

FOTENN

100 ARGYLE AVENUE ZONING BY-LAW & OFFICIAL PLAN AMENDMENT



November 22, 2018

Planning Rationale
& Design Brief

Zoning By-law & Official
Plan Amendment



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1.0 INTRODUCTION

Fotenn Consultants Inc., acting as agents for Colonnade BridgePort, is pleased to submit this Planning Rationale in support of an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) for the lands municipally known as 100 Argyle Avenue in the Somerset Ward of the City of Ottawa.

The purpose of these applications is to:

- / Amend the “Residential Mixed-Use” land use designation in both the Centretown Community Design Plan (CDP) and the implementing Centretown Secondary Plan for the 100 Argyle Avenue lands to allow a building height of 21-storeys, more in keeping with the permitted heights along the abutting north side of Catherine Street and;
- / Amend the existing “General Mixed Use, Subzone 5, Exception 68, Maximum Floor Space Index 2.0, Maximum Height 18.5 metres (GM5[68] F(2.0) H(18.5))” zone in the City of Ottawa’s Zoning By-law to add high-rise apartment building as a permitted use, allow a 66 metre building height and establish site and project-specific zoning performance provisions including setbacks, landscaped areas and parking requirements.

1.1 Development Proposal

Colonnade BridgePort is proposing a 21-storey high-rise apartment building with rear-yard surface and below-grade parking. The new building integrates the heritage façade of the existing office building into the 3-storey podium and creates an interior lobby/atrium for the residential building. The balance of the ground floor is identified for storage, mail rooms, and more, while the second floor is proposed as an amenity space. The well-articulated podium, mainly recessed behind the heritage façade fits well into the built-form along Argyle Avenue.

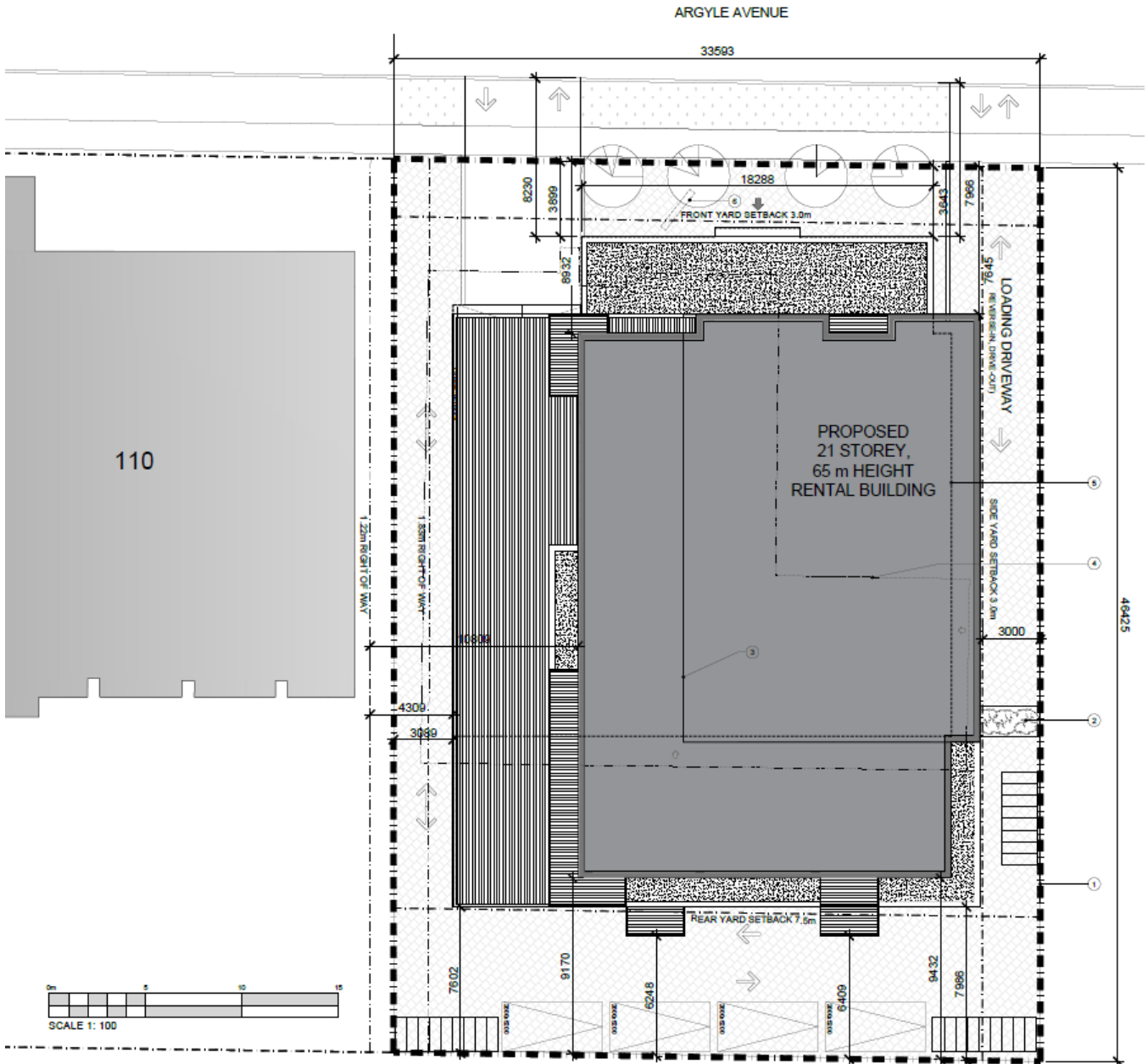


Figure 1: Site Plan

Above the fourth floor, the building steps back into a slender residential tower. The above area of the podium, on the fourth floor will function as a street-oriented, outdoor amenity area and terrace. A total of 156 units are proposed within the building. The units are generally distributed in a range of Studio, 1-bedroom, and 2-bedroom units.

An important element of the overall building design is the approach of a “floating form” of the tower, well elevated and separated from the 3-storey podium and the re-constructed 2-storey heritage façade. The tower is recessed on the 4th and 5th floors and then projects again on the upper portion of the tower to create the appearance of a distinct podium and valuing the heritage faced and residential entrance to the building.

The distribution of the tower massing with a further tower recess above the 17th floor on the west and south elevations contributes to visual interest and creates the appearance of additional separation to abutting properties.

Additional podium and tower separation to the property to the west (110 Argyle Street) is achieved by recognizing the existing surface access easement (Right-of-Way) of 4.7m in width, 3m from the shared property line. The tower, at various floors is located 8.5m to 10m from the shared east property line. Balconies are only proposed on the upper 4 floors of the tower along the west elevation to enhance privacy of the units.

In anticipation of a future re-development of the Ottawa Police Services property and in particular the portion of the lands along Catherine Street, the proposed tower retains a 7.6 metre rear yard setback and 9.2 metre tower separation to the southern property line.

The building will include 588 m² of common amenity area distributed through various terraces and areas. Many units will also incorporate balconies, resulting in a combined 545 m² of private amenity area, and a total 1,133 m² amenity area for the development.

The development includes twelve (12) rear yard surface parking spaces and sixty-two (62) below-grade spaces on two (2) floors, accessible from Argyle Avenue. The ground level and below-grade plans include loading areas, bicycle parking, storage and other typical servicing provisions associated with a high-rise apartment building.



Figure 2: Site Elevations



Figure 3: 3D perspective of proposed site massing

1.2 Development Applications

In order to proceed with the development as envisioned, three (3) planning applications will be required.

1.2.1 Official Plan Amendment (OPA)

An OPA is required to amend the “Residential Mixed-Use” land use designation in both the Centretown Community Design Plan (CDP) and the implementing Centretown Secondary Plan specifically and exclusively for the 100 Argyle Avenue lands to allow a building height of 21-storeys.

Within the Central Character Area of the Secondary Plan, to the east and west along Argyle Street, properties also have permitted heights of 9 storeys, while properties to the south abutting Catherine Street have permitted heights of 25 storeys. The CDP and Secondary Plan also call for the protection and retention of Group 1 and 2 heritage structures (including the subject property) and encourages the integration of these structures into new development. The Museum of Nature is recognized as a unique area within the CDP study area and there is an expectation that infill development around the museum (including the subject property) will be background buildings that help to frame the park space, while also contributing positively to the heritage of the museum building, the streetscape, etc.

Fotenn is of the opinion that a 21-storey building would be appropriate to the site’s context, would be compatible with the surroundings, and would achieve the desired transition. A critical element of any rationale will be a thoughtful and sensitive approach to the Museum of Nature building and property. The CDP provides specific direction in this regard, including:

- / Infill buildings surrounding the Museum of Nature must demonstrate how they reinforce the street enclosure surrounding the park;
- / Infill buildings around the museum must have exemplary architecture;
- / Infill buildings fronting directly onto the Museum of Nature should:

- Be treated as “background buildings” with high level of architectural articulation, material treatment, and detail;
- Use materials like stone, brick or glass as the dominant materials;
- Plant large canopy trees within the landscape setback to strengthen the park setting;
- Apply the guidelines in Section 6.5 of the CDP (Heritage Approach); and
- Coordinate streetscape improvements to create a uniform setting around the park.

The surrounding policy and physical context are all contributing factors to support for greater heights on the 100 Argyle Street lands. Fotenn’s position is that the adjacent Ottawa Police Headquarters property is not fully recognized in the policy documents as a site well-suited for intensification and high-rise development. The Police Station property satisfies the criteria of the CDP and Secondary Plan for a “landmark” building, which would be permitted to be up to 27 storeys. Arguably, given the site’s distance from the protected viewplanes of the downtown core, an even taller landmark building may be appropriate.

The existing 18-storey mixed-use, high-rise building (467 Elgin Street), the 16-storey Taggart Family YMCA-YWCA tower, a 12-storey apartment building on McLeod Street, a 20-storey high-rise on Catherine Street (203 Catherine St., under construction) and an eight (8) storey residential apartment building further east along the Queen Elizabeth Driveway, all contribute to a neighbourhood character defined by intermittent high-rise buildings.

Finally, the role and function of Catherine Street corridor in the Centretown Secondary Plan also supports greater building height. Official Plan Amendment No. 150 has substantially revised the applicable policies of the General Urban Area, transit, building form and transition and target areas for intensification. While the subject property still does not fall within a target area for intensification, the site would now be located on the Transit Priority Network as defined on the revised Schedule D, now showing a Transit Priority Corridor to Gladstone Avenue and Elgin Street (north of Gladstone). This corridor is identified as a Transit Priority Corridor with isolated transit priority measures. The Transit Priority Corridor along Catherine Street and Isabella Street is also retained. The site would therefore be within 400 metres of two designated priority corridors. All of the above are important factors in assessing the appropriateness of greater building height in the Secondary Plan.

1.2.2 Zoning By-law Amendment (ZBLA)

More in keeping with the anticipated and permitted heights along the abutting north side of Catherine Street, the ZBLA would amend the existing “General Mixed Use, Subzone 5, Exception 68, Maximum Floor Space Index 2.0, Maximum Height 18.5 metres (GM5[68] F(2.0) H(18.5))” zone in the City of Ottawa’s Zoning By-law to add high-rise apartment building as a permitted use, allow a 65m building height and establish site and project-specific zoning performance provisions including relief from the FSI requirement, special setbacks, landscaped areas and reduced parking requirements.

The proposed reduced residential and visitor parking rates are appropriate for the context, given the proximity of the subject property to two (2) Transit Priority Corridors (Catherine Street and Elgin Street north of Gladstone) and proximity to employment uses, recreational and commercial amenities. Increasing building height and residential densities in Centretown should coincide with strong transit connectivity and walkability, and mindful of the approach that reducing available parking may contribute to increased transit ridership, and respond well to market conditions for transit-focused renters.

Section 60 of the zoning by-law refers to the heritage overlay. The subject property is within a heritage overlay as a result of the Centretown HCD (CHCD), which leads to additional provisions to encourage the retention of heritage buildings through zoning incentives. Generally, the section requires that where a building in an area to which a heritage overlay applies is removed or destroyed it must be rebuilt with the same character and at the same scale, massing, volume, floor area and in the same location as existed prior to its removal or destruction.

Additional provisions are also included for additions, projections beyond required yards, and for parking. Relief from the heritage overlay defined under Section 60 is discussed in the Rationale.

1.2.3 Site Plan Control (SPC) Application

Once the appropriate zoning and policy framework is established for the property, a Site Plan Control application would be submitted to construct the building.

2.0 SURROUNDING AREA AND SITE CONTEXT

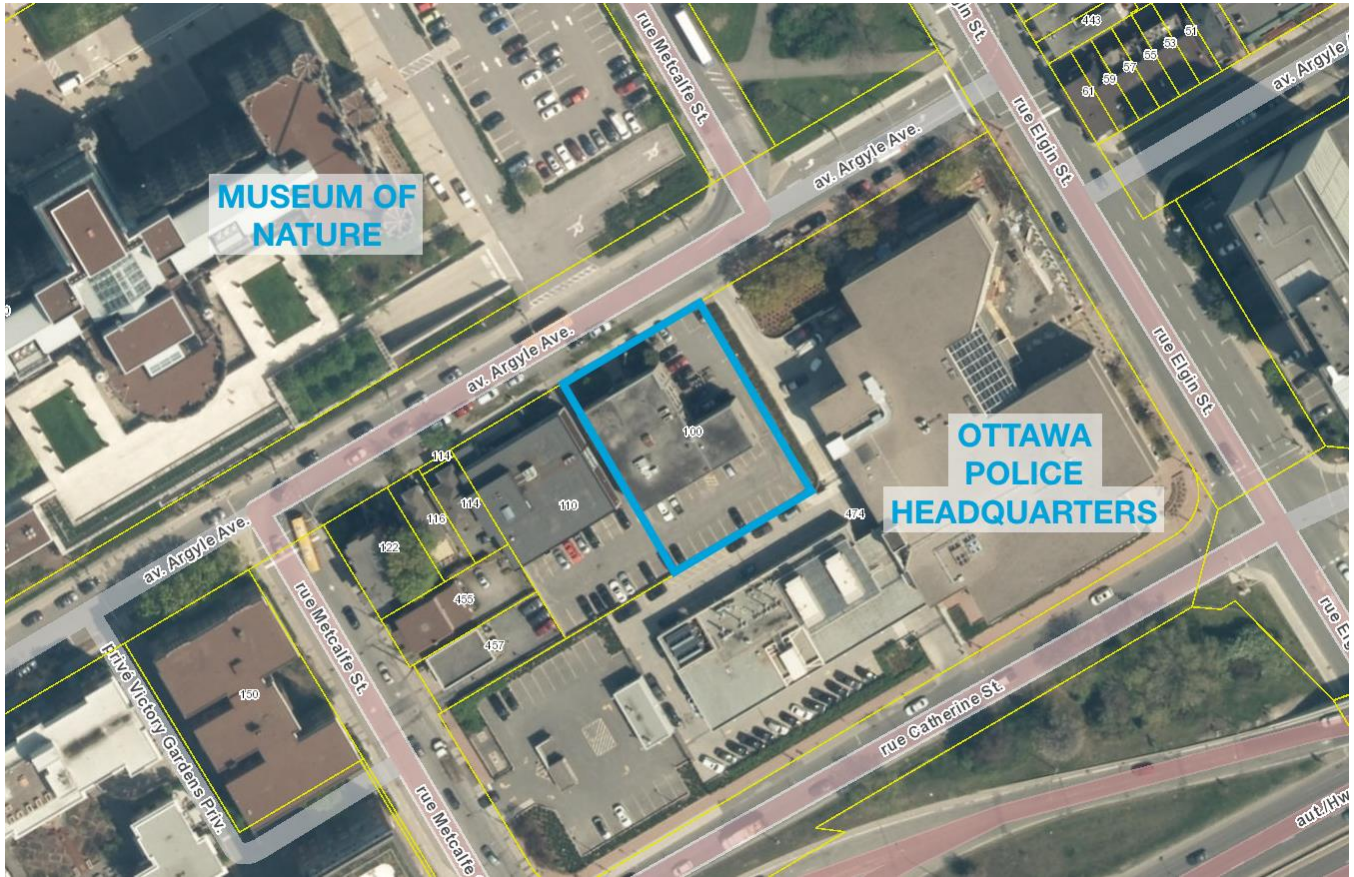


Figure 4: Site Context (2017 satellite image)



Figure 5: 100 Argyle Street, frontage and building

The subject property is located on an interior lot fronting onto the south side of Argyle Avenue between Metcalfe Street and Elgin Street, and north of Catherine Street and Highway 417 (the Queensway). The lands are legally described as Part 1, Lot 3 and Part of Lot 4, Registered Plan 30 (PIN 041230063). The property has a total area of 1,560 m² (or 0.386 acres). It is a rectangular lot with a frontage of 33.6 metres and a depth of 46.4 metres. Directly across from the site is the Museum of Nature. The Museum, constructed in 1912, is a National Historic Site designed in the Gothic Revival/Scottish Baronial style.

The site is currently occupied by a 2.5 storey, office building which includes surface parking to the side and rear of the property. A heritage survey indicates that it was constructed between 1949 and 1956. The building has been identified as a Group 2 heritage building and is part of the Centretown Heritage Conservation District. The building is not a designated heritage structure. While portions of the existing building are proposed for removal upon redevelopment, the front façade will be preserved and incorporated as a defining element for the street frontage.

The site is presently accessed through a right-in/right-out access on Argyle Avenue, currently a one-way street. Annex 1 of the Ottawa Official Plan identifies a right-of-way (ROW) protection of 20-metres for Argyle Avenue. The ROW has been previously widened and therefore no further widenings will affect this property.



Figure 6: 3D mapping of Site Context (Google Earth)

The surrounding land uses are described as follows:

North: To the immediate north of the subject property is the Canadian Museum of Nature and the surrounding park space. Metcalfe Street is interrupted by the museum building and curves around the east side of the museum and to McLeod Street and then back west to continue north to Parliament Hill. The museum itself is a four (4) storey building, with higher than typical floor heights and projecting architectural features. The museum is a National Historic Site of Canada and is centred on the axis of Metcalfe Street with the front door facing north. The museum property includes surface parking areas on the east and west sides, park spaces abutting Elgin Street and O'Connor Street and a raised outdoor terrace on the south side. As noted, Metcalfe Street dissects the east edge of the property between the parking area and the greenspace. Further north is generally low-rise residential neighbourhood, with a mix of uses focused along the major arterials and specifically along the Elgin Street Traditional Mainstreet.

East: To the east of the subject property is the Ottawa Police Headquarters. The large property has the office building, together with associated parking areas. The Police property abuts Elgin Street to the east and occupies the entire width of the block between Metcalfe and Elgin Streets on the north side of Catherine Street. Further east is an existing 18 storey mixed-use building with retail and office uses on the ground floor and an eight (8) storey residential apartment building further east along the Queen Elizabeth Driveway. To the northeast is a low-rise residential neighbourhood known as the "Golden Triangle" that transitions to taller buildings as you move north towards the downtown core. Further east is the Rideau Canal.

South: Immediately south of the subject property is the Ottawa Police Headquarters building which abuts the full length of Catherine Street between Metcalfe and Elgin Streets. Catherine Street is a one-way (east to west) arterial street that runs parallel to the Queensway, a controlled access freeway that is elevated adjacent to the subject property. South of the Queensway is a mix of residential and office uses abutting the highway transitioning into the Glebe low-rise residential community further south.

West: West of the subject property is a two (2) storey office building and heritage dwellings converted to office uses and multi-unit dwellings. Further west is the five (5) storey Windsor Arms apartment building and the eight (8) storey Beaver Barracks community housing development. At the corner of Argyle and O'Connor Streets is the 16 storey Taggart Family YMCA-YWCA tower.

2.1 Transportation Network

The subject property is located on a segment of Argyle Avenue classified as an Arterial Road on Schedule F: *Central Area/Inner City Road Network* of the Official Plan (Figure 7). Argyle Avenue is two (2) lane wide, eastbound single-direction road with on-street parking immediately in front of the property. The site can be easily accessed from the Ontario 417 Highway and other areas of the City without directing traffic through additional residential neighbourhoods.

The subject property is also located in close proximity to north-south and east-west Transit Priority Corridors, as per Schedule D – Rapid Transit Network of the Official Plan (Figure 8). North-south Transit Priority Corridors include Elgin Street and Bank Street; east-west corridors include Gladstone Avenue and Isabella-Chamberlain Street. This results in considerable transit connectivity for the site. Increased site density can be supported by the future transit capacity.

The site is 1,560 metres walking distance from a rapid transit station on the primary LRT corridor (Parliament). The property is also located approximately 1,400 metres walking distance from the Campus Rapid Transit Station. Although this proximity does not qualify the site to be considered part of the rapid transit network, it is nonetheless a manageable proximity to reach by bicycle or local transit routes along Transit Corridors.

The subject property is located 260 metres from a segregated two-way cycle track on the City’s Primary Urban Cycling Network (Figure 9). It is also near many local routes, and in close proximity to the multi-use pathway network bounding the canal. These routes connect into the remainder of the City’s cycling network; both on- and off-road. This cycling infrastructure will also offset the necessity for motor vehicle usage and thereby contribute to a stronger non-vehicular modal distribution associated with the greater density proposed for the site.



Figure 7: Schedule F of the Official Plan, Central Area/Inner City Road Network

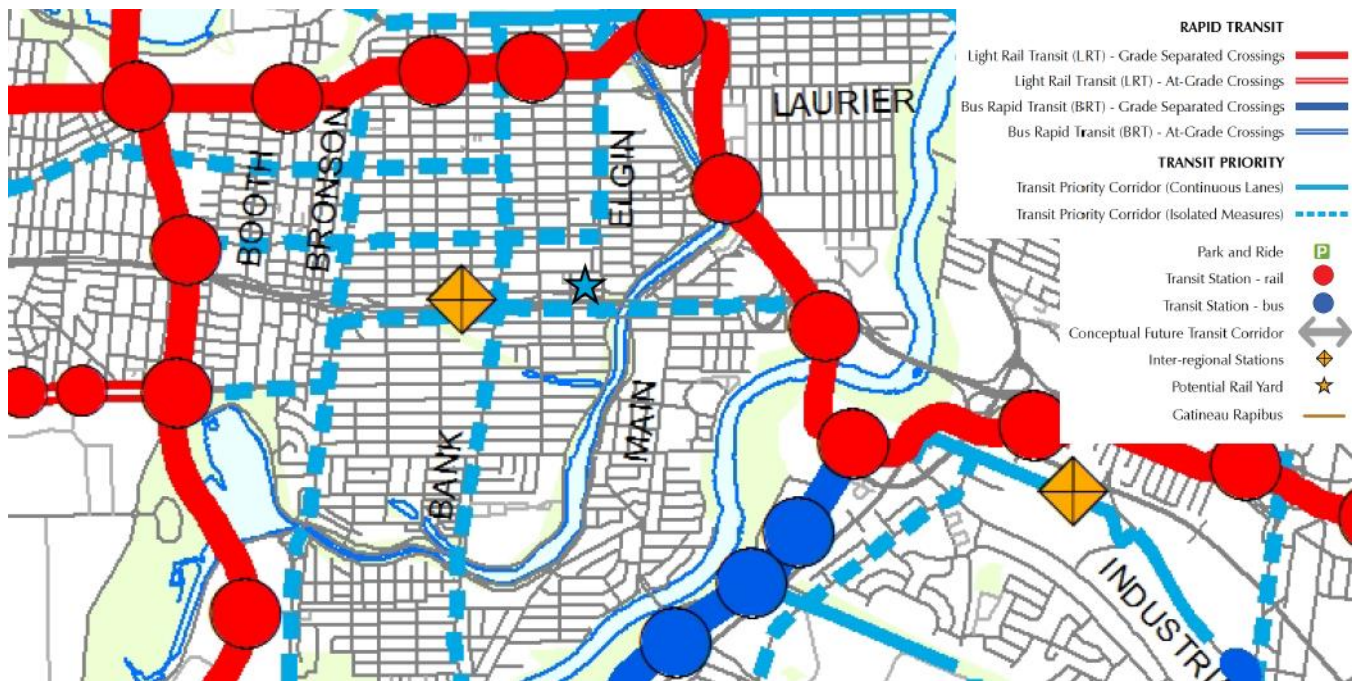


Figure 8: Schedule D of the Official Plan, Rapid Transit Network

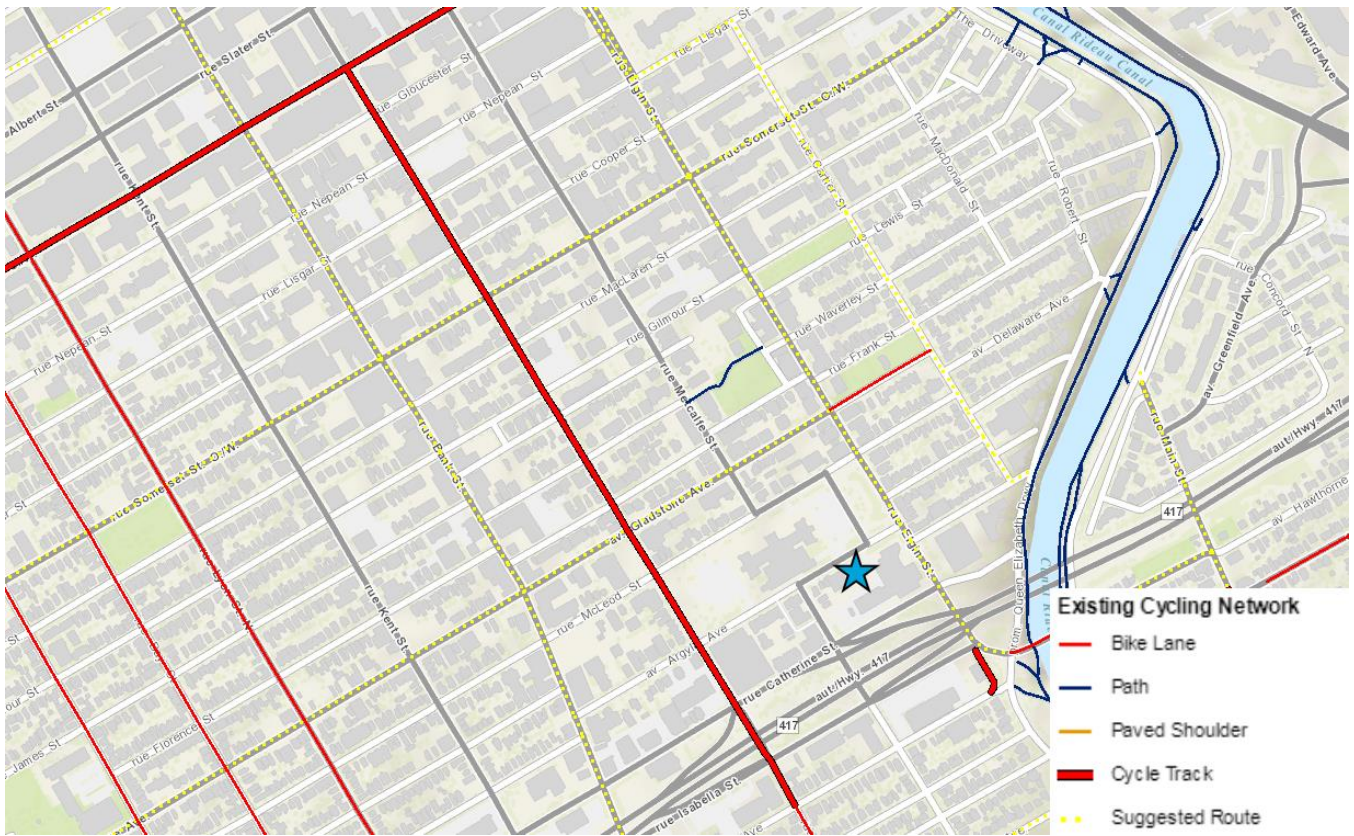


Figure 9: Map of the Primary Cycling Network

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. Land planning policies are intended to promote efficient development patterns with a mix of housing, employment, open space and multi-modal transportation which are appropriate for and make efficient use of existing and planned infrastructure and public service facilities.

The PPS recognizes that “the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy”. Section 1.1.1 provides policy guidance for efficient development and land use patterns. The relevant policies are discussed below. This section states:

“Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

The proposal is efficient in that it makes use of underutilized land which is serviced, on an efficient transportation network, and ideally suited for intensification.

b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

The proposal will introduce apartment dwelling units in an area where such units are considered to be desirable and contribute to a sustainable community.

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

This development does not create environmental or public health and safety concerns. It is located within an area that is intended to support active transportation, which will in turn improve public health. It will be designed in coordination with the Ontario Building Code.

e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

The proposed development is appropriately sized for the parcel of land. It will provide density in a well-suited area.

f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;

The redevelopment of this site provides an opportunity to incorporate modern accessibility requirements into a prime location. The building will include barrier-free parking spaces and will meet the accessibility requirements set out by the City and Province.

h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The proposal does not trigger any climate or biological concerns.

Section 1.4 contains policies specific to housing and states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This to be accomplished by:

- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and projected needs;
- / Promoting densities for new housing that efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed;
- / Establishing development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. The PPS also states that efficient use should be made of existing and planned transportation systems, including rapid transit and cycling infrastructure. Policy 1.6.7.4 states that land use patterns, densities and a mix of uses should be promoted that minimize the length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation modes.

The proposed development intensifies an existing urban site with residential uses, contributing to a compact, urban community and increasing the housing options within the neighbourhood. The proposed density of development efficiently uses land and resources within the City's urban area and will support active transportation and transit.

The proposed development will also efficiently use the planned transit infrastructure along Bank Street, Elgin Street, Gladstone Avenue, and Chamberlain Avenue. All four noted roads are Transit Priority Corridors in the City of Ottawa and planned improvements to the corridor will provide priority transit service immediately adjacent to the subject property.

Therefore, the proposed development of the subject property with a mixed-use apartment building is consistent with the policies of the PPS.

3.2 City of Ottawa Official Plan

The City of Ottawa's Official Plan (OP) provides a vision and a policy framework to guide the future growth of the City of Ottawa. It is a legal document that addresses matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. A major Official Plan Amendment, No. 150, affects the subject lands and has recently been adopted and incorporated into the Official Plan document aside from select ongoing site-specific appeals. The applicable policies of the OP have been reviewed below.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Plan pursues strategic directions in four key areas, two of which are relevant to this proposal:

1. Managing Growth
 - a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
 - b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

2. Creating Liveable Communities

- a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop;
- b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) discussed below and 2.5 (Building Liveable Communities), discussed in the Design Brief (4.0).

The proposed development intensifies an under-utilized property within the City's urban area and in an area appropriate for intensification. The compact form of the development will encourage active transportation and transit use. The injection of new residents to the area will support existing regional and community-scale uses in the area. The additional residential units are in very close proximity to Elgin Street, a Traditional Mainstreet intended to function as one of Centretown's main commercial streets. Elgin Street has experienced very limited intensification in the last 20 years, shifting development opportunities on abutting streets, where well-suited.

3.2.2 Managing Growth

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Residential intensification is broadly defined in Section 2.2.2, Policy 1 as the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development.

The proposed development meets the definition of residential intensification as defined above, and fits well within both the planned and existing context.

Policy 19 states that policies regarding appropriate locations for high-rise buildings are found in Section 4.11. This section is discussed in the Design Brief (4.0).

The additional height and density proposed for the subject property is in conformity with the intent of the Official Plan policies on managing growth within the City.

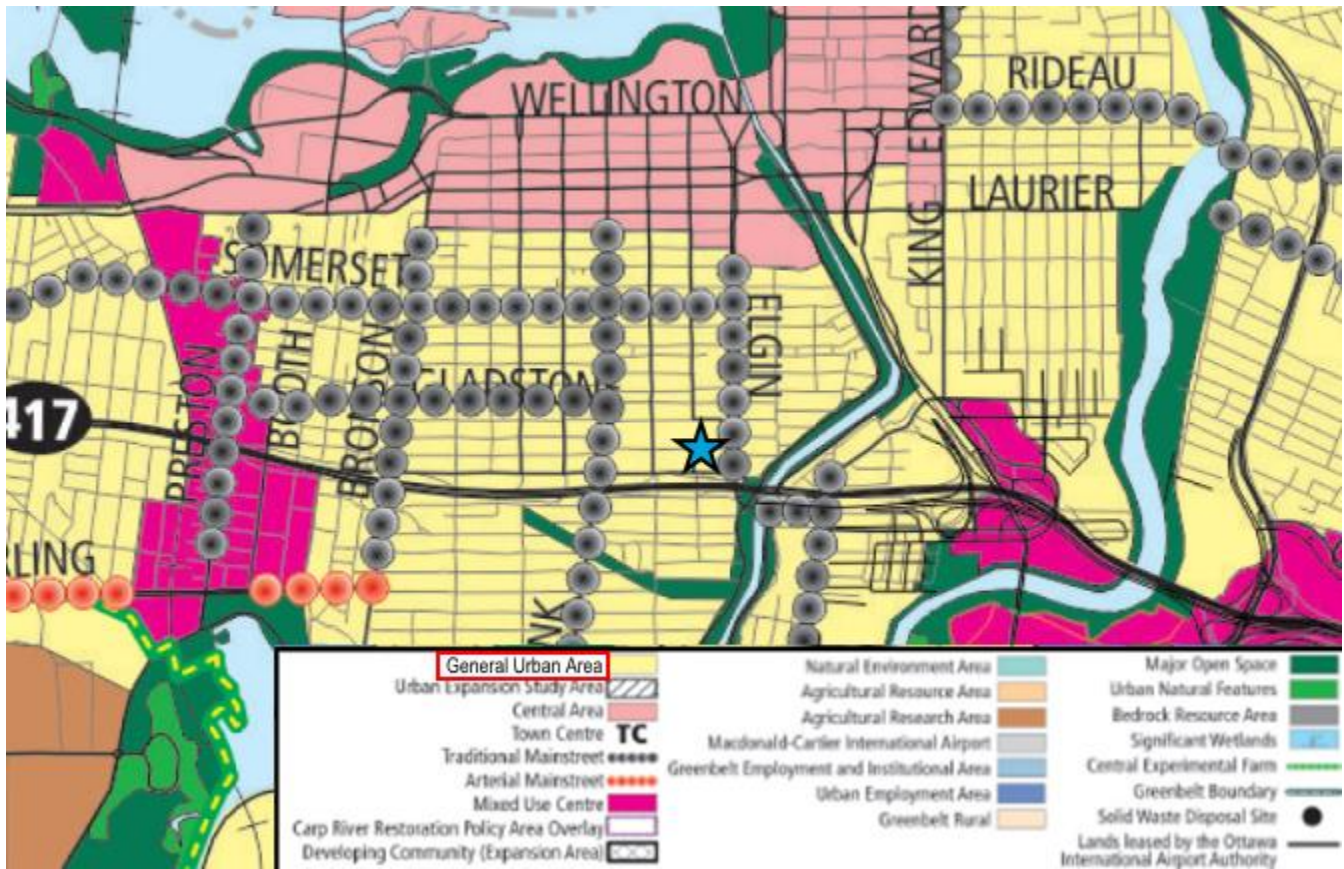


Figure 10: Schedule B of the Official Plan

3.2.3 General Urban Area Designation (Section 3.6.1)

The subject property is designated General Urban Area in the Official Plan. This designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The aspiration is for development in General Urban Areas to contribute to the establishment of complete communities.

Policy 1 notes that the General Urban Area designation permits housing and retail uses, among an array of other uses which contribute to complete communities. This supports the proposed development.

Policy 2 notes that new development will have to be in accordance with Section 2.5.1 and Section 4.11 of the Official Plan. Conformity with these sections will be discussed in Section 4.0 – Design Brief.

Policy 3 states that when considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a. Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- b. Apply the policies of Section 2.5.1 and Section 4.11;
- c. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;

- d. Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within established low-rise residential communities.

3.2.4 OPA 150 Revisions

Official Plan Amendment #150 resulted in some key changes to the policy framework associated with the site context. While some of the appeals have been settled and the corresponding revised directives are discussed in the section above, select policy changes remain under appeal. Nonetheless, they reflect the most recent opinion of City Council and are therefore assessed within this section.

Intensification is encouraged and supported within target areas (generally around rapid transit stations) or on specific properties, including remediated brownfield sites and underutilized parking lots. Although the General Urban Area is not a target area for intensification, OPA 150 states that greater building heights may also be permitted through a Community Design Plan (CDP) or Secondary Plan.

OPA 150 adds policies that restrict the building height in all general urban areas to four (4) storeys, unless a Secondary Plan specifies otherwise. Greater heights may also be considered in the General Urban Area where the proposed infill does not exceed the height permitted by adjacent existing or planned development and where:

- / The site is located within 800 metre walking distance of a Rapid Transit Station or 400 metres walking distance of a Transit Priority Corridor; and,
- / The site is between two (2) properties within the General Urban Area, and adjacent to or across the public street from at least one property that has existing zoning or a building that exceeds four (4) storeys.

Intensification will be supported within the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. When considering a proposal for intensification within the General Urban Area, the City will;

- / Assess the compatibility of new development as it relates to existing community character to enhance and build upon desirable patterns of built form and open spaces; and,
- / Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

The subject property would be suitable for additional height given the planned context, the proximity to the Transit Priority Corridors, and is located adjacent to a property that has zoning that exceeds four (4) storeys (110 Argyle Street). Section 2.2.2 of OPA 150 provides further direction and requirements for increased height:

10. Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Taller buildings should be located in areas that support the Rapid Transit and Transit Priority network, in areas with a mix of uses, and in areas that can accommodate large-scale intensification. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Until more detailed planning is completed in this manner this Plan will include building heights for Target Areas for Intensification. Low-rise intensification will be the predominant form of intensification in the General Urban Area.

The distribution of appropriate building heights will be determined by:

- a. The location in a Target Area for Intensification identified in policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the tallest building heights generally located closest to the station or corridor; and

- b. The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.

The City's Official Plan Amendment No. 150 contains policies for the General Urban Area to permit greater building heights where the site is within 400 metres walking distance of an identified Transit Priority Corridor and where the site is between two (2) properties within the General Urban Area, and adjacent to or across the public street from at least one property that has existing zoning or a building that exceeds four (4) storeys. The subject property is within 400 metres of two (2) Transit Priority Corridors (Catherine Street and Elgin Street north of Gladstone). While the abutting properties are not zoned for high-rise buildings, the Secondary Plan would permit greater height on those lands. This is an optimal location for increased height as prescribed through the above-noted policies.

The surrounding built-form context of planned and existing high-rise buildings in proximity to the site, including the 18-storey building at 467 Elgin Street, 13-storey apartment building at 201 McLeod Street, 20-storey building being constructed at 203 Catherine Street, and the 16-storey YMCA-YWCA building at 180 Argyle supports the consideration of greater height on lands on the south side of Argyle Street and north of Catherine Street. The proposed building can be designed in such a way as to not detract from the Museum of Nature heritage building and to mitigate other urban design and compatibility impacts (shadowing, separation from adjacent uses, heritage conservation, and more).

Requests for additional height are further discussed in Policy 14:

14. The Location of High-Rise 10-30 and 30+ buildings is influenced by the need to provide an adequate separation distance from other existing and potential future High-Rise buildings, as detailed in Section 4.11. The Zoning By-law may establish specific separation distances. Development of a High-Rise Building may require consolidation of two or more lots in order to address separation distance requirements.
 - a. For Official Plan amendments to increase building heights that are established in Section 3 of this Plan, or in a secondary plan, the proponent must demonstrate that the following criteria are met: the impacts on the surrounding area (e.g. the community design plan study area) have been assessed comprehensively;
 - b. the direction in policy 10 above is met;
 - c. the requirements of policies 13 through 16 of Section 2.5.6 where the proposal involves a High-Rise 10-30 or High-Rise 30+ building; and
 - d. an identified community amenity is provided.

The proposed building and site configuration, and the consideration of abutting lands all provide an ability to meet the intent of the separation requirements of the Official Plan and OPA no. 150. Official Plan Amendment No. 150 introduces new building separation policies that require a minimum separation of 23 metres between towers, unless it can be demonstrated that the potential impacts (e.g. privacy, wind, shadow) have been appropriately mitigated.

Of additional considerations, The design guidelines for high-rise buildings in the Centretown CDP state that towers should be at least 10 metres from the nearest property line to ensure at least 20 metres of separation between towers on abutting properties. The City is also considering new Urban Design Guidelines for High-Rise buildings which calls for 23 metres of separation between buildings, with towers set back a minimum of 11.5 metres from property lines. The guidelines note that in the Central Area and other areas within the Greenbelt, a reduced separation of 15 to 20 metres may be considered if towers are staggered and do not overlap more than 15-20% of the length of facing facades.

The proposed tower provides a setback of 9.6 metres to the west property line, 9.2 metres to the south property line, and 3 metres to the east property line. Additional podium and tower separation to the property to the east (110 Argyle Street) is achieved by recognizing the existing surface access easement (Right-of-Way) of 4.7m in width, 3m from the shared property line. The tower, at various floors is located 8.5m to 10m from the shared west property line. Balconies are only proposed on the upper 4 floors of the tower along the west elevation, to enhance privacy of the units.

The reduced setbacks recognize the development potential of the large police station property to the east and south and the ability of that side to provide separation. To the west, the proposed would provide separation in the range of 15 to 20 metres, depending on the layout of the abutting property. Note that the adjacent property is considerably smaller than the subject site and the Secondary Plan and Zoning would not currently permit a high-rise building on the lands.

3.2.5 Building Liveable Communities

Section 2.5 of the Official Plan states that Ottawa's communities should be built on the basics of good housing, employment, ample greenspace, and a sense of history and culture, but also focusing on community design and by engaging in collaborative community. The Design Brief (4.0) outlines the ways in which this property meets these aspirations.

3.2.6 Centretown Community Design Plan

The subject property is within the study area for the Centretown Community Design Plan (CDP), prepared in May 2013. The CDP provides direction for the future development of the community by providing land use, massing, and design direction for the neighbourhood.

The subject property is designated "Residential Mixed Use" and forms part of the Central Character Area. The CDP envisions the Central Character Area continuing to develop as a low- to mid-rise neighbourhood of predominantly residential uses. Considering the context and the size of available sites, the Central Character Area is seen as appropriate for low- to mid-rise infill generally not taller than nine (9) storeys in height.

The CDP also states that Group 1 and Group 2 heritage buildings within the Character Area must be protected and could, depending on their context and characteristics, be incorporated into redevelopments. The subject property at 100 Argyle is identified as a Group 2 building within the Centretown Heritage Conservation District and the CDP and therefore protection/retention is required.

The "Residential Mixed-Use" designation is intended to include low to mid-rise residential, small scale office, minor retail, open spaces, institutional and public uses. The CDP places several limitations on commercial uses and the expansion of such uses, ensuring that the majority of buildings are used for residential purposes.

The subject properties are permitted to have a maximum building height of 9 storeys by the CDP (Figure 12). The proposed heights are intended to reflect current approvals, compatibility with the existing context and the establishment of appropriate, sensitive and gradual transitions.

The lands to the south and east (the Police Station lands) are within the Southern Character Area and are designated "Catherine Street Mixed Use". This designation accommodates a variety of land uses including residential, commercial, office, and retail, open space, hotel, apartment hotels, and more. Development within this designation is encouraged to create a buffer between the Queensway and the residential areas. The lands along Catherine Street directly abutting the subject property are designated for 25 storeys, while the lands to the immediate east are designated for 9 storeys.

Section 6.2 speaks to the building approach of the CDP and where high-rise buildings should be located. Generally, high-rise buildings are limited to two locations within the CDP area: the Catherine Street Corridor, and

the Apartment neighbourhood (generally north of Cooper Street). The CDP approach to building height states that appropriate building heights should take their cues from:

- The existing built form context;
- Recent development application approvals;
- Federal height controls;
- Providing an appropriate transition to lower-rise areas; and,
- Creating a varied skyline through building height variation.

The CDP provides built form guidelines for tall buildings which includes:

- Podiums should not exceed 6 storeys. For residential buildings, ground-oriented units are the preferred approach for defining the base and integrated within smaller scale development;
- The top of the building should contribute to the City skyline;
- The maximum floor plate of the tower should be approximately 750 square metres;
- The tower should step back, generally a minimum of 1.5 metres from the podium façade. On narrow blocks (less than 63 metres) the transition between the base and the tower will be permitted to be achieved through other design techniques (e.g. creating a gap, varying materials or articulation);
- Towers must be set back a minimum of 10 metres from the side and rear property lines;
- The minimum separation distance between towers should be 20 metres;
- Towers must be setback a minimum of 20 metres from adjacent low-rise areas;

The CDP recognizes the unique nature of Metcalfe Street and the Museum of Nature within the study area. Section 6.4.5 states that infill buildings surrounding the Museum of Nature must demonstrate how they reinforce the street enclosure surrounding the park and must have exemplary architecture. Specific guidelines for infill in the Museum of Nature area include:

- Treat infill fronting on to the Museum of Nature as “background” buildings with the highest level of architectural articulation, material treatment and detail.
- Select materials such as stone, brick or glass as the dominant materials and integrate the palette of materials to create a harmonious whole. Stucco is discouraged.
- Plant large canopy tree species within the landscape setback associated with each new development to strengthen the park setting.
- Apply the guidelines contained in Section 6.5 - Heritage Approach and in the Centretown Heritage Conservation District Study.
- Coordinate streetscape improvements associated with new developments to create a uniform setting around the park as per Section 4.5 - Streetscape.

It is noted that the increased height signals a departure from the recently approved Secondary Plan and the policy implications and potential impacts, not only for the site and adjacent properties, but also the mid-rise policy designation need to be assessed. In Fotenn’s opinion, the following considerations support the additional height on the Colonnade BridgePort lands:

The subject property is designated “Residential Mixed-Use” in both the Centretown CDP and the implementing Centretown Secondary Plan and permits a building height of nine (9) storeys. Within the Central Character Area of the Secondary Plan, to the east and west along Argyle Street, properties also have permitted heights of 9 storeys, while properties to the south abutting Catherine Street have permitted heights of 25 storeys. The site represents a logical transition from the planned and existing high-rise buildings to the east of the site along Elgin Street, and south along Catherine Street, into the Museum property and neighbourhood beyond. The 25 storey buildings along Catherine Street, transitioning to a 21-storey building on the subject lands is appropriate.

The “Residential Mixed-Use” designation applies to the majority of lands east and west of the Bank Street and Elgin Street corridors and south of Cooper Street, and north of the mid-block property line with

Catherine Street. The 100 Argyle Street lands are segregated from the larger area to the north by the Museum lands and have a greater synergy to the lands along the Catherine Street corridor, permitting 25-storey buildings.

The approval of the proposed high-rise building could have policy implications on the surrounding policy area (mid-rise designation) and on the entire policy direction of the Secondary Plan. For that reason, the proposed Secondary Plan Amendment is site-specific and so would not have any direct impact on the policy designation. Other properties along the south side of Argyle Street have a more direct interface with the Museum, are smaller in area and potentially less-suited for high-rise building and / or are characterized by residential uses in existing heritage buildings. And may be less well-suited for similar development permissions.

The overall height approach for the entire Secondary Plan area of the CDP reflects the “bowl” approach when looking at the north-south cross-section. The tallest buildings are located in the north, between Gloucester and Lisgar Streets, gradually transitioning down to the 9-storey central area and then rising again to 25-storeys along Catherine Street. The CDP states that appropriate heights should take cues from the existing built-form context, recent development approvals, providing appropriate transition to lower-rise areas, and creating a varied skyline through building height variation. In Fotenn’s opinion, the CDP fails to adequately consider the transition from the high-rise corridor along Catherine Street into the mid- and low-rise character of central Centretown. Similar to the northern edge near Gloucester Street, where buildings transition north to south from 27 storeys, to 21 storeys, to 16 storeys and finally to 9 storeys, the proposed development transitions south to north from 25 storeys to 21-storeys (proposed) and then to 9-storeys north of the Museum lands along McLeod Street.

Any proposed development, included the proposed high-rise building, needs to demonstrate building transition and compatibility with the surrounding uses. The Design Brief prepared in support of the application demonstrates how this transition is being achieved and assesses the planned and existing context of the wider area to sufficiently demonstrate how impacts are being mitigated. It is our opinion that the Centretown Secondary Plan does not recognize sufficiently the police station as an important development property well-suited for greater building heights, somewhat setback from the Elgin Street Traditional Mainstreet, and adding to the high-rise context along Argyle Street.

The design approach of the podium and heritage façade, and the recessed and slender residential tower contribute to minimal shadowing impacts of the east surface parking lot of the Museum lands. The proposed building is not immediately abutting the Museum building, but assists in framing Museum lands and in particular the void of the parking lot, all contributing to an enhanced street scape along Argyle Street.

Increases in height and density beyond the current zoning will likely be subject to the provision of community benefits as per Section 37 of the Planning Act. The Secondary Plan sets out a number of community benefits that may be provided in exchange for height and density.

Section 6.5 of the CDP contains Heritage policies regarding integration and context. The CDP states that Group 1 and Group 2 heritage buildings must be protected and properly integrated with new development. The CDP encourages restoration, reuse or integration of heritage structures into new low-rise, mid-rise or high-rise building development.

When integrating a heritage structure into a high-rise building, the following guidelines apply:

- New development should respect and be sensitively integrated with the heritage building and context and consistent with existing heritage plans and policies. It should be distinguishable and of sympathetic contemporary design which does not detract from or overpower the original building.

- New development should be respectful of key heritage elements. This can include, but is not limited to building stepbacks, cornice lines, façade horizontal and vertical articulations, opening sizes, proportion and rhythm, and building materials. New development should maintain a cornice line consistent with the existing heritage building through appropriate stepback(s).
- Where heritage buildings are low scaled, the podium of a new building will respect and reflect the urban grain and scale, visual relationships, and materials of the surrounding historic building(s).
- Compatible building materials should be used. Creative use of materials is encouraged.

When adding a new building adjacent to a heritage building or streetscape, the following guidelines shall apply:

- Use compatible materials.
- Use stepbacks, front and side, to appropriately transition with adjacent building heights.
- Minimize the use and height of blank walls.
- Inform new development with adjacent building ground floor heights and heritage character to enhance the public realm.
- Modulate façades through the use of vertical breaks and stepbacks in a manner that is compatible with the surrounding heritage structures.
- Cultural Heritage Impact Statements may be required for developments within or adjacent to the CHCD or the Minto Park HCD.
- If a development proposal comes forward that is in excess of the zoning permission on a parcel containing a heritage building, a full rezoning will be required.

The proposed development incorporates the front façade of the existing 2.5-storey office building, as part adaptive re-use as a residential lobby. The well-articulated podium, mainly recessed behind the heritage façade fits well into the built-form along Argyle Avenue. Above the fourth floor, the building steps back into a slender residential tower. The tower portion of the building incorporates similar materials and proportions as the heritage façade, contributing to a cohesive and unique building.

3.2.7 Centretown Secondary Plan

The Centretown Secondary Plan acts as the Council-approved policy framework to support the CDP. The subject property is designated “Residential Mixed Use” under Schedule H1 of the Central Character Area in the Centretown Secondary Plan (Figure 11). This designation applies to portions of the Central Character Area historically occupied by houses and other low-rise housing forms that have been partially converted to commercial uses and to adjacent neighbouring properties where such conversions are appropriate. The Residential Mixed-Use designation limits commercial uses and encourages residential uses in the form of detached, semi-detached, townhouses, and apartment buildings.

A variety of mid-rise and low-rise buildings are encouraged in the Central Character Area with buildings up to nine (9) storeys generally permitted. To the east and west along Argyle Street, properties also have permitted heights of 9-storeys, while properties to the south abutting Catherine Street have permitted heights of 25-storeys.

In coordination with the Residential Mixed-Use designation, the site is set to a height limit of 9-storeys under Schedule H2 of the Centretown Secondary Plan.

The proposed building exceeds the maximum height limit set out by the Secondary Plan. It is the intent of the proposed Official Plan Amendment to allow this site greater height than currently permitted by the Centretown Secondary Plan.

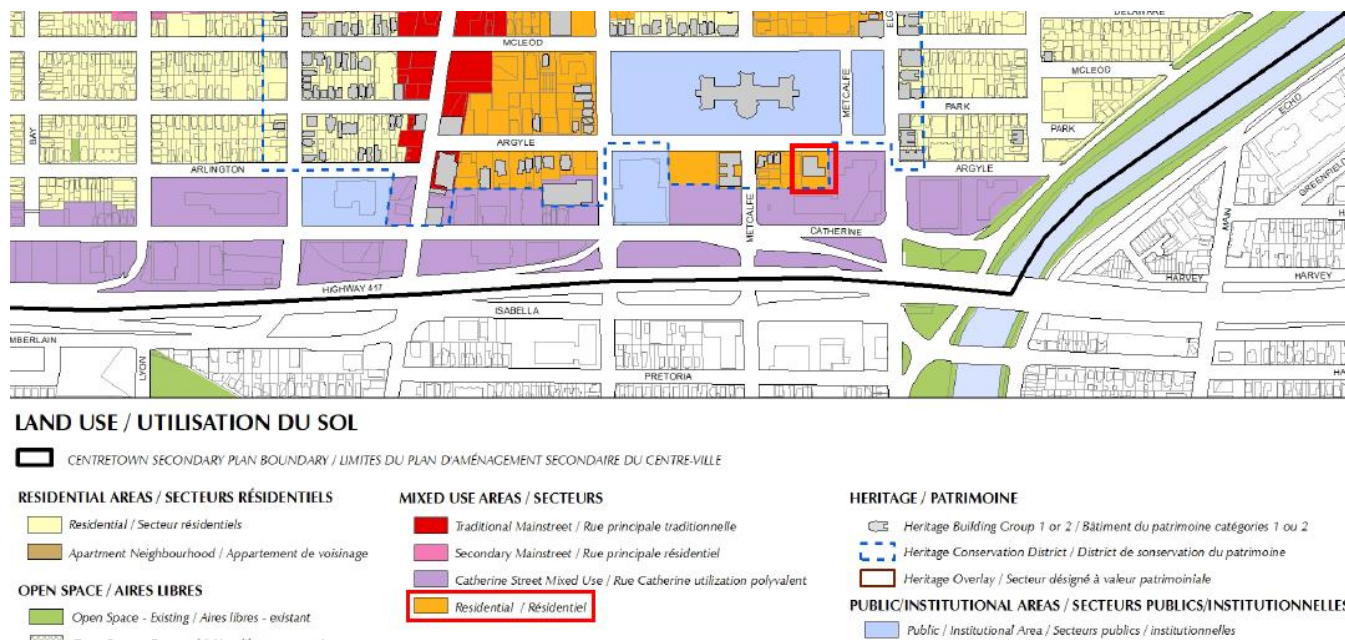


Figure 11: Centretown Secondary Plan Schedule H1 - Land Use

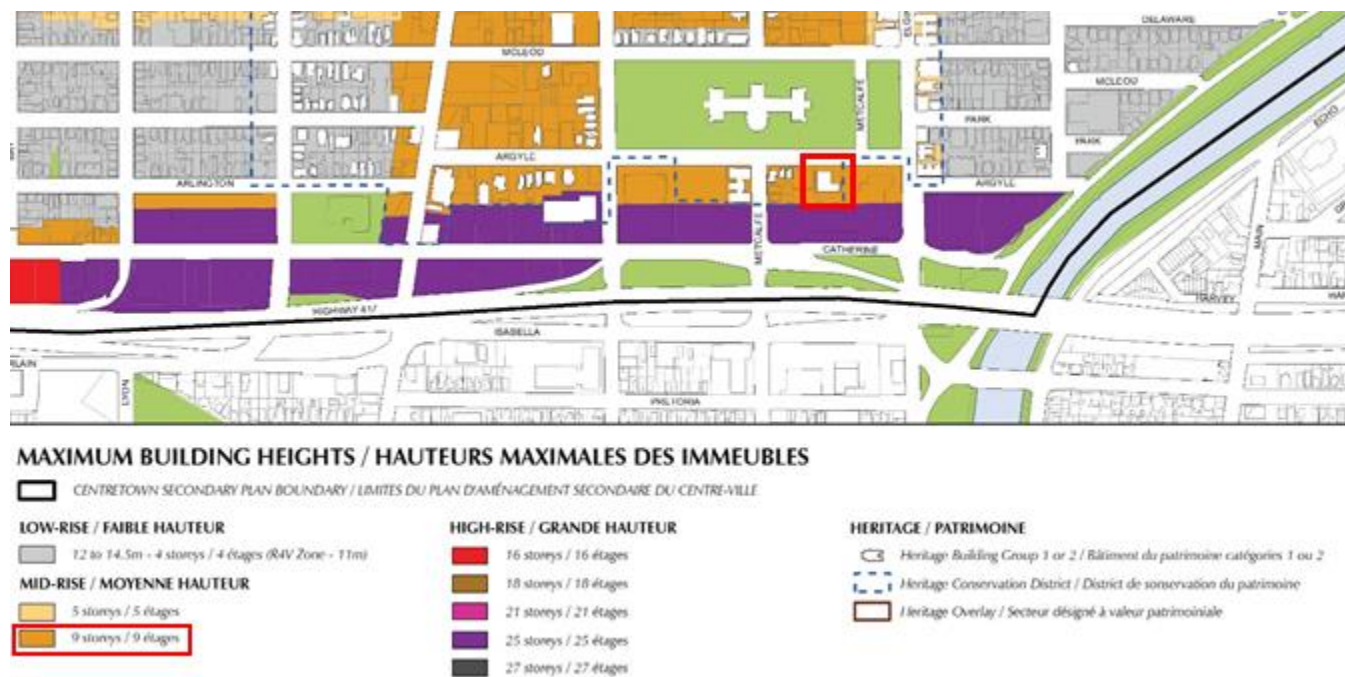


Figure 12: Centretown Secondary Plan Schedule H2 - Maximum Building Heights

The Secondary Plan refers to the built form guidelines found in the Centretown GDP and states that they are meant to be general and may not apply equally in all circumstances. Where a high-rise building is introduced in the Central Character Area, provisions described in Section 3.9.3.3 and 3.9.4.3 apply.

/ Section 3.9.3.3 states that buildings of varying heights are encouraged and that building heights should achieve transition to mid-rise and low-rise areas.

- / Section 3.9.4.3 states that where a building height greater than 6-storeys is proposed adjacent to a significant heritage resource (e.g. the Museum of Nature) a stepping of heights or increased setbacks should be provided to achieve an appropriate transition.

A more detailed discussion of built-form and building height considerations is found in Section 3.2.6 of this Rationale. Although the Secondary Plan is a Council-approved document, the discussion was included in the CDP section mainly because it is more descriptive in terms of design and land use considerations that the Secondary Plan and allowed for a more fulsome discussion. The opinions are consistent for both policy documents, the Secondary Plan and the CDP.

In terms of the above Secondary Plan policies, the proposed building contributes to a transition from the planned, 25-storey building height along the Catherine Street corridor to the context of the Museum of Nature lands, and the area north of McLeod Street designated “Residential Mixed-Use” in both the Centretown CDP and the Centretown Secondary Plan. The slender tower portion of the building is recessed from the well-articulated podium, mainly behind the heritage façade and fits well into the built-form along Argyle Avenue. This design approach further facilitates an effective transition to the Museum lands and building.

Implementing Zoning By-laws shall establish appropriate maximum building heights within the ranges shown on Schedule H2. Any increase in height and/or density deemed suitable by the City through a rezoning process will be subject to Section 37 of the Planning Act in accordance with the Council-approved Section 37 Guidelines and Policy 8 in Section 5.2.1 of the Official Plan.

Argyle Avenue is identified as a priority streetscape improvement on Schedule H3 of the Secondary Plan as part of the Metcalfe Street corridor. The intent of this designation is to encourage streetscape improvements along these specific key streets.

Section 3.7.2 of the Secondary Plan refers to the integration of heritage assets; specifically noting that the City shall encourage the rehabilitation and re-use of heritage buildings in Centretown.

Preservation, rehabilitation, and coordination with the existing heritage façade is proposed in line with Section 3.7.2 of the Secondary Plan.

3.3 City of Ottawa Comprehensive Zoning By-law (2008-250)

The property is currently zoned “General Mixed-Use Subzone 5, Exception 68, Floor Space Index 2.0, Height 18.5 metres – GM5[68] F(2.0) H(18.5)”. The purpose of this zone is to:

- (1) allow residential, commercial and institutional uses, or mixed-use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
- (2) limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- (3) permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- (4) impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

High-rise residential development within the General Urban Area is in keeping with the purpose and objectives of the General Mixed-Use zoning.

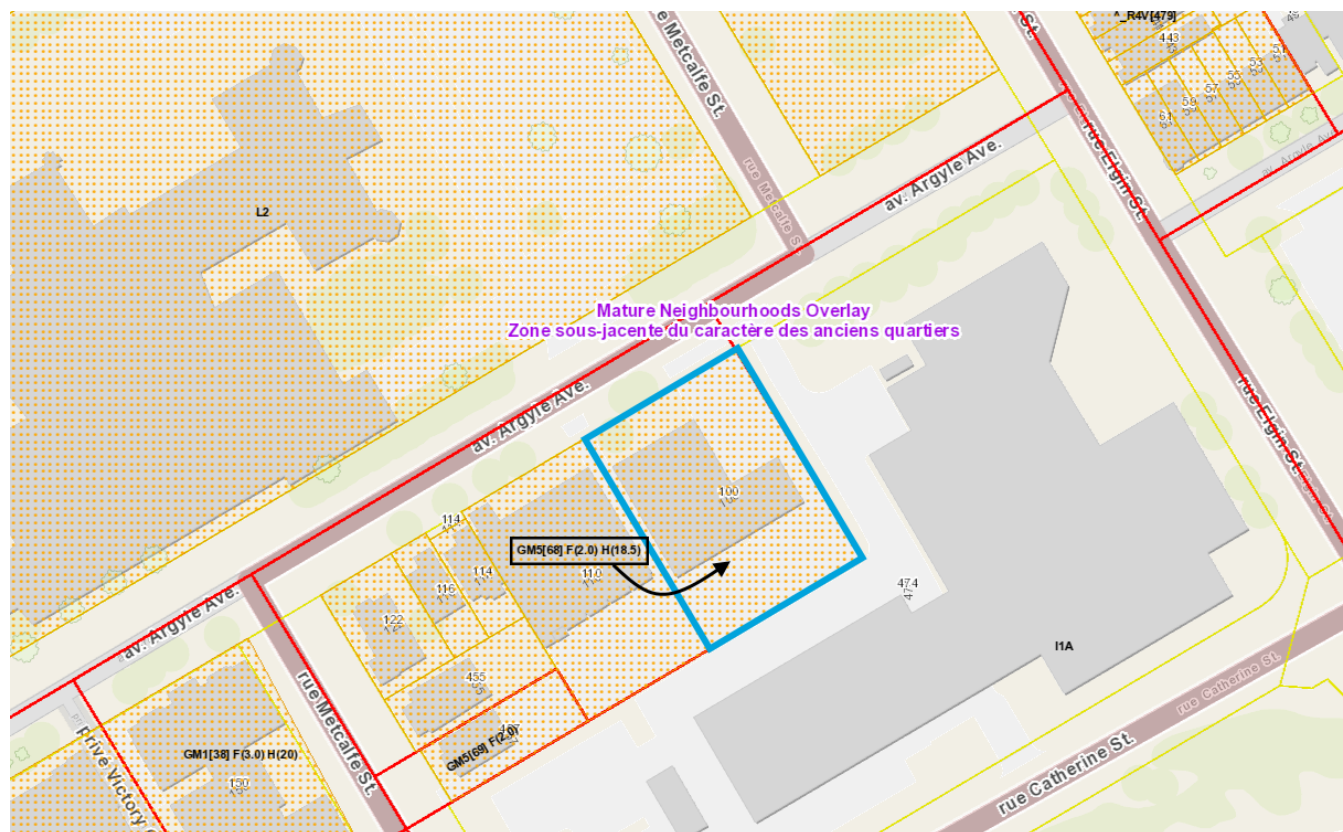


Figure 13: City of Ottawa Zoning By-law Map

The GM5 zone supports the intended “apartment dwelling, mid-high rise” residential use. The proposed development is compared to the requirements of the GM5 zone below:

Table 2: Zoning Compliance			
Performance Standard		Requirement	Proposed
Minimum Lot Area		No minimum	1,560m ²
Minimum Lot Width		No minimum	33.6 metres
Maximum Building Height		18.5m	66 metres (Mechanical and service equipment penthouse permitted as a projection under Section 64)
Minimum Front and Corner Side Yard Setback		3m	3.6 metres
Interior Side Yard Setback			
For a non-residential or	From any portion of a lot line abutting a residential zone	5 m	N/A

mixed-use building			
For a residential building	For a building equal or lower than 11 metres in height	1.2m	N/A
	For a building higher than 11 metres in height	3m	3.1 metres; 3 metres
All other cases	At any distance from the street	No minimum	N/A
Minimum Rear Yard Setback			
	Abutting a street	3m	N/A
	From any portion of a rear lot line abutting a residential zone	7.5m	N/A
	For a residential use building	7.5m	7.6m
	All other cases	No minimum	N/A
Maximum FSI		2.0	Does not comply
Minimum Width of Landscaped Area			
	Abutting a street	3m	None
	Abutting a residential or institutional zone	3m	None
	Other cases	No minimum	Complies
Front Yard Landscaping Requirements (Exception 68)		Minimum 28% of front yard must be landscaped	Does not comply
		48% of landscaped area must be plant material	Does not comply

*Blue shading indicates value requiring zoning amendment

The following zoning provisions also apply to the subject property:

3.3.1 Amenity Area

Amenity Area Type	Required Amenity Area (m²)	Amenity Area Location	Provided Amenity Area (m²)
Communal	468 m ² (50% of total required)	1 st level – 105 m ² 2 nd level – 105 m ² 4 th level – 183 m ² 4 th level, terrace – 195 m ²	588 m ²
Private	468 m ²	Balconies/Terraces – 545 m ²	545 m ²
Total	936 m ² (6 m ² /dwelling unit)		1,133 m ²

3.3.2 Parking

The property is within Area X for parking requirements:

Table 4: Parking Supply and Dimension Requirements		
Parking Type	Required	Provided
Residential	None for first 12 units, remainder at 0.5/unit = 72 spaces	62
Visitor	None for first 12 units, remainder at 0.1/unit = 14 spaces	12
Bicycle Parking	0.5/unit = 78 spaces	Underground: 118
		Surface: 34
Aisle and Driveway Provisions		
A single traffic lane providing access to a parking lot	3 metres	3 metres
A double traffic lane providing access to a parking garage	6 metres, but no more than 6.7 metres	6 metres
Aisle leading to parking spot at 90 degrees	Surface: 6.7 metres	6.7 metres
	Parking Garage: 6 metres	6 metres

3.3.3 Heritage Overlay

Section 60 of the zoning by-law refers to the heritage overlay. The subject property is within a heritage overlay as a result of the Centretown HCD (CHCD), which leads to additional provisions to encourage the retention of heritage buildings through zoning incentives.

Generally, the section requires that where a building in an area to which a heritage overlay applies is removed or destroyed it must be rebuilt with the same character and at the same scale, massing, volume, floor area and in the same location as existed prior to its removal or destruction. Additional provisions are also included for additions, projections beyond required yards, and for parking. Relief from this provision is discussed in the following section.

3.3.4 Discussion of Zoning By-law Amendment

Additional Height

The proposed building height is greater than what is currently permitted in the by-law. As-of-right, a height of 18.5 metres is permitted for the site. This zoning pre-dates the Centretown Secondary Plan, which as discussed, permits 9-storeys. The proposed height of 66 metres goes beyond this, and therefore an OPA is being pursued as discussed in this report.

The site represents a logical transition from the planned and existing high-rise buildings to the east of the site along Elgin Street, and south along Catherine Street, into the Museum property and neighbourhood beyond. The 25 storey buildings along Catherine Street, transitioning to a 21-storey building on the subject lands is appropriate. The surrounding context of planned and existing high-rise buildings in proximity to the site, including the 18-storey building at 467 Elgin Street, 13 storey apartment building at 201 McLeod Street, and the 16 storey YMCA-YWCA building at 180 Argyle make the building fit well.

There are no adverse impacts to the Museum lands as a result of the additional building height.

The slender tower portion of the building is recessed from the well-articulated podium, mainly behind the heritage façade and fits well into the built-form along Argyle Avenue. This design approach further facilitates an effective transition to the Museum lands and building.

The site is uniquely situated such that the impacts on neighbouring yards and rear yard amenity areas are not applicable. No adjacent residential uses would be directly impacted by the placement of a tower on this site and it is therefore an ideal site for increased height and density.

Removal of Floor Space Index Requirement

The site is currently subject to a maximum Floor Space Index (FSI) of 2.0. Similar to the height restriction, this zoning pre-dates the Secondary Plan. The FSI is not supportive of any meaningful increased density on the site, including that which would otherwise be permitted within the Secondary Plan as approved. The density being proposed for the site can be addressed through the height limitations without need for an additional requirement associated with floor space index.

The additional density contributes to a broader mix of housing that supports the growing community through increased supply of housing in formats considered desirable.

Elimination of Landscaping Requirements

The proposal does not meet the landscaping width requirements set out in the General Mixed-Use zone (Table 187) as well as the landscaping requirements specified in Urban Exception 68 of the by-law. The site has apparent constraints given the existing right-of-way and lot configuration. It was determined during design that given the challenges associated with a narrow sidewalk abutting the front yard, the most optimal use of the front yard space would be the provision of interlock pavers to widen the walkable area.

Despite the removal of landscaped area, the uniform provision of pavers still allows groundwater percolation on-site. Four (4) trees are also proposed along the site frontage to soften the building frontage, provide a green canopy, and offer shade; thereby mitigating the loss of the landscaping.

Reduction of Residential and Visitor Parking Spaces

Recognizing that the project lands are strategically located in proximity to transit, a reduction of both resident and visitor parking is requested.

By-law 2008-250 requires a parking rate of 0.5 spaces per unit above the first 12-units, a total of 72 spaces for 156 residential units. A total of sixty-two (62) residential spaces are proposed, calculated at a rate of approximately 0.35 spaces per unit. The proposed parking rate is appropriate for the context, given the proximity of the subject property to two (2) Transit Priority Corridors (Catherine Street and Elgin Street north of Gladstone) and proximity to employment uses, recreational and commercial amenities.

Increasing building height and residential densities in Centretown should coincide with strong transit connectivity and walkability, and mindful of the approach that reducing available parking may contribute to increased transit ridership, and respond well to market conditions for transit-focused renters.

While providing parking that is still within a comparable range to the minimum requirements, a modest reduction nonetheless acts as recognition and support for additional density within urban areas being associated with the strong active transportation network available. The parking proposed will nonetheless be sufficient to meet the demand for vehicle parking in relation to market demand and practical viability.

In terms of visitor parking, By-law 2008-250 requires 14 spaces, a total of twelve (12) visitor parking spaces are proposed for the development. The reduction is modest, without any significant impacts to abutting streets or properties. It is anticipated that the schedules of individual visitors will be sufficiently complementary to ensure availability of parking at all times. While the number of visitor vehicles per day may exceed parking provided, times of day for visits will vary, staggering usage and availability of spaces. Consequently, the proposed visitor parking spaces is anticipated to provide sufficient parking capacity for visitors. It should be recognized that public streets in proximity to the site are also available to meet short-term visitor parking demands, similar to parking spaces along Elgin Street, Bank Street and other Mainstreets are available for patrons of commercial businesses.

Removal of Heritage Overlay

As discussed above, Section 60 of the zoning by-law refers to the heritage overlay; which affects the subject property. As is noted in our proposed zoning by-law amendment, relief from this section is being requested. The intention of this section is to protect the character of heritage areas and significant heritage buildings. The dominant character element of the existing building, being the moderne-style frontage, is being preserved and incorporated into the design. The building is further being designed to celebrate and accentuate this feature through massing and choice of material.

It should be understood that the Council-approved planned context for this area does not reflect the scale of the present 100 Argyle Street building. The overall scale of the surrounding area is eclectic, spanning numerous eras and design characteristics, and transitions to a higher built form immediately south of the property, on the other side of the CHCD boundary. The proposed development does not violate the intent of the Heritage Overlay as it does not adversely affect the local character or eliminate an important heritage asset. The design serves to incorporate a novel heritage aspect of the community into a development which builds on the planned context of the area.

The City of Ottawa ensures high-quality building and site design in key areas of the City through the provision of Official Plan policies and urban design guidelines. These policies and guidelines are intended to ensure compatibility with neighbouring areas, safety, functionality, flexibility, and positive aesthetics as they contribute to the identity of the City. The applicable policies and guidelines are discussed below.

4.1 Design Statement

As discussed throughout this report, the proposed development meets and exceeds the standards for urban design in the City of Ottawa. The proposed development results in a distinct, attractive building which complements and elaborates upon the established and planned neighbourhood context. The building siting establishes a strong, animated streetscape; providing “eyes on the street”. The building suitably addresses impact issues with regard to privacy, shadowing, and wind.

4.1.1 Aesthetic

The proposed building has been designed to a high standard suitable for an area of significant visibility within a desirable and established community. An important element of the overall building design is the approach of establishing a “floating form” of the tower, well elevated and separated from the 4-storey podium and there-constructed 2.5-storey heritage façade. The tower is recessed on the 4th and 5th floors and then projects again on the upper portion of the tower to create the appearance of a distinct podium and valuing the heritage faced and residential entrance to the building.

The distribution of the tower massing with a further tower recess above the 17th floor on the west and south elevations contributes to visual interest and creates the appearance of additional separation to abutting properties.

Additional podium and tower separation to the property to the west (110 Argyle Street) is achieved by recognizing the existing surface access easement (Right-of-Way) of 4.7m in width, 3m from the shared property line. The tower, at various floors, is located 8.5m to 10m from the shared east property line. Balconies are only proposed on the upper four (4) floors of the tower along the west elevation, to enhance privacy of the units.

In anticipate of a future re-development of the Ottawa Police Services property and in particular the portion of the lands along Catherine Street, the proposed tower retains a 7.6 metre rear yard setback and 9.2 metre tower separation to the southern property line.

4.1.2 Materiality

The building design employs a sophisticated combination of exterior materials that results in a varied and expressive building. The original stone heritage façade adds authenticity and character to the ground floor frontage and acts as a defining element of the overall building. This frontage is accentuated by recessed, lighter-coloured masonry for the remainder of the podium which will provide a back drop to this feature.

The tower itself provides a contrast to the podium through the use of dark coloured masonry. This provides a background that accentuates the podium as well as the floating tower element, which will make use of cladding that matches the impression of the heritage façade thereby creating consistency and cohesiveness in the totality of the design.

Glazing is proposed in generous quantities – all the windowing in the heritage façade will be retained, and the podium will include prominent punch windows. The tower includes substantial windowing on all sides, thereby avoiding blank facades. The windows will provide “eyes on the street” and animation/illumination of the skyline in the evening.

4.2 City of Ottawa Official Plan Design Policies

4.2.1 Compatibility (Section 2.5.1)

Section 2.5.1 of the Official Plan provides guidance on how to appropriately incorporate compatible development practices into new building projects. Compatible development is defined in the OP as development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts. It ‘fits well’ within its physical context and ‘works well’ among those functions that surround it. The Official Plan emphasizes that the above objectives are achievable without designing a development to be the same as existing developments.

Within this section, various Design Objectives are outlined to guide development, of which the following principles are considered most applicable to the proposed development:

Define quality public and private spaces through development

The proposed structure defines the street edge with a human-scaled, attractive podium which frames the streetscape with a contextually appropriate building setback. It will include street-fronting pedestrian access and direct parking below the building and away from street view.

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

Pedestrian and cyclist access is prioritized in the design of the building, where there is a direct route from the sidewalk to a street-fronting entrance. Automobile traffic and parking is routed away from the pedestrian frontage.

Ensure that new development respects the character of existing areas

The proposed development’s design incorporates the existing building façade to provide architectural interest and familiarity. The design is in keeping with the overall vision for intensification and a “bowl effect” on the Museum of Nature. Its balance of glazing and materials will integrate favourably with the modern infill commercial and residential becoming established within the immediate area.

To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment

The proposed development will be built to modern building and design standards and represents responsible infill development. Its proximity to the street edge promotes a comfortable pedestrian realm.

4.2.2 Urban Design and Compatibility (Section 4.11)

Compatibility is achieved through a design that appropriately addresses impacts generated by infill or intensification. Section 4.11 of the Official Plan provides criteria that can be used to objectively evaluate the compatibility of infill or intensification. The proposed development meets the compatibility objectives established in Section 4.11 in the following ways:

Design Element	Proposed Development
Traffic	A Transportation Impact Assessment was prepared by Novatech Engineering. The existing road network can adequately support the development, and the trip generation can be handled by the existing infrastructure.
Vehicular Access	The access points are reduced to the greatest possible extent given the site context. The parking garage has been designed with acceptable aisle widths to allow for safe use.

Parking Requirements	A total of 86 parking spaces are provided on-site, including twelve (12) surface parking spaces in the rear of the site. The demand for vehicle parking can be supported on-site without a risk for overflow onto the abutting residential neighbourhoods.
Outdoor Amenity Areas	The proposed development is transitioned appropriately to the abutting outdoor amenity areas to address privacy and over-looking concerns.
Loading Areas, Service Areas, and Outdoor Storage	Loading is provided on-site. It is screened from the public realm and integrated into the site. No outdoor storage is proposed.
Lighting	Lighting has been designed and will be installed to provide a safe and secure environment while meeting the City's requirements and ensuring no undue adverse impacts on adjacent properties.
Noise and Air Quality	A Noise Impact Study can be undertaken alongside a future Site Plan Control application. The appropriate mitigation measures can be determined through this finer design process.
Sunlight	A Shadow Analysis was undertaken by RLA Architecture. It demonstrates that the impacts have been sufficiently mitigated through strategic massing efforts as part of the design process.
Microclimate	No microclimate impacts will occur as a result of the proposed development.
Supporting Neighbourhood Services	The proposed development is in close proximity to a range of existing community amenities and services and will be adequately supported by them.

The proposed development will not generate undue adverse impact on the neighbouring properties and fulfills the compatibility objectives and principles outlined in Section 2.5.1 and the criteria outlined in Section 4.11.

4.2.3 Section 4.11 as Updated by Official Plan Amendment No. 150

The changes proposed in Official Plan Amendment No. 150 include significant updates to Section 4.11 – Urban Design and Compatible Development. While these particular changes are still under appeal, they have been reviewed below as they reflect the most recent opinion of Council.

Design Element	Proposed Development
Views 2. Enhancing the City skyline	The proposal will contribute to this intention by providing an attractive building to frame the Museum of Nature and establish a “bowl” effect.
3. Views of the Parliament Buildings from Beechwood Cemetery.	The proposal does not infringe on this vista.
4. Policies to protect views of the Parliament Buildings and other national symbols in the Central Area	The proposal does not infringe on these views.

<p>Building Design</p> <p>5. Compatibility of new buildings with surroundings</p> <p>6. Façade, window, and entranceway orientation are towards the street</p> <p>7. Design of major intersections</p> <p>8. Developments including loading facilities, service areas, and mechanical equipment</p>	<p>The proposed building is compatible with the surrounding areas and is appropriate development, in terms of massing and tower separation. The building steps back on upper floors.</p> <p>The building is oriented towards Argyle Avenue. At-grade entrance treatment for the residential lobby will make a positive contribution to the streetscape.</p> <p>Not applicable.</p> <p>All roof-top mechanical equipment is located in a screened, top floor mechanical penthouse. The receiving area cannot be seen from the street frontage.</p>
<p>Massing and Scale</p> <p>9. Building massing; spacing between buildings (setbacks); and transition</p> <p>10. Provide a Shadow and/or Wind Analysis where required</p> <p>11. Transitions where building is taller than planned context</p> <p>12. Methods for addressing significant height changes: Incremental changes in building height; massing; building setbacks and setbacks</p>	<p>Building massing and transition have been managed through setbacks and building articulation.</p> <p>A Shadow Analysis was prepared by RLA Architecture which demonstrates sufficient mitigation measures to address any sunlight impacts.</p> <p>A Wind Analysis was prepared by Gradient Wind Engineering which demonstrates that no adverse wind impacts arise from the building design.</p> <p>The building acts as an appropriate transition from the Catherine Street corridor, which encourages and demonstrates greater height, to the lower-profile residential areas north of the Nature Museum.</p> <p>Building design includes reduced upper-level floorplates and articulation for suitable impact reduction.</p>
<p>High-Rise Buildings</p> <p>13. Use of a podium and tower floorplate</p> <p>14(a). Tower separation</p>	<p>Proposed building incorporates a tower and podium in its design.</p> <p>Only one tower is proposed for the subject lot. The tower is located strategically to</p>

14(b). Limitations for floor plates	<p>ensure separation from future tower development on nearby parcels.</p> <p>The proposed high-rise building is appropriately oriented and reflects the building separation and setbacks necessary to support its proposed floor plate.</p>
<p>Outdoor Amenity Areas</p> <p>15. Minimize undesirable impacts on the existing private outdoor amenity spaces</p> <p>16. Residential proposals should include well-designed, usable amenity areas that meet the Zoning By-Law Requirements.</p>	<p>Impacts have been minimized through building articulation, massing, and materials.</p> <p>Proposed building includes 1,133 m² amenity space, which exceeds the minimum requirement in the Zoning By-law.</p>
<p>Public Art</p> <p>17. High rise buildings are encouraged to include public art.</p>	Noted.
<p>Design Priority Areas</p> <p>18(a). First storey should be taller in height. 18(b). Locate front building facades parallel to street 18(c). Include transparent windows at grade 18(d). Use architectural treatments to soften public realm 18(e). Provide sufficient lighting sources for public uses 18(f). Use façade treatments to provide visual interest 18(g). Signage should contribute to character of area</p> <p>19. Portion of development impacting public realm should incorporate: 19(a). weather protection elements 19(b). landscaping 19(c). enhanced pedestrian surfaces 19(d). coordinated furnishings and utilities 19(e). memorials and public art</p> <p>20. Massing and scale of development will define and enclose public spaces</p>	<p>Reflected in design. Reflected in design. Reflected in design. Reflected in design. Reflected in design. Reflected in design. Signage not presently contemplated.</p> <p>Will be incorporated where possible at the Site Plan Control phase.</p> <p>Proposal is supportive in defining and enclosing the surrounding area.</p>
<p>First Nations Peoples Design Interests</p> <p>22. (Not applicable)</p>	Not an identified area of First Nations interest.

The proposed development will not generate undue adverse impact on the neighbouring properties and fulfills the compatibility criteria outlined in Section 4.11 as updated by OPA No. 150.

4.3 Urban Design Guidelines

4.3.1 Urban Design Guidelines for High-rise Buildings

The City recently revised the urban design guidelines for high-rise buildings in order to reflect the High-Rise building policies currently under appeal within Official Plan Amendment #150. City Council voted in favour of these guidelines on May 23, 2018. They are still subject to approval process for the associated zoning by-law

amendment. The guidelines have been discussed below for and are summarized below as they pertain to the subject proposal.

1 - Context

- / No views or vistas are affected by this proposal. The proposal is not located within a view plane of any national symbols.
- / The guidelines require distinguishing between landmark and background buildings. This structure can be considered a background building given that it frames, respects, and enhances the existing context of the Museum of Nature without dominating it.
- / A transition to lower-profile development is facilitated through the use of stepbacks and articulation cuts.
- / The lot is above the recommended minimum lot area of 1,350m² for an interior lot.
- / The proposal incorporates the existing heritage façade and compliments nearby heritage assets.

2 – Built Form

- / The proposed building has been designed with a distinctive base, middle, and top.
- / The proposed building can be considered a point-tower building design, which is appropriate given the lot orientation and planned context.
- / The base of the proposed buildings is appropriately expressed given the width of the abutting ROWs.
- / The ground floor of the base has been designed to be animated and transparent.
- / The middle section will minimize shadow and wind impacts while creating an appropriate fenestration pattern.
- / The top section will integrate machinery into the roof of the building.

3- Pedestrian Realm

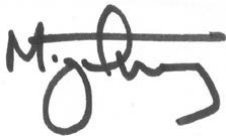
- / Main pedestrian entrances are linked with a seamless connection to the sidewalk.
- / Glazing is provided at the pedestrian level
- / Parking is located underground and accessed away from the primary pedestrian realm
- / Loading, servicing, and utilities are screened from view

The proposed development meets the requirements set out in the Urban Design Guidelines for High-Rise Buildings.

5.0 CONCLUSION

The proposed Zoning By-law and Official Plan Amendments are consistent with the Provincial Policy Statement, and otherwise conform to the policy direction of the Official Plan and the design direction of the applicable guidelines as well as the intention of the Zoning By-law. In our opinion, the proposed development represents good planning and is in the public interest.

We look forward to the opportunity to discuss this application with you once you've had an opportunity to review the plans. Please don't hesitate to contact the undersigned should you have any questions or require additional information. Please advise us in writing of the timelines for the technical circulation of the application materials at your earliest convenience.



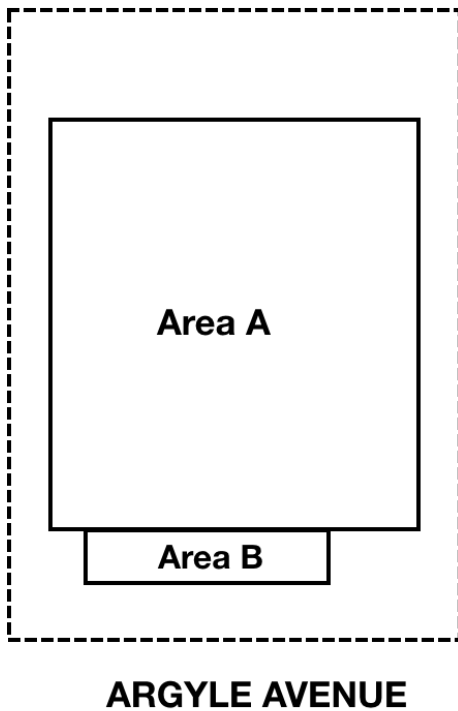
Miguel Tremblay, MCIP, RPP
Director of Planning and Development



Scott Alain, M.P.I
Planner

The property is currently zoned GM5. The following is an inventory of revised zoning provisions and a proposed height schedule.

I - Exception Number	II - Applicable Zones	III - Additional Land Uses Permitted	IV - Land Uses Prohibited	V - Provisions
XXXX (By-law 2018-XX)	GM5 [XXXX] SXXX	None	None	<ul style="list-style-type: none"> - The maximum building height will be as per Schedule XXX - The maximum FSI shall not apply. - The heritage overlay (Sec. 60) shall not apply. - The minimum landscaping width requirements shall not apply. - The landscaping requirements of Urban Exception 68 shall not apply. - A minimum of two (2) visitor parking spots shall be the requirement for development in this zone - The minimum parking requirement for this site shall be 0.4 spaces per unit, less the first 12 units



Schedule XXX - Maximum Heights for 100 Argyle Ave.

- Area A: 66 metres**
- Area B: 11 metres**

Figure 14: Draft Schedule XXX



Official Plan Amendment No. XXX

Modification du Plan Directeur XXX

To the Official Plan of the City of Ottawa

Land Use
Utilisation du Sol

INDEX

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PART A – THE PREAMBLE

i. Purpose

The purpose of the proposed Official Plan Amendment is as follows:

- a) Amend Schedule H1 – Land Use in Volume 2A of the Official Plan (Centretown Secondary Plan) to reflect the proposed land use.
- b) Amend Schedule H2 – Maximum Building Heights in Volume 2A of the Official Plan (Centretown Secondary Plan) to reflect the proposed height.

ii. Location

The property, known legally as “100 Argyle Avenue”, is located on an interior lot situated on the south side of Argyle Avenue between Metcalfe Street and Elgin Street. Immediately north of the site is the Canadian Museum of Nature. The southerly and easterly lot lines of the property abut the Ottawa Police headquarters. To the west of the site is a low-rise office use.

iii. Basis

The amendments to the Official Plan were requested by the applicant in order to facilitate the construction of a new apartment building development consisting of a twenty-one (21) storey tower with a three (3) storey podium abutting Argyle Avenue.

iv. Rationale

The proposed Official Plan Amendments implement the applicable policies and strategic directions related to managing growth and directing growth to strategic locations appropriately suited for increased density. The proposed re-designation of the property conforms to the criteria for intensification as described in the Provincial Policy Statement (2014) and the City of Ottawa Official Plan, as amended.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document, entitled Part B – The Amendment, consisting of the following text and the attached schedule(s) constitutes Amendment No. XXX to the Official Plan for the City of Ottawa.

2. Details

The following changes are hereby made to the Official Plan, Volume 2A:

- a) Amend the subject property’s designation in Schedule H1 – Land Use in Volume 2A of the Official Plan (Centretown Secondary Plan) to “Catherine Street Mixed Use”.
- b) Amend the subject property’s designation in Schedule H2 – Maximum Building Heights in Volume 2A of the Official Plan (Centretown Secondary Plan) to “21 storeys”.

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.