

91-93 Holland Avenue

Planning Rationale
Revision 1



Stantec Consulting Ltd.

Prepared for:
Chmiel Architects

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Executive Summary

Stantec Consulting Ltd. has prepared this Planning Rationale in support of concurrent Zoning By-law Amendment (ZBLA) and Site Plan Control applications for the proposed redevelopment of 91 and 93 Holland Avenue (the “subject properties”). The properties, owned by Nicholson and Gluckstein Lawyers, are proposed to be redeveloped into a 9-storey mid-rise mixed-use building, primarily consisting of residential units with one ground-floor commercial space.

The subject properties are located within the Inner Urban Transect and designated Minor Corridor and Hub per the City of Ottawa Official Plan. They are currently zoned MC16 H(20) – Parkdale Park Subzone 16, which permits a maximum height of 20 metres under Zoning By-law 2008-250. To facilitate the proposed development, the ZBLA seeks relief from two performance standards. The proposal is compliant with all other zoning provisions.

The proposal represents a modest intensification opportunity in proximity to existing rapid transit which encourages transit use, reduces reliance on private vehicles, and promotes active transportation, fostering a sustainable lifestyle. The proposal promotes efficient land use, compatibility with the surrounding context, and supports housing and economic development goals. The development is consistent with the Provincial Policy Statement, conforms to the Official Plan, and complies with zoning provisions except for minor relief addressed through the amendment process.

The proposed development reflects sound land use planning and is recommended for approval through Site Plan Control.



1 Introduction

Stantec Consulting Ltd. has been retained by Chmiel Architects to prepare this Planning Rationale in support of concurrent Zoning By-law Amendment and Site Plan Control applications for the proposed redevelopment of the properties municipally known as 91 and 93 Holland Avenue (the “subject properties”). This planning rationale has been revised based on the City of Ottawa Feedback Form Completeness Review #1 (September 19, 2025) (File NO.: D02-02025-0026 (ZBLA) and D07-12-25-0053 (SPC)).

The subject properties are owned by Nicholson and Gluckstein Lawyers (the “owner”), who are proposing the construction of a 9-storey mid-rise mixed-use building. The development will primarily consist of residential units, with the ground floor accommodating a single commercial unit.

1.1 Project Application History

The proposed development was first introduced at a pre-consultation meeting on July 12, 2023, with formal feedback from the City provided on August 8, 2023. It is noted that Stantec was not part of this meeting.

Stantec prepared a Planning Rationale (dated June 10, 2024) in support the proposed 9-storey mixed-use development on the subject properties. Subsequently, Zoning By-law Amendment and Site Plan Control applications were submitted to the City on July 2, 2024. As part of preconsultation feedback, the City recommended exploring an 8-storey building option. In response, Chmiel Architects prepared a compatibility study for both 8- and 9-storey scenarios. Through design refinements, including reduced floor-to-floor heights, the overall height of the proposed 9-storey mid-rise mixed-use building was brought in line with the 8-storey alternative.

This planning rationale has been prepared in support of the Zoning By-law Amendment and Site Plan Control applications to seek relief from a minimum of two (2) performance standards of the applicable zoning by-law.

1.2 Site Surrounding and Context

The site is located within Ward 15 – Kitchissippi, which is within the City’s Design Priority Area. More specifically, the site is located in the Hintonburg neighbourhood of the City and is situated approximately 70 metres north of the intersection of Holland Avenue and Wellington Street West (**Figure 1**).

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

The below description and figures provide additional detail on the immediate and surrounding context:



91-93 Holland Avenue

- North** Along the east side of Holland Avenue are a number of low-rise commercial uses extending to the end of the block bound by Armstrong Street. The two subsequent blocks consist of a mix of low to mid-rise apartment buildings and non-residential uses, followed by Scott Street, Tunney's Pasture Light Rail Transit (LRT) Station, and the Tunney's Pasture government employment campus. Along the west side of Holland Avenue is low-rise housing of mixed architectural character that extends northward to Scott Street. The housing along this side of Holland Avenue is varied, with a mix of singles and multi-unit typologies
- East** East of the site is 96, 92 and 88, and 84-86 Hinton Avenue North, abutting properties that are being redeveloped with a 6-storey mixed-use building to consist of 134 dwelling units, ground-floor commercial space, and 13 surface parking spaces.
- South** South of the site is an 8-storey bar-shaped apartment building followed by a 12-storey mixed-use building at the corner of Holland Avenue and Wellington Street West, which contains the Irving Greenberg Theatre Centre within the podium.
- West** West of the site is Holland Avenue, a four lane Major Collector with a protected right-of-way (ROW) of 26 metres. The existing ROW consists primarily of roadway, with limited public realm space and a pattern of small front yard setbacks on abutting private properties. To the west of Holland Avenue is low-rise housing of mixed typologies.



Figure 1. Site Context and Location

The subject properties are made up of two rectangular-shaped properties with frontage along the east side of Holland Avenue. The site contains two restaurant buildings and a driveway along the south property line which leads to rear yard surface parking (see in **Figure 1**). The site consists of the following details seen in **Table 1**:

91-93 Holland Avenue

Table 1. shows the existing site details

Area	± 723.55 m ² (0.072 ha / 0.179 ac)
Frontage	22.86 m on Holland Avenue (Major Collector subject to a Protected ROW of 26 m)
Legal Des.	Lot 1539 and Part of Lot 1537, Registered Plan 157, City of Ottawa PINs 04035 – 0013 & 04035 – 0012
Encumbrance	Part 2, Plan 4R-30448 subject to Right of Way as in INST. N616387



Figure 2. Google Images of the subject properties (October 2024)



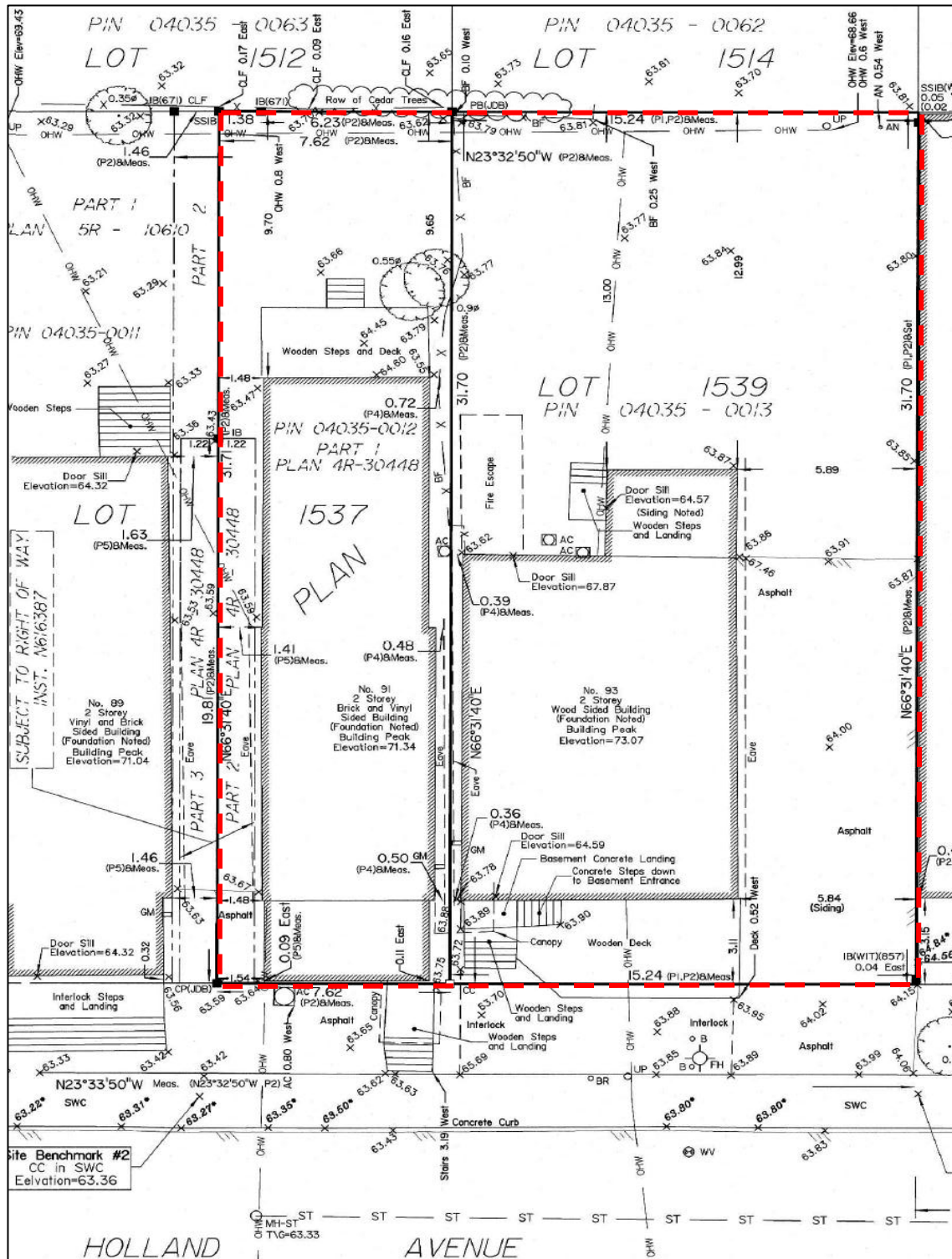


Figure 3. Excerpt from Survey Plan showing the site (red outline) and existing structures.



2 Existing Land Use Planning Context

2.1 Official Plan

The subject properties are located within the Inner Urban Transect (Schedule A). Due to the subject properties abutting Holland Street, the subject properties (and wholly within 120 metres from the centreline of Holland Avenue) are designated Minor Corridor. The subject properties are also designated Hub per the City of Ottawa Official Plan (Schedule B) (**Figure 4**).

Despite the Corridor designation, the site's location within a Hub means that maximum building heights are determined by the policies of the Hub designation. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service.

Holland Avenue is identified as a major collector on Schedule C4-Urban Road Network. Collector streets (which include major collectors and collectors) are the principal streets in urban and village neighbourhoods and are used by residents, delivery and commercial vehicles, transit and school buses, and people walking and cycling. The City's Feedback Form confirmed that the subject properties are not subject to the Evolving Neighbourhood Overlay.

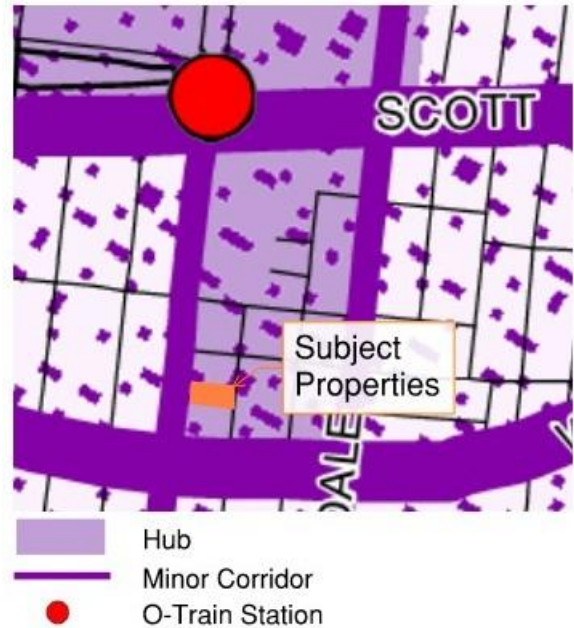


Figure 4. Extract from Schedule B2 of the Official Plan. The site is designated Corridor, and subject to the policies

2.2 Wellington Street West Secondary Plan

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

The plan provides a framework for change that will see this area develop towards the vision that the community desires, while meeting the planning objectives of the Official Plan.

The subject properties are within the Parkdale Park Specific Policy Area and designated Hub (**Figure 5**).



Figure 5. Extract of Schedule A of the Wellington Street West Secondary Plan. The subject properties are designated Hub.

2.3 Wellington West Community Design Plan

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

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

2.4 Zoning By-law

The subject properties are zoned MC16 H(20) – Parkdale Park Subzone 16, with a maximum height limit of 20 metres per the Comprehensive Zoning By-law 2008-250 (seen in **Figure 6**). The Zoning By-law states that the purpose of the MC Zone is to:

1. *ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary 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; (By-law 2015-293)*

2. *allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and*
3. *impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.*

Section 191.16 The Parkdale Park Subzone 16 provisions further state that:

d) minimum ground floor setback from façade facing a public street: 2.0m,

e) minimum building step back above the 3rd storey when building height is over 4 storeys is 2.0m from a wall facing the front lot line,

f) minimum rear yard setback is 3.0 metres for storeys 1 to 3 of a building and 7.5 metres for storeys 4 to 8 of a building,

g) maximum gross floor area per unit of retail, retail food store, personal service business, restaurant, bar, convenience store, service and repair shop, personal brewing facility: 200 m²,

h) maximum gross floor area per unit of office use on the ground floor only: 200 m² , no maximum on any other floor

i) The following provisions apply to parking in the MC16 Subzone:

(i) parking spaces required or provided in the MC16 Subzone may be available for parking purposes to any land use located within the MC16 Subzone and the TM11 subzone,

(ii) uses of less than 150 square metres gross floor area that are located on the ground floor are not required to provide parking

(iii) despite any requirements to the contrary, parking for a use required on one lot, may be located on another lot in the MC16 zone, but must be in the same city block, or on a lot on the opposite side of the public street on which the use requiring the parking is located.

j) Section 110 (Landscaping Provisions for Parking Lots) and Section 113 (Loading Space Rates and Provisions) do not apply

The site is affected by the Mature Neighbourhoods Overlay which is intended to influence the character and built form attributes of low-rise residential development in particular urban neighbourhoods.





Figure 6. Current zoning of the subject properties.

3 Proposed Development

The proposal is for a mixed-use development consisting of a single mid-rise building of nine storeys, with at-grade commercial-retail space. A single below-grade level for parking (vehicular and bicycle), waste storage, building storage, locker space, and mechanical and electrical utilities. The majority of the building is intended for residential use, with the ground floor accommodating a single commercial unit. Limited parking for the site will be provided below-grade which will be accessed directly from Holland Avenue by means of a ramp. The Site Plan is seen in **Figure 7**.

The building incorporates a step back design resulting in a reduced perception of its overall mass, while the building height creates a suitable transition from the adjacent eight-storey building. The mixed-use nature of the development reflects the surrounding urban fabric, supporting transit-oriented living and enhancing street-level activity. Landscaping and pedestrian connections further strengthen integration by linking the site to nearby public spaces and transit infrastructure

The intended full build-out of the site is summarized in

Table 2:



Table 2. Proposed Building Statistics

Building Features	Proposed
Building Height	27.65 m or 9-storeys
Land Use	Mixed-Use (commercial unit and residential units)
Commercial Units	1-ground floor unit
Residential Units	50 dwelling units of varying sizes
Residential GFA	3,140.59 m ²
Non-residential GFA	90.64 m ²
Vehicle Parking	4
Bicycle Parking	41

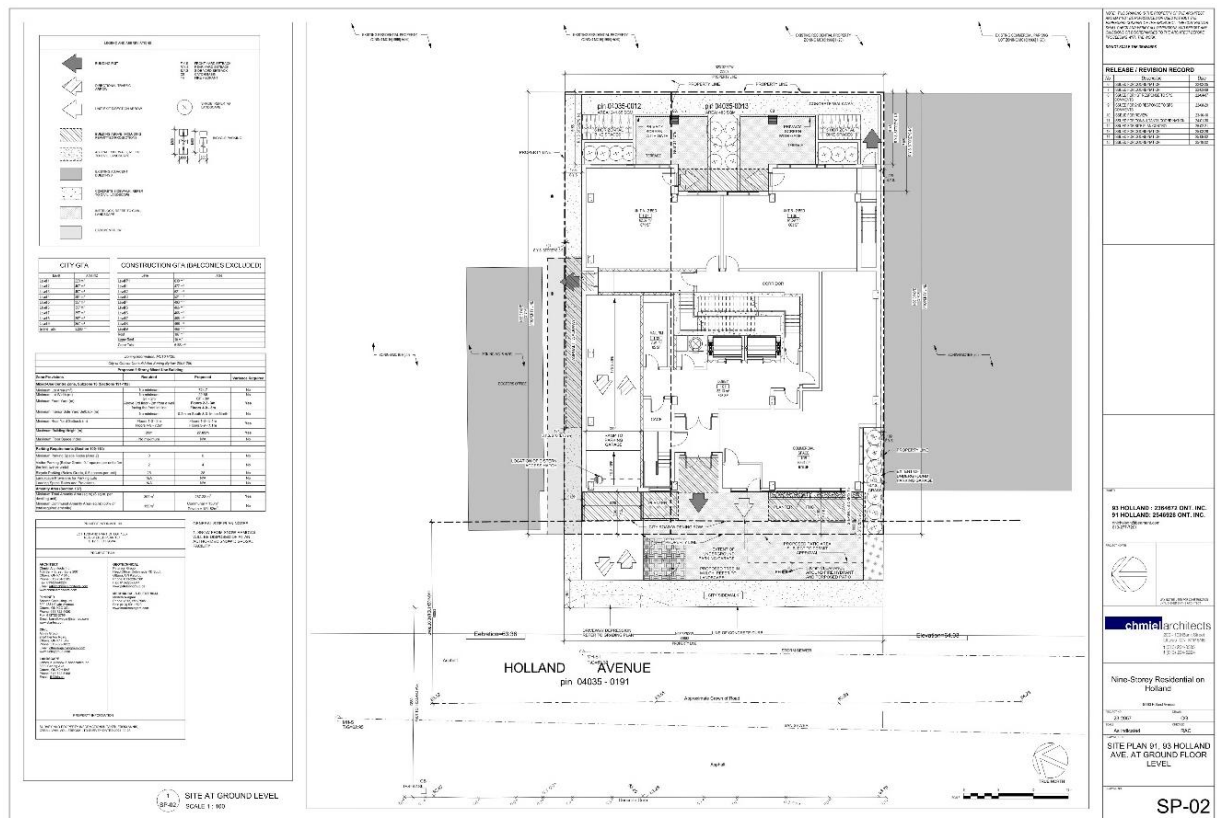


Figure 7. shows the Site Plan prepared by Chmiel Architects



Building Height and Transition

The proposed nine-storey mixed-use development will define the streetscape along Holland Avenue. The building is set back 3 metres from the front lot line, aligning with the character of the established neighbourhood. While the second and third floors project forward to frame the street, the upper levels step back from the fourth floor onward, creating a tiered profile rather than a continuous vertical wall. This massing approach ensures a smooth transition to adjacent low-rise properties to the north and west. Step-backs above the third floor reduce overall building bulk and minimize shadow impacts on residential properties to the east. Additionally, the articulated façade and varied roofline further diminish perceived scale and limit shadowing during peak daylight hours. **Figure 8** shows the proposed streetscape on Holland Avenue.

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

While the current zoning permits a maximum height of 20 m, an addition of 7.65 m represents a modest and appropriate increase that contributes meaningfully to the City's housing supply objectives. The increase in height is consistent with the OP policies for heights in Hubs and allows for access to housing and local employment without the need for a private vehicle.

The proposal also includes enhanced streetscape and landscaping elements along Holland Avenue to improve the pedestrian experience and integrate the development into the surrounding urban fabric. Vehicular access and limited parking will be provided via below-grade garage, with direct access from Holland Avenue.

From a built form and massing perspective, the proposed height is compatible with the surrounding context and does not adversely affect the existing or planned neighbourhood character. This is reinforced by the presence of an adjacent 8-storey building and a recently approved 6-storey development to the rear of the subject site. Collectively, these factors demonstrate that the proposed 9-storey building is a context-sensitive solution that aligns with intensification goals while respecting the established urban fabric.



91-93 Holland Avenue



.10 BUILDING TRANSITION

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.7 BUILDING PERSPECTIVE - OBLIQUE VIEW FACING NORTH -WEST

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Figure 8. showing the proposed building height and transition along Holland Street



Public Realm

The OP defines public realm as all of those private- and publicly owned spaces and places which are freely available to the public to see and use. Broadly, the term includes spaces such as streets, parks, plazas, and other areas where people can gather, interact, and engage in various activities.

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

The ground-floor commercial unit is designed with the aim to activate the streetscape and foster economic vitality. Its potential to attract local investment supports neighborhood growth and enhances pedestrian engagement along Holland Avenue. As illustrated in **Figure 9** and **Figure 10**, the proposed restaurant use introduces opportunities for outdoor patio seating, creating a vibrant, welcoming environment that encourages social interaction and strengthens the public realm. The proposed commercial unit will diversify the land use and promote walkability, increase foot traffic, and contribute to a safe, more animated street frontage. By integrating a high-quality commercial space, the development aligns with urban design objectives to support mixed-use communities and stimulate local business activity.

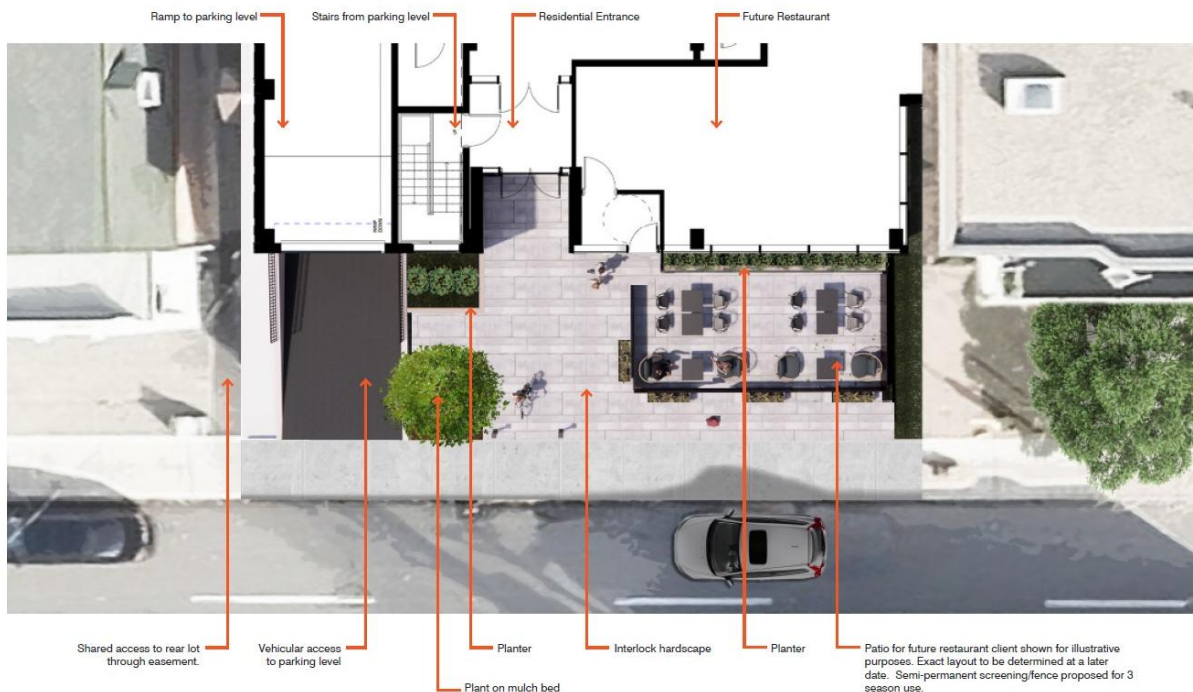


Figure 9. shows the proposed public realm and potential activities





Figure 10. Proposed public realm and potential opportunities

3.1 Proposed Amendment to the Zoning By-law

The subject properties are currently zoned Mixed-Use Centre subzone 16 Height 20 metres (MC16 H(20)) and propose to establish a limited number of provisions tailored to the site's unique features and context. The proposed mixed-use development complies with the general intent and purpose, the land use permissions, and the majority of the performance standards of the MC16 H(20) Zone.

Zoning relief from at least two design related performance standards will be required and are described in **Table 3**.

Table 3. Zoning Compliance Table

MC16 H(20) Zone Provisions	Required	Proposed	Compliance
Minimum lot area	No minimum	724.7 m ²	✓
Minimum lot width	No minimum	22.86 m	✓
Minimum Front Yard Setback (m)	Ground Floor – 2 m Above 3 rd floor – 2 m from a wall facing the front lot line	Ground – 3 m	✓
		Floors 2-3 – 1m	✓
		Floors 4-9 – 3m	✓
Minimum rear yard setback for storeys 1 to 3 of a building	3.0 m	Floors 1-3 – 5.1 m	✓
Minimum rear yard setback for storeys 4 to 9 of a building	7.5 m	Floors 4-9 – 7.1 m	✗
Minimum Interior Side Yard Setback	No minimum	On the south – 0.2 m On the north – 0.1 m	✓
Minimum floor space index	No maximum	NA	✓
Minimum building height	6.7 m	NA	✓
Maximum building height	20 m	27.65 m	✗
Minimum width of landscaped area	No minimum	NA	✓
Section 110 (Landscaping Provisions for Parking Lots)	NA	NA	✓
Maximum gross floor area per unit of office use on the ground floor only, no maximum on any other floor	200 m ²	90.64m ²	✓
Parking (Section 100-114)			
Regular	0	0	✓
Visitor - 0.1 spaces per unit after the first twelve units	2	4	✓
Bicycle – 0.5 m spaces per unit	25	41	✓
Amenity (Section 137)			
Minimum Total Amenity Area 6 m ² per dwelling unit = 300 m ²	300 m ²	435.6 m ²	✓
Minimum Communal Amenity Area 50% of total amenity area	150 m ²	Communal – 150 m ² Private – 181.52 m ²	✓

The proposed development would comply with all other provisions of the Mixed-Use Centre Zone. The increase in the building height is to accommodate three additional storeys which will result in increased housing units thereby increasing the density of the subject properties.



The reduction in the rear yard setback for storeys 4 to 9 from 7.5 m to 7.1 m is minimal and will not result in adverse effects to the properties in the rear. Moreover, the rear property is being developed to accommodate a 6-storey residential building. The requested zoning amendment is summarized in the **Table 4**.

Table 4. Proposed site-specific provisions

Existing Provision	Proposed Provision	Comment
Maximum Building Height: 20 m	Maximum Building Height: 27.65 m	Increase maximum building height to accommodate proposed 9-storey proposal.
Minimum rear yard setback for storeys 4 to 8 of a building: 7.5 m	Minimum rear yard setback for storeys 4 to 8 of a building: 7.1 m	To permit reduced rear yard setback of 7.1 meters, whereas the By-law a requires a minimum rear yard setback of 7.5 metres for storeys 4 to 8 of a building.

4 Policy Justification

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

4.1 Provincial Planning Statement 2024

The 2024 Provincial Planning Statement (PPS) was issued under Section 3 of the Planning Act and came into effect October 20, 2024. The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario’s policy-led planning system, the PPS sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

Municipal official plans are the most important vehicle for implementation of the PPS and for achieving comprehensive, integrated and long-term planning. Zoning and development permit by-laws are also important for the implementation of the PPS and should be forward looking and facilitate opportunity for desirable development.

The below review demonstrates that the proposal is consistent with the applicable policies of the PPS.

4.1.1 Building Homes, Sustaining Strong and Competitive Communities

Section 2.1 Planning for People and Homes provide policy guidance on appropriate range and mix of housing options and densities and supports the achievement of complete communities:



*2.1.6. Planning authorities should support the achievement of complete communities by:
a) accommodating an appropriate range and mix of land uses, housing options, [...] employment, [...] institutional uses [...], parks and open space, and other uses to meet long-term needs.*

The proposal will facilitate additional housing opportunities to meet long-term needs.

Section 2.2 Housing provides policy guidance on promoting densities for new housing to efficiently use land, resources, infrastructure:

*2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:
2.2.1.b) permitting and facilitating:
2.2.1.b) all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents [...]; and
2.2.1.b) all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
2.2.1.c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
2.2.1.d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

The proposal aims to promote urban intensification by transforming the subject properties which are in proximity to a major rapid transit station into medium-density, mixed-use developments. This approach leverages proximity to transit infrastructure to support sustainable growth, reduce reliance on private vehicles, and create a more vibrant, transit-oriented community.

Section 2.3 Settlement Ares and Settlement Area Boundary Expansion states that:

*2.3.1 General Policies for Settlement Areas
2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:
2.3.1.2.a) efficiently use land and resources;
2.3.1.2.b) optimize existing and planned infrastructure and public service facilities;
2.3.1.2.c) support active transportation;
2.3.1.2.d) are transit-supportive, as appropriate; and [...]
2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.
2.3.1.4 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

The proposal makes efficient use of land and resources within an area designated for intensification, supporting objectives for rapid transit, active transportation, and housing. The PPS provides clear direction



in Subsection 2.3.1, requiring planning authorities such as the City of Ottawa to encourage intensification and redevelopment in strategic growth areas, including the major transit station area around Tunney's Pasture Station. These areas are intended to concentrate growth and development to help achieve complete communities. Subsection 2.4.1 further reinforces this direction

Section 2.4 Strategic Growth Areas states that:

2.4.1 General Policies for Strategic Growth Areas

2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

2.4.1.2.a) to accommodate significant population and employment growth; [...]

2.4.1.2.c) to accommodate and support the transit network [...];

2.4.1.3 Planning authorities should:

2.4.1.3.a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;

2.4.1.3.b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;

2.4.1.3.c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;

2.4.2 Major Transit Station Areas

2.4.2.1 Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.

2.4.2.2 Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

2.4.2.2.b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit;

2.4.2.3 Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:

2.4.2.3.a) planning for land uses and built form that supports the achievement of minimum density targets; and [...]

2.4.2.6 All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:

2.4.2.6.b) infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and [...]

The proposal is comprised of a compact, high-density built form, and will assist in the achievement of a complete community within a strategic growth area. The proposal is within 600 m from the transit station and aligns with the type and scale of existing, approved, and proposed development within the immediate area surrounding Tunney's Pasture Station. The direction provided above in Subsection 2.4.1 is clear that in order to support the achievement of complete communities, planning authorities should permit development and intensification in strategic growth areas such as the lands surrounding Tunney's Pasture Station. Such areas should be planned to accommodate significant population growth, which supports public transit and infrastructure investments.



Section 2.9 Energy Conservation, Air Quality and Climate Change states that:

2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
2.9.1.a) support the achievement of compact, transit-supportive, and complete communities; [...]

The proposal supports transit use by proposing increased density in proximity to Tunney's Pasture Station. By locating residents and jobs within walking distance of the station, the proposal reduces reliance on private vehicles and encourages daily use of public transit. This proximity also makes active transportation—such as walking and cycling—more viable, creating a strong transit-oriented community. Higher density near transit stations helps maximize existing infrastructure investments and improves the efficiency and sustainability of the transportation network.

Summary of the PPS –

The proposed 9-storey mixed use development represents a compact, high-density built form that directly supports intensification within a designated strategic growth area. This approach is consistent with the PPS policies and objectives for intensification and transit-oriented development. The proposed development is compatible with the existing and planned built form in the vicinity of the Tunney's Pasture Station. The proposal respects the established pattern of high-density development near the station while incorporating a sensitive transition to the lower to medium density residential area to the south. This ensures that intensification occurs in a manner that is contextually appropriate and minimizes potential land use conflicts.

Furthermore, the PPS supports development and intensification in strategic growth areas, such as lands surrounding major transit stations. These areas are intended to accommodate significant population growth, which is essential for supporting investments in public transit and municipal infrastructure. The proposal supports key objectives for sustainable transportation, housing diversity, and efficient infrastructure utilization and will contribute to a vibrant, transit-oriented community that enhances walkability, supports active transportation, and provides opportunities for mixed-use development,

4.2 Official Plan

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

The subject properties are within the Inner Urban Transect (Schedule A) and designated Hub (Schedule B) per the Official Plan (OP). Holland Avenue is designated Minor Corridor. As a result, the subject properties are entirely within 120 metres from the centreline of Holland Avenue. The location of the subject properties within a Hub means that maximum building height are determined by the policies of the Hub designation while the policies of the Minor Corridor will also apply.



4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves are included in Section 2.1 of the OP:

Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new private households. The City will accommodate this growth within its existing neighbourhoods and villages, in undeveloped greenfield areas within Ottawa's urban boundary and by expanding the City's urban boundary. The City's approach will have significant impacts on the evolution of Ottawa's neighbourhoods, on housing options and affordability and on our ability to meet our climate change responsibilities.

The Official Plan will increase the share of future growth to be within Ottawa's existing built-up area to 60 per cent by 2046, by putting in place zoning and other mechanisms to give the City the opportunity to avoid or delay further expansions. In support of this direction, new policies will increase the variety of affordable, Low-rise housing options for residents within existing neighbourhoods close to Hubs and Corridors, increase the urban tree canopy and promote an evolution to 15-minute neighbourhoods.

The proposed 9-storey mixed-use building is a mid-rise development that will contribute to the housing market by offering a diverse range of units. It supports the OP's objective of encouraging mid-rise infill within established neighborhoods located near existing transit stations.

Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.

The overarching mobility goal of the Official Plan is that by the end of its planning horizon, more than half of all trips will be made by sustainable transportation such as walking, cycling, transit or carpooling.

The OP's goal is to increase the share of trips by sustainable modes of transportation as 40% of Ottawa's current greenhouse gas emissions are transportation related. Supporting active transportation and transit is also crucial to creating a healthier and more equitable and inclusive city, where anyone can get to work, to school and to daily activities without needing a car. As a result, safe and convenient sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities that support economic activity and social interaction throughout the day and evening.

The proposed 9-storey mixed-use development is within 600 metres of the Tunney's Pasture Station supporting the City's transit-oriented development. Its proximity to rapid transit encourages sustainable transportation choices, reduces reliance on private vehicles, and promotes a compact urban form.

Big Policy Move 3: Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

The goal of this Plan is to contribute towards stronger, more inclusive, and more vibrant neighbourhoods and Villages in a way that reflects the differences from highly urbanized and dense areas in the downtown, to lower-density suburban areas farther out. The Plan should also contribute towards stronger, more



inclusive, and vibrant neighbourhoods and Villages that reflect and integrate Ottawa's economic, racial and gender diversity in every neighbourhood.

The proposed 9-storey mixed-use development represents a compact built-form consistent with the surrounding neighbourhood. The design reflects a scale and character that complements existing and planned development in the area, while promoting efficient land use and supporting transit-oriented growth. By concentrating residential and commercial uses within a mid-rise structure, the proposal contributes to a vibrant, walkable environment and advances the objectives of creating complete communities.

Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains bold policies to encourage the evolution of neighbourhoods into healthy, inclusive, and walkable 15-minute neighbourhoods with a diverse mix of land uses, including a range of housing, shops, services, local access to healthy and affordable food, schools, employment, mature trees, greenspaces, and pathways. It also includes policies to help the City achieve its targets on the reduction of greenhouse gas emissions and the increase in the urban forest canopy as part of addressing its resiliency to the effects of climate change. At subsequent stages of planning, should this application be approved, specific design principles and features can be included in a Community Design Plan and/or Secondary Plan.

The proposed nine-storey mixed-use development represents efficient land use by combining residential and commercial functions within a transit-oriented setting. The proposal integrates policies that promote compact, sustainable growth and supports a vibrant, dynamic lifestyle while advancing the environmental objectives of the Official Plan. Its proximity to transit reduces reliance on private vehicles, encourages active transportation, and contributes to a resilient urban form that aligns with long-term sustainability goals

Big Policy Move 5: Embed economic development into the framework of our planning policies.

A range of interconnected factors influence economic sustainability and growth. In the Official Plan, an economic development lens is taken to policies throughout the Plan spanning the rural, suburban, and urban contexts. While land use policies in the Official Plan alone do not ensure economic development, they provide an important foundation for other City initiatives and programs to support economic development and create a context for business and entrepreneurship to succeed.

The proposed nine-storey mixed-use development represents good land use planning as it proposes a mix of residential and commercial within proximity to existing transit. The ground floor commercial unit stimulates local investment and contributes to long-term economic viability by promoting opportunities for community interaction.

Section 2.2 Cross Cutting Issues provides direction on City's implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and operational or other practices. It provides broad themes to be considered:



- *Intensification*
- *Economic Development*
- *Energy and Climate Change*
- *Healthy and Inclusive Communities*
- *Gender and Racial Equity*
- *Culture*

Section 2.2.1 Intensification and Diversifying Housing Options states that Ottawa will grow by 402,000 people from 2018 to 2046. This growth presents significant challenges in terms of how to provide choice in housing types and prices, how to reduce our greenhouse gas emissions and how to design a transportation system that will move people efficiently and sustainably. It also presents incredible opportunities to shape Ottawa in a way that promotes healthy, vibrant and walkable 15-minute neighbourhoods.

The OP defines intensification as:

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

- *The creation of new units, uses or lots on land on previously developed land in existing communities, including the reuse of brownfield sites;*
- *The development of vacant and/or underutilized lots within previously developed areas; (c)*
- *Infill development;*
- *The expansion or conversion of existing buildings*

2.2.1.1 Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods The growth management strategy includes a 60 per cent intensification target by 2046. This means that by 2046, 60 per cent of all new dwelling units will be built in existing neighbourhoods as opposed to undeveloped greenfield lands. This Plan envisions directing residential intensification towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk. This direction will support an evolution of these areas towards becoming 15-minute neighbourhoods. It will also contribute to the needs of an increasingly diverse population with a range of abilities, incomes, ages and cultural needs by enhancing accessibility to more vibrant areas with social interaction, cultural organizations, health services and community facilities; This necessitates both simplifying the rules for intensification and using design approaches to create the demand for living in multi-family housing typologies.

2.2.1.3 Improve public amenities and services

The supportive policies for growth management, housing, transportation, urban design and parks and greenspace throughout this Plan will provide some of the necessary elements to facilitate achieving a 60 per cent intensification target. Policies are also included to guide the preparation of local plans such as secondary plans and area-specific policies, as well as development applications. To support the City's strategy to achieve a 60 per cent intensification target by 2046, the City will:

2.2.1.3.a) Direct residential intensification to Hubs, Corridors and residential Neighbourhoods within a short walking distance of those Hubs and Corridors;

2.2.1.3.e) Ensure that the development and redevelopment of transit, road and active transportation infrastructure supports the City's intensification targets

2.2.1.3.f) Provide guidance on the appropriate integration of new and different types of housing with the desirable character of the surrounding neighbourhood so that development opportunities are more welcoming to the existing neighbourhood; and

2.2.1.3.g) Encourage a variety of housing typologies, including some that do not exist today, to meet the needs of diverse households and provide a sufficient supply of housing that is affordable.

The proposed nine-storey mixed-use development advances the Official Plan's intensification objectives by efficiently utilizing land and expanding housing options. Located within a designated hub, and in proximity to existing light rail and frequent street transit, the project represents an appropriate and desirable opportunity to help meet the demand for a sufficient housing supply.

Section 2.2.2. Economic Development states that as Ottawa reaches the next threshold in population it also gains a certain critical mass that begins to generate more opportunities, both from the organic growth of a larger domestic market, and from increased investment interest from global stakeholders seeking opportunities.

While these sectors are important to Ottawa's economy there is a broad range of other industries and services, both big and small, that make vital contributions to the economy and quality of life. The role of the Official Plan in economic development is to establish through land use policies a framework that will contribute to the sustainability, resiliency, diversification and growth of the local economy. The land use policies should support existing and emerging industries, businesses and services at all scales and within all geographic areas of the City, rural, suburban and urban.

- 2.2.2.1 Enhance Ottawa's high quality of life to attract a skilled workforce and businesses*
- 2.2.2.3 Direct major employment to Hubs, Corridors and Special Districts*
- 2.2.2.4 Integrate economic activities with residential and other land uses*
- 2.2.2.5 Create conditions for small-business growth*

The proposed commercial unit in the nine-storey mixed-uses development presents a strong opportunity to attract local investment and foster community interaction. Commercial services are an important element for 15-minute neighbourhoods that provide residents, workers and tourists with their daily and weekly needs.

Section 2.2.3 Energy and Climate Change states that municipalities have a responsibility to mitigate greenhouse gas emissions and adopt measures to adapt to climate change, and many cities across the country have declared a climate emergency, such as Ottawa, who did so in 2019.

- 2.2.3.1 Plan a compact and connected city*
- 2.2.3.2 Apply sustainable and resilient site and building design as part of development*
- 2.2.3.3 Prioritize a shift to energy efficient transportation modes*
- 2.2.3.5 Reduce the urban heat island effect and help protect the vulnerable from extreme heat*

The proposed nine-storey mixed-use development is located within 600 m from the Tunney's Pasture Station which will reduce reliance on private vehicles and promoting sustainable transportation choices. The proposal provides housing options fostering a community where residents can live, work, and access services within walking distance, and enhances neighborhood vibrancy. Generally, multiunit buildings require less energy (and generate fewer greenhouse gas emissions per resident) to heat and cool compared to lower density forms of development, while newer construction is required to meet more stringent energy efficiency standards under the Ontario Building Code than existing buildings.

Section 2.2.4 Healthy and Inclusive Communities states that the built and natural environment can influence all these conditions, with significant effects on quality of life and well-being. The Official Plan



requires the development of healthy and resilient communities through establishing the built and natural environment conditions that are needed to sustain long-term health.

- 2.2.4.1 Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities*
- 2.2.4.2 Build accessible, inclusive communities, and design for all ages, including children and older adults*
- 2.2.4.3 Promote health through sustainability*
- 2.2.4.4 Advance human health through decision-making on the built environment*

The proposed development is located within an established 15-minute community with walkable access to many employment opportunities, daily amenities, recreational facilities and open spaces. The proposal will broaden the range of housing options within the community available to residents of varying life stages and economic means.

The proposed nine-storey mixed-use development is located in an established neighbourhood of the City. The development incorporates ten barrier-free residential units, demonstrating a strong commitment to inclusivity and universal design principles. By providing accessible housing options, the development proposal ensures that individuals with mobility challenges or other accessibility needs can fully participate in the community. This approach aligns with the City of Ottawa's accessibility objectives and broader provincial policies promoting healthy and inclusive environments.

Redevelopment of the subject properties presents a good opportunity to align with the goals of the OP to provide a mix of housing options. The advantage of the commercial component fosters local investment and community interaction. The proposed design is a high-quality, human-scale built form that helps to create a sense of space without causing impacts on the existing community. Proximity to existing transit advances the goals of 15-minute neighbourhoods promoting social and physical health as it helps residents to make the healthy choices.

Section 2.2.5. Gender and Racial Equity states that gender and Racial equity are important dimensions of planning a healthy and inclusive city. Inequalities exist and land use planning should work to eliminate them by addressing gender and racial inequities.

The proposed nine-storey mixed-use development will attract residents and contribute to strengthening the area's long-term viability.

Section 2.2.6 Culture states that access to culture has a direct impact on quality of life and a sense of well-being. A vibrant culture is evidence of a healthy, active and creative city – one that promotes a sense of identity and inclusiveness and fosters personal and cognitive growth. The culture policies in this Plan relate to the incorporation of cultural considerations in land use planning. Cultural related policies in the Plan address the need for new development to consider the role of culture in creating a sense of identity and pursuing equity and inclusion.

- 2.2.6.1 Create spaces and places for culture to live, grow and innovate*
- 2.2.6.2 Reinforce neighbourhood and place identity through architecture and urban design*
- 2.2.6.3 Promote the arts as an important element of placemaking*
- 2.2.6.4 Strengthen the economic impact of the creative and cultural industries*



The proposed nine-storey mixed-use development includes residential and commercial components proposed in proximity to existing transit. The neighbourhood is characterized by similar uses creating dynamic spaces and enhancing social and economic vibrancy. The location enhances accessibility, reduces reliance on private vehicles, and supports sustainable transportation choices. The surrounding neighbourhood, characterized by similar mixed-use developments, creates a cohesive urban fabric that fosters dynamic public spaces and active street life. By introducing additional housing options and commercial activity on Holland Avenue, the proposal contributes to social vibrancy, encourages community interaction, and strengthens local economic resilience.

4.2.2 Growth Management Framework

Section 3 of the Official Plan establishes the City's framework to accommodate projected population, household, and employment growth to the year 2046 and beyond. The framework seeks to provide sufficient development opportunities- and an appropriate range of choices, by locating and designing growth to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

Section 3.1- Designate Sufficient Land for Growth, states:

- 3.1.1) Sufficient land shall be designated for growth to meet the projected requirement for population, housing, employment and other purposes for a period of 25 years in accordance with the Provincial Policy Statement.*
- 3.1.3) The urban area and villages shall be the focus of growth and development.*
- 3.1.4) The City will allocate household growth targets as follows*
- 3.1.4. a) 93 per cent within the urban area where:*
- i) 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and*
 - ii) 46 per cent is within the greenfield portion of the urban area;*

The proposal accommodates a mixed-use development with residential growth within an existing built-up urban area.

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

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

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



4.2.3 City-Wide Policies

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

Section 4.1 Mobility supports the shift towards sustainable modes of transportation states:

- 4.1.1 Provide mobility options to safely and equitably navigate the city*
- 4.1.1.1) In the Urban area and Villages, people who walk, cycle and use transit shall, by default, be given priority for safety and movement. The resolution of overlapping priorities in the Urban area and Villages, as well as the establishment of priorities in the Rural area, will be informed by Multi-Modal Level of Service targets outlined in the Transportation Master Plan (TMP) and Multi-Modal Level of Service Guidelines.*
- 4.1.2 Promote healthy 15-minute neighbourhoods*
- 4.1.2.1) In general, this Plan equates a walking time of:*
- 4.1.2.1.b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network;*
- 4.1.2.2) Provide safe and convenient pedestrian routes and facilities in Hubs and Corridors and, within the following distances from transit:*
- 4.1.2.2.a) 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations;*

The proposed nine-storey mixed-use development is located within 600 m from the Tunney's Pasture Station which is equivalent to approximately a 10-minute walk. This proximity to rapid transit offers significant advantages, including improved accessibility for residents and visitors, reduced reliance on private vehicles, and enhanced support for sustainable transportation options. By situating housing and commercial uses within walking distance of transit, the development promotes a transit-oriented lifestyle, encourages active transportation, and contributes to the creation of a complete community.

Section 4.2 Housing provided policy guidance on adequate, safe and affordable housing makes Ottawa a good place to live and do business.

- 4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city*
- 4.2.1.1) A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:*
- 4.2.1.1.a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;*
- 4.2.1.1.b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;*
- 4.2.1.1.c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;*
- 4.2.1.1.d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and*
- 4.2.1.1.e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.*
- 4.2.1.2) The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:*
- 4.2.1.2.a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;*
- 4.2.1.2.b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and*

4.2.2 Maximize the ability to provide affordable housing throughout the city

4.2.2.1) An adequate and affordable supply of rental dwelling units is to be provided and maintained by ensuring that, in approving development, the City will:

a) Seek to maintain a residential rental vacancy rate of at least 3 per cent among all categories of dwelling units and in all survey areas, as measured by the annual Canada Mortgage and Housing Corporation Rental Market Report.

The proposed nine-storey mixed-use development supports the City's goal of providing a flexible, adequate, and diverse housing supply. It introduces rental units ranging from one- to two-bedroom layouts, addressing varied household needs and contributing to housing affordability. By intensifying the subject properties within an established neighborhood, the proposal increases housing stock while making efficient use of land and infrastructure. Its location within 600 meters of Tunney's Pasture Station encourages transit use, reduces reliance on private vehicles, and promotes active transportation, fostering a sustainable lifestyle. Additionally, the inclusion of ground-floor commercial space enhances local economic activity and creates opportunities for social interaction, contributing to a vibrant, complete community.

Section 4.6 Urban Design provides policy support in encouraging healthy 15-minute neighbourhoods, growing tree canopy, and developing resilience to climate change.

4.6.1 Promote design excellence in Design Priority Areas

1) Design Priority Areas (DPAs) define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm. They are identified on Schedule C7A and C7B, and include selected areas described in the tiers of priority outlined in Table 5, DPA Tiers of Priority and the following policies apply:

2) The City shall retain an Urban Design Review Panel (UDRP) as an independent advisory panel who provide objective peer review of both development applications and capital projects. The role of the UDRP is to promote design excellence in Ottawa's Design Priority Areas.

The site is located within a Hub and is therefore subject to review by the Urban Design Review Panel (UDRP). A submission package was sent on October 23, 2025 to the UDRP to present the proposed development and gain feedback. Recommendations of UDRP will be considered as the project advances.

4.6.3 Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle

1) Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

the public realm, and to provide greater opportunities for active transportation as well as intensification, burying overhead wiring as part of development, or capital projects will be prioritized within select Design Priority Areas identified through a comprehensive City policy where financially viable or as otherwise directed by Council.

The proposed development enhances the public realm by providing landscaping opportunities such as hard landscaping, trees and planters along Holland Avenue. The proposed ground floor commercial unit has potential to be utilized as a restaurant with outdoor patio space, creating an active and inviting streetscape. However, these details are to be determined in the future.

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



- 1) Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.
- 2) Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.
- 3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development establishes a strong street edge along Holland Avenue and introduces a human-scaled built form that enhances the pedestrian experience while creating opportunities for an improved public realm. The ramp leading to the underground parking is visually screened by the placement of a tree, helping to soften its appearance and maintain an attractive streetscape.

As the ground-floor commercial tenancy has not yet been determined, it is not possible at this stage to specify the utility requirements for the future use. These provisions will be addressed during subsequent phases of the project once the tenant and operational needs are confirmed.

4.2.4 Inner Urban Transect

The subject properties are within the Inner Urban Transect. Section 5.2 states that the Inner Urban Transect generally comprises of neighbourhoods within the urban boundary located inside the Greenbelt.

- 5.2.1 Enhance or establish an urban pattern of built form, site design and mix of uses
- 5.2.1.3) The Inner Urban Transect is generally planned for mid- to high-density development, subject to:
- a) Proximity and access to frequent street transit or rapid transit;
- 5.2.1.4) The Inner Urban Transect shall continue to develop as a mixed-use environment, where:
- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
 - b) Small, locally oriented services may be appropriately located within Neighbourhoods;
 - c) Existing and new cultural assets are supported, including those that support music and nightlife;
 - e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).
- 5.2.1.5) The Inner Urban area is planned for mid- to high-density, urban development forms where either no on site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:
- a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
 - i) Is generally discouraged; and
 - ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
 - b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches; and

The proposed nine-storey mid-rise mixed-use development combines residential and commercial uses along a collector road, contributing to a vibrant, mixed-use streetscape. The ground-floor commercial space offers potential for a restaurant with outdoor patio seating, encouraging local investment and enhancing



street-level activity. Its proximity to Tunney's Pasture Station supports transit-oriented development, reducing reliance on private vehicles and promoting sustainable transportation choices. Four visitor parking spaces are provided in the below-grade garage. As a moderately scaled infill project, the development respects the surrounding context and neighborhood character while delivering a high-quality streetscape that integrates seamlessly with its environment.

5.2.2 Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect

5.2.2.2) The transportation network for the Inner Urban Transect shall:

- a) Prioritize walking cycling and transit; and*
- b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.*

The proposed development provides 41 bicycle parking spaces, supporting active transportation and reducing reliance on private vehicles. Its close proximity to Tunney's Pasture Station encourages multi-modal travel options, offering residents convenient access to rapid transit and promoting a sustainable, transit-oriented lifestyle.

5.2.3 Provide direction to the Hubs and Corridors located within the Inner Urban Transect

5.2.3.3) Along Minor Corridors, permitted building heights are as follows, subject to appropriate height transitions and setbacks:

- a) Generally, not less than 2 storeys and in the maximum height range of between 4 to 6 storeys, except where a secondary plan or area-specific policy specifies different heights;*
- b) Where the Zoning By-law permits a Low-rise building, an amendment to this Plan shall not be required to consider a building of 5 or 6 storeys;*
- c) The wall heights directly adjacent to a street of such buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise built form in Subsection 4.6.6, Policy 7); and*
- d) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.*

5.2.3.4) All buildings along Mainstreets or Minor Corridors shall have active entrances facing the Mainstreet or Minor Corridor, regardless of use.

While OP policy (and the current zoning) permits a maximum height of 6 storeys (20 metres), the additional three storeys represent a modest and appropriate increase that contributes meaningfully to the City's housing supply objectives. This additional height will contribute to the City's housing supply objectives by introducing more residential units within a serviced, transit-oriented location. The proposal represents modest infill while supporting sustainable growth and aligns with broader objectives for complete communities.

4.2.5 Urban Designations

Hubs

The subject properties are designated Hubs. Section 6.1 Hubs of the OP provides policies related to Hubs as areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The OP directs hubs to have a large concentration of a diversity of functions, higher density of development, greater

degree of mixed uses and higher level of public transit connectivity than the areas abutting and surrounding the Hub.

Section 6.1.1 policy 6 clarifies the interrelationship between parcels within the Hub designation in circumstances where they abut designated Corridors. In these instances, the policies of the Corridor designation apply (per Section 6.2.1.1), whereas the height policies governing Hubs continues to apply. Additional policies are intended to ensure that the dual functions of Corridors as both concentrations of a range of uses, and as important mobility corridors, is maintained.

6.1.1 Define the Hubs and set the stage for their function and change over the life of this Plan

6.1.1.1) Hubs are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and:

a) Hubs generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop, and are shown on the B-series of schedules;

6.1.1.2) The strategic purpose of Hubs is to:

a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;

b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;

c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and

d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).

6.1.1.3) Development within a Hub:

a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;

d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;

e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;

f) Shall establish buildings that:

i) Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;

ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and

iii) Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.

6.1.1.4) Hubs will generally permit residential uses, and will permit such non-residential uses as are consistent with Subsection 6.1.1, Policy 3 h) and:

6) Where Corridors intersect or overlap with Hubs, the building height policies governing Hubs shall prevail; however:

a) Vehicular traffic along the Corridor shall be managed with street design and measures including traffic calming so as not to undermine the pedestrian-, cyclist- and transit user-focused environment of the Hub; and

b) Subject to a), transit shall be prioritized along Corridors.

The purpose of Hubs, as outlined in policy 6.1.1.2, is to create accessible, high-density areas that integrate residential, commercial, and employment spaces within walking distance of transit. Hubs aim to support



diverse income levels, reduce reliance on private automobiles, and promote sustainable urban living. They focus on excellent urban design, prioritize transit users, cyclists, and pedestrians, and contribute to reducing greenhouse gas emissions. By concentrating various uses, Hubs help establish 15-minute neighbourhoods where daily needs can be met locally.

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

Corridors – Minor

Section 6.2 of the Official Plan provides policies related to Corridors. The designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods but lower density than nearby Hubs. The subject properties are designated Minor Corridor.

6.2.1.1) Define the Corridors and set the stage for their function and change over the life of this Plan

a) Generally, a maximum depth of:

ii) In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;

6.2.1. 2) Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;

6.2.1.3) Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;

b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or

c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

The proposed development is primarily residential, offering a variety of unit types, complemented by a single commercial space on the ground floor. The main entrance faces Holland Avenue and is designed to create an attractive street presence that enhances the public realm. The nine-storey building incorporates step backs to reduce visual mass and improve streetscape appeal. By providing a mix of residential units, the development supports housing diversity and offers residents multiple options to meet different needs.

6.2.2 Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development

6.2.2.2) In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:

b) Include buildings with an internal mix of uses, but which remain predominantly residential;

c) Include limited commercial uses which are meant to mainly serve local markets; or

d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.

The proposed development is predominantly residential and includes a single commercial unit on the ground floor meeting the intent of the policy 6.2.2.

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

4.3 Wellington Street West Secondary Plan

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

This secondary plan provides a framework for change that will see this area develop towards the vision that the community desires, while meeting the planning objectives of the Official Plan.

Hub

The subject properties are within the Parkdale Specific Policy Area and designated Hub (Schedule A). The Parkdale Park Specific Policy Area will emerge as the civic and commercial heart of the broader Wellington West community. Accordingly, the Wellington-Holland-Parkdale crossroads, Parkdale Park and Parkdale Market Hub designated area will be developed as a Design Priority Area with a focus on desirable and efficient land uses and buildings, a distinguishing character and improved comfort and safety for pedestrians.

2.3.16) The ground floor area of commercial uses proposed by new infill development shall be comparable to nearby mainstreet areas to support small-scale commercial operations and to discourage large format retail uses.

The proposed development includes a single ground-floor commercial unit with direct access from Holland Avenue, consistent with the policy direction of the Secondary Plan. While the plan does not advise on the minimum or maximum heights permitted, the proposal makes use of land efficiently maintaining compatibility with the established neighbourhood character.

The subject properties are in proximity to the Holland–Wellington intersection reinforcing the established pattern of commercial uses at street level with residential above, contributing to an active and engaging streetscape. The subject properties proximity to Tunney’s Pasture Station which is a major transit hub supports transit-oriented development and sustainable mobility choices. Furthermore, the commercial space is anticipated to attract local investment, strengthen economic vitality, and foster social interaction, enhancing the sense of community.



4.4 Wellington West Community Design Plan

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

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

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

Furthermore, as the CDP was adopted in 2011, is outdated and does not align with the current Official Plan policies.

4.5 City of Ottawa Urban Design Guideline

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

4.5.1 Transit-Oriented Development Guidelines

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

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



Guideline	Response
<i>Guidelines 1-3</i>	the proposed mix of uses is transit supportive (mid-rise apartment and a ground-floor non-residential tenancy).
<i>Guidelines 7, 10 & 16</i>	the proposed building location addresses the street to better animate the public realm and to minimize walking distance to Tunney's Pasture Station and the surrounding cycling and pedestrian network.
<i>Guideline 8 & 28</i>	the proposed density and mix of land uses (ground floor non-residential) is appropriate for the location of the site and applicable Official Plan policies.
<i>Guideline 9</i>	the proposed mid-rise building provides a transition in scale in relation to the existing development to its south (mid and high-rise), east (mid-rise), and north (low-rise).
<i>Guideline 11, 14 & 15</i>	the building design provides segmented articulations along the front façade to achieve the effect of a human-scaled building base while maintaining strong visual interest complemented by its materiality and ample ground-floor glazing.
<i>Guideline 17 & 18</i>	contrasting materials are proposed for pedestrian and vehicle accesses to the site to delineate functions and enhance safety. Grades have been designed to permit barrier-free access to and from the site.
<i>Guidelines 29</i>	a ground-level commercial use is proposed and intended to accommodate one of the site's two existing restaurant operations.
<i>Guideline 31, 32 & 39</i>	minimal underground parking is proposed (4 stalls), while the number of provided bicycle parking spaces exceeds the minimum requirement.
<i>Guideline 48</i>	a ROW taking has been anticipated, and the proposed streetscape elements along the site will include a paved public sidewalk with other elements such as landscaping, lighting, etc. to be further coordinated with utilities. It is anticipated that the proposed commercial patio will require permission and an agreement to encroach into the ROW.
<i>Guidelines 51 & 56</i>	site signage and lighting to be in accordance with applicable standards and by-laws.
<i>Guideline 52</i>	where possible, ground and rooftop surfaces have been designed to be permeable and light-coloured to help reduce urban heat.
<i>Guidelines 54-55</i>	service and utility areas within the building will be shared between building uses. Utility/service equipment and functions (i.e., waste storage) have been internalized to minimize their visual impact on the street.

The proposed development achieves a balanced integration of the pedestrian environment, built form including building mass and height and overall land use and site functionality. The proposed development introduces an appropriate level of intensification within a designated Hub and Minor Corridor and Mixed-Use Centre zone. The subject properties are located near rapid transit demonstrating alignment with several applicable transit-oriented development design guidelines, ensuring a well-considered and context-sensitive approach.

5 Public Consultation Strategy

All public engagement activities will comply with the Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The applicant is considering engagement opportunities with the Ward Councillor, Community Associations and the public to discuss the proposed development. The following public notice and engagement activities will occur in parallel with the review and circulation of the applications by the City of Ottawa and partner agencies and in advance of any decision of Council on the applications:



- Notification of Ward Councillor: the Ward Councillor will be notified of the application and invited to discuss the proposed development.
- Community “Heads Up” to local registered Community Associations: a notification to local registered community associations will be completed by the City of Ottawa during the application process.
- Public Notice Signage and Mailing: A public notice sign will be posted on the property describing the proposed applications and providing contact information for the City File Lead. Printed notices are also delivered to properties and property owners within 120 m of the site.
- Statutory Public Meeting(s) for Official Plan and Zoning By-law Amendments: as required by the Planning Act, a Statutory Public Meeting(s) will be held as a meeting of the Planning and Housing Committee.

6 Conclusion

This Zoning By-law Amendment and Site Plan Control application seeks approval for the redevelopment of 91 and 93 Holland Avenue, currently occupied by two converted restaurant buildings and surface parking. The proposal introduces a mixed-use mid-rise building that aligns with provincial and municipal objectives for well-designed intensification near rapid transit.

The development represents efficient use of land, is compatible with its context, and supports housing and economic goals. It is consistent with the Provincial Policy Statement, conforms to the Official Plan, and complies with zoning requirements except for minor relief to be addressed through the variance process. The proposed development reflects sound land use planning and is recommended for Site Plan Control approval.



91-93 Holland Avenue
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