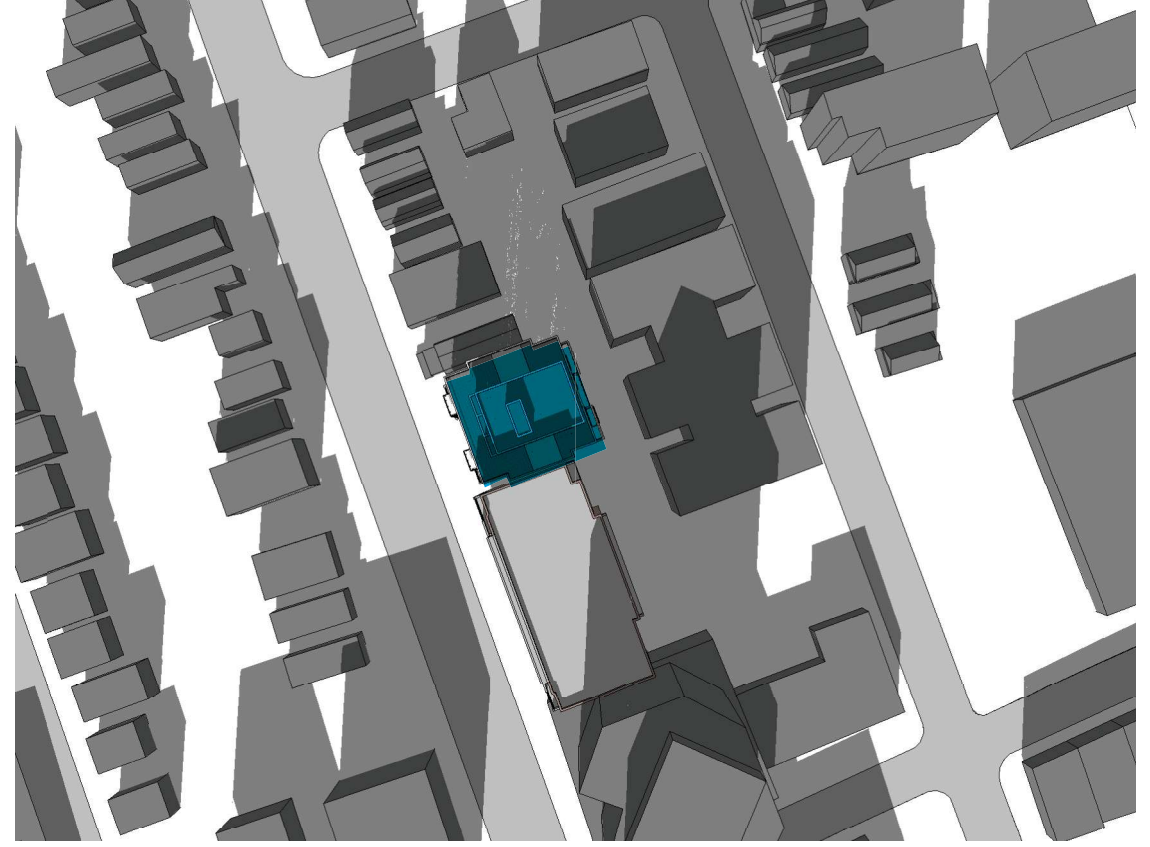


6 -STOREY - 20M

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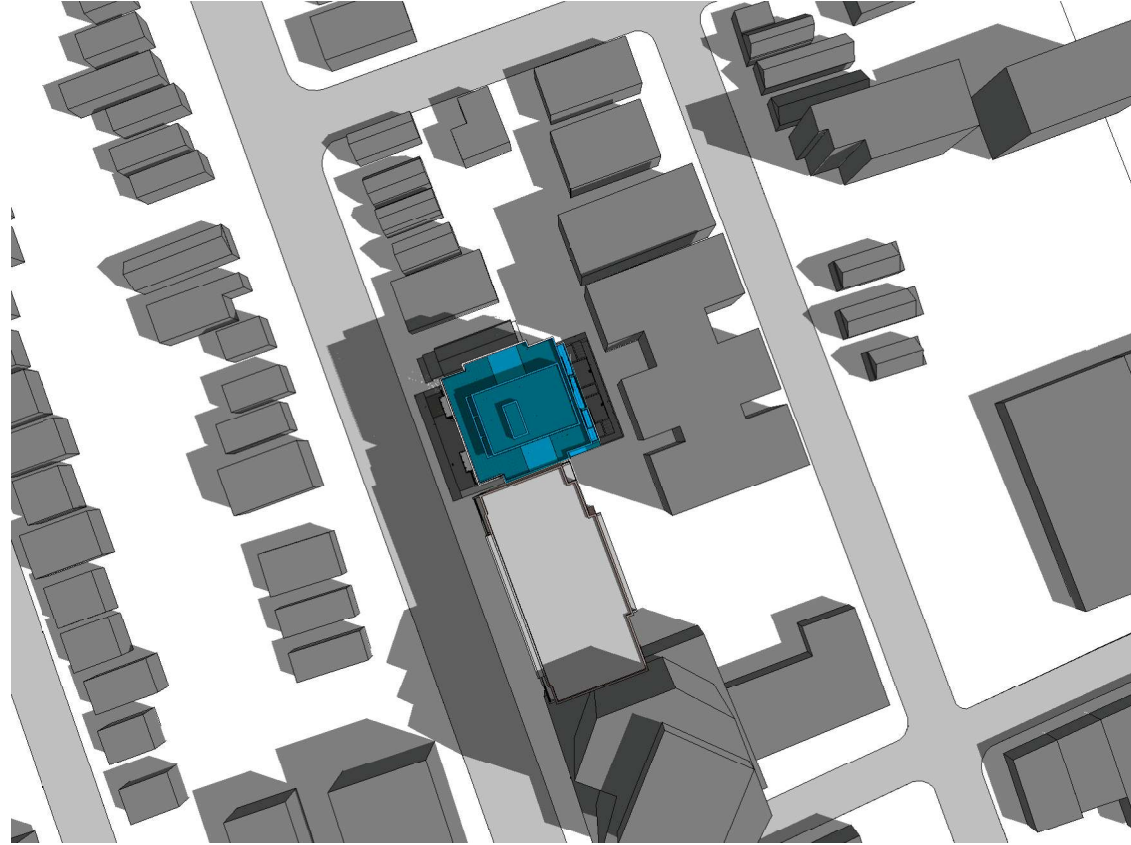


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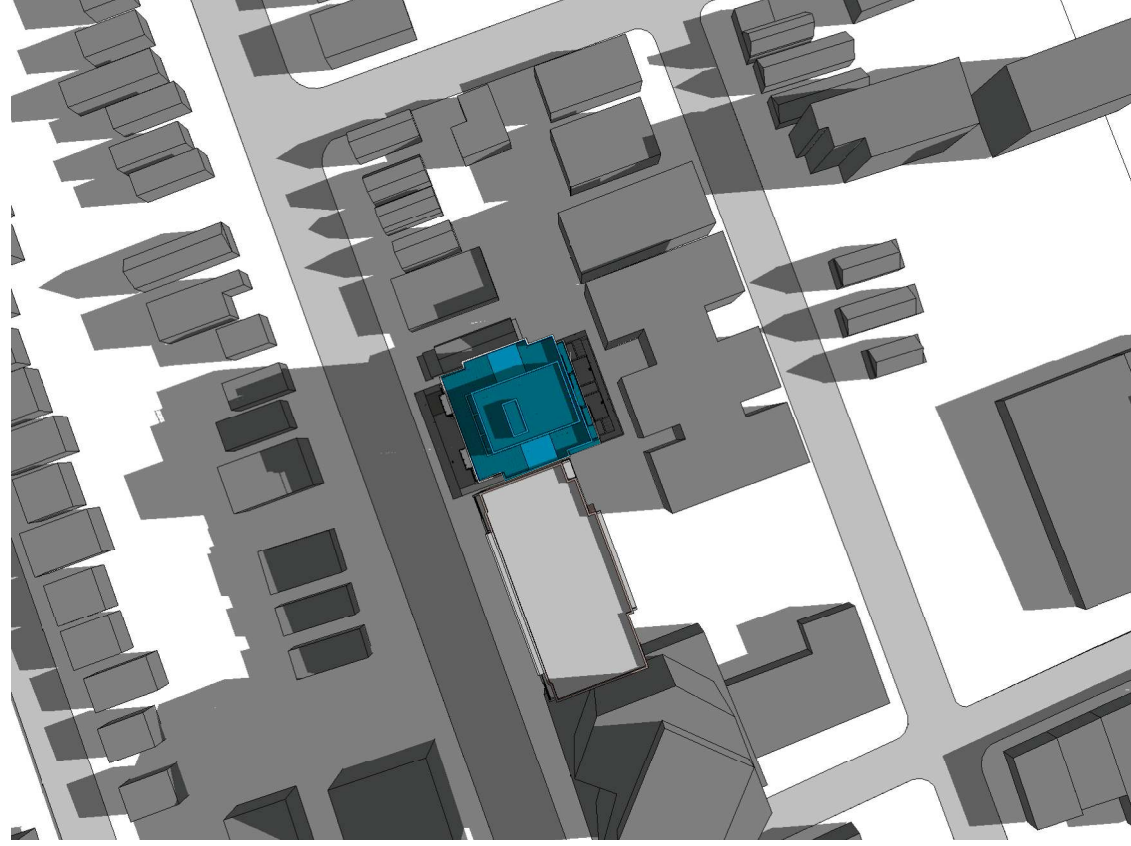


9 -STOREY - 27.65M

JUNE 21ST 10:00 AM

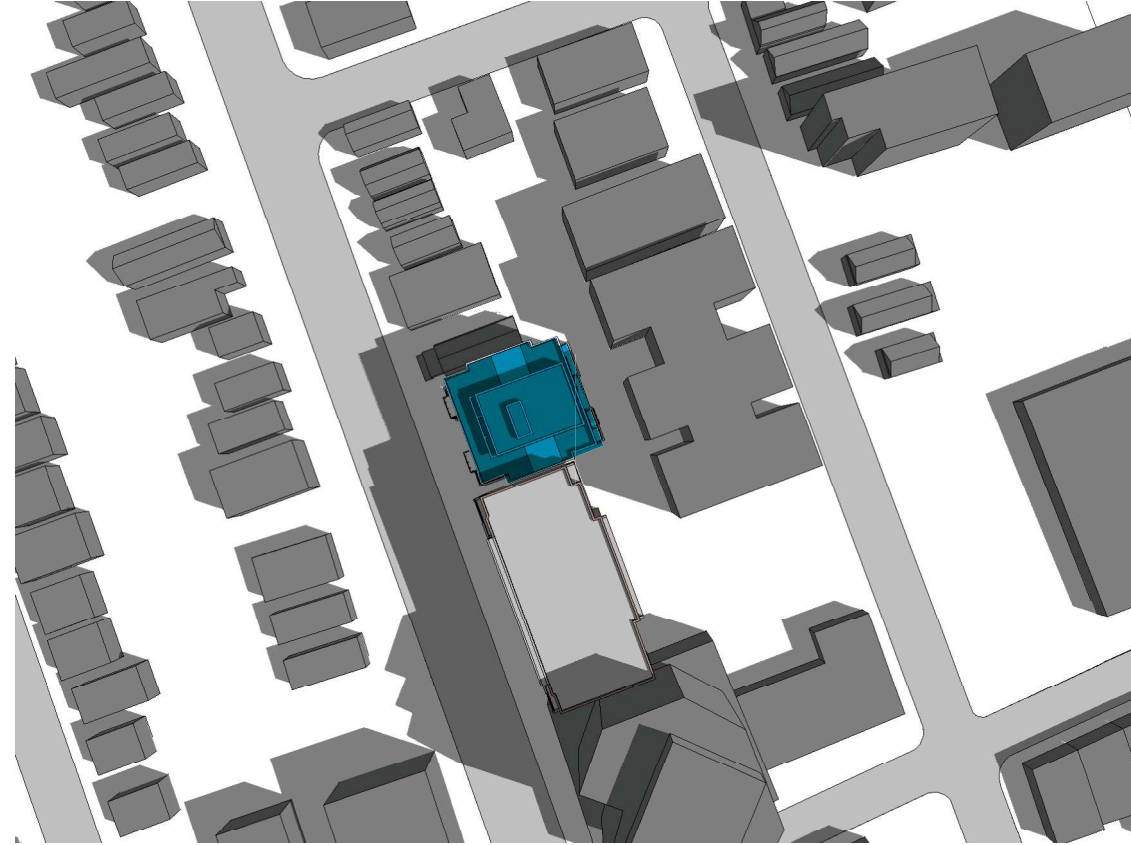


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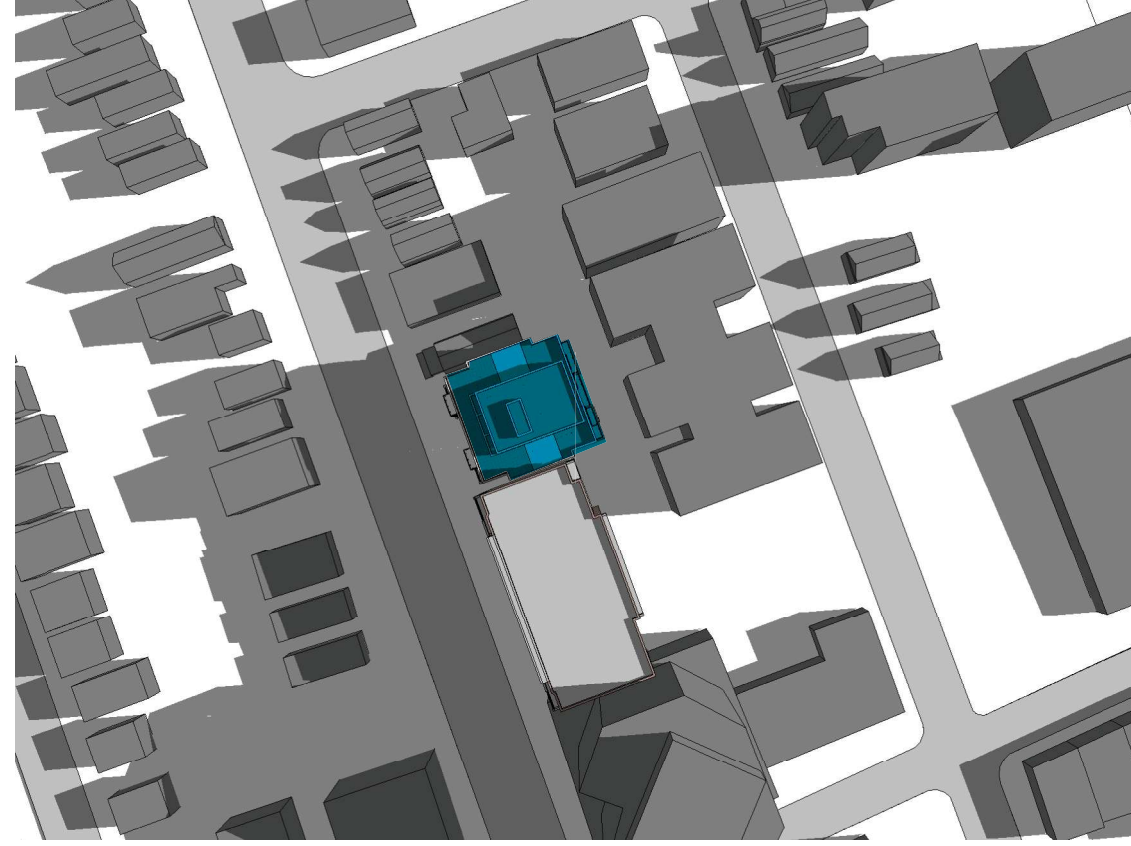


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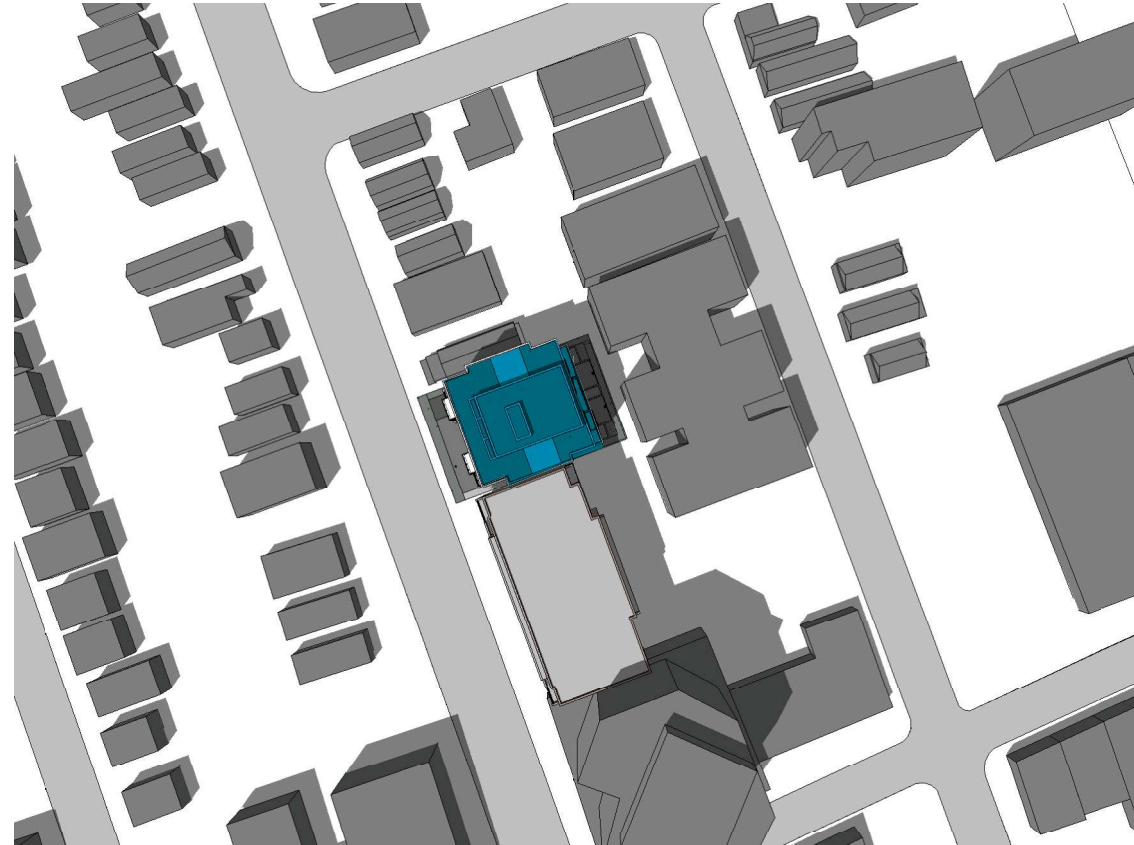


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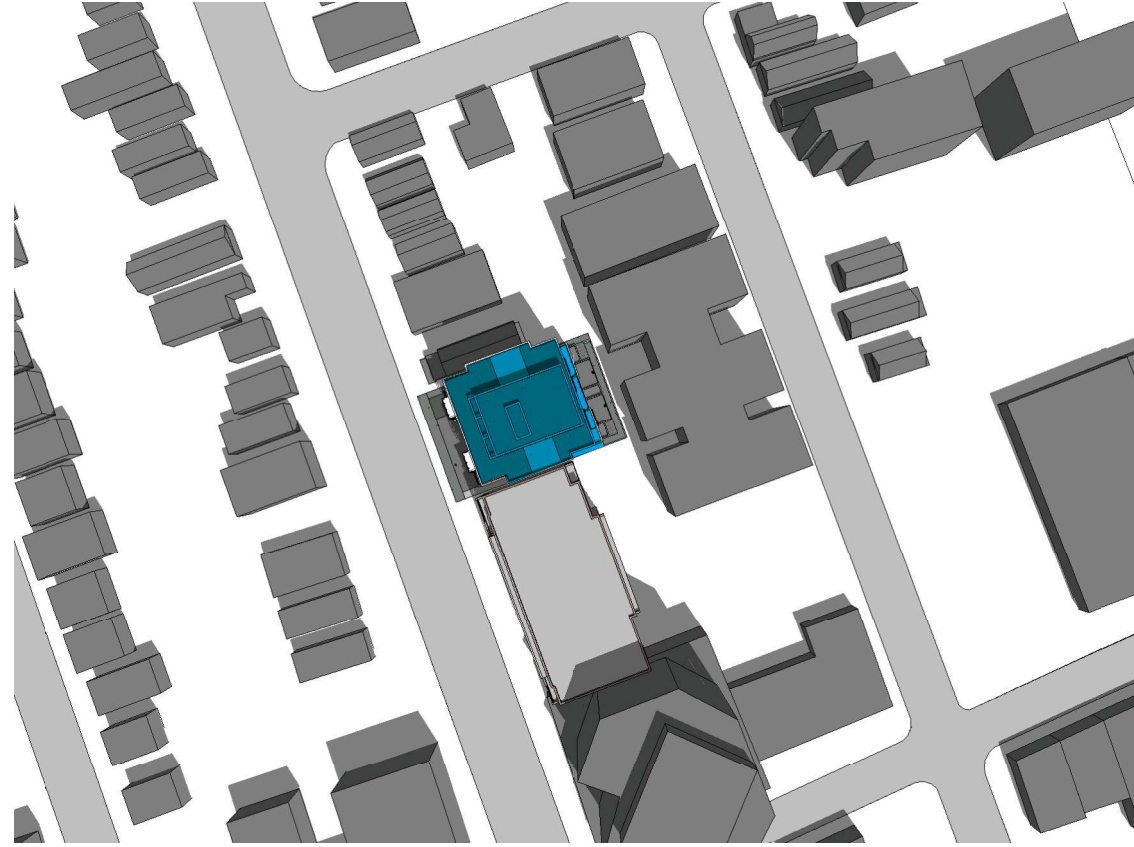


9 -STOREY - 27.65M

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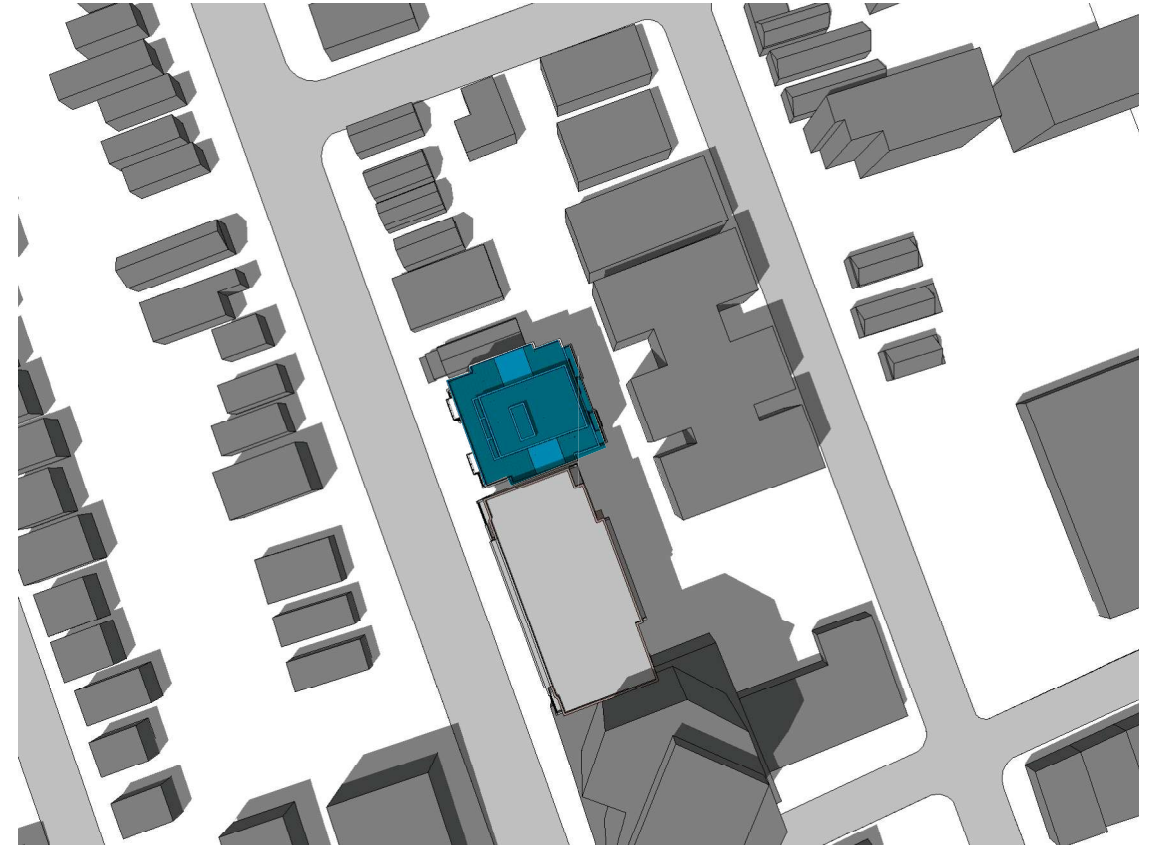


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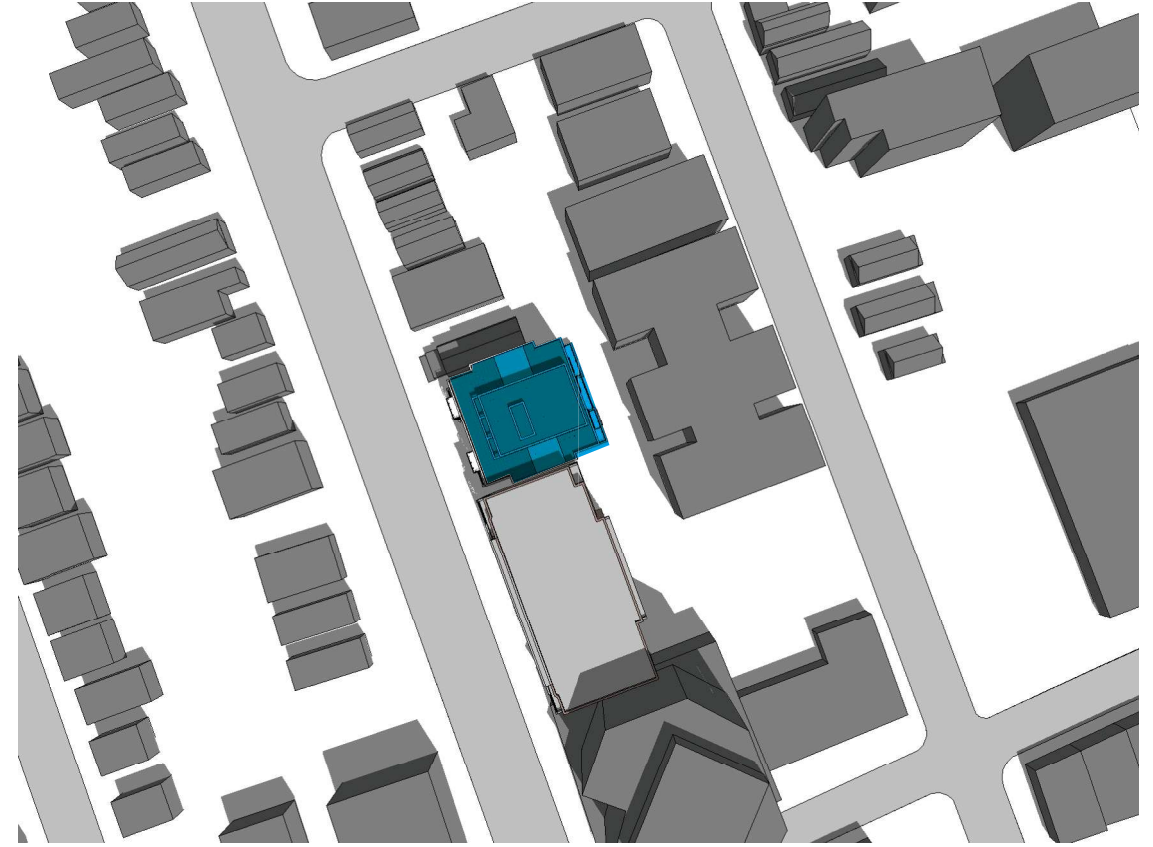


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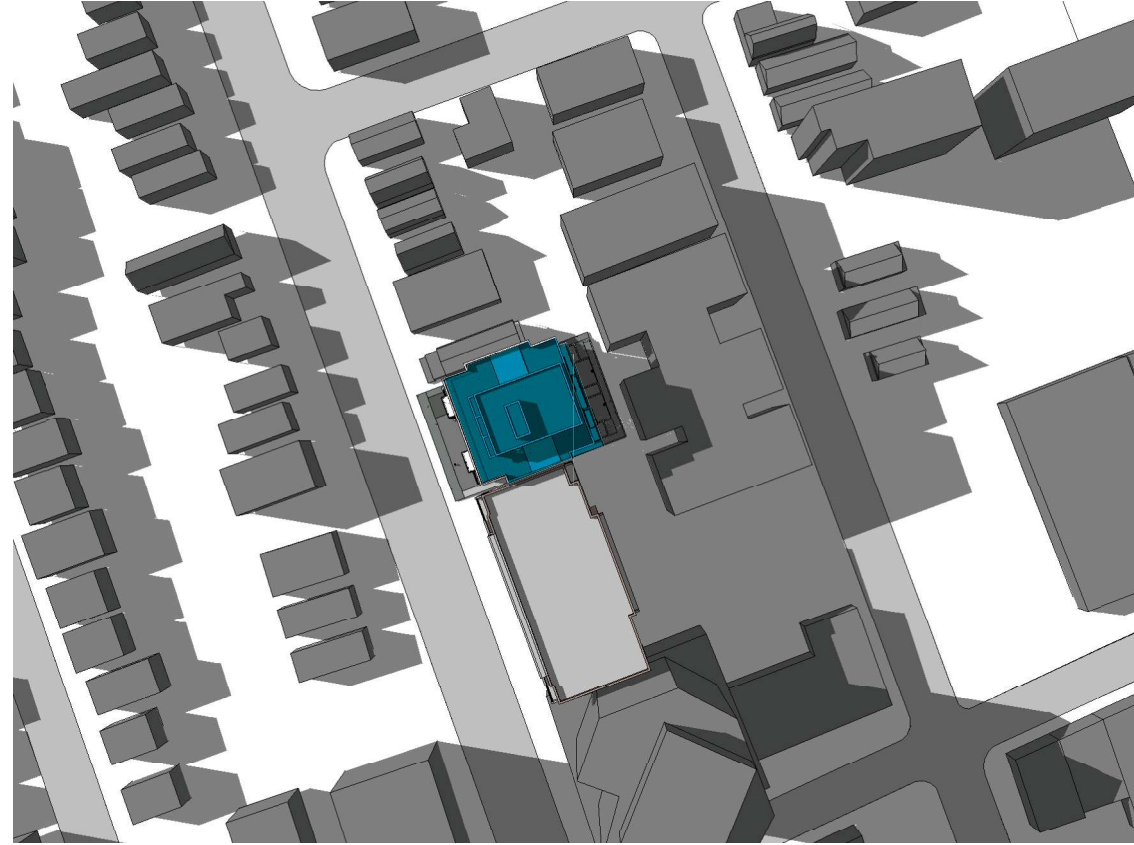


JUNE 21ST 12:00 PM



9 -STOREY - 27.65M

JUNE 21ST 6:00 PM

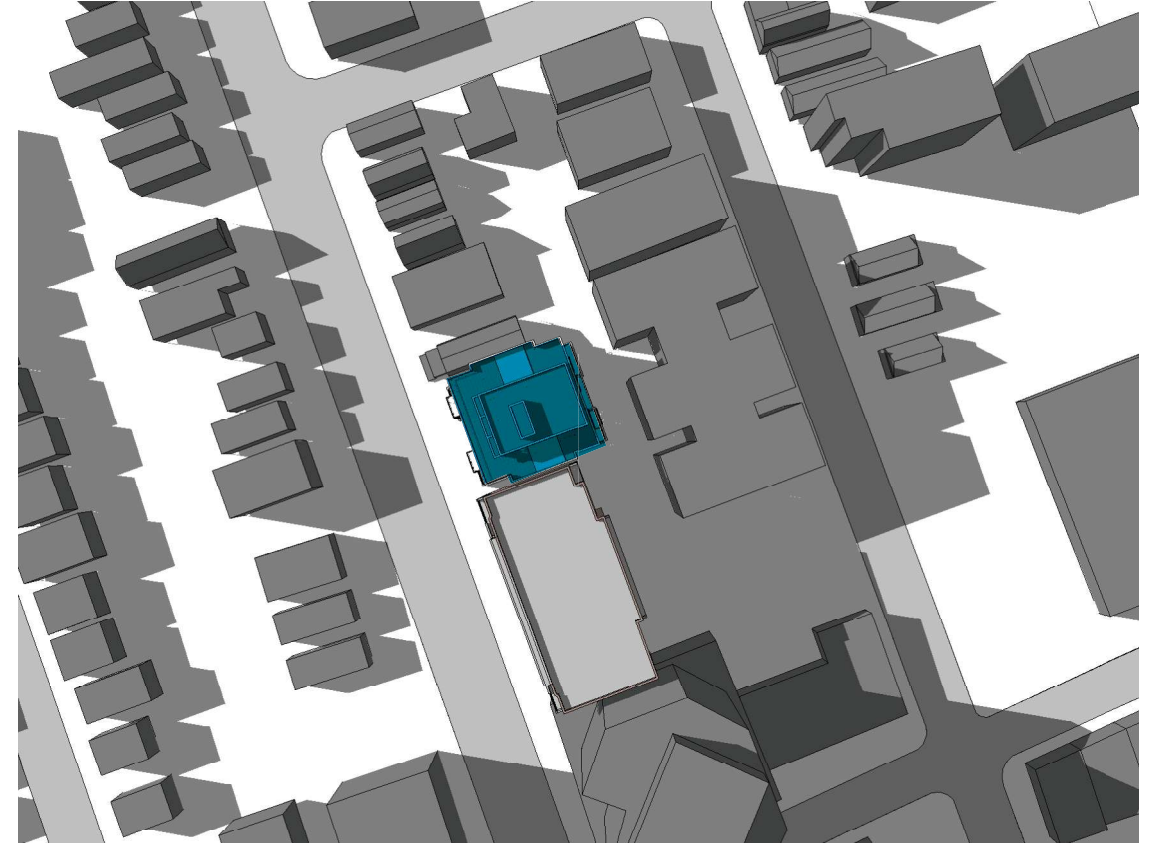


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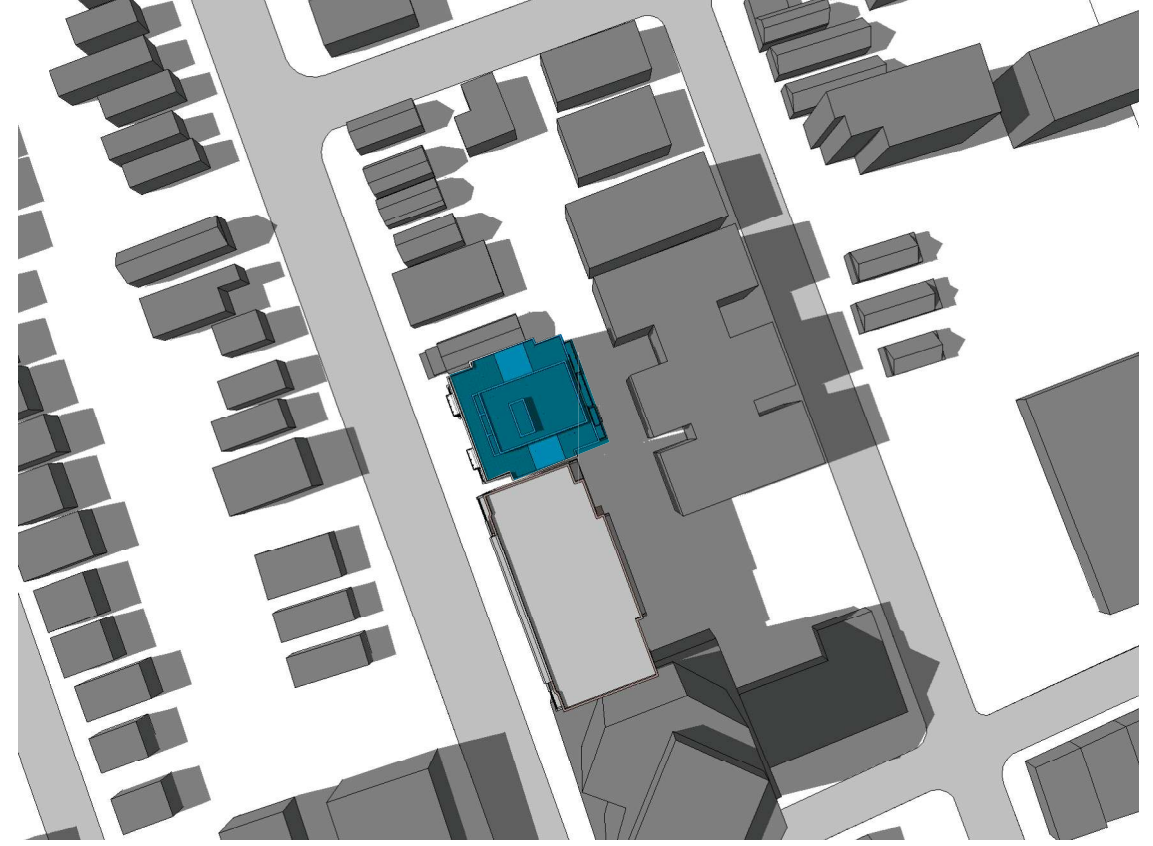


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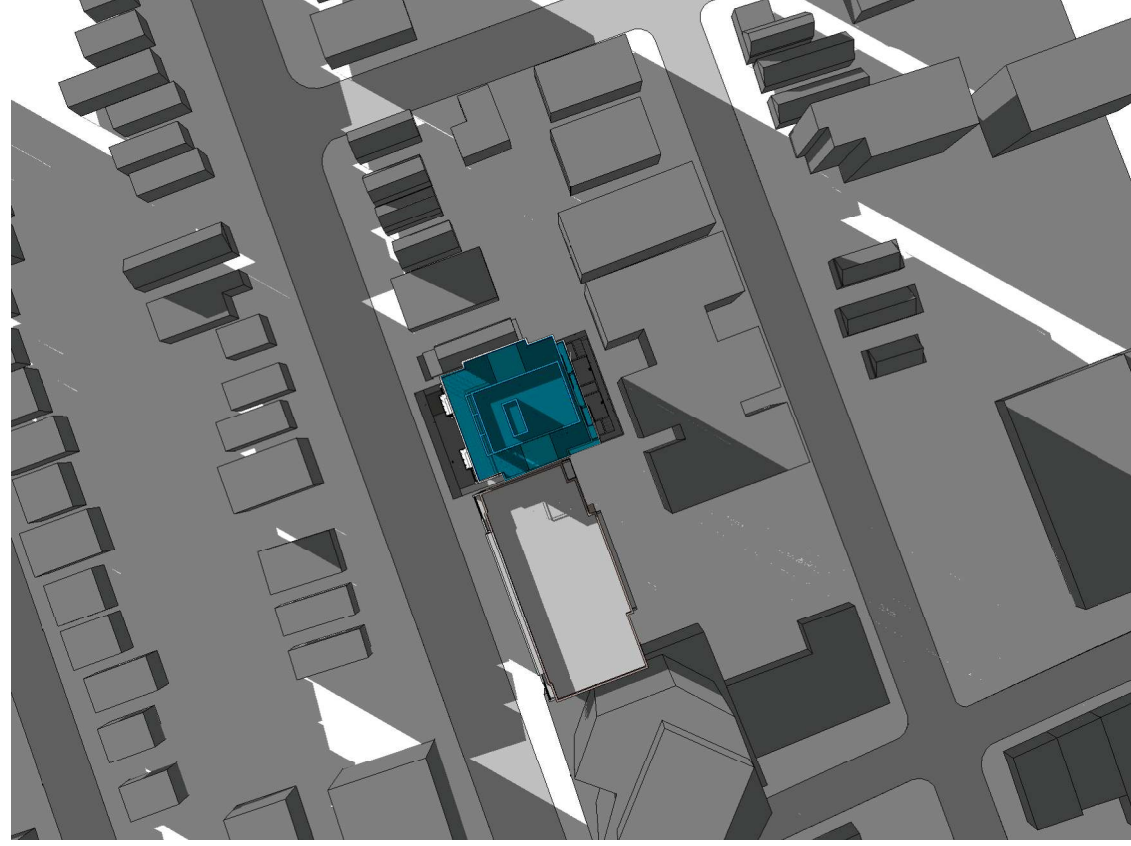


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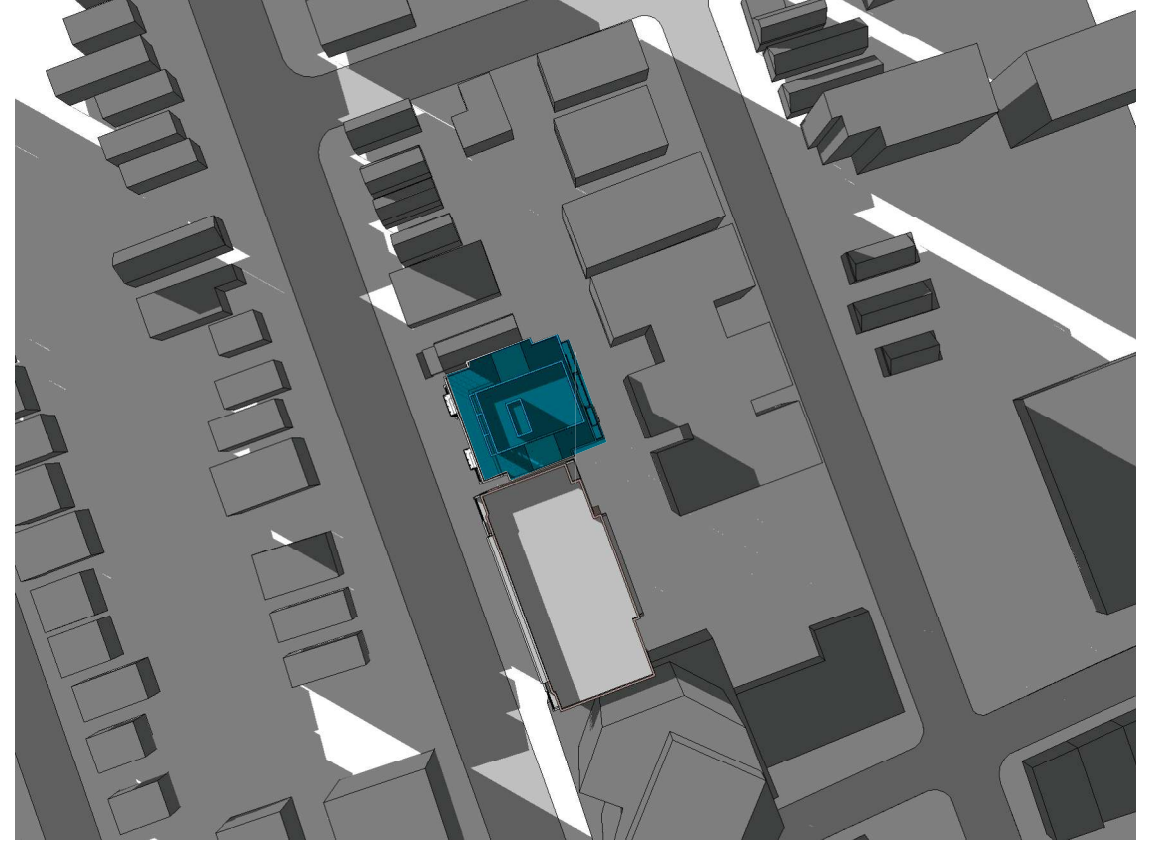
9 -STOREY - 27.65M

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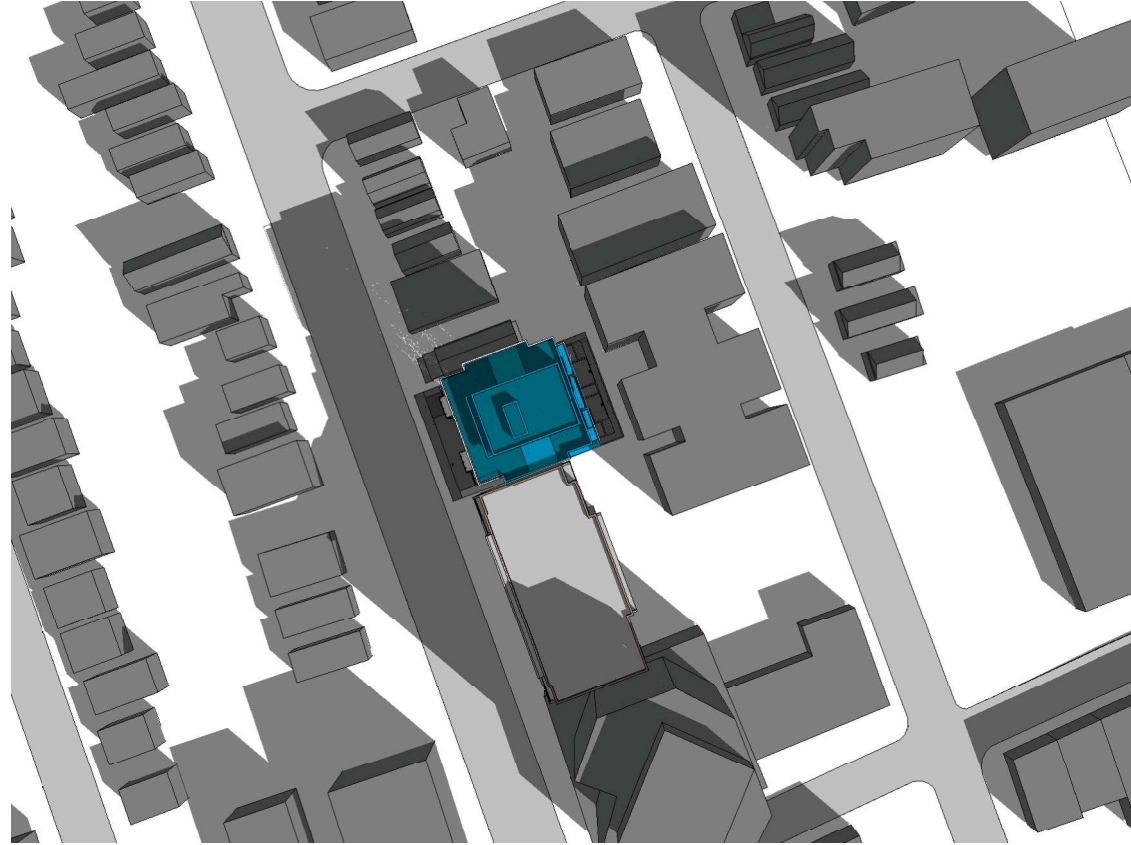
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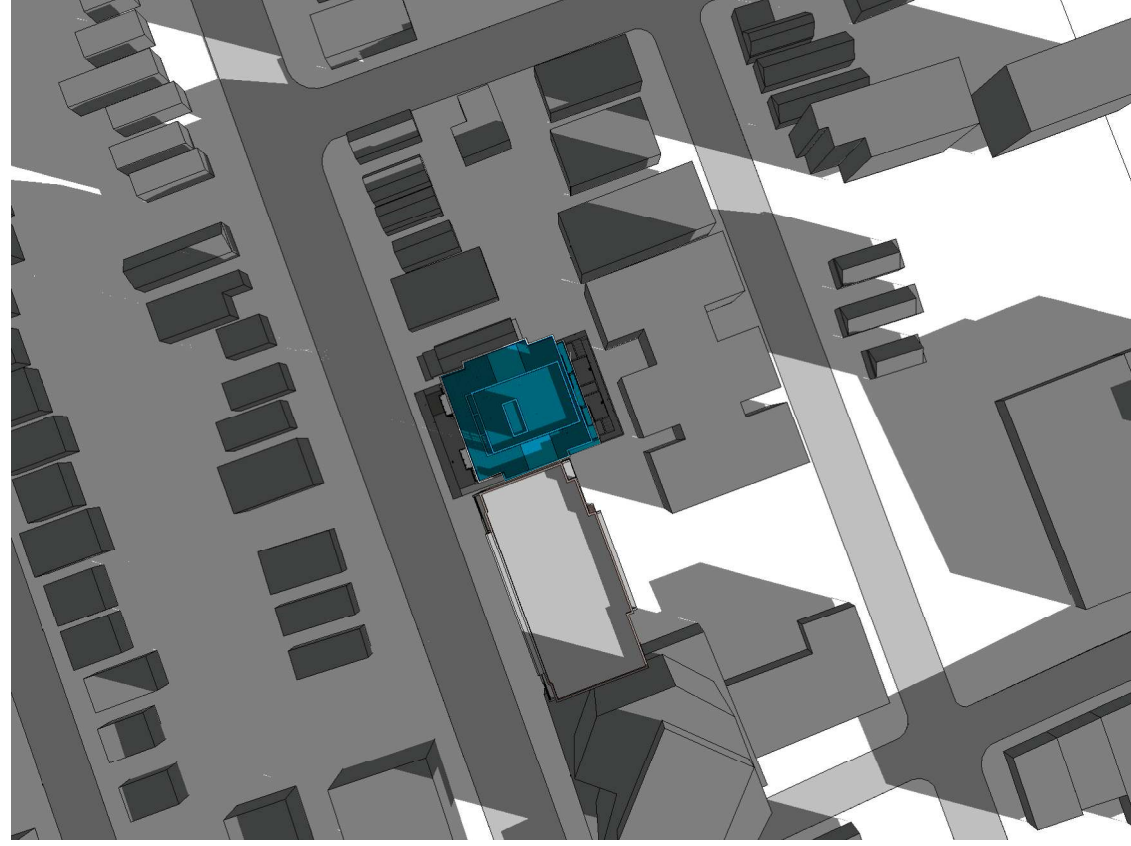


9 -STOREY - 27.65M

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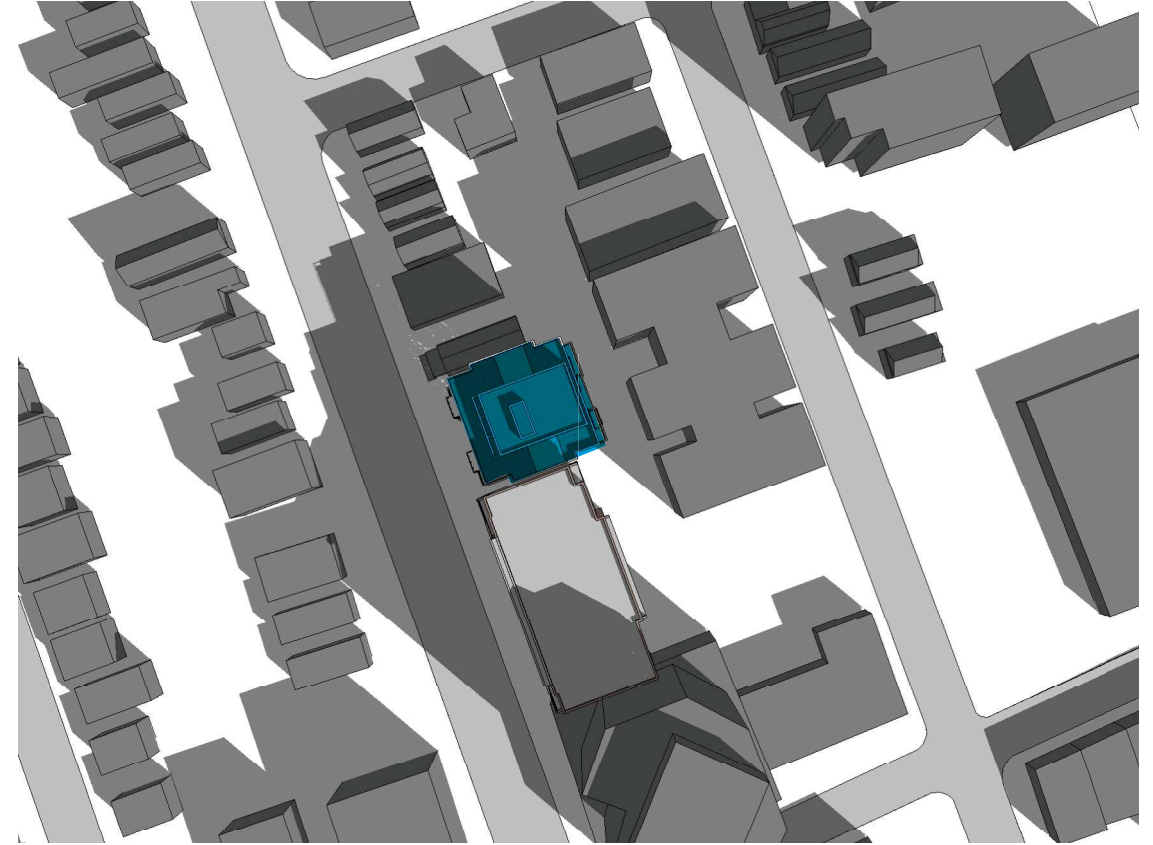


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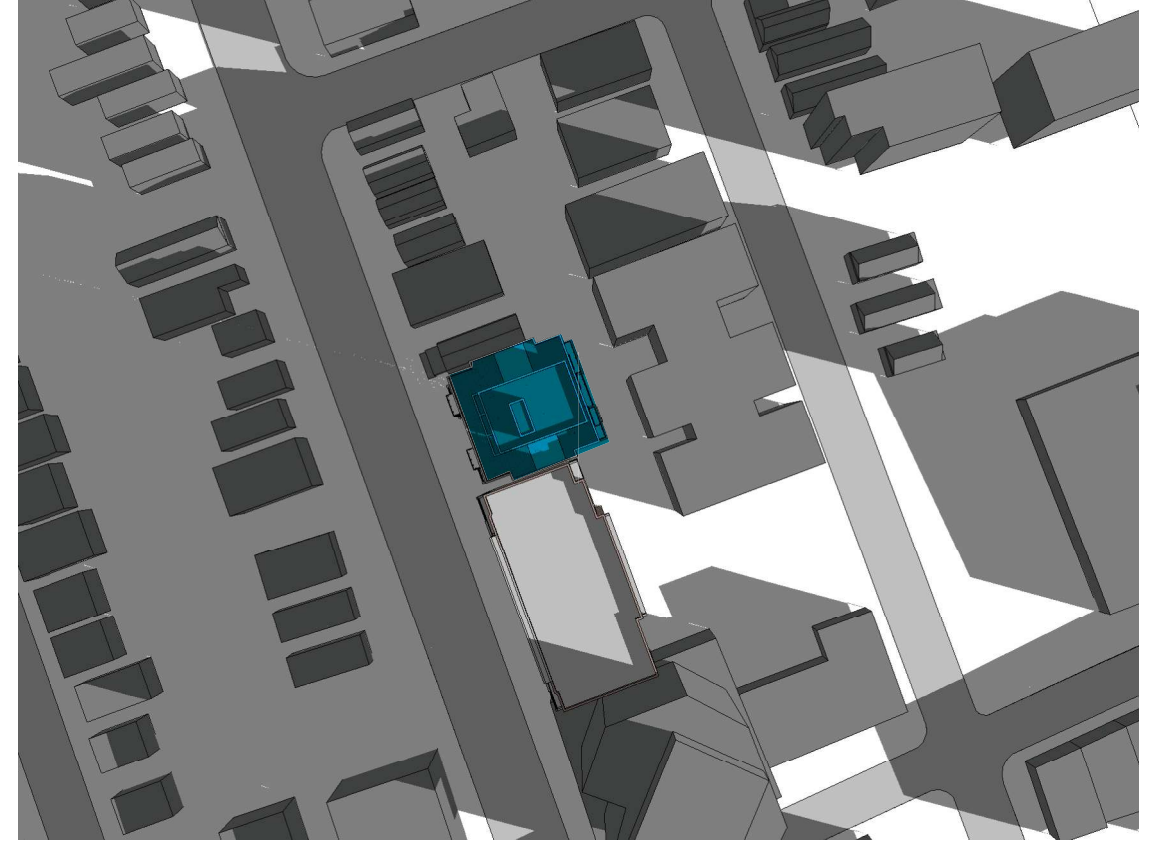


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SEPT 21ST 10:00 AM



SEPT 21ST 8:00AM

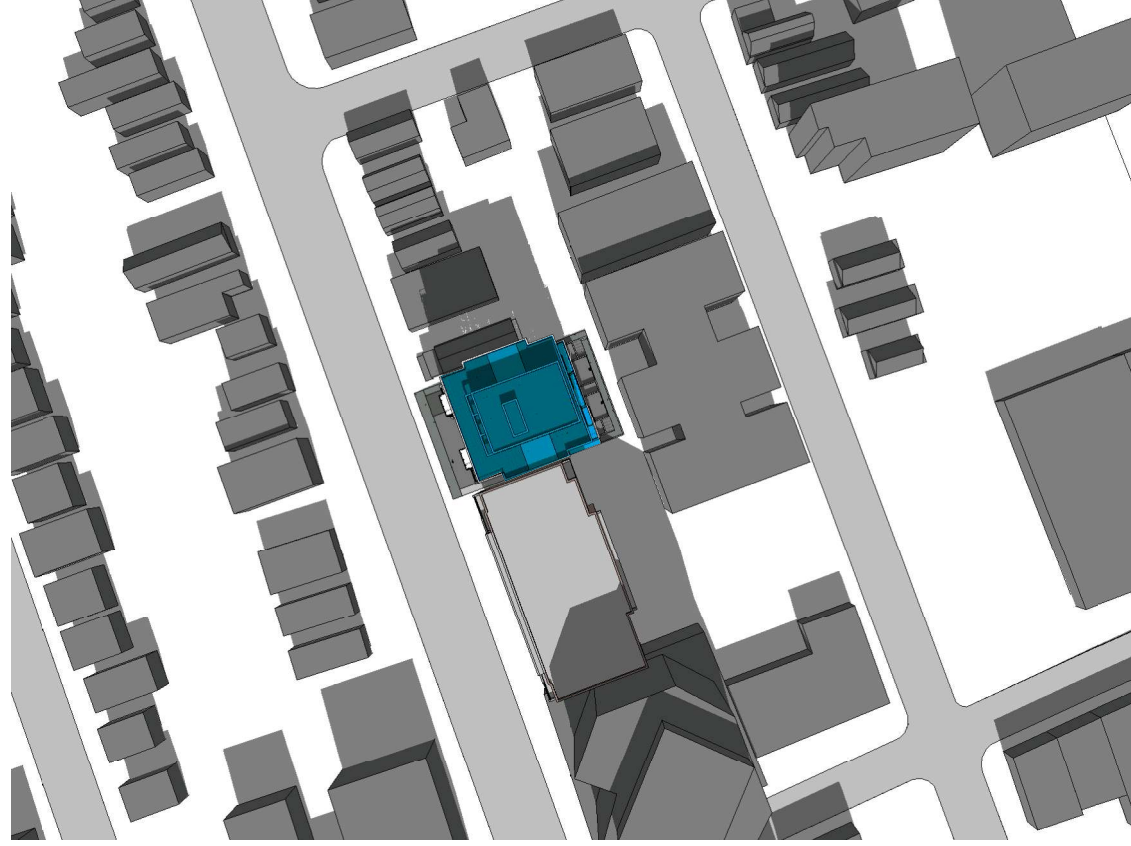


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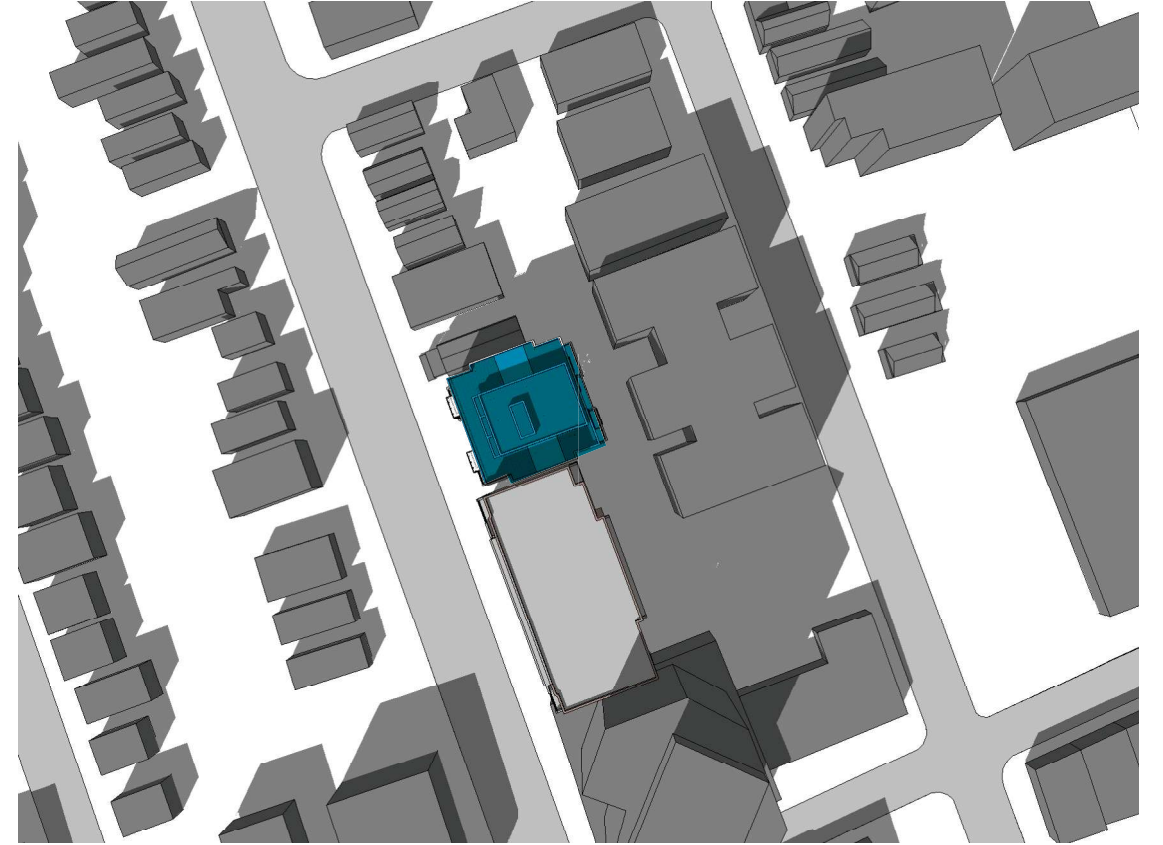


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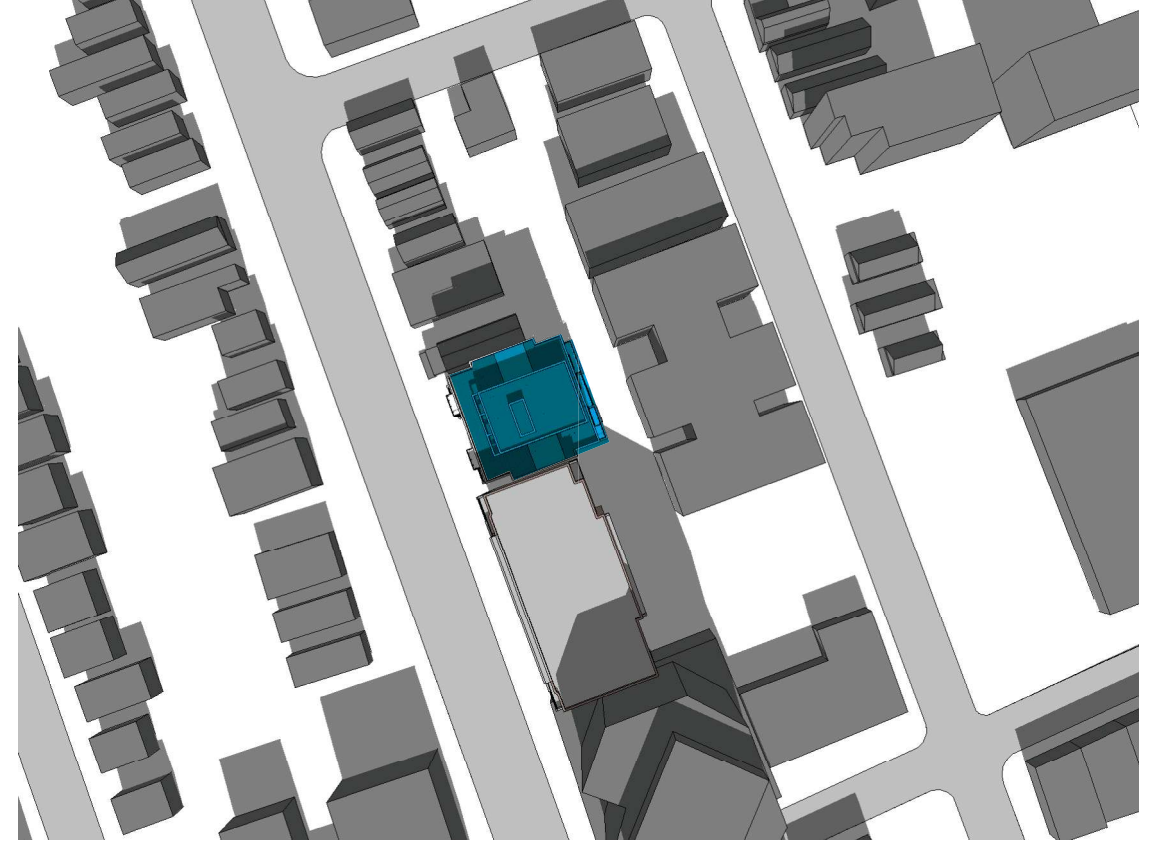


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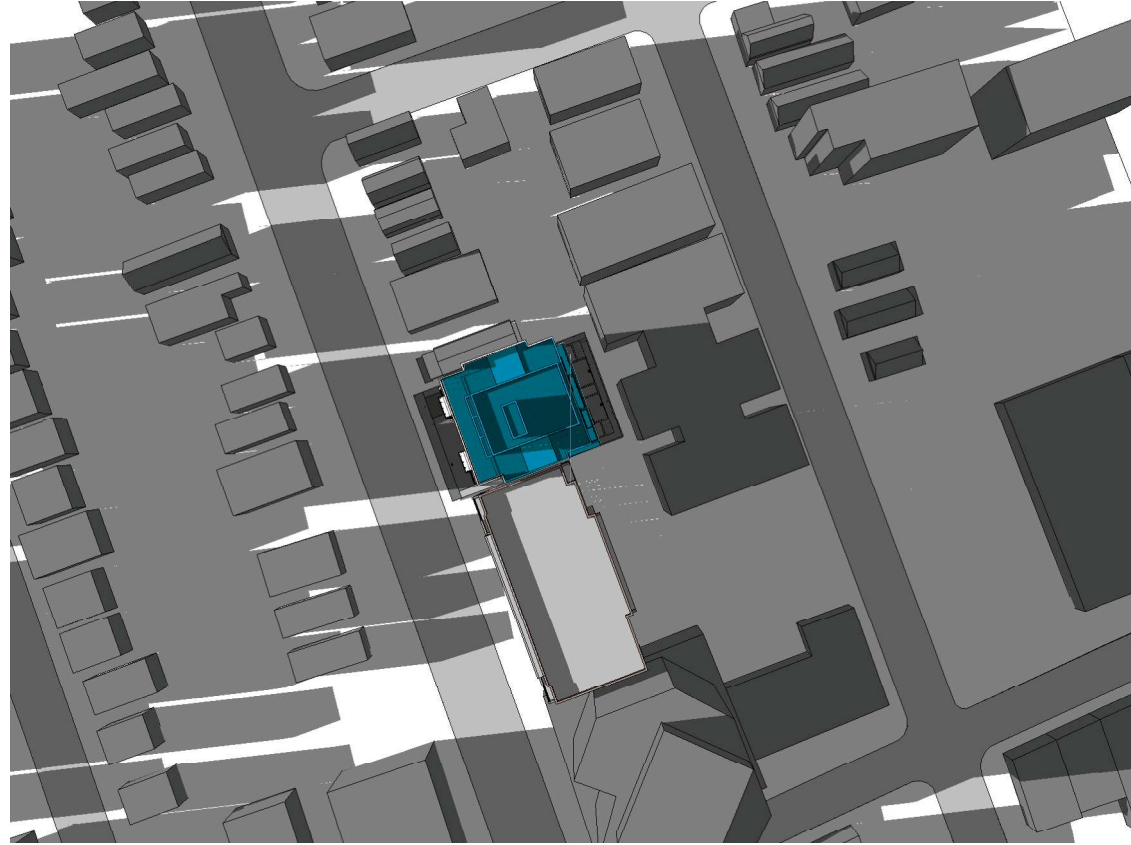


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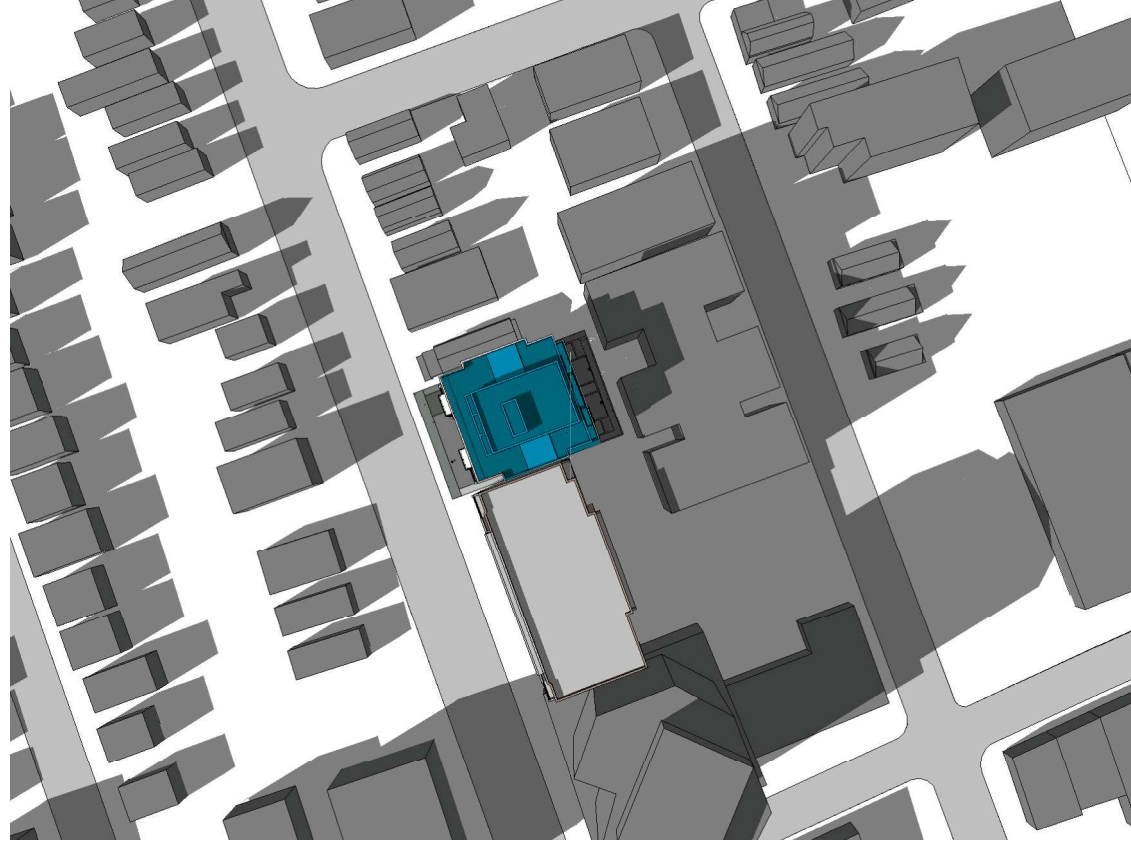


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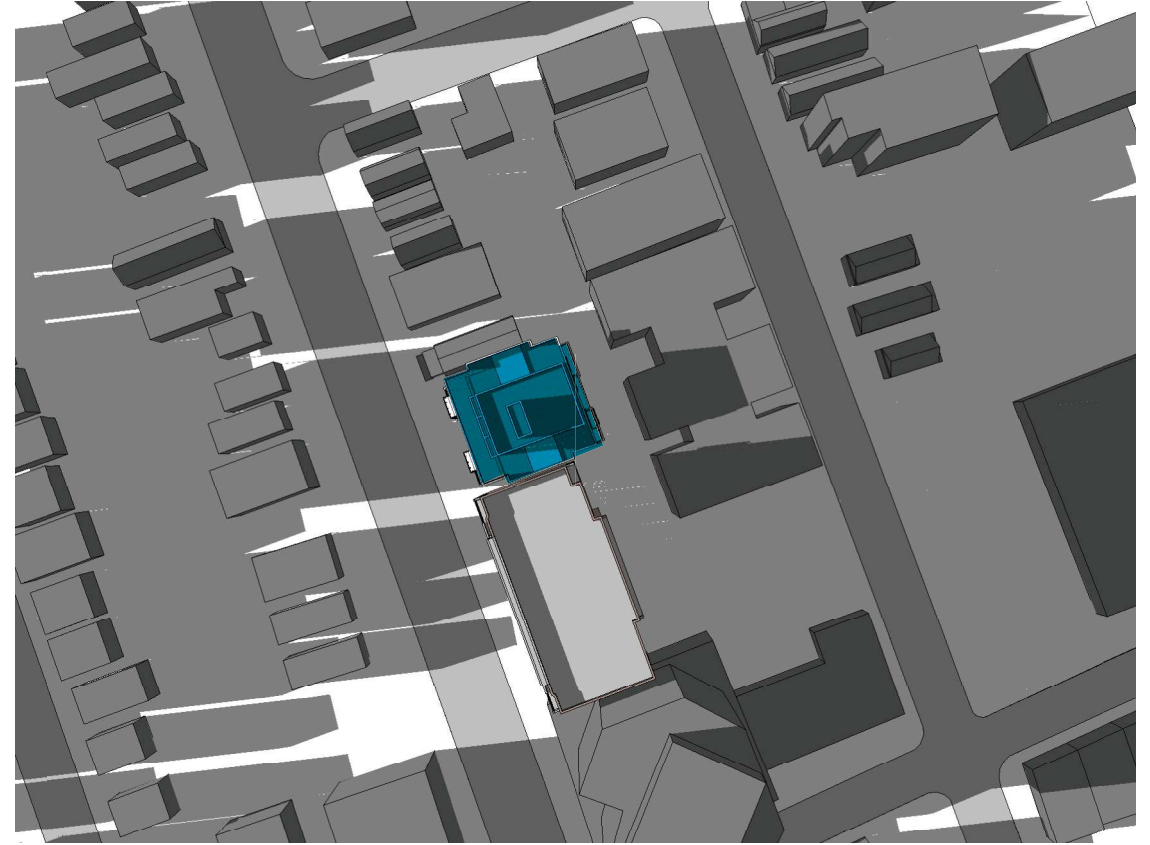


SEPT 21ST 4:00 PM



6 -STOREY - 20M

SEPT 21ST 6:00 PM



SEPT 21ST 4:00 PM



A shadow analysis was undertaken to assess the potential impact of the proposed development on surrounding properties and the public realm. The study evaluated shadows cast by the proposed 9-storey mixed-use building and the as-of-right height and massing at 2-hour increments on December 21 (9am-3pm), June 21 (8am-8pm), September 21 (8am-6pm).

The analysis demonstrates that the proposed building will result in minimal additional shadowing compared to the as-of-right height and massing. The greatest shadow impacts occur during the late afternoon/evening in the spring and fall months, with shadows primarily cast towards the east.

During the summer months, the shadows are shorter and remain largely within the immediate vicinity of the site. In the winter months, when shadows are naturally longer due to the lower sun angle, the incremental shadowing extends further to the north and east but does not significantly impact key public spaces, such as nearby sidewalks or open spaces.

The proposed height and massing have been carefully designed to mitigate potential shadow impacts. Stepbacks above the third floor reduce the overall building mass and minimize shadows on the adjacent residential properties to the east. The articulation of the façade and the varied roofline further help to reduce the perceived scale and limit shadowing during peak daylight hours.

In summary, the shadow analysis confirms that the proposed development will have no undue adverse impact on surrounding properties, the public realm, or pedestrian comfort. The shadowing patterns are consistent with those anticipated for a building of this scale in an Inner Urban Transect Hub.

Overall, wind conditions for the proposed development are expected to be acceptable for their intended use throughout the year. All grade-level areas, including adjacent sidewalks, transit stops, parking areas, walkways, patios, and building entrances, are predicted to provide comfortable conditions for pedestrians.

Regarding the common amenity terrace serving the proposed development at the MPH Level, wind conditions are predicted to be suitable for mostly sitting during the typical use period (May to October, inclusive), and can be improved upon by utilizing perimeter wind screens.