

989 SOMERSET ST
+ 168 SPRUCE ST

DOMICILE DEVELOPMENTS

SITE PLAN
CONTROL APPLICATION
APRIL 2014

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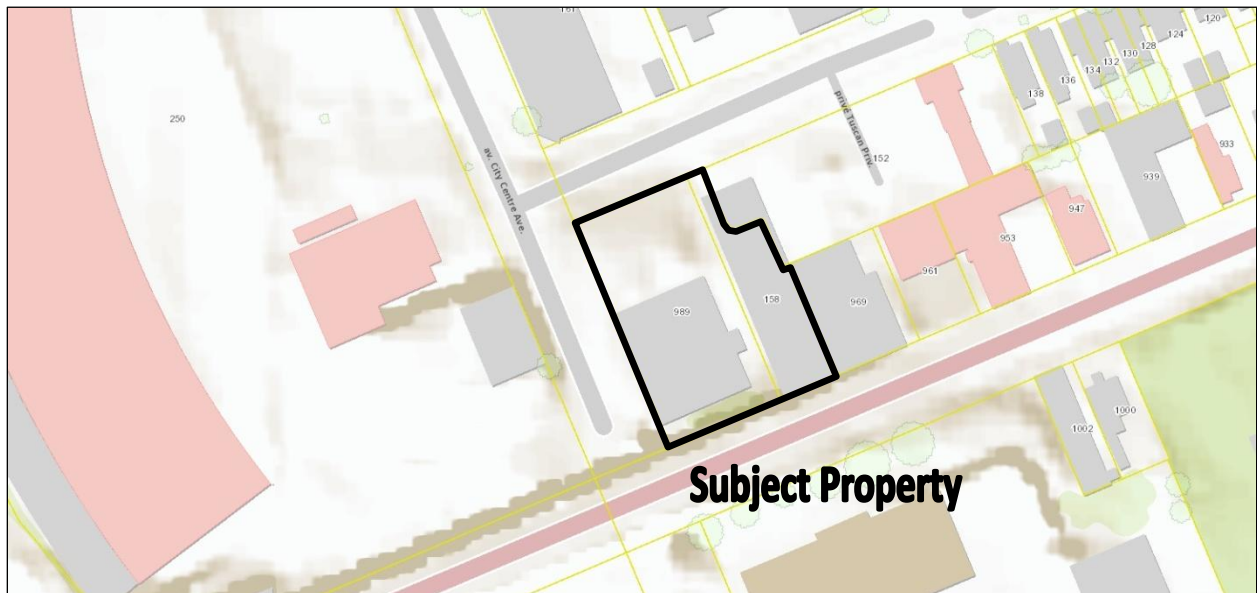
INTRODUCTION

This Planning Rationale has been prepared in support of a Site Plan Control application for lands located at 989 Somerset Street and 158 Spruce Street in the City of Ottawa (the “subject property”). The purpose of the Planning Rationale is to assess the appropriateness of the proposed development within the context of the surrounding community, the City’s regulatory and policy framework, the City’s Design Guidelines, and technical studies conducted with respect to the proposed development.

The intent of the applications is to permit a 12-storey mixed-use building with two (2) levels of underground parking, totaling 126 parking spaces, and 127 residential apartment units. The building will also contain a seven (7) retail units with a total of 611 m² (7,115 sq. ft.) of leasable commercial space at grade fronting on City Centre Avenue, 730 m² (7,858 sq. ft.) of leasable commercial space on the second floor fronting on Somerset Street, and 68 m² (731 sq. ft.) of leasable commercial space on the third floor.

OVERVIEW OF SUBJECT PROPERTY

The properties (989 Somerset St. and 158 Spruce St.) are located on the east side of City Centre Avenue, and are bounded by Spruce Street in the north and Somerset Street in the south. Together, the properties are irregular in shape and total approximately 2,550 m² in area. Frontage along City Centre Avenue totals approximately 60 metres, whereas the Spruce Street frontage totals approximately 35 metres. The subject site has approximately 44 metres of frontage along Somerset St.



SUBJECT PROPERTY: 989 SOMERSET ST. & 158 SPRUCE ST.



The legal descriptions of the subject properties are presented in the table below:

Municipal Address	Legal Description
158 Spruce St.	PLAN 73 BLK A PT LOT 4 N; SOMERSET S SPRUCE ST RP;4R19573 PART 1
898 Somerset St.	PLAN 73 LOT 5 AND PT LOT 4

The properties are currently occupied by a two storey antique shop and surface parking areas.

SITE CONTEXT

The subject property is a corner through-lot located on the north side of Somerset Street, one block west of Preston Street. Due to a notable grade raise along Somerset Street, which is required in order to cross over the north-south O-Train corridor, the subject property only has pedestrian access from Somerset Street. Vehicular access to the site is accommodated along Spruce Street, which runs along the north side of the property, and City Centre Avenue, which runs along the west side of the property. The subject property is irregular in shape and has a total area of 2,550 m².

The subject site located on the fringe of an area that is currently transition; located to the west are generally light industrial and commercial uses, whereas located to the east are generally residential uses. To the immediate west of the subject property, bounded by City Centre Avenue to the east, Somerset Street to the south, the O-train corridors to the west, and Albert Street to the north, are the City Centre lands. A transit-oriented mixed-use plan was developed for this site in the early 1990s under the former City of Ottawa and the current zoning of the lands, as implemented by the Bayview Community Design Plan, reflects an updated vision for these lands. The City Centre lands have a site-specific zoning which includes three (3) holding provisions, each of which allows for variable building heights ranging from 4 to 30 storeys, and includes an increasing amount of cumulative gross floor area of residential and non-residential development. The holding provisions will be removed once the City is satisfied that the development application(s) corresponds to the approved vision of these lands.

Abutting the subject property to the south, Somerset Street is largely characterized by 2-3 storey commercial buildings with ground floor retail. The City is currently processing development applications for 1040 Somerset St (39 storey mixed use building) and 1050 Somerset St. (28 storey mixed use building), both of which are located to the west of the subject property.

To the south of the subject property is a 5.5 ha (13.5 ac) site owned by Public Works and Government Services Canada (PWGSC), commonly referred to as "Plouffe Park". This site is currently occupied by a 2-storey office building along Somerset Street (Health Canada), an extensive, currently vacant warehouse located in between the office building and Gladstone Avenue, and outdoor storage at the south and



west ends of the site. Given the size of this site and the fact that it is underutilized, as well as the Mixed-Use designation and zoning that apply, it is presumed that it will be redeveloped at some point in the future.

The subject property is located within 600 metres the Bayview Rapid Transit Station, which is located on the City's east-west bus Transitway and is also the most northern stop on the City's north-south Light Rail Transit line (known as the O-Train). When the funding is made available, the City is expected to construct an additional O-train station at Gladstone Avenue, also located 600 metres from the proposed development. In addition to on-going improvements to the north-south O-train (i.e. twinning the tracks), the City has begun Phase 1 of the east-west Light Rail Transit project, scheduled for completion in 2018. Once completed, the City anticipates Bayview Station to become a key transit station.



CONTEXT MAP

PROPOSED DEVELOPMENT

The proposed development is for a 12-storey mixed-use building containing commercial and residential uses. In total, the building will contain 127 apartment units and seven (7) retail/commercial units with a total of 1,409 m² (15,166 sq. ft.) of leasable commercial space. The proposed development will offer 126 parking spaces for residents and visitors to the site. The proposed building will also provide a total of 110 bicycle parking spaces.

The first floor will include four (4) individual commercial retail units ranging from 133 m² to 140 m², and will be located at grade and accessed via City Centre Avenue. The residential entrance and lobby will also be located on City Centre Avenue. In addition, residential facilities, such as an amenity room, bicycle storage, mail room, and lockers will also be located on the ground floor. Fifteen (15) surface parking spaces and the entrance to the building's underground parking garage will be accessed via Spruce Street. A commercial refuse pad and storage area will also be accessed via Spruce Street.



The second floor of the proposed mixed-use building will include three (3) separate commercial retail units, measuring 105 m², 203 m² and 370 m² respectively, and fronting onto Somerset Street. Due to the site's unique changes in elevation, the second floor retail units will be more or less level with the Somerset Street Bridge. The proposal also includes access to the residential component of this building from Somerset Street. The second floor will also include fourteen (14) residential units.

The third and fourth floors of the buildings' podium will be mostly comprised of a range of residential unit types (1 and 2 bedroom units), totaling approximately 35 units. There will be a small mezzanine overlooking the 3rd floor commercial retail unit, approximately 68 m² (731 sq. ft.) in size and located at the corner of Somerset Street and City Centre Avenue.

The fifth floor of the proposed building emerges from the 4-storey tower and includes 10 residential units. In addition to these units, this floor will also feature a 77 m² (825 sq. ft.) amenity room and a landscaped terrace on top of the podium facing onto Somerset Street.

The sixth to tenth floor is considered a typical residential floor layout and includes 11 units ranging in size and typology.

Ten (10) visitor parking spaces will be located at grade, accessed from Spruce Street. In addition to the fifteen (15) at-grade parking spaces, the proposed development includes 111 parking spaces distributed on two (2) levels of underground parking accessed via Spruce Street. The underground parking levels will also feature mechanical rooms, garbage storage, bicycle parking and storage lockers to service the building and its residents.



PROPOSED 12 STOREY MIXED-USE BUILDING AS SEEN FROM SOMERSET ST.



PROPOSED 12 STOREY MIXED-USE BUILDING AS SEEN FROM CITY CENTRE AVE.

The building design will also enhance the public realm with the addition of a pedestrian link between Somerset Street and City Centre Avenue. The pedestrian connection, located at the south west corner of the building, will assist in providing improved access to and from the Bayview Station, City Centre Avenue and Somerset Street. It is being proposed that a pedestrian staircase and elevator (for persons with disabilities) will be integrated into the building's design as shown in the rendering below.



VIEW OF PROPOSED PEDESTRIAN CONNECTION AS SEEN FROM SOMERSET STREET

The proposed pedestrian connection is to be located entirely on City lands and is to be maintained by the City of Ottawa. In addition to providing a clear, barrier free and well lit pedestrian link for public use, this connection will be integrated into the buildings' design. In the built environment context, this link will provide pedestrians with visual cues and appropriate wayfinding measures for people passing through the site. Even though a final design solution has not yet been decided, Domicile and the City of Ottawa continue to coordinate their efforts to find the appropriate design solution.

POLICY FRAMEWORK

This section will provide an overview of key land use policies that affect the property, and will demonstrate how the proposed development conforms to the land use objectives applicable to the site.

PROVINCIAL POLICY STATEMENT (2005)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development across Ontario. A prominent theme found throughout the PPS is the intensification of built-up areas in order to efficiently use land, existing infrastructure, and existing public service facilities. Such efficiencies enable planning authorities to achieve the PPS's policy that *an appropriate range and mix of employment opportunities, housing and other land uses [that] meet [a municipality's] projected needs for a time horizon of up to 20 years* be continually accommodated (Section 1.1.2). As a result of this mandatory target, the PPS clearly states that planning authorities *shall identify and promote opportunities for intensification and redevelopment* (Section 1.1.3.3).

The PPS defines intensification as:

The development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;*
- b) the development of vacant and/or underutilized lots within previously developed areas;*



- c) *infill development; and*
- d) *the expansion or conversion of existing buildings.* (Section 6.0)

The PPS directs that land use planning shall be carried out in a manner that:

- Promotes efficient development patterns that contribute to long-term sustainability across on a province-wide basis, as well as in local communities;
- Takes advantage of opportunities for intensification and redevelopment that optimize the use of existing or planned infrastructure and public service facilities; and
- Promotes a compact built form which supports the use of alternative transportation modes and public transit.

Within Section 1.1 (**Policy 1.1.1**) of the PPS – *Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns*, healthy, livable and safe communities are noted as being sustained by:

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. (**Policy 1.1.1.a**)
- b) Accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space to meet long-term needs. (**Policy 1.1.1.b**)
- c) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas. (**Policy 1.1.1.d**)
- d) Promoting cost-effective development standards to minimize land consumption and servicing costs. (**Policy 1.1.1.e**)
- e) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs. (**Policy 1.1.1.g**)
- f) Sufficient land shall be made available through intensification and redevelopment and if necessary, designated growth areas, to accommodate an appropriate range and mix of employment opportunities, housing, and other land uses to meet projected needs for a time horizon of up to 20 years. (**Policy 1.1.2**)
- g) Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted. (**Policy 1.1.3.1**)



- h) Land use patterns within settlement areas shall be based on **(Policy 1.1.3.2):**
 - a) densities and mix of land uses which:
 - 1. efficiently use land and resources;
 - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and
 - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency in accordance with policy 1.8; and
 - b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3.

- i) Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. **(Policy 1.1.3.3)**

- j) New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. **(Policy 1.1.3.7)**

The PPS promotes intensification and redevelopment opportunities within built up areas where existing or planned infrastructure can support development **(Policies 1.1.3.3 and Policy 1.1.3.7)**. The proposed development supports the policies of the PPS by providing a residential infill opportunity within the City's urban area where infrastructure and services already exist. Additionally, the proposal takes full advantage of providing residential dwellings in close proximity to the O-train transit stations (Bayview and the future Gladstone Station) and the future Light Rail Transit rapid transit station (Bayview Station). The proposal also promotes an efficient, cost effective pattern of development, is located within proximity of a range of community services and amenities, is well-oriented within the city's roadway and transit system, and stimulates economic growth.

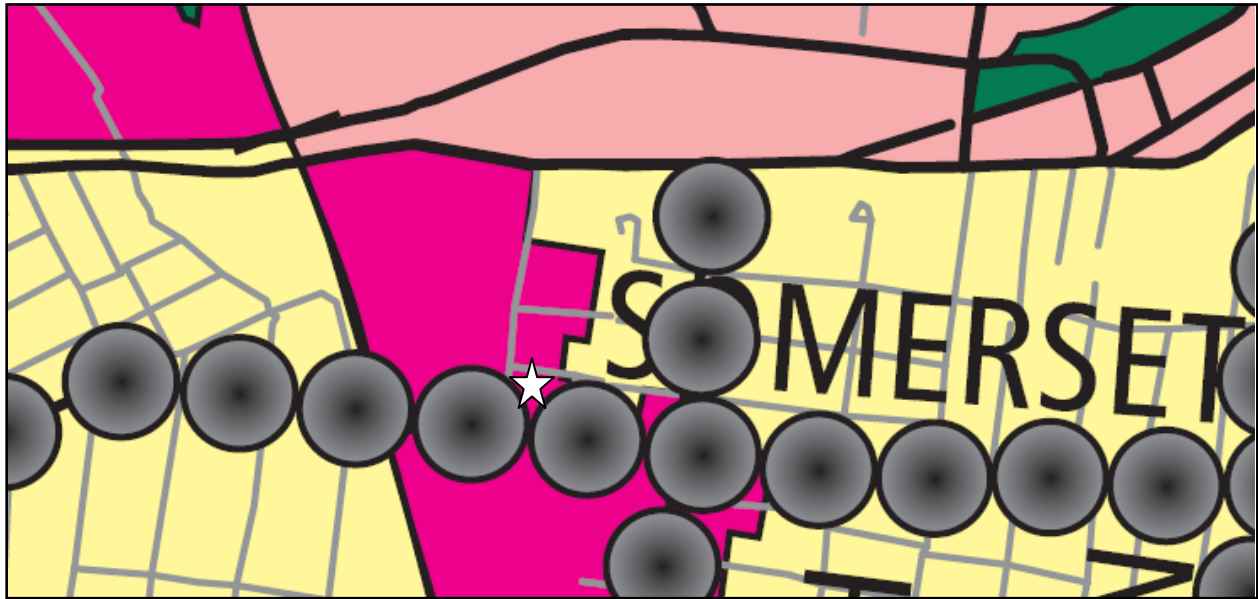
CITY OF OTTAWA OFFICIAL PLAN

In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and to land use designations. Ottawa Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it is currently with the Ministry of Municipal Affairs and Housing (MMAH) for the Minister's Decision and final approval. For the purposes of this Planning Rationale, the current policies of the City of Ottawa Official Plan 2003, Consolidated May 2013 remain in full force and effect and have been reviewed and analyzed for the proposed development. In addition,



although OPA 150 is not yet in full force and effect, the new policies relevant to the proposed development have been taken into consideration.

The subject property is designated both *Traditional Mainstreet* and *Mixed-Use Centre* on Schedule B (Urban Policy Plan) of the City of Ottawa's Official Plan (OP).



CITY OF OTTAWA OFFICIAL PLAN - EXCERPT FROM SCHEDULE B (URBAN POLICY PLAN)

A broad range of uses are permitted on Traditional Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings. With respect to permitted building heights, the Official Plan supports buildings heights "in the range of four to six storeys" along Traditional Mainstreets, with an opportunity for greater building heights in certain locations and as directed by Community Design Plans. The preamble to Section 3.6.3-*Mainstreets* notes that the OP encourages intensification along Mainstreets and that it is most likely to occur through the redevelopment of sites. In most circumstances, parking is not permitted between the building and the street along Traditional Mainstreets. Further, the location of surface parking will avoid interruption of building continuity along the Traditional Mainstreet street frontage and will minimize impacts on pedestrians.

Mixed-Use Centres are intended to provide compact, transit-oriented development, and offer a mix of uses including medium- and high-density residential, office, commercial, and institutional. *Mixed-Use Centres* are meant to foster the creation of vibrant centres of activity and accommodate growth.

The *Mixed-Use Centre* designations are located adjacent to, or in proximity to, major roads and the rapid transit network. These areas may be accessed by transit, walking, cycling, or automobile, and are intended to provide opportunities for active modes of transportation within the *Mixed-Use Centres*.



Mixed-use Centres are characterized by a broad variety of uses with an emphasis on transit supportive land uses such as: offices, schools, hotels, hospitals, large institutional, community centres, daycare, retail, entertainment, service (such as restaurants), and high-medium density residential. Policy 3.6.2.7 directs the Zoning By-law and community design plans to achieve a number of objectives within Mixed-Use Centres, the most applicable to the subject property include:

- Allow for a mix of uses within a building or in adjacent buildings;
- Enable the employment targets of the plan to be achieved;
- Provide for the highest density development, such as offices to occur within 400 metres of a rapid transit station;
- Require residential uses in the form of apartments and other multiples at a medium and/or high density; and
- Provide a minimum and maximum parking requirement for development within 600 metres of a rapid transit station

Further, Policy 3.6.2.8 encourages the enhancement of opportunities for walking, cycling, and transit within Mixed-Use Centres.

INTENSIFICATION

Section 2.2.2 of the Official Plan *Managing Growth within the Urban Area* identifies target areas for intensification, provides density targets, and establishes policies on how intensification proposals will be evaluated. The following policies of this section relate to the proposed development:

- Policy 4 identifies target areas for intensification to be focused on major elements of the rapid transit network, including areas designated Mixed-Use Centres.
- Policy 6 identifies the Bayview-Preston Mixed-Use Centre as a target area and has been assigned a target density of 200 people and jobs per gross hectare by 2031 (up from a 2006 density of 142 people and jobs per gross hectare)
- Policy 13 identifies situations in which intensification will be promoted by the City, which includes sites that are within 600 metres of an existing or future rapid transit station.

The proposed development conforms to the policies of the Official Plan, including policy objectives relating to *Mixed Use Centres* and *Traditional Mainstreets*.

The *Traditional Mainstreet* designation permits opportunities for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment. A broad range of uses is permitted on *Traditional Mainstreets*, including retail and service commercial uses, offices, residential and institutional uses.



The mixed-use high-rise development will achieve the primary goal of the *Traditional Mainstreet* designation through a compact form of development with uses complimentary to the surrounding environment. The proposed development will establish retail, commercial and residential uses, consistent with the City's vision for *Traditional Mainstreets*.

The *Mixed-Use Centre* designation permits higher density, transit-supportive development in the urban area (including office, residential and mixed-use development), and promotes intensification in areas where existing infrastructure is in place.

The high-profile residential development proposed for the site will help support the City's transit system and will further promote the use of alternative modes of transportation, given the site's proximity to the City's bus and O-Train transit station. This will, in turn, help achieve the City's objectives with respect to compact, transit-oriented development and infrastructure efficiency.

The site is located near several cycling routes that offer connection points to the rest of the City's bicycle route system and key roadways. The site is in close proximity to established residential areas, employment nodes including Federal Government office complexes, office buildings, and the Preston and Wellington Street commercial nodes, which provides opportunities for residents of the site to walk or bike to their destinations and potentially decrease automobile usage.

Compact development promotes sustainability by reducing travel distances, making transit service more desirable, reducing overall land consumption, and maximizing the use of existing infrastructure. The proposal for the subject lands aligns with the major recurrent theme in the Official Plan, which is the promotion of infill development and land use intensification.

The City's Official Plan defines High-Rise buildings as consisting of 10 or more stories, and Policy 8 of Section 4.11 indicates that high-rise buildings may be considered within the *Mixed-Use Centre* designation. The proposed building height is considered appropriate for the context, given its proximity to the transit station, and the minimal impacts on adjacent uses.

Additionally, Policy 6 of Section 2.2.2 establishes an intensification target of 200 people and jobs per hectare (at 2031) for the Bayview-Preston *Mixed-Use Centre*, which further encourages higher-density development in these areas and recognizes the intensification potential at these locations. The proposed development is consistent with this policy, an important City objective.

URBAN DESIGN & COMPATIBILITY

Section 2.5.1 of the Official Plan addresses Compatibility and Community Design for new development, particularly relating to infill and redevelopment within established areas. Infill development must be sensitive to, and compatible with, the existing community fabric. The proposed development draws



upon characteristics of the community to 'fit well' in its context and to 'work well' among its surrounding functions. The Official Plan emphasizes that the above objectives are achievable without necessarily designing a development to be the same as existing developments. The accompanying compatibility criteria in Section 4.11 of the Official Plan provide a comprehensive means by which to assess the compatibility of infill development, which will also be discussed in this report.

The proposed development meets the following applicable objectives in Section 2.5.1 of the Official Plan:

Creating places that are safe, accessible and are easy to get to, and move through:

- Pedestrian access to the residential tower will be provided at City Centre Ave. and Somerset Street, with a recognizable pedestrian link from Somerset Street to City Centre Avenue.
- Vehicular access to the underground parking garage is located along the north edge of the site, accessible from Spruce Street.
- The building design sufficiently separates pedestrian access from automobile access to ensure safe, mode-separated movements onto the site.
- The development is located within walking distance to the nearby O-train station, and Rapid Transit bus routes that pass through the area, is in proximity to cycling routes, and is close to many community services and amenities.

Ensure that new development respects the character of existing area:

- With a few exceptions, development in the immediate neighbourhood is generally characterized by low- to mid-rise buildings, with a range of residential, office, and industrial uses present.
- The mixed-use proposal is compatible with the surrounding uses, which features a range of housing types and includes commercial/retail uses.
- The building's podiums ensure compatibility with the surrounding low-profile built form at ground level.
- The location and orientation of the proposed building will ensure that the majority of shadowing impacts fall on the street.
- Limiting the number of driveways on the property and strategically locating the entrance to the parking garage at the north end of the property contributes to a continuous building frontage along both City Centre Ave. and Somerset Street.

Creating adaptability and diversity by developing places that can adapt and evolve easily over time and are characterized by variety and choice:

- The proposal contributes to a range of housing options allows for increased choice, demographic diversity, and visual interest, accommodates residents at different stages of the life cycle.
- The proposed development contributes to a compact urban form that makes better use of an underdeveloped site.



- The property's location within walking distance of public transit reduces automobile dependence, supports public infrastructure, and increases transportation options to residents and visitors.

The accompanying compatibility criteria in Section 4.11 of the Official Plan provides a comprehensive means by which to assess the compatibility of infill development. Criteria used to evaluate compatibility includes: traffic, vehicular access, parking, outdoor amenity area, loading, service and outdoor storage areas, lighting, noise and air quality, sunlight, microclimate and supporting neighbourhood services. Not all of these are applicable to every development.

Based on these criteria, the suggested use and design are appropriate for this area. The proposed 12-storey residential development is compatible with the immediate area, enhancing the existing assets of the community.

The proposed development meets the criteria for compatibility as follows:

- **Traffic:** A Transportation Study was prepared for the proposal, analyzing the existing road network and assessing its potential to accommodate additional traffic. It was determined that the existing capacity of the road network is sufficient to safely accommodate the traffic generated by the development.
- **Vehicular Access:** The underground parking garage will be accessed via Spruce Street. The proposed driveway will be located on the north side of the property, removed from intersections that could disrupt traffic flow. Noise and headlight glare impacts will generally be absorbed internally as a result of the underground parking.
- **Parking Requirements:** The City of Ottawa has established the minimum parking requirements through the implementation of the Bayview District Community Design Plan (By-law 2013-157). Exception 2036 does not require any residential or commercial parking for the proposed development. However, the proposed development will provide residential parking on two levels of underground parking in order to prevent spill-over of parking onto adjacent properties and municipal right-of-ways. Visitor parking will be provided as per the former City of Ottawa Zoning By-law requirements (0 for the first 12 units; 0.083 per unit), for a total of 10 visitor parking spaces. Lastly, given the site's proximity to the O-train transit station, future Bayview LRT station, local bus routes and bicycle routes, users of the site will be encouraged to make use of the transit system and, as a result, demand for parking on the site may be reduced.
- **Outdoor Amenity Area:** The proposed development will provide private balconies as outdoor amenity areas for each residential unit. Furthermore, communal amenity areas will be provided in the interior of the building and on the 5th floor landscaped terrace overlooking Somerset Street.

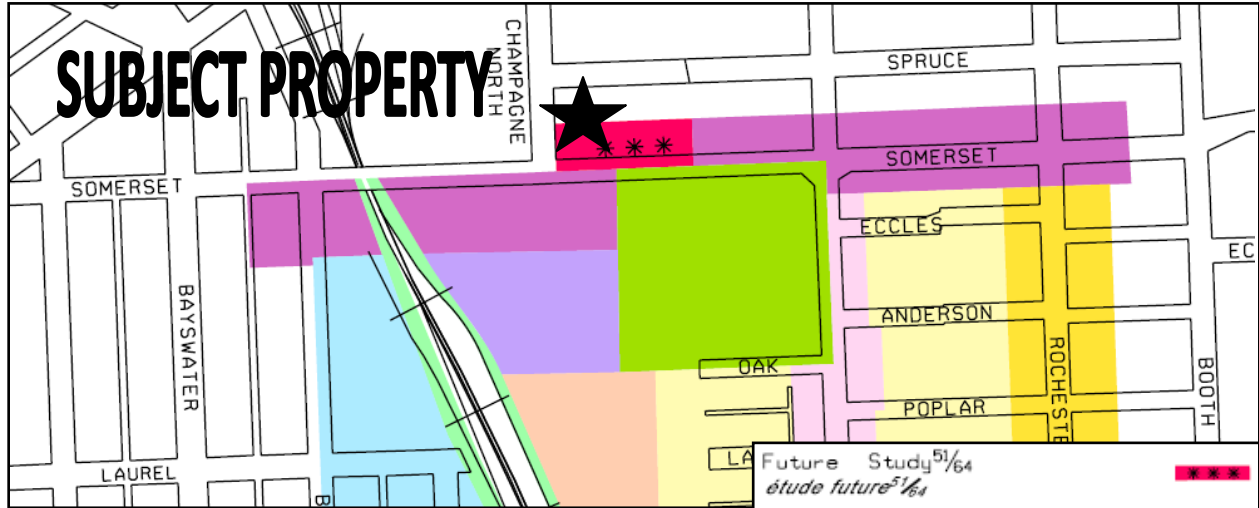


- **Loading Areas, Service Areas and Outdoor Storage:** Services and storage, including waste removal storage for the proposed development, will be contained internally to minimize disruption to adjacent properties.
- **Lighting:** Lighting will be designed to minimize glare and reduce spill-over onto adjacent properties.
- **Noise and Air Quality:** No noise impacts have been identified. The proposed residential building is not considered a significant noise generator. Rooftop mechanical equipment will be designed to be sensitive to adjacent uses.
- **Sunlight:** The location of the property and the orientation of the proposed development will ensure that sun shadowing impacts will be minimal. As demonstrated in the sun shadow study, the majority of the shadowing impacts will fall on the street.
- **Microclimate:** No microclimate conditions have been identified. The minimization of paved surfaces and soft landscaping around the development will contribute to the reduction of the heat island effect.
- **Supporting Neighbourhood Services:** The proposed development is located in walking distance to a wide range of community services such as parks, schools, emergency services, and a variety of commercial/service uses along Preston, Somerset and Wellington Streets.

As noted above, the proposed development meets the compatibility criteria in Sections 2.5.1 and 4.11 of the Official Plan.

PRESTON-CHAMPAGNE SECONDARY PLAN (Volume 2A of Official Plan)

A portion of the property is subject to the Preston-Champagne Secondary Plan, which forms part of Volume 2A of the City's Official Plan – *Secondary Plans*. These policies are derived from the former City of Ottawa Official Plan. A portion of the subject property is designated *Future Study 51/64* on Schedule L of the Secondary Plan.



SNAPSHOT OF SCHEDULE L OF THE PRESTON CHAMPLAIN SECONDARY PLAN

The Secondary Plan analyzes the overall study area for Preston-Champagne by dividing it into four (4) quadrants using the Queensway (west-east) and the CPR / O-Train corridor (north-south) as axis lines. The subject property falls within the northeast quadrant of the Secondary Plan, identifying commercial activities to be the focus of Somerset Street. There are no policies relating to 'Future Study 51/64'.

OTHER POLICY CONSIDERATIONS

CITY OF OTTAWA URBAN DESIGN GUIDELINES

Given the location of the subject property and the nature of the proposed development, three (3) sets of City-produced design guidelines are applicable. These include: Urban Design Guidelines for Development along Traditional Mainstreets, Transit-Oriented Development Guidelines, and Urban Design Guidelines for High-rise Housing. The following guidelines are applicable to the proposed development.

Urban Design Guidelines for Development along Traditional Mainstreets

The Urban Design Guidelines for Development along Traditional Mainstreets contain guidelines related to: streetscape, built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs, and servicing and utilities. The following guidelines are most relevant to the proposed redevelopment of the subject property:

Streetscape

- Align street wall buildings with the existing built form or with the average setback of the adjacent buildings in order to create a visually continuous streetscape.
- Provide a 2 metre wide concrete sidewalk and locate to match approved streetscape design plans for the area.



- Periodic breaks or minor variations in building setback and alignment add interest and provide space for activities.
- Create attractive public and semi-public outdoor amenity spaces, such as green spaces with trees.
- Cluster or group streetscape elements and utilities wherever possible to minimize cluster. Coordinate tree and street light locations with above and below-grade utilities.

Built Form

- Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned buildings on the street.
- Use clear windows and doors, to make the pedestrian level façade of walls facing the street highly transparent, and locate active pedestrian-oriented uses at-grade.
- Set back the upper floors of taller buildings to help achieve a human scale and more light on the sidewalks.
- Locate residential units above the level of vehicular traffic in a mixed-use building and provide shared entrances to residential units, clearly accessible from the street.
- Locate mixed-use development by concentrating height and mass at nodes and gateways.
- Ensure adequate sunlight for sidewalks by building within a 45-degree angular plane measured from the opposite sidewalk curb.
- Highlight buildings on corner sites, where two public streets intersect, with special treatment such as a corner entrance. Continue the same level of architectural detailing around both sides of the building.

Pedestrian and Cyclists

- Locate front doors to face the mainstreet and be directly accessible from the public sidewalk.

Vehicles and Parking

- Provide only the minimum number of required car parking spaces. Consider parking on the mainstreet.
- Locate surface parking in the rear yard with vehicular access off side streets and laneways.

Transit-Oriented Development Guidelines

Given that the subject parcel of land is located within 600 metres of both an existing rapid transit station and a proposed rapid transit station, the City of Ottawa's Transit-Oriented Development Guidelines apply. The most relevant guidelines include:

Land Uses



- Provide transit supportive land uses such as office, high-density residential, restaurants, and other retail, and avoid non-transit supportive land uses such as drive-through facilities, automobile-related service businesses, and low-density residential.
- Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel.

Layout

- Create pedestrian and cycling shortcuts that lead directly to transit.
- Create transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights from the transit station.

Built Form

- Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.
- Provide architectural variety on the lower storeys of a building to provide visual interest to pedestrians.
- Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order to provide ease of entrance, visual interest and increased security through informal viewing.

Parking

- Encourage the sharing of parking spaces for uses that have peak parking demands at different times of the day.
- Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building.
- Encourage underground parking or parking structures over surface parking lots.
- Locate loading areas off the street, behind or underneath buildings.

Pedestrian Connections

- Create pedestrian and cycling “short cuts” that lead directly to transit.
- Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit.
- Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences.
- Reduce or limit grade separated pedestrian connections.

Streetscape & Environment



- Incorporate street lighting in significant areas to help define a pedestrian realm and to promote walking to and from transit.
- Design lighting so that there is no glare or light spilling onto surrounding uses

Urban Design Guidelines for High-Rise Development

The Urban Design Guidelines for High-Rise Housing were approved by Council in October 2009. The guidelines apply to all high-rise development in the City of Ottawa and are intended to help evaluate the appropriateness of high-rise buildings and achieve a better fit into its existing context. The guidelines address seven (7) components including: Context, Built Form, Pedestrian and the Public Realm, Open Space and Amenities, Environmental Considerations, Site Servicing and Parking, and Services and Utilities. The most relevant design guidelines include:

Context

- In an established urban fabric orient a high-rise building to: integrate into the context and address compatibility with the existing or planned context through massing, setbacks, transitions in building height and through the design qualities and character; maintain a building line along the street that is similar to neighbouring building; define the lower portion of the building with a base or podium that is similar in height, proportions and rhythm to visually unify the street, and; provide links to public transit, sidewalks and streets.
- Use built form to define a human scaled street space.
- Locate and orient other building and components, such as the base and tower to create a sense of transition between high-rise buildings and adjacent lower profile areas.
- Create a sense of transition between high-rise buildings and existing adjacent lower-profile areas through the location and orientation of the building base or podium and tower. Create buffers with landscaped open space and parking.
- Identify and enhance the pattern of activity nodes, community gateways and prominent sites. Use innovative designs and site treatments to contribute to wayfinding and place making.
- Design corner sites with inviting open spaces and pedestrian amenities and buildings that wrap around the street corner.
- Orient and shape the building's tower to minimize microclimate impacts, such as shadowing, on site and its nearby areas.

Built Form

- Establish the built form and massing that responds to function, site characteristics, the context and the type and mix of uses. A high-rise building has three primary components that are integrated into the design: a podium, a tower and a top.
- Design the lower portion of the building to support human-scaled streetscapes and quality pedestrian environments.
- Use clear windows and doors to make the pedestrian level façade highly transparent and accessible.



- Build higher floor-to-floor heights on the first few floors for flexibility to accommodate a range of uses such as retail, office and institutional uses to be adaptable over time.
- Locate active uses along the street façade to enhance the building's relationship to the public realm.
- Ensure that the pedestrian entrance is at-grade and directly accessible, clear, prominent, weather-protected with a canopy or recessed and directly linked to the sidewalk.
- Design the middle segment of the building to break up the overall bulk into smaller segments and address impacts such as shadowing and views. Reduce the perception of mass through architectural detailing such as changes of materials and color.
- Design high-rise towers with compact floor plates to maximize views, light and ventilation for interior spaces, to facilitate breezes and light reaching outdoor spaces, to create narrow shadows that track quickly across the ground and allow opportunities for sky views.

Pedestrians & Public Realm

- Provide wide sidewalks for locations with high pedestrian volumes.
- Plant trees between 6 and 8 metres apart along public streets and internal walkways.
- Use arcaded, colonnaded and cantilevered building bases/podiums to augment the width of the pedestrian space at grade, adjacent to the public street, while allowing for greater site coverage, weather protection and appropriate definition and framing of street space.
- Create safe, accessible, barrier-free pedestrian links and outdoor spaces that connect destinations such as the public street, transit stops and other building complexes. Maintain these links for year-round, day-long use through agreements with the City of Ottawa.
- Provide barrier-free, universal access and pedestrian circulation. Integrate any changes in level with direct barrier-free access to building.
- Provide opportunities for views from apartments to the streets open spaces and parking areas below for visual surveillance.

Open Space & Amenities

- Locate spaces for public use at grade. Make them visible and directly accessible from the public street.
- Communal spaces for residents and tenants can be above grade on roof decks.
- Provide required communal outdoor amenity space for residents as both communal and private areas.

Environmental Considerations

- Orient the building towards the sun for potential 'daylighting' benefits to reduce the need for artificial lighting; for passive solar gain to reduce the need for space heating and for energy generation opportunities.
- Choose quality materials that are durable and selected for their high levels of energy conservation.



Site Circulation & Parking

- Provide a direct, safe, continuous and clearly defined pedestrian walkway, a minimum of 2 metres wide, from the main doors to the public sidewalk, transit stop, drop-off and parking areas.
- Distinguish walkways from driving surfaces by using varied paving treatments and by raising crosswalks to the sidewalk height.
- Avoid parking lots, drive lanes and parking garage entrances that are adjacent to the street. Locate parking and service areas within the building, underground, inside structures, or within the interior of the site.

Service & Utilities

- Integrate within the design of the building enclosure, conceal from view and acoustically dampen mechanical and electrical equipment, elevator housing and heat, ventilation and cooling systems, whether located on the rooftop or at the base of the building.
- Locate transformer vaults, utility metres, service, loading garbage and recycling areas within the building and/or internal to the site and away from public areas on site and adjacent sites.
- Enclose garbage and utility areas, which are external to the building, on all four sides and top with the materials complementary to the main building. Minimize impacts of noise, smells, vibrations and fumes.

As noted above, the proposed development has regard for and meets the majority of the applicable design guidelines, including the Urban Design Guidelines for Development along Traditional Mainstreets, Transit-Oriented Development Guidelines and the Urban Design Guidelines for High-Rise Development.

BAYVIEW STATION DISTRICT COMMUNITY DESIGN PLAN

The subject property is located within the study area boundary for the Bayview Station District Community Design Plan (CDP). Approved in May 2013, the CDP aims to retain and enhance existing community assets while encouraging high density, high quality development on vacant and underutilized lands in close proximity to Bayview Station. The subject property, 989 Somerset St. and 158 Spruce St., have been identified as underutilized properties in the vicinity of Bayview Station.

The main goals of the CDP are: to articulate a shared vision that will guide public and private development around Bayview Station, and; to capture development opportunities that come with the introduction of LRT while ensuring that these developments are compact, pedestrian-scaled, transit oriented and context sensitive.

In addition to the primary goals of the CDP, the proposed development is consistent with the primary planning principles and design objectives of the document, including:

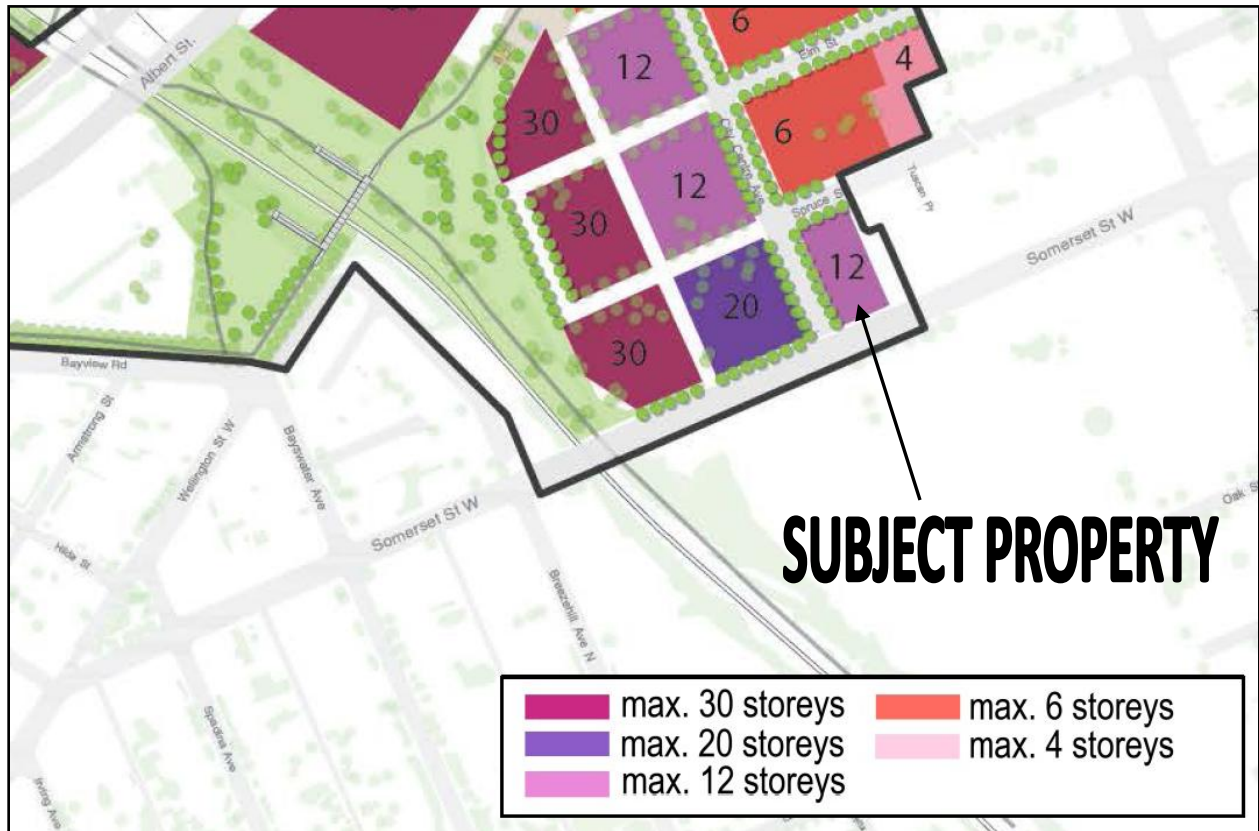


- Creating complete, mixed-use communities;
- Accommodating population densities in a compact built form;
- Establishing context-sensitive development that respects existing neighbourhoods, and;
- Creating an attractive well-designed urban environment.

Section 4.2 of the CDP summarizes the 'preferred concept' for the CDP area. The proposed development is consistent with the vision outlined for the CDP area, including, but not limited to, the following:

- The Somerset St. Traditional Mainstreet is to retain an important role, with new development along the bridge edge creating a continuous street wall and addressing grade separation;
- The tallest buildings are to be located adjacent to the Bayview Station with building heights transitioning down;
- Podium and point tower designs are encouraged to minimize wind, shadowing and overlook effects from tall buildings. Buildings fronting on Mainstreets are required to incorporate setbacks at upper storeys to contribute to a pedestrian scaled streetscape and to maximize sunlight penetration into public areas;
- New corridors and pathways are meant to provide enhanced pedestrian and cycling opportunities, improve access to transit and reduce car dependence. New developments are meant to include a well-connected network of sidewalks and through-block connections, and;
- All streets in the CDP area are to be prioritized as important public spaces and include streetscaping features such as trees, seating and wayfinding. Active building frontages, consisting of ground-level shops and amenities with transparent and inviting designs are meant to contribute to the public realm along neighbourhood high streets and traditional mainstreets.

In addition to the above, the proposed development is consistent with the Height Strategy for the Bayview Station District as shown in the graphic below.



EXCERPT FROM BAYVIEW STATION CDP SHOWING BUILDING HEIGHTS

Section 5.0 of the Bayview Station CDP provides general policies and guidelines intended to be used during the design and review of new developments in the CDP area in order to ensure consistency with the vision, principles and design objectives outlined in the Bayview Station CDP. The following principles have been incorporated in the design of the proposed development:

Land Use

1. The proposed development includes a range of land uses, including residential and retail/commercial.
2. The proposed mixed-use development includes two active frontages (Somerset St & City Centre Ave.) that relate to the street, are publically accessible and are adjacent to areas of high pedestrian circulation.
3. Residential uses are to be located on the upper floors and are the primary use for the proposed mixed-use development
5. The proposed development is transit-supportive and will contribute positively to pedestrian and cycling movements associated with Bayview Station.
6. The proposed development fronts onto the Somerset St. bridge and utilizes the bridge deck as a publically accessible active frontage.
7. The proposed development includes a public/private space integrated into the development and serving as a gateway and focal point for a key pedestrian connection.



Block Layout

1. The spatial arrangement of the proposed high-rise building promotes a pedestrian-oriented block pattern that supports movements to and from Bayview Station.
4. The proposed development introduces a key pedestrian connection from City Centre Avenue to Somerset Street. The highly visible and well lit connection will be accessible 24 hours a day and will be accessible to persons with disabilities.

Height, Bulk and Massing

1. The proposed building height (12 storeys) is consistent with the maximum building height for this site.
4. The proposed high-rise building will feature a podium and tower in order to ensure the desired street edge.
6. The proposed building will be stepped back at the fourth storey in order to establish the desired Traditional Mainstreet built form environment
8. The proposed building's floorplate will not exceed 750 m².

Architectural Design

2. The proposed high-rise building will provide a definitive entrance, ground floor, middle and roof profile, all of which will contribute visual interest to the streetscape.
3. The ground floor of the building, including both City Centre Ave. and Somerset St. will have higher floor-to-ceiling heights in order to accommodate a range of uses. Entrances will directly address the street and the facades of the building will be highly transparent in order to animate the street.
8. The proposed building design and location will create opportunities for oversight or 'eyes on the street'. In addition, the building will be properly lit and provide clarity in wayfinding.
10. The building will provide cycling facilities for residents and visitors, including indoor parking areas, and bicycle racks.
11. The proposed buildings' mechanical equipment has been incorporated on the rooftop and will be screened from view by using integrated architectural elements. A mechanical room will also be located on the ground floor, internal to the proposed building.

Parking

1. Due to the proximity of rapid transit, the parking requirements for proposed building was reduced, reflecting a more urban condition.
2. The proposed building incorporates 15 visitor/commercial surface parking spaces. This parking area is also used to provide building separation to the adjacent existing building on Spruce St.
3. The majority of the buildings' parking will be distributed among 2 levels of underground parking.
5. The underground parking entrance is accessed via Spruce St, a local roadway.
6. The 15 surface parking spaces are anticipated to be shared by visitors and the commercial component of the building.



9. Bicycle parking for residents is to be provided underground, whereas bicycle parking for the public will be located at grade.

Loading, Service & Waste Management

1. Access to loading, service and waste management areas will be from Spruce Street, away from primary transportation corridors.
3. The loading area and waste management area is combined with the surface parking area as a means to reduce the impacts on pedestrians.

In addition to the general policies used for the design and review of new developments, the building design will enhance the public realm with the addition of a pedestrian link between Somerset Street and City Centre Avenue. The pedestrian connection, located at the south west corner of the building, will assist in providing improved access to and from the Bayview Station, City Centre Avenue and Somerset Street. The pedestrian staircase and elevator (for persons with disabilities) will be integrated into the building's design as shown in the renderings below.



VIEW OF PROPOSED PEDESTRIAN CONNECTION AS SEEN FROM SOMERSET STREET



VIEW OF PROPOSED PEDESTRIAN CONNECTION AS SEEN FROM CITY CENTRE AVENUE

The proposed pedestrian connection is to be located entirely on City lands and is to be maintained by the City of Ottawa. In addition to providing a clear, barrier free and well lit pedestrian link for public use, this connection will be integrated into the buildings' design. In the built environment context, this link will provide pedestrians with visual cues and appropriate wayfinding measures for people passing through the site. Even though a final design solution has not yet been decided, Domicile and the City of Ottawa continue to coordinate their efforts to find the appropriate design solution.

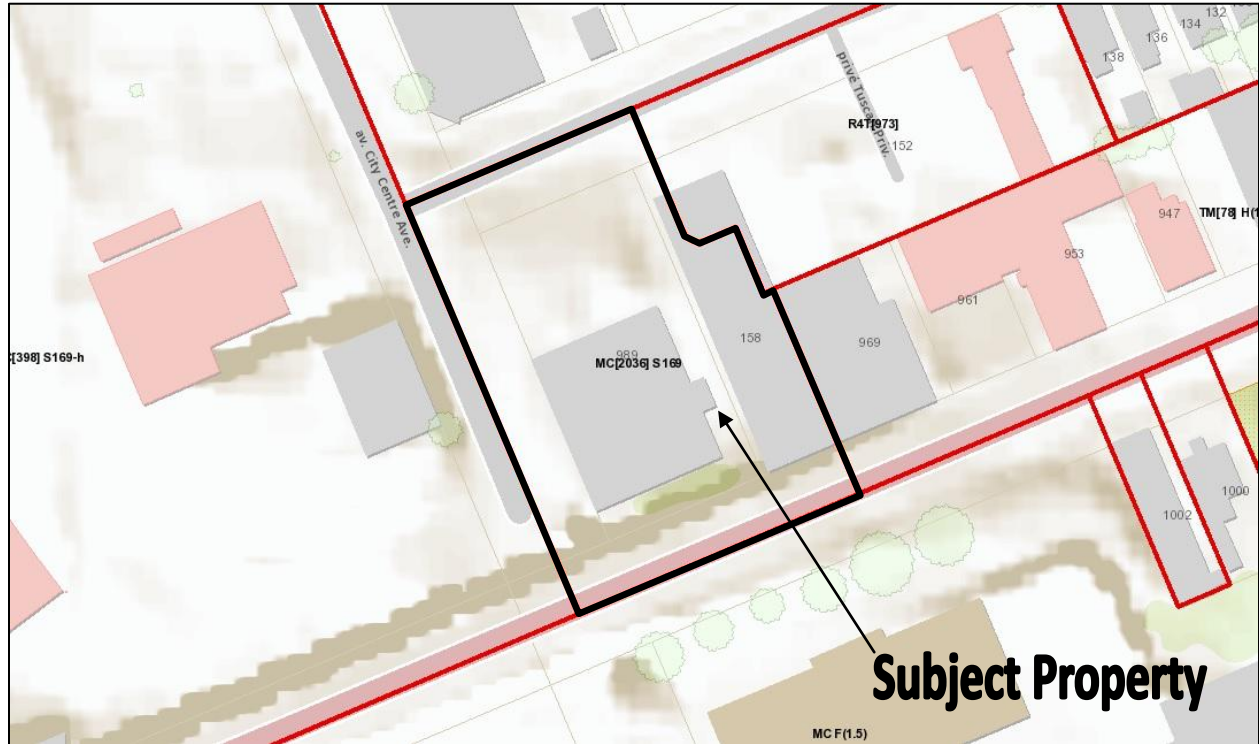
Lastly, Section 7.2.2 of the Bayview Station District Community Design Plan identifies the subject property to be rezoned to Mixed-Use Centre, with an Exception and a site specific schedule in order to permit higher density mixed-use development. The proposed development is consistent with the vision for these lands, as described by the regulatory framework in the following section.

The proposed building is consistent with the goals, objectives and policies of the Bayview Station District Community Design Plan. In particular, the development will achieve the primary design guidelines relating to land use, layout, building height and mass, architectural design, parking and service areas. As such, the proposal is consistent with the recently approved Community Design Plans' vision for these lands.

REGULATORY FRAMEWORK

CITY OF OTTAWA ZONING BY-LAW 2008-250

The subject property is zoned *MC [2036] S169, Mixed-Use Centre Zone, Exception 2036, Schedule 169.*



SNAPSHOT OF EXISTING ZONING

The Mixed-Use Centre Zone is intended to ensure that the areas designated Mixed-Use Centres in the Official Plan accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses. In addition, the Mixed-Use Centre Zone will impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.

The following is a list of permitted uses in the MC Zone, with residential uses highlighted:

- amusement centre
- animal care establishment
- animal hospital
- **apartment dwelling, low rise**
- **apartment dwelling, mid-high rise**
- artist studio
- bank
- bank machine
- bar
- broadcasting studio
- cinema
- community centre
- community garden
- community health and resource centre
- convenience store
- court house
- day care
- diplomatic mission
- drive-through facility
- **dwelling units**



- emergency service
- group home
- home-based business
- home-based day care
- hospital
- hotel
- instructional facility
- library
- medical facility
- municipal service centre
- museum
- nightclub
- office
- parking garage
- parking lot
- personal service business
- place of assembly
- place of worship
- **planned unit development**
- post office
- post-secondary educational institution
- production studio
- recreational or athletic facility
- research and development centre
- residential care facility
- restaurant
- retail food store
- retail store
- **retirement home**
- **retirement home, converted**
- **rooming house,**
- **rooming house, converted**
- school
- service and repair shop
- shelter
- small batch brewery
- sports arena
- **stacked dwelling**
- technology industry
- theatre
- **townhouse dwelling**
- training centre

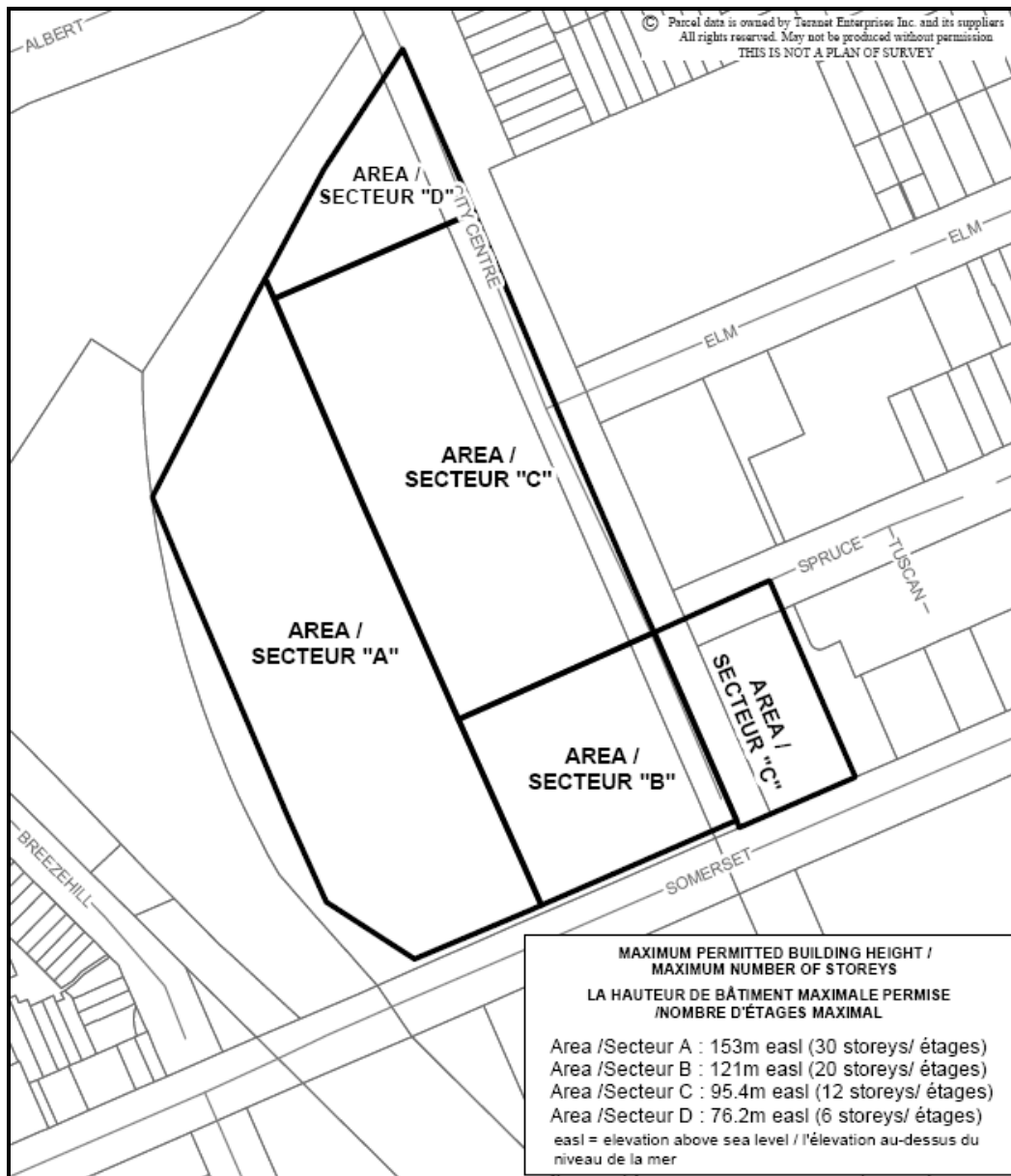
In addition to the above permitted uses, Exception 2036 was crafted specifically for the subject property and includes the following site specific provisions:

- maximum building heights as per Schedule 169
- rooftop amenity area:
 - i. having a maximum height of 5 metres is not included in the overall height of the building
 - ii. has a maximum gross floor area of 270 m²
- building podium height not to exceed four storeys along both Somerset Street and City Centre Avenue and any tower above the podium must have a minimum 3 metre step back at or below the top of the fourth storey of the podium along Somerset Street
- maximum gross floor area per floor of a non-residential building containing only office use: 2000m²
- at least 70% of the lot width along City Centre Avenue and Somerset Street must be occupied by one or more buildings and lot width will be measured at the front yard building setback
- for any buildings along City Centre Avenue and Somerset Street the maximum building setback is 3 metres, except where a recessed entrance may be provided to accommodate a ground floor entrance and/or a corner treatment



- minimum parking space rate requirements, as per Section 101, Table 101, Column II, Area A on Schedule 1, despite the location of the land on Schedule 1
- maximum number of parking spaces permitted, as per Section 103, Table 103, Column II, Area A on Schedule 1, despite the location of the land on Schedule 1
- parking rates applicable to Area A, column II, in Table 101, row (a)(ii) apply to uses facing Somerset Street having direct pedestrian access to that street.

As per Schedule 169, the maximum permitted building height is 95.4 easl (elevation above sea level), or 12 storeys, as shown below:



SNAPSHOT OF SCHEDULE 169 (note: Schedule 169 is currently undergoing an anomaly and minor correction to include the entire subject property as described in this report)



As a result of the Bayview District Community Design Plan, the City and Domicile collaborated together to create the site specific Mixed-Use Zone for the subject property. As a result, the proposed development will achieve the vision for these lands by conforming to the recently approved zoning (By-law 2013-157) for the subject property.

SUMMARY OF TECHNICAL STUDIES, REPORTS & PLANS

Site Servicing & Stormwater Management Report – Prepared by Erion Associates, the combined Site Servicing and Stormwater Management Report affirms that the proposed development has adequate capacity and pressure in the local municipal water system to provide for both domestic and fire flow demands. In addition the City's sanitary and combined sewer system is adequate to receive wastewater flow from the proposed development through the recently installed sewer connection. Further, the existing stormsewer connection installed to the property line on Spruce Street is adequate to serve as an outlet for the controlled and uncontrolled runoff from major storm events. No issues were identified with this report.

Transportation Study – Prepared by Delcan, the Transportation Study general concludes that the proposed development can be accommodated by the current infrastructure. The development is projected to generate only 40 to 50 vph (vehicles per hour) during peak hours. In addition to a very good level of service at existing road intersections, the Site Plan is well laid out with minimal pedestrian/vehicle conflicts. The residential, retail and bicycle parking all meet the by-law requirements and the subject lands are well serviced by City transit facilities and networks.

Traffic Noise Study – Prepared by Gradient Microclimate Engineering, the transportation noise assessment analyzed the noise levels resulting from the roadway traffic, primarily along Somerset Street. The study identified the highest traffic noise levels to occur along the south side of the development and provides Sound Transmission Class (STC) ratings for building components (bedroom windows, living room windows and exterior walls) where daytime noise levels exceed 65 dBA and nighttime noise levels exceed 60 dBA. In addition to upgraded window, the installation of individual air conditioning units is required for all units. The study suggests several restrictive covenants to be included in all Agreements of Lease, Purchase and Sale.

Phase 1 ESA – Prepare by Paterson Group, the Phase I Environmental Site Assessment was completed to research the past and present use of the site and study area in order to identify any environmental concerns with the potential to have impacts on the subject property. In 2003/04, Paterson Group completed several subsurface investigations at the subject site and adjacent properties and found that all soils and groundwater samples were in compliance with the applicable MOE standards. A Record of Site Condition (RSC) was filed for the subject property in 2004 in support of a land use change to residential from the historical commercial uses. A site visit was also conducted. This visit did not identify



any new areas of potential environmental concern. Based on this assessment, a Phase II ESA is not required for the subject property.

CONCLUSION

Based on the analysis presented in this report, it is concluded that the proposed mixed-use development is appropriate for the site, is compatible with its surroundings, and enhances the existing assets of the community. Furthermore, the development is consistent with the intent of the applicable policy and regulatory documents, and is supported by the technical studies submitted as part of this application.

The proposed development represents good land use planning and is in the public interest, providing a key intensification opportunity in the urban area and contributing to transit-oriented development. Additionally, the development, given its proximity to a range of commercial/services uses, will promote the use of existing community amenities and services, and will encourage alternative modes of transportation due to its proximity to the City's transit and cycling systems, all resulting in a development that interacts and integrates with the planned function of the community.

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