

**Subject: Zoning By-law and Official Plan Amendment – 50 Bayswater Avenue
and 1088 Somerset Street West**

File Number: ACS2025-PDB-PSX-0006

**Report to Planning and Housing Committee on 19 March 2025
and Council 26 March 2025**

**Submitted on March 11, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

Contact Person: John Bernier, Planner II, Development Review Central

613-580-2424 ext.21576, John.Bernier@ottawa.ca

Ward: Kitchissippi (15)

**Objet : Modification du Plan officiel et modification du *Règlement de zonage*
– 50, avenue Bayswater et 1088, rue Somerset Ouest**

Dossier: ACS2025-PDB-PSX-0006

Rapport au Comité de la planification et du logement

le 19 mars 2025

et au Conseil le 26 mars 2025

**Soumis le 11 mars 2025 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

**Personne ressource: John Bernier, Urbaniste III, Examen des demandes
d'aménagement centrale**

613-580-2424 ext.21576, John.Bernier@ottawa.ca

Quartier: Kitchissippi (15)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve:
 - a. An amendment to the Official Plan, Volume 2A, Wellington Street West Secondary Plan, for 50 Bayswater Avenue and 1088 Somerset Street West, as shown in Document 1, to permit a mixed-use development consisting of a six-storey building fronting onto Somerset Street West and a 16-storey addition to an existing 17-storey high-rise building on Bayswater Avenue, as detailed in Document 2.
 - b. An amendment to Zoning By-law 2008-250, as amended, for 50 Bayswater Avenue and 1088 Somerset Street West, as shown in Document 1, to permit a mixed-use development consisting of a six-storey building fronting onto Somerset Street West and a 16-storey addition to an existing 17-storey high-rise building on Bayswater Avenue, as detailed in Document 3.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* 'Explanation Requirements' at the City Council Meeting of March 26 2025, subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d'approuver :
 - a. Une modification à apporter au volume 2A du Plan officiel, Plan secondaire de la rue Wellington Ouest, pour le 50, avenue Bayswater et le 1088, rue Somerset Ouest, comme l'indique le document 1, afin d'autoriser un aménagement polyvalent consistant en un bâtiment de six étages donnant sur la rue Somerset Ouest et un rajout de 16 étages à un bâtiment existant de grande hauteur de 17 étages sur l'avenue Bayswater, comme l'expose en détail le document 2.
 - b. Une modification du *Règlement de zonage* 2008-250, dans sa version modifiée, pour le 50, avenue Bayswater et le 1088, rue Somerset Ouest, comme l'indique le document 1, afin d'autoriser un aménagement

polyvalent consistant en un bâtiment de six étages donnant sur la rue Somerset Ouest et un rajout de 16 étages à un bâtiment existant de grande hauteur de 17 étages sur l'avenue Bayswater.

- 2. Que le Comité de la planification et du logement approuve l'inclusion de la section du présent rapport consacrée aux détails de la consultation en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe municipal et soumis au Conseil dans le rapport intitulé, « Résumé des observations orales et écrites du public sur les questions assujetties aux “exigences d'explication” aux termes de la *Loi sur l'aménagement du territoire* lors de la réunion du Conseil municipal prévue le 26 mars 2025, à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.**

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Official Plan Amendment and Zoning By-law Amendment applications for 50 Bayswater Avenue and 1088 Somerset Street West to permit a mixed-use development consisting of a six-storey building fronting onto Somerset Street West and a 16-storey addition to an existing 17-storey high-rise building on Bayswater Avenue.

The applicant has requested to expand the Wellington Street West Secondary Plan boundary to fully include 1088 Somerset Street West and introduces a site-specific policy permitting increased height at 50 Bayswater Avenue. The Zoning By-law Amendment seeks to add site-specific exceptions for both properties, allowing greater height, reduced setbacks, and relief from stepback requirements to facilitate their respective developments.

The proposal aligns with applicable Official Plan policies for the Hintonburg area. Per Schedule B2 of the Official Plan (OP), the subject property is designated as Minor Corridor within the Inner Urban Transect. The site is also subject to the Wellington Street West Secondary Plan.

Applicable Policy

The following policies support the proposal:

Official Plan

- Minor Corridor within the Inner Urban Transect Policy Area: Encourages intensification and mixed-use development along corridors.
- Section 2.2.1: Intensification and Diversifying Housing Options. Directs residential growth to existing urban areas to support 15-minute neighbourhoods. Encourages intensification along corridors near transit hubs to enhance access to services and active transportation.
- Section 2.2.2: Economic Development. Supports mixed-use intensification on Minor Corridors. Promotes compact, walkable urban environments with active frontages and commercial spaces.
- Section 3.1: Designating Sufficient Land for Growth. Encourages mid- to high-density development along corridors to optimize land use efficiency. Supports intensification that aligns with surrounding built form while enhancing pedestrian streetscapes.
- Section 4.1: Mobility and Active Transportation. Encourages transit-supportive development prioritizing walking, cycling, and public transit. Promotes reduced vehicle parking requirements and enhanced bicycle infrastructure.
- Section 4.2: Housing. Supports a variety of housing types, including apartments and mixed-use buildings, to increase supply and affordability.
- Section 4.6: Urban Design. Requires integration with the surrounding built environment through setbacks, height transitions, and high-quality design. Encourages active frontages, landscaping, and public realm enhancements for a pedestrian-friendly experience.

Secondary Plan

- Wellington Street West Secondary Plan: Supports public realm improvements, pedestrian-oriented development, and mixed-use intensification near transit.

The proposal aligns with the policies supporting intensification, mixed-use development, and transit-oriented growth within the Somerset Street West corridor, a key urban area designated for compact, pedestrian-friendly development with active frontages and improved public spaces. By optimizing land use efficiency, increasing housing supply, enhancing mobility options, and incorporating high-quality urban design, the amendments contribute to the City's vision for sustainable growth while maintaining compatibility with the surrounding built form.

Other Matters

- Wellington Street West Community Design Plan (CDP). Encourages six-storey buildings, with greater heights in key gateway locations. Supports a continuous street edge with pedestrian-oriented commercial uses at grade.
- Transit-Oriented Development Design Guidelines. Promotes compact, pedestrian-friendly development within 600 metres of rapid transit. Encourages high-density mixed-use areas with strong transit and active transportation connections.
- Urban Design Guidelines for High-Rise Buildings. Guides compatibility with the existing and planned context. Ensures human-scaled streets, public spaces, and coordinated site services.

RÉSUMÉ

Recommandation du personnel

Le personnel des services d'urbanisme recommande d'approuver les demandes de modification du Plan officiel et de modification du *Règlement de zonage* pour le 50, avenue Bayswater et le 1088, rue Somerset Ouest afin d'autoriser un aménagement polyvalent consistant en un bâtiment de six étages donnant sur la rue Somerset Ouest et un rajout de 16 étages à un bâtiment existant de grande hauteur de 17 étages sur l'avenue Bayswater.

Le requérant a demandé à élargir les limites du plan secondaire de la rue Wellington Ouest pour inclure au complet le 1088, rue Somerset Ouest et prévoir une politique propre au site autorisant une hauteur accrue au 50, avenue Bayswater. La modification du *Règlement de zonage* vise à ajouter des exceptions propres à l'emplacement pour les deux propriétés, permettant une hauteur plus grande, des marges de recul réduites, et une dispense des exigences de retrait en vue de faciliter leurs aménagements respectifs.

Le projet est conforme aux politiques du Plan officiel applicables au secteur de Hintonburg. Selon l'annexe B2 du Plan officiel (PO), la propriété visée est désignée à titre de couloir mineur de l'aire du transect du secteur urbain intérieur. Le site est également régi par le Plan secondaire de la rue Wellington Ouest.

Politiques applicables

Les politiques suivantes justifient la proposition :

Plan officiel

- Couloir mineur du Secteur d'application de la politique sur le transect urbain intérieur : Il privilégie la densification et les aménagements polyvalents le long des couloirs.
- Article 2.2.1 : Options dans la densification et dans la diversification du logement. Il oriente la croissance résidentielle vers les secteurs urbains existants afin d'appuyer les quartiers du quart d'heure. Il favorise la densification le long des couloirs près des carrefours de transport en commun pour améliorer l'accès aux services et au transport actif.
- Article 2.2.2 : Le développement économique soutient la densification et l'urbanisation diversifiée dans les couloirs mineurs. Il promeut des milieux urbains compacts, propices à la marche, dotés d'espaces de vente au détail et de façades actives.
- Article 3.1 : Désignation d'une superficie suffisante pour la croissance. Il favorise les aménagements de moyenne et de grande densité le long des couloirs afin d'optimiser l'efficacité de l'utilisation des sols. Il appuie la densification qui concorde avec la forme bâtie environnante tout en rehaussant les paysages de rue piétonniers.
- Article 4.1 : Mobilité et transport actif. Il privilégie les aménagements favorables au transport en commun donnant la priorité à la marche, au vélo et au transport en commun. Il promeut la réduction du nombre de places de stationnement pour véhicules automobiles et une augmentation des infrastructures cyclables.
- Article 4.2 : Logement. Il appuie un large éventail de types de logements, y compris des bâtiments résidentiels et polyvalents, afin d'augmenter l'offre et l'abordabilité.
- Article 4.6 : Esthétique urbaine. Il exige l'intégration au contexte de l'environnement bâti aux alentours au moyen de marges de retrait, de transitions de hauteur et d'une conception de grande qualité. Il encourage les façades actives, le paysagement et les améliorations apportées au domaine public pour offrir une expérience conviviale aux piétons.

Plan secondaire

- Plan secondaire de la rue Wellington Ouest : Il soutient les améliorations du domaine public, les aménagements piétonnables et la densification polyvalente à proximité du transport en commun.

La proposition est conforme aux politiques qui appuient la densification, les aménagements polyvalents et la croissance axée sur le transport en commun dans le couloir de la rue Somerset Ouest, un secteur urbain important désigné pour l'aménagement compact piétonnable doté de façades actives et d'espaces publics

améliorés. En optimisant l'efficacité de l'utilisation des sols, en augmentant l'offre de logements, en améliorant les options de mobilité et en intégrant une conception urbaine de grande qualité, les modifications contribuent à la vision de la Ville pour une croissance durable tout en maintenant la compatibilité à la forme bâtie environnante.

Autres questions

- Plan de conception communautaire (PCC) de la rue Wellington Ouest. Il privilégie la construction de bâtiments de six étages, avec de plus grandes hauteurs admises dans les principaux endroits passants. Il soutient une bordure de rue continue avec des aménagements commerciaux centrés sur les piétons, au niveau de la rue.
- Lignes directrices de l'aménagement axé sur le transport en commun. Elles promeuvent l'aménagement compact piétonnable situé dans un rayon de 600 mètres des stations de transport en commun rapide. Elles privilégient les secteurs polyvalents de grande densité avec de solides liaisons au transport en commun et transport actif.
- Lignes directrices d'esthétique urbaine pour les habitations de grande hauteur. Elles orientent la compatibilité avec le contexte existant et planifié. Elles assurent la réalisation de rues « à échelle humaine », d'espaces publics et l'offre de services coordonnés sur place.

BACKGROUND

Site location

50 Bayswater Avenue and 1088 Somerset Street West

Owner

1649038 Ontario Inc.

Applicant

Fotenn Planning + Design

Description of site and surroundings

The subject property is located at the southwest corner of Somerset Street West and Bayswater Avenue in the Hintonburg neighbourhood. It consists of 50 Bayswater Avenue, which includes a 16-storey residential building and a single-storey commercial building, and 1088 Somerset Street West, which has a converted single-detached dwelling used for commercial purposes, along with a single-storey residential dwelling at the rear.

The surrounding area features a mix of residential, commercial, and institutional uses. To the north are low-rise residential dwellings, Tom Brown Arena, Somerset Square Park, and the Bayview O-Train Station. East of the property, across the rail corridor, is City Centre shopping mall and the Trillium walking trail. The west consists of low-rise residential buildings and commercial spaces along Somerset Street West and Wellington Street, including restaurants and retail. To the south is a mix of residential and institutional uses, with Highway 417 further south. The site is well-connected, located within 400 metres of the Bayview O-Train Station, with direct access to arterial and collector roads.

Summary of proposed development

The proposed development includes a 16-storey mixed-use addition at the property municipally known as 50 Bayswater Avenue, fronting Somerset Street West. The addition will be integrated with the existing 17-storey residential high-rise, known as 52 Bayswater Avenue, sharing underground parking, storage, and amenity space with that building. The addition will include 76 residential units and 255 square metres of commercial space.

At 1088 Somerset Street West, the proposal features a six-storey mixed-use building, with a total of 25 units and 69 square metres of commercial space.

Summary of requested Zoning By-law and Official Plan Amendment

The Official Plan Amendment seeks to expand the Wellington Street West Secondary Plan boundary to include the portion of 1088 Somerset Street West that currently falls outside of it, ensuring consistent policy application across the entire site. It will also introduce a site-specific policy permitting an increased building height at 50 Bayswater Avenue beyond what is currently allowed in the Secondary Plan.

The Zoning By-law Amendment will add two site-specific exceptions to the Traditional Mainstreet, Subzone 11 zone.

The exception applicable to 50 Bayswater Avenue will: increase the maximum permitted height to 52.5 metres and 17 storeys, which will allow the building addition and recognize the existing building; allow a corner side yard setback of 2.4 metres for a depth of 16-metres from the front lot line; and, provide relief from the Traditional Mainstreet provisions that require the building to be stepped back a further two metres from the provided front yard and corner side yard setback.

The exception applicable to 1088 Somerset Street West will include: a reduction in the interior side yard setback for a mixed-use building abutting a residential zone from 3.0 metres to 1.2 metres; a reduced landscape buffer abutting a residential zone from three

metres to zero metres; and relief from the Traditional Mainstreet stepback requirements, allowing the six-storey building to be designed without a stepback.

DISCUSSION

Public Consultation

For this proposal's consultation details, see Document 4 of this report.

Official Plan designation(s) and policies

Per Schedule B2 of the Official Plan (OP), the subject property is designated as Minor Corridor within the Inner Urban Transect. The site is also subject to the Wellington Street West Secondary Plan.

Section 2.2.1: Intensification and Diversifying Housing Options

Residential growth in Ottawa is directed toward existing urban areas to support 15-minute neighbourhoods. Intensification along corridors, particularly near transit hubs, is encouraged to enhance access to services, amenities, and sustainable mobility options.

Section 2.2.2: Economic Development

Minor Corridors are intended to accommodate mixed-use intensification while supporting transit-oriented development. These corridors promote a compact, walkable urban form with active frontages and a diverse range of commercial spaces at grade.

Section 3.1: Designation Sufficient Land for Growth

Encourages mid- to high-density development along corridors to optimize land use efficiency. Supports intensification within mixed-use areas that align with the surrounding built form while maintaining pedestrian-oriented streetscapes.

Section 4.1: Mobility and Active Transportation

Encourages transit-supportive development that prioritizes walking, cycling, and transit use. Promotes reduced vehicle parking requirements and enhanced bicycle infrastructure to align with the City's sustainable mobility objectives.

Section 4.2: Housing

Supports the provision of a variety of housing types, including apartments and mixed-use buildings, to increase housing supply and affordability within well-connected neighbourhoods.

Section 4.6: Urban Design

Requires developments to integrate with the surrounding built environment through appropriate setbacks, height transitions, and high-quality design. Encourages active

street frontages, landscaping, and public realm enhancements to promote a pedestrian-friendly experience.

Other applicable policies and guidelines

Wellington Street West Secondary Plan

The majority of the lands are designated 'Mainstreet' within the Somerset Square Park Character Area of the Wellington Street West Secondary Plan. This plan encourages intensification, public realm improvements, and a mixed-use, pedestrian-oriented environment that is also supportive of the nearby Bayview O-Train Station.

Wellington Street West Community Design Plan (CDP)

The Wellington Street West Secondary Plan is meant to be read in conjunction with the Wellington Street West Community Design Plan (CDP), providing additional direction on the vision for the corridor and detailed design guidance. The CDP supports building heights of up to six storeys, with greater heights permitted in key gateway locations, particularly in the Somerset Square Park area. Developments are encouraged to establish a consistent street edge with pedestrian-oriented commercial uses at grade, contributing to a vibrant and walkable mainstreet environment.

Transit Oriented Development Design Guidelines

These guidelines promote land use and design that supports high-quality transit service within a 600-metre walking distance of a rapid transit stop or station. The guidelines encourage compact, pedestrian-friendly development with a focus on active frontages, reduced reliance on private vehicles, and seamless connections between transit and the surrounding urban fabric. Areas around transit stations should feature a mix of uses, including residential, commercial, and employment opportunities, and incorporate landmark buildings that enhance wayfinding for transit users. The guidelines also emphasize high-density development, active transportation infrastructure, and public realm improvements to support an efficient and vibrant transit-oriented environment.

Urban Design Guidelines for High-Rise Housing

The Urban Design Guidelines for High-rise Buildings were reviewed for consistency. The Council-approved guidelines provide a framework with which to review high-rise development. They are intended to guide review with respect to compatibility of existing and planned context, creation of human-scaled streets and public spaces, and coordination of development with transit and site services such as parking and utilities, among others.

Urban Design Review Panel

The site is within a design priority area as defined on Schedule C7A and therefore the application was subject to the Urban Design Review Panel (UDRP) process. An informal meeting was held on February 2, 2024. A summary of the Panel's recommendations for the formal meetings can be found in Document 5.

The UDRP was successful in aiding in the implementation of the following:

- Refining the design of the base to contribute to the public realm.
- Enhancing the building design through better choices in materiality.

Planning rationale

The proposed Official Plan Amendment and Zoning By-law Amendment support a context-sensitive intensification along Somerset Street West and Bayswater Avenue, aligning with Official Plan policies and the Wellington Street West Secondary Plan objectives. The amendments facilitate the development of a transit-supportive, mixed-use project that contributes to Ottawa's housing supply, active transportation network, and public realm enhancements.

The Mainstreet Corridor designation, as per the Secondary Plan, encourages compact, mixed-use development with active frontages and pedestrian-oriented design. The proposed development meets these objectives by providing ground-floor commercial spaces, residential intensification near the Bayview O-train Station, and an improved streetscape along Somerset Street West. The requested height increase at 50 Bayswater Avenue is justified by increasing residential within proximity to transit infrastructure. Furthermore, the proposed addition will eliminate the 17-storey blank wall condition that is present, replacing this with a well-designed building that is in-line with the Secondary Plan's gateway policies. The existing design will include a two-metre setback from Somerset Street, which will provide greater space for improvements to the right-of-way than the existing zero-metre setback requirement would allow.

The project supports the City's intensification goals by optimizing an underutilized site within the Inner Urban Transect, contributing to a 15-minute neighbourhood with diverse housing options. The introduction of high-quality urban design elements, including wider sidewalks, landscaping, and bicycle parking exceeding minimum requirements, enhances the pedestrian experience and aligns with the City's vision for sustainable growth.

The proposal also facilitates greater connectivity by extending the Wellington Street West Secondary Plan boundary, ensuring consistent policy application across the entire

site. The site's minimal vehicle parking and emphasis on cycling and transit accessibility align with Official Plan policies promoting active transportation and reduced car dependency.

Given the proposal's alignment with Official Plan objectives, transit-supportive growth strategies, and urban design policies, the amendments represent good planning and are in the public interest. The project will contribute to the vibrancy of the Somerset Street West corridor while maintaining compatibility with the surrounding neighbourhood.

Zoning By-law

As detailed in Document 1 and 3, the proposed Zoning By-law Amendment will have the effect of rezoning the site to include site-specific provisions. The following is a summary and rationale for the requested relief:

50 Bayswater Avenue

- The entire property is to be rezoned from Tradition Mainstreet, Subzone 11 (TM11) to a Traditional Mainstreet, Subzone 11, with a site-specific exception (TM11[xxx1]).
- The amendment provides relief from the minimum corner side yard setback, reduced from 3 metres to 2.4 metres for the first 16 metres from the front lot line. This will be an improvement to the existing condition which is a zero-metre setback.
- The proposal includes an increase in the building height from 20 metres or six storeys, to 52.5 metres or 17 storeys. While the proposed addition is 16 storeys, the building will technically be a 17-storey building recognizing the existing building. The proposed height will ensure that the building addition will remain 16 storeys.
- The development seeks relief from the Traditional Mainstreet stepback requirements which requires any portion of the building above the fourth storey of a building to be stepped back two metres further from the provided front and corner side yard setback. Rather, the building proposes a stepback at the 13th and 15th storeys. While this exceeds the ideal height for the stepback its necessary given the small depth of the proposed development area and the impact that a lowering of the height will have on the unit composition of the building.

1088 Somerset Street West

- The front of the property is intended to be rezoned from Traditional Mainstreet, Subzone 11 (TM11) and Residential Fourth Density, Subzone UB (R4UB) for the rear half of the property, to a Traditional Mainstreet, Subzone 11, with a site-specific exception (TM11[xxx2]). Applying this designation to the whole property is in-line with how the Official Plan defines the depth of the Minor Corridor designation.
- The proposed amendment includes a reduction in the interior side yard setback requirement for a building abutting a residential zone from 3 metres to 1.2 metres. This applies to a relatively small portion of the building which will largely be at a four-storey height.
- A reduction in the landscape buffer abutting a residential zone from 3 to 0 metres is sought for the small portion of land adjacent to the proposed parking space abutting the travelled public lane. The impact is minimal as the abutting property has a vinyl shed in this location, with a row of asphalt parking spaces beyond this.
- The proposed exception also includes full relief from the two-metre stepback for the portion of the building above the fourth storey. The first storey of the building has been designed with a different material to be consistent with the one-storey datum line observed on the adjacent one-storey property to the west and within the immediate context.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Correspondences were received from one individual in support of the applications, as well as submissions from the Hintonburg Community Association with some concerns.

One public meeting was held virtually on January 15, 2025. Details are provided in Document 4.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Jeff Leiper provided the following comments:

"After public consultation with the community, I have no significant concerns with the development at hand. The proposed mixed-use component of the site allows the opportunity for retail and significant new housing options at this corner. In addition, the proposed podium design and brick exterior of the buildings follow the precedent of built form along both Somerset and Bayswater. Ultimately, this design enables a more sensitive integration of the buildings along this bustling stretch of Somerset Street W."

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendations.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the recommendations of this report.

ASSET MANAGEMENT IMPLICATIONS

There are no Asset Management Implications (from the Engineering - Roads section) resulting from the recommendations of this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ENVIRONMENTAL IMPLICATIONS

An Environmental Site Assessment was provided in support of this application, and no impacts are anticipated from the development of this site.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is move livable for all.
- A city that is green and resilient.
- A city with a diversified and prosperous economy.

APPLICATION PROCESS TIMELINE STATUS

The statutory 120-day timeline for making a decision on these applications (D01-01-24-0016 & D02-02-24-0038) under the *Planning Act* will expire on March 21, 2025.

SUPPORTING DOCUMENTATION

Document 1 – Location Map

Document 2 – Details of Recommended Official Plan Amendment

Document 3 – Details of Recommended Zoning

Document 4 – Consultation Details

Document 5 – Urban Design Review Panel Recommendations

Document 6 – Renderings

Document 7 – Site Plan Excerpt

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

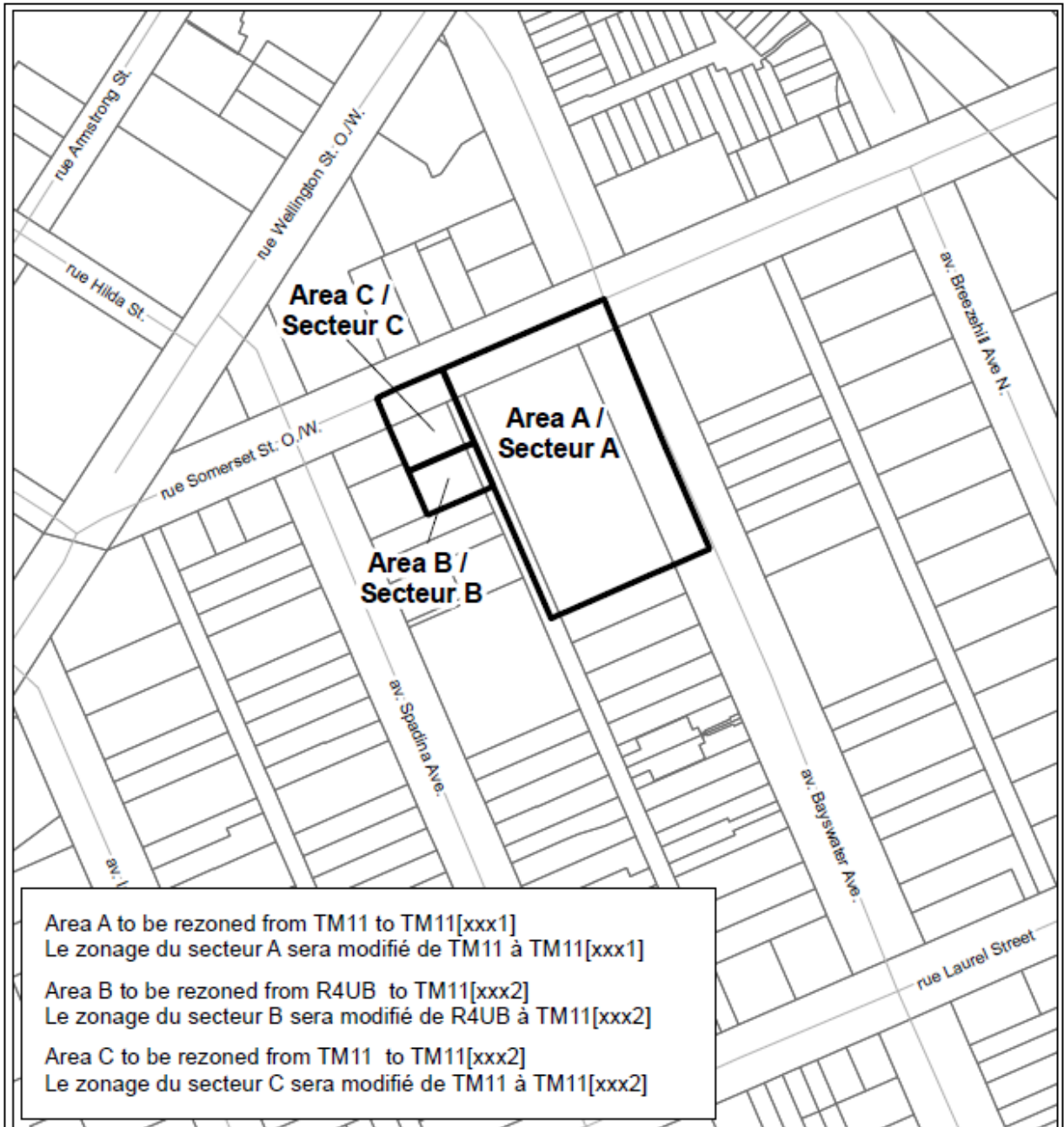
Mapping and Graphics to revise Schedule A – Designation Plan within the Wellington West Secondary Plan

Planning, Development and Building Services Department will prepare a implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.


Document 1 – Location Map



Area A to be rezoned from TM11 to TM11[xxx1]
 Le zonage du secteur A sera modifié de TM11 à TM11[xxx1]

Area B to be rezoned from R4UB to TM11[xxx2]
 Le zonage du secteur B sera modifié de R4UB à TM11[xxx2]

Area C to be rezoned from TM11 to TM11[xxx2]
 Le zonage du secteur C sera modifié de TM11 à TM11[xxx2]



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REVISION / RÉVISION - 2025 / 02 / 20

LOCATION MAP / PLAN DE LOCALISATION
 ZONING KEY PLAN / SCHÉMA DE ZONAGE

 **50 avenue Bayswater Avenue,
 1088 rue Somerset Street West/ouest**

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



Document 2 – Details of Recommended Official Plan Amendment

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

INDEX

THE STATEMENT OF COMPONENTS

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

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

PART A – THE PREAMBLE

PURPOSE

LOCATION

BASIS

RATIONALE

PART B – THE AMENDMENT

INTRODUCTION

DETAILS OF THE AMENDMENT

IMPLEMENTATION AND INTERPRETATION

PART C – THE APPENDIX

SCHEDULE A

PART A – THE PREAMBLE

1. Purpose

The purpose of this amendment is to amend the Wellington Street West Secondary Plan within Volume 2A of the Official Plan with site-specific policies for 50 Bayswater Avenue and to apply the Mainstreet designation to the entirety of lands known as 1088 Somerset Street West.. The proposed amendments would permit a 16-storey addition to an existing 17-storey residential building on Bayswater Avenue and the development of a six-storey mixed-use building fronting onto Somerset Street West. The summary of proposed amendments are as follows:

- (a) 2.5 Somerset Square Park Specific Policy Area is to be amended by adding a new number under the 'Built Form' policies with wording that will allow a 16-storey building addition at 50 Bayswater Avenue and acknowledge the existing 17-storey building.
- (b) Schedule A – Designation Plan is to be amended to bring the southern half of 1088 Somerset Street West into the Secondary Plan policy area, designating the property Mainstreet consistent with the norther half of the property.

2. Location

The proposed Official Plan Amendment includes changes only applicable to the 50 Bayswater Avenue and 1088 Somerset Street West. The lands are located on the corner of Bayswater Avenue and Somerset Street West.

3. Basis

The amendment to the Official Plan was requested by the Applicant in order to facilitate the redevelopment of the subject property for a mixed-use development consisting of a 16-storey mixed-use addition to the existing 17-storey residential building and a 6-storey mixed use building both oriented toward Somerset Street West.

4. Rationale

The proposed Official Plan amendment to the Secondary Plan represents good planning through appropriate intensification within a target area for growth. The increased height will allow for the blank wall condition of the existing building to be replaced with more a more attractive built form that supports the Secondary Plan's

objectives for this area to act as a gateway into the community. The provision of residential and commercial uses will support the vibrancy of Somerset Square and support a 15-minute neighbourhood. The amendment is supportive of the Mainstreet Corridor policies contained within the Official Plan.

PART B – THE AMENDMENT

1. Introduction

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

2. Details

The following changes are hereby made to the Official Plan, Volume 2, Wellington Street West Secondary Plan is hereby amended as follows:

- a) 2.5 Somerset Square Park Specific Policy Area is amended by adding a new number under built form with the following wording:

“50 Bayswater Avenue is permitted a maximum building height of seventeen (17) storeys or 52.5 metres subject to the owner providing community benefits at the time of development.”

- b) Schedule A – Designation Plan is amended to bring the southern half of 1088 Somerset Street West into the Secondary Plan policy area, and designating these lands ‘Mainstreet’, as shown in Schedule A.

3. Implementation and Interpretation

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

PART C – THE APPENDIX
SCHEDULE A



Prepared by Planning, Infrastructure and Economic Development Department
Services de la planification, de Capital Analytics, Technology and Solutions



Préparé par l'infrastructure et du développement économique,
Analyse géospatiale, technologie et solutions

D01-01-24-0016 2025-0211-A

M Master_Plans 0222 DPPlan DPPlanBayswater_Somerset

Revision:

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Scale - N.T.S. / Echelle N.A.E.

**SCHEDULE A to
AMENDMENT NO.**

to the OFFICIAL PLAN
for the CITY OF OTTAWA

Amending Volume 2 -
Wellington Street West Secondary Plan
Schedule A - Designation Plan

**ANNEXE A de
L' AMENDEMENT No.**

au PLAN OFFICIEL
de la VILLE D'OTTAWA

Modification du volume 2 -
Plan secondaire Rue Wellington Ouest
Annexe A - Plan de désignation



LANDS TO BE ADDED TO THE WELLINGTON STREET WEST SECONDARY PLAN
AND TO BE DESIGNATED "MAINSTREET" /
TERRAINS À AJOUTER AU PLAN SECONDAIRE DE LA RUE WELLINGTON OUEST
ET À DÉSIGNER « RUE PRINCIPALE »



EXISTING SECONDARY PLAN BOUNDARY / LIMITE DU PLAN SECONDAIRE EXISTANT

Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 50 Bayswater Avenue and 1088 Somerset Street West:

1. Rezone the lands as shown in Document 1.
2. Amend Section 239, Urban Exceptions, by adding a new exceptions [xxx1] with provisions similar in effect to the following:
 - a. In Column II, “Applicable Zones”, add the text, “TM11 [xxx1]”
 - b. In Column V, “Exception Provisions – Provisions,” add the following:
 - i. Minimum corner side yard setback is 2.4 metres for 16 metres from the front lot line.
 - ii. Maximum height is 52.5 metres but in no case greater than 17 storeys.
 - iii. Despite any provisions to the contrary, a required 2.0 metre building setback more than the provided setback from the front lot line may be provided at the 13th and 15th storey.
3. Amend Section 239, Urban Exceptions, by adding a new exceptions [xxx2] with provisions similar in effect to the following:
 - a. In Column II, “Applicable Zones”, add the text, “TM11 [xxx2]”
 - b. In Column V, “Exception Provisions – Provisions,” add the following:
 - i. Minimum interior side yard setback abutting a residential zone is 1.2 metres.
 - ii. Minimum width of landscape area abutting a residential zone is 0 metres.
 - iii. Despite any provisions to the contrary, a 2.0 metre setback is not required from the provided building setback of the front lot line.

Document 4 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan amendments and one comment was received. One public meeting was held virtually on January 15th, 2025.

Public Comments and Responses

Public Comments:

I am in support of this current application. I would also express support for additional height/density, considering its proximity and ease of access to rapid transit. After the city has declared a housing emergency and a climate emergency, the city could do well to increase population in more walkable, transit rich areas.

Response:

For the reasons outlined in the report above, staff are recommending approval of these applications.

Hintonburg Community Association Comments:

The HCA does not oppose this application, but we do have some concerns noted below.

Public Realm

We strongly support the setback of both buildings to create a more spacious public realm. The provision of active frontage at 50 Bayswater will improve the streetscape.

The proposed landscaping is welcome, but we encourage the applicant to provide more trees, particularly shade trees, planted to survive urban conditions for both buildings. Vertical greening on the building is an option but we strongly support the planting of trees.

We are supportive of a 'gateway' art installation as was suggested by the BIA.

Parking

We encourage the applicant to provide additional bicycle parking for large bikes and not just assume families will be able to use their storage for this, since this location is ideally suited to car-free living and families. A bike wash and tune up area are excellent ideas.

We request that some of the parking spaces be identified as car-share spaces.

Unit size

Since this area is well-suited to families, with schools and recreation nearby, an already established 15-minute neighbourhood with access to regular high-frequency transit, we are disappointed that there are no (or few) 3-bedroom family-size units. We request that the applicant comply with the OP target of 10% 3-bedroom units. Three-bedroom units should have a larger footprint than the 2-bedroom units plus den that are being considered.

Affordability

We question your data that the market will not support this type of investment in this community. We know that there are families who would like to move to the neighbourhood, who have been priced out of the housing market, and who would be served well by a starter rental. We request that city staff urge the developer take advantage of the CMHC programmes that would facilitate this.

Garbage

The garbage staging area for 1088 Somerset is appreciated since the lane is heavily travelled by neighbours who access their parking from the lane.

Conflict between garbage pickup and the garage entrance at 50 Bayswater exists currently. This development offers an opportunity to rectify this situation for all concerned.

Public Lane

We request that the decreased setback for 1088 Somerset on the lane be carefully analysed to ensure that safe access to the parking garage can be provided without impeding resident traffic in the laneway.

When reviewing the design, please consider winter conditions, especially snow banks, in the narrow public laneway with respect to the entrance to the parking at 50 Bayswater. There are already traffic issues between the parking entrance to the existing apartment building and other residents of Bayswater and Spadina whose parking is on the lane.

We thank you for your consideration and look forward to working with you.

Sincerely,

Linda Hoad

Chair, HCA Zoning Committee

Staff Response:

Staff have considered the comments provided by the Community Association in the review of this Application. Many of the issues raised regarding waste collection and transportation are items that we will discuss during the detailed review of the forthcoming site plan application.

With regards to the unit composition, the Applicant is proposing two, two-bedroom units per floor, which is possible due to the reductions in the setback requirements. While three-bedroom units are always welcomed, the development envelope is limited and therefore we understand that it may be difficult to accommodate this request without losing units.

We encourage the Applicant to take advantage of the CMHC programs available and will work with them at site plan should they wish to pursue any of these.

Document 5 – Urban Design Review Panel Recommendations

50 Bayswater Avenue & 1088 Somerset Street West | Informal Pre-consultation | Official Plan Amendment, Zoning By-law Amendment & Site Plan Control Application | Renfroe Land Management (David Renfroe), RLA Architecture, Levstek Consultants Landscape Architects

Key Recommendations

- The Panel recommends revising the height and datum lines of the tower building to better reflect the Traditional Mainstreet character of Somerset Street West.
 - Consider a 1-2 storey datum line for a podium feel, and a step-back at the 4-6 storey height so as to express the building more as a mainstreet mid-rise built form prior to the tower portion above.
 - Consider more of a Mainstreet built-form proportion with a 2-storey datum, 6-storey datum, and 9-storey datum.
- The Panel strongly recommends setting back the upper floors at a lower level rather than the proposed 13th storey step-back.
- The Panel recommends indenting the ground floor to further help with public space along the streetscape, and appreciate the additional public realm space already being provided.
- The Panel recommends considering how the materials wrap around the building to enhance the volume such that the finish on Somerset Street West does not appear as a one-sided veneer.
- The Panel recommends exploring how the two buildings along Somerset Street West could relate to each other better by using similar materials.
- The Panel recommends refining the eastern corner expression at Bayswater Avenue to enhance the 3-dimensional articulation of the corner rather than a veneer expression.
 - The Panel appreciates the idea of the 'lantern' effect to help visually separate the proposed building from the existing apartment, however, more refinement to this element is needed to keep the Somerset Street West façade from appearing as a veneer.

- The Panel recommends collaborating with the City to determine opportunities for activating the laneway.
 - Consider artistic murals and/or climbing plants to address the blank walls.
- The Panel recommends implementing cool roofs to both buildings, with the goal of reducing the heat island effect as much as possible—e.g., green roofs, white roofs.

Site Design & Public Realm

- The Panel appreciates the increased sidewalk space along Somerset Street West, given the many public realm elements competing for space in this area.
- The Panel appreciates that the project proposes additional animation along Somerset Street West.
- The Panel recommends implementing murals and artwork to animate and enliven the retaining wall and blank wall spaces or, alternatively, greening the blank wall spaces with a durable climbing plant—e.g., Virginia Creeper.
 - Consider opportunities to activate and enliven the laneway condition.
- The Panel recommends further inseting the ground floor areas of both buildings along Somerset Street West, creating a more generous public realm and sidewalk space for higher pedestrian volumes in this area.
 - Consider providing a bit of a canopy shelter to the ground floor commercial spaces.
- The Panel appreciates the greening and additional trees provided at the corner of Bayswater Avenue and in the amenity areas.
 - Consider the opportunity to provide a larger landscaping gesture along Bayswater Avenue in front of the existing apartment building, retaining the existing trees as much as possible.
- The Panel has concerns with the site being overparked, and recommends reconsidering the economics of building extra parking spaces.
 - Consider greening the surface level parking behind the existing apartment into a beautiful amenity terrace in the future. Potential for a more landscaped private amenity is a fantastic opportunity.

Sustainability

- The Panel recommends increasing the proposed buildings' sustainability initiatives.
 - Consider implementing green roof areas, plantings, trellises, for example. More measures should be taken to reduce the heat island effect.

Built Form & Architecture

- The Panel recommends increasing the podium expression to 2-storeys on both buildings, with an additional datum plane at the 6-storey level and a step-back at the 9th storey of the tower building instead of the proposed 13th storey step-back.
- The Panel has concerns about the precedent being set by the tower building and its close proximity to the adjacent existing apartment building on Bayswater Avenue.
 - The Panel recommends the proponent stay within the heights of the traditional mainstreet designation.
- The Panel recommends both buildings be expressed in the round, rather than pre-cast/brick veneer façades along Somerset Street West.
 - The Panel recommends the red brick expression be carried around all sides of the 6-storey building.
 - The Panel recommends wrapping the frame expression of the tower building around the corner to the Bayswater elevation, at least partially, to give a greater sense of 3-dimensionality.
- The Panel recommends further refining the corner expression of the tower building at Somerset Street West and Bayswater Avenue.
 - Consider ways of making that corner element at Bayswater Avenue more of a design feature.
- The Panel recommends designing a more cohesive transition between the existing apartment building on Bayswater Avenue and the glass 'lantern' effect of the tower's east elevation.
- The Panel has concerns about the dark-coloured pre-cast material, which is prone to powdering and fading.

- The Panel has concerns with how the seam/joint between the existing apartment building on Bayswater Avenue and the proposed tower appears unfinished.
- The Panel recommends a mid-rise building, or a setback at the mid-rise level, would be more appropriate than the 16-storey tower at this site.
 - Consider maintaining a traditional mainstreet character by including setback(s) in the 4-9 storey range, and providing some relief from the street.
 - The Panel has concerns that by closely matching the tower height to the existing height of the apartment building, the building reads as an extension of the existing building rather than a new and separate building, and it is the latter that should be pursued further.
 - The Panel recommends incorporating two (2) datum lines, one at the 2nd storey, and one at the 6th storey, with a step-back beyond that for the upper storeys.

Document 6 – Renderings





Document 7 – Site Plan Excerpt

