

Cultural Heritage Impact Assessment
113-115 Echo Drive
Ottawa, ON



Image courtesy of Hobin Architecture Limited

Date:
Client:
RMA Project No:

November 27, 2017
Uniform Urban Developments
17171



ROBERTSON MARTIN
ARCHITECTS

Contents

| | |
|---|----|
| A. Introduction | 2 |
| B. General Information | 4 |
| C. Current Conditions/ Introduction to Development Site | 5 |
| D. Background Research and Analysis..... | 7 |
| E. Statement of Significance | 13 |
| F. Description of the Proposed Development | 16 |
| G. Impact of Proposed Development | 19 |
| H. Alternatives and Mitigation Strategies | 23 |
| I. Conclusion | 26 |
| K. Glossary | 27 |

Annex A *Design Drawings*

Annex B *Heritage Survey Evaluation Form*

A. Introduction

Robertson Martin Architects (The Consultant) was retained in September 2017 by Uniform Urban Developments (the Client) to provide updates to a previous *Cultural Heritage Impact Assessment* (CHIS) from June 2014 (updated in October 2015), for a proposed development at 113 & 115 Echo Drive in Ottawa, Ontario (*the Site*).

Section 4.6.1 of the City of Ottawa Official Plan has policies that outline when a Cultural Heritage Impact Statement (CHIS) is required, which will evaluate the impact of a proposed development on cultural heritage resources when development is proposed that has the potential to:

- Adversely impact the cultural heritage value of properties designated under *Part IV* of the Ontario Heritage Act (OHA); and
- Adversely impact the cultural heritage value of districts designated under *Part V* of the OHA.

In addition:

- A CHIS may also be required for development applications adjacent to or within 35 meters of designated buildings and areas; and
- A CHIS is required when demolition is proposed.

Specific to this proposal, the City of Ottawa Official Plan states that:

- A Cultural Heritage Impact Statement is required when a development has the proposal to negatively impact any designated heritage resource (*Section 4.6*);
- It must be demonstrated that a proposal is compatible with a heritage resource for all planning applications adjacent to or across the street from a heritage resource (*Section 4.6*); and
- A Cultural Heritage Impact Statement shall be required on lots that abut the Rideau Canal UNESCO World Heritage Site (*Section 4.2*).

The Rideau Canal is classified as an UNESCO *World Heritage Site*, as well as a *National Historic Site* and a *Canadian Heritage River*. It is the site's proximity to this important urban and historical element that forms the primary risk of negatively impacting a heritage resource - and the basis for the requirement of this CHIS.

The Consultant has been provided with copies of the development proposal plans prepared by Hobin Architecture Limited, dated August 31, 2017. This CHIS has been written with the understanding that the actual development proposal consists of the design as outlined in the drawings provided in *Annex A*.

B. General Information

Existing Zoning

The client proposes the demolition of the existing buildings at 113-115 Echo Drive, and the amalgamation of the existing lots in order to accommodate a new multi-unit residential development. The City of Ottawa Comprehensive Zoning By-law (2008-250) designates the area of the subject property as a *Minor Industrial Zone (I1)* Subzone A. This zoning allows for a variety of uses, with setback and massing restrictions to ensure compatibility with surrounding residential areas. The properties abut both *Residential Zone 4 (R4)* zoning and *Traditional Main Street (TM)* zoning.

In addition, the site abuts the Rideau Canal, which the City of Ottawa Official Plan designates as a *Major Open Space* and as a *Citywide Recreational Pathway*.

Heritage Designation

The development properties abut the Rideau Canal, which has the following heritage designations:

- UNESCO World Heritage Site
- National Historic Site
- Canadian Heritage River

Authorities Having Jurisdiction (AHJ's)

The Canal itself is under the jurisdiction of Parks Canada. However, in order to recognize and protect the heritage resource, the City of Ottawa will make use of "design guidelines that can be implemented through the site plan control process for new development along the waterway"¹.

The development guidelines for properties abutting the Rideau Canal are outlined in the City of Ottawa Official Plan (OP) *Section 4.6.3*.

¹ *Rideau Corridor Landscape Strategy*, Appendix C (p. 5)

C. Current Conditions/ Introduction to Development Site

The existing site comprises two separate lots; 113 Echo Drive is a two-storey painted brick multi-unit residential property that faces the Rideau Canal, and 115 Echo Drive is a two storey brick church on the corner of Echo Drive and Main Street, currently in use as a community centre. Together, the lots form one half of a prominent intersection that fronts directly onto the Rideau Canal.

In addition to the proximity of the Canal, the site also sits at the terminus of Main Street, where it meets Colonel By Drive. This intersection is an important urban condition, wherein a *Traditional Main Street* intersects a *Major Open Space* and *Recreational Pathway*. This condition gives the site additional importance as a prominent urban feature and may be considered a "gateway" location.



Figure 1: The existing site viewed from Main Street. (Google)



Figure 2: The existing site viewed from Colonel By Drive. (Google)



Figure 3: Aerial view of the existing site and surroundings. Site is outlined in red. (Google)

D. Background Research and Analysis

Research and Methodology

The methodology used in the preparation of this assessment includes review and reference to the following:

- Development drawings prepared by Hobin Architecture Limited, dated August 31, 2017;
- On-site visits to the property and surrounding area;
- *Rideau Canal World Heritage Site Management Plan*, Parks Canada, 2005;
- *Rideau Corridor Landscape Strategy*, Parks Canada;
- UNESCO (Oliver Martin ed.), *World Heritage and Buffer Zones*, 2008;
- The City of Ottawa Official Plan;
- *Standards & Guidelines for the Conservation of Historic Places in Canada*, Second Edition, Parks Canada, 2010; and
- *A Guide to Preparing Cultural Heritage Impact Statements*, prepared by the City of Ottawa, Draft, March 2012;

Site Analysis and Evaluation

The site is not only adjacent to an important heritage resource; it is also located at the intersection of Main Street and Colonel By Drive. This prominent location gives the site the ability to function as a gateway of sorts, particularly since there is currently a large-scale urban public realm redevelopment and rehabilitation underway along Main Street. This site has the opportunity to demarcate the "entrance" to this important urban area with an architectural element.

It is through the use of the recreational pathways and by driving the length of Colonel By Drive that most users experience the Rideau Canal. The continuity of this experience and the general aesthetics of the area are closely linked, meaning that any development along the banks of the Canal will need to demonstrate a successful strategy for integrating with existing views along the waterway as experienced by daily users.

In this sense, the purpose of this CHIS is to examine the development proposal in terms of its ability to integrate visually with the existing character of the Rideau Canal. This relationship with the Canal should also be assessed with the other realities of the site in mind:

- the site does not have the advantage of a (NCC owned and operated) planted buffer zone, which are common along the urban edges of the Rideau Canal;
- the development proposal (as an urban intervention) is congruous with the general massing and development taking place in the area;
- the site has the opportunity to improve the urban fabric by marking a gateway to an area under improvement; and
- there are other contemporary developments along the Canal that have successfully integrated with the waterfront (such as the Shaw Centre, Lansdowne Stadium, and the additions to Ottawa University).
- there are several smaller scale residential redevelopments on both sides of the canal that serve as a transitional edge to adjacent lower profile mature residential neighbourhoods.

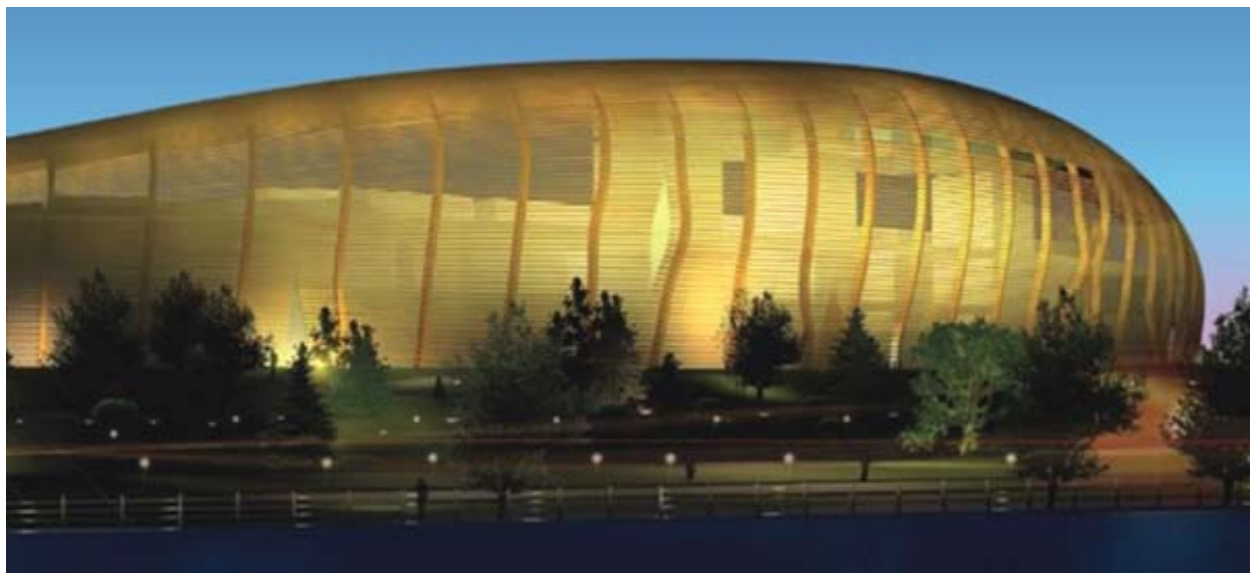


Figure 4: Shaw Centre (top), and the Frank Claire Stadium at Lansdowne (bottom). (Tourism Ottawa and CTV Ottawa, respectively)

Existing Development Guidelines

Both Parks Canada and the City of Ottawa have design guidelines for developments abutting the Rideau Canal.

Parks Canada lists 10 Principles of Good Development:

1. **Understand the landscape character.** The landscape character of the Canal changes with the topography and geology of the shore land. It varies from rocky forested uplands, forested lowlands, rural historic areas and developed urban areas. Understanding the landscape character of a site may influence the appropriate form of development.

2. **Conserve wetlands.** Wetlands are one of the most important and threatened natural resources on the canal. Loss of wetlands will result in the decline of natural resources, water quality, recreational, educational and cultural landscape values. The highest level of protection is afforded to significant wetlands and any impact from development must be avoided or minimized.
3. **Maintain a natural shoreline.** Natural shorelines help maintain the historic landscape character, control bank erosion, filter run-off, reduce sediment and provide habitat for fish and wildlife. Soften and enhance degraded shorelines with native trees, shrubs, grasses and aquatic plants. Avoid mown lawn to the waterline and hard artificial shoreline treatments such as concrete walls.
4. **Set back development from the shoreline.** New development must be set back at least 30 meters from the shoreline to create a buffer zone. In some circumstances a greater setback may be necessary.
5. **Plan the site to retain natural vegetation.** Locate new buildings, paths, driveways, lawns and septic tank systems within existing site clearings to avoid removal of natural vegetation as much as possible. Retain vegetation on skylines and ridges.
6. **Preserve historic buildings and cultural features.** Historic buildings, houses, barns, fences and other cultural features contribute to the historic landscape character of the Canal and should be preserved, reused and incorporated into new developments.
7. **Appropriate building design.** Carefully design new buildings to minimize their impact on the landscape character of the Canal. The scale, form, materials, and color of buildings are all important qualities. Generally traditional, natural materials and colors that blend with the landscape are recommended. Buildings should be low profile and not exceed the height of the tree canopy. New buildings should be designed to face the Canal, not turn their back to it.
8. **Low impact dock design.** Docks, waterfront access and boathouses must be designed to reduce the impact on fish, wildlife and the natural and visual qualities of the shoreline. Size, method of construction and materials are all important factors. Parks Canada's In-Water and Shoreline Works Policies provide detailed guidelines. Cantilevered, pipe or floating docks are better than solid crib docks. Structures on the water must not interfere with safe navigation on the Canal.

9. **Minimize discharges to the Canal.** Avoid direct run off into the Canal including storm water, septic tank effluent and surplus water from artesian wells to help maintain water quality, reduce impact on fish habitat and prevent algae blooms from forming. Provide swales, infiltration ditches or dry wells to encourage infiltration into the ground.
10. **Seek further advice.** All new development on the waters of the Canal and adjoining land is subject to regulations and will require approval from the Local Municipality, Parks Canada and/or the local Conservation Authority. Contact one or all of these authorities for further advice and guidelines.

Of these principles, numbers 1 and 7 are assessed as most relevant to this proposal. The overall sentiment of the guidelines is that the development proposal should integrate with, and be subordinate to, the existing character of the Canal shoreline.

The City of Ottawa has many policies governing development of, and in proximity to, heritage resources. These are described in *Section 4.6.1* of the *Official Plan*. The policies relevant to this proposal are listed below:

1.c. *(The proposal must) Demonstrate that the proposal will not adversely impact the defined cultural heritage value or the heritage attributes of the property;*

9. *When reviewing applications for zoning amendments, site plan control approval, demolition control, minor variance, or the provision of utilities affecting lands/properties adjacent to or across the street from a designated heritage resource, adjacent to or across the street from the boundary of a heritage conservation district, or within heritage conservation district, the City will ensure that the proposal is compatible by: [Amendment 14, September 8, 2004] [Amendment #76, OMB File #PL100206, August 18, 2011]*

- a. *Respecting the massing, profile and character adjacent to or across the street from heritage buildings; [Amendment #76, August 04, 2010]*
- b. *Approximating the width of nearby heritage buildings when constructing new buildings facing the street;*
- c. *Approximating the established setback pattern on the street;*
- d. *Being physically oriented to the street in a similar fashion to existing heritage buildings;*
- e. *Minimizing shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas;*

- f. Having minimal impact on the heritage qualities of the street as a public place in heritage areas;*
- g. Minimizing the loss of landscaped open space;*
- h. Ensuring that parking facilities (surface lots, residential garages, stand-alone parking and parking components as part of larger developments) are compatibly integrated into heritage areas;*
- i. Requiring local utility companies to place metering equipment, transformer boxes, power lines, conduit equipment boxes, and other utility equipment and devices in locations that do not detract from the visual character or architectural integrity of the heritage resource.*

E. Statement of Significance

Rideau Canal UNESCO World Heritage Site:

The principal heritage values that qualified the Rideau Canal for designation as a UNESCO *World Heritage Site* are as follows:

The Rideau Canal is a large strategic canal constructed for military purposes which played a crucial contributory role in allowing British forces to defend the colony of Canada against the United States of America, leading to the development of two distinct political and cultural entities in the north of the American continent, which can be seen as a significant stage in human history.

Criterion (i): The Rideau Canal remains the best preserved example of a slackwater canal in North America demonstrating the use of European slackwater technology in North America on a large scale. It is the only canal dating from the great North American canal-building era of the early 19th century that remains operational along its original line with most of its original structures intact.

Criterion (iv): The Rideau Canal is an extensive, well preserved and significant example of a canal which was used for a military purpose linked to a significant stage in human history - that of the fight to control the north of the American continent.

The nominated property includes all the main elements of the original canal together with relevant later changes in the shape of watercourses, dams, bridges, fortifications, lock stations and related archaeological resources. The original plan of the canal, as well as the form of the channels, has remained intact. The Rideau Canal has fulfilled its original dynamic function as an operating waterway without interruption since its construction. Most of its lock gates and sluice valves are still operated by hand-powered winches.²

The rationale for designation is based primarily on the Canal's larger historical significance, and its state of largely intact preservation of a piece of period technology and engineering.

² <http://whc.unesco.org/en/list/1221>

The UNESCO-authored document *World Heritage and Buffer Zones*, outlines the importance of maintaining an appropriate landscape character in the areas surrounding *World Heritage Sites* wherein the larger site comprises many zones and elements that each contribute to the value of the site as an *Overall Work of Art*.

National Historic Site:

According to the *National Historic Site Management Plan (2005)*, the Rideau Canal was declared a *National Historic Site* due to:

- the construction of the canal system;
- the survival of a high number of original canal structures including locks, blockhouses, dams, weirs and original lockmasters' houses plus the integrity of most lockstations; and
- the unique historical environment of the canal system.

The specific cultural resources include:

- 40 of the Rideau Canal's 47 locks;
- 18 of the Rideau Canal's 45 dams, weirs and embankments;
- 18 Canal buildings consisting of 12 defensible lockmaster's houses, 4 blockhouses, the Commissariat Building and Blacksmiths Shop;
- all 22 lockstation landscapes;
- all archaeological sites dating from the construction and military periods;
- archival material from the military period; and
- archaeological artefacts from the construction and military period.

The *National Historic Management Plan* sets out various guidelines for responsible development. Those that are most relevant to this CHIS include:

- The historic values, natural features, scenic beauty and diversity of cultural landscapes of the Canal corridor constitute its unique heritage character and should be respected by government, commercial interests and private residents;
- Development of the shore-land and on lands adjoining Canal lands should respect the historic and scenic character of the Canal landscape, and be environmentally sustainable and not conflict with navigation; and

- Encourage the use of architectural styles in keeping with the architectural heritage of the Canal corridor for new construction adjacent to the Canal and lockstations.

The plan also outlines one of the threats to the cultural landscape as development which is incompatible with the cultural landscape.³

In addition to the information contained in the management plan, *The Rideau Corridor Landscape Strategy* (Parks Canada) analyzes the Rideau Canal by its various geographical zones and conditions (also referred to as "landscape character units"). The zone in which the development proposal falls is listed as C1 (*Urban Cultural Landscape*).⁴ The document lists landscape sensitivities for the various zones (meaning the types of development that could adversely impact the heritage value of the Canal). The sensitivity of the landscape depends on the ability of the landscape to absorb visual change, and the given example most relevant to this development proposal is *Item 2: "Change within a landscape unit, for example a high-rise apartment building in a C1 Urban landscape unit."*⁵

The development proposal is assessed as not posing a threat to the specific cultural resources listed above.

Cultural Heritage Value:

There are two buildings on the subject property; a house at 113 Echo Drive and a church at 115 Echo Drive, both of which are included on the City of Ottawa *Heritage Reference List*. The church was analyzed by the City of Ottawa's Heritage Services Section in 2014 and a *Heritage Survey Form* was completed. The analysis indicated that the church had some historical value as an early Anglican church, but was of little architectural merit. Based on this assessment, the City did not initiate the designation of the building under the *Ontario Heritage Act*.

³ *Rideau Canal Management Plan*, Parks Canada (p.19)

⁴ *Rideau Corridor Landscape Strategy*, Parks Canada (p. 24)

⁵ *Rideau Corridor Landscape Strategy*, Parks Canada (p. 25)

F. Description of the Proposed Development

The client is proposing a 6-storey plus rooftop amenity/mechanical space, 40 unit residential development having a gross floor area of 63,530 ft². Rather than follow the curvature of the site as it transitions from Echo Drive to Main Street, the building is oriented parallel to the Canal with various planes of terraces, curtain walls and green space staggered along the facade that take advantage of the views towards the *World Heritage Site*. In plan, the proposed building is an irregularly shaped polygon with articulated units delineated by vertical panels and columns in contrasting materials.



Figure 5: The west elevation as viewed from across the Canal. (Hobin Architecture Limited)

The Echo Street (west) façade at grade is set back from the edge of the sidewalk, with paving and planters creating a buffer zone between the pedestrian traffic and the building. This planted buffer zone, consistent with neighbouring conditions, provides a visual screen from the Canal corridor. This façade also includes the underground parking entrance and the main entrance doors leading to the ground floor common areas and building circulation. The majority of the units offer patios or balconies of various sizes, commonly incorporating greenery and screens for additional privacy. The sixth floor roof accommodates both interior and exterior rooftop amenity space, in addition to mechanical and electrical rooms.

The material palette includes large areas of glazing, stone masonry, and architectural panels, incorporating a harmonious earth tone colour palette of grey, buff, tan, and green (greenery).



Figure 7: Northeast view from the Canal of the building. Note articulation of individual units, patios/balconies offering private outdoor spaces, and rooftop amenity space. (Hobin Architecture Limited)



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G. Impact of Proposed Development

Our assessment attempts to identify any positive and negative impacts the proposed development may have on the heritage value of cultural heritage resource(s). Assessment is made by measuring the impact of the proposed works on the significance and heritage attributes defined in the *Rideau Canal National Historic Site Management Plan*, the *Rideau Corridor Landscape Strategy*, as well the Consultant's own assessment of the heritage character of the immediate area, including references to other background documents. The relevant attributes and development guidelines are outlined in *Sections D & E* respectively.

Extracted from the City of Ottawa CHIS template, positive impacts of a development on cultural heritage resources typically include, but are not limited to:

- restoration of a building or structure, including replacement of missing attributes,
- restoration of a historic streetscape or enhancement of the quality of the place,
- adaptive re-use of a cultural heritage resource to ensure its ongoing viability, and
- access to new sources of funds to allow for the ongoing protection and restoration of the cultural heritage resource.

Negative impacts include, but are not limited to:

- Demolition of any, or part of any, heritage attributes or features,
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance of a building or structure,
- Shadows created that obscure heritage attributes or change the viability of the associated cultural heritage landscape,
- Isolation of a heritage resource or part thereof from its surrounding environment, context or a significant relationship,
- Obstruction of significant identified views or vistas within, from heritage conservation districts,
- Obstruction of significant identified views or vistas within or from individual cultural heritage resources,
- A change in land use where the change affects the property's cultural heritage value, and
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect a cultural heritage resource.

In this instance, we assess the risk to the heritage value of the identified resource based on the character of the proposed development. The team has looked at the visual impact on, and integration with, the character of the Rideau Canal Corridor, in order to determine whether this landscape can absorb the visual change created by the development proposal.

For the proposal:

Massing and Scale

The proposed development constitutes a significant change in the massing, scale, density, and overall visual prominence of the site. However, when compared to neighboring conditions along the Canal corridor, the development proposal constitutes a move towards the more characteristic urban condition for the area of mid-rise residential development. In terms of massing, scale and density, the existing buildings on the site are the outliers along this section of the waterway. In this sense, it is not the massing or scale itself that presents the risk to the heritage resource, but whether the change in visual prominence can be absorbed within the heritage context of the Rideau Canal Corridor.



Figure 8: Massing of the proposal relative to the adjacent buildings. (Hobin Architecture Limited)

The above image illustrates the distance between the Canal and the buildings along Echo Drive (and beyond) and the complementary massing and scale. This building blends well with neighbouring building of the area, and does not dominate or detract from the adjacent *World Heritage Site*.

Echo Drive Façade (West Elevation)

When viewed from the Canal, the building's main façade along Echo Drive is compatible with the heritage guidelines which serve to limit visual change in the areas surrounding the Rideau Canal Corridor. The guidelines encourage and seek to preserve a quieter urban edge that serves as a backdrop to the Canal landscape, which the refined design appears to support.

The Echo Drive façade is oriented toward the Canal with adequate setbacks and greenery – typical of the Rideau Canal Corridor – to create a harmonious relationship between the proposed development, adjacent buildings and the character defining elements of the *World Heritage Site*. Its wide-open corner siting exposes more of the building than others along the corridor, however the overall design does not visually compete with surrounding buildings or the Canal, integrating well within its context. When approached from the either the north or south, the proposed building does not interrupt the continuity of the Rideau Canal Corridor or the adjacent greenery buffer.

The ground floor *features* the entrance to the underground parking garage, the main entrance doors, and patios of a few ground floor apartments. The façade is comprised of a series of planes which are delineated through use of form, materials, and private outdoor spaces. Privacy screens and greenery provide separation between outdoor spaces, which further reinforce the idea of the 'green corridor' along Colonel By Drive. By promoting this green corridor, the proposed development is sensitive to this "*zone of influence*" as described in UNESCO's *World Heritage and Buffer Zones*.

Main Street Façade (South Elevation)

Along Main Street, the façade unveils a highly articulated, playful exterior with an integrated relationship to the street. The ground floor apartments along this façade have private gated walkways via an outdoor patio. These individual entries promote a positive pedestrian relationship complementing the scale of the surrounding residential neighbourhood. Coupled with extensive use of greenery along the streetfront, the highly articulated façade visually reduces the building's overall massing while creating a softened, humanistic scale.

Similar to the Echo Drive façade, the Main Street façade boasts variety of materials, finishes and textures including glazed surfaces, stone masonry, architectural panels, privacy screens, porches/balconies, and an abundance of greenery.

It is noted that the existing mature trees along the Main Street facade are being removed.



Figure 9: Looking west along Main Street. (Hobin Architecture Limited)

Materials and Architectural Expression

Within this urban context, there is a diversity of materials present on the surrounding buildings. Varying colours of brick, stucco, panel systems, and glazing are all present in the area, and all materials participate in defining the character of the area. The colour palette selected is reflective of earth tone colours which play well off the surrounding buildings and natural landscape features. There is no overarching architectural style or consistency of materials that define the character of the area or dictate aesthetic requirements for new developments. In this regard, the contemporary material and colour palette of the development proposal integrates well with the surroundings, offering an architectural expression that is analogous of its time.

H. Alternatives and Mitigation Strategies

The CHIS must assess alternative development options and mitigation measures in order to avoid or limit the negative impact on the heritage value of identified cultural heritage resources.

Taken from the City of Ottawa CHIS template, methods of minimizing or avoiding a negative impact on a cultural heritage resource(s) include but are not limited to:

- Alternative development approaches that result in compatible development and limit negative impacts,
- Separating development from significant cultural heritage resources to protect their heritage attributes including, but not limited to, their settings and identified views and vistas,
- Limiting height and density or locating higher/denser portion of a development in a manner that respects the existing individual cultural heritage resources or the heritage conservation district, and
- Including reversible interventions to cultural heritage resources.

For the proposal:

The Consultant has assessed the proposed development within its site context and has suggested strategies to mitigate the impact of the new development on the character of the surrounding area. The mitigation strategies for this development proposal will be assessed against development guidelines from *Section 4.6.1* of the City of Ottawa Official Plan:

1. *Respecting the massing, profile, and character adjacent to or across the street from heritage buildings;*

In general, the development proposal does not make use of historic forms or materials. The form, however, is representative of the neighboring buildings that line the Canal which have become the characteristic urban condition for the area. The height of the building is consistent with those surrounding it and it does not exceed the tree canopy of the surrounding areas. The chosen architectural details, material, and colour palette provide the appropriate level of visual interest for the prominent 'gateway' intersection while still retaining the overall appearance and feel of the surrounding neighborhood.

With large sections of glazing, the development has adapted the contemporary application of this material which was successfully employed along the Canal at the Shaw Centre. While it is

not clear the type of glass proposed for use, if the design avoids total transparency and goes toward reflective glass (as done at the Shaw Centre), the building has the potential to reflect the image of the surrounding culturally significant landscape whilst providing inhabitants with enhanced privacy.

2. *Approximating the width of nearby heritage buildings when constructing new buildings facing the street;*

Refer to *Guideline 1* response.

3. *Approximating the established setback pattern on the street;*

Despite the irregularly shaped property within an exposed corner location, the proposed building provides adequate set-backs in close alignment to neighbouring buildings. The significant approach heading northeast along Colonel By Drive is not obstructed by the addition of this building, as the building at 10 Main Street is set slightly closer to the canal from the perspective of this approach, and the orientation of the Echo Drive façade has been scaled back from earlier design iterations.

4. *Being physically oriented to the street in a similar fashion to existing heritage buildings;*

The building is oriented toward the Canal, promoting the cultural significance of this feature.

5. *Minimizing shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas;*

The building height is consistent with the area, and adequate setbacks and very articulated facades have attempted to minimize shadowing on adjacent properties (refer to *Guideline 3* response). Although the Consultant has not provided a shadow study, given the building's orientation and massing, it is assessed that there will be limited impact from shadowing on neighbors or the public realm.

6. *Having minimal impact on the heritage qualities of the street as a public place in heritage areas;*

The provided graphics illustrate that the long views along the Canal corridor will remain continuous and unobstructed by this proposed development. There will be an increased prominence to the site in comparison to its existing configuration, however this prominence is assessed as characteristic and compatible with the ongoing development of Main Street and other architectural features along the Canal corridor.

7. *Minimizing the loss of landscaped open space;*

The current condition of 113-115 Echo Drive consists of two buildings surrounded by a large paved parking lot, with very minimal greenery (arguably no landscaped spaces). Therefore, the development proposal does not create any loss of existing landscaped space, and rather enhances this aspect of the proposed site.

8. *Ensuring that parking facilities (surface lots, residential garages, stand-alone parking and parking components as part of larger developments) are compatibly integrated into heritage areas;*

Parking has been accommodated in a 2-level underground lot below the building, which provides a more efficient and visually pleasing aesthetic for this property within eye sight of an UNESCO World Heritage Site.

9. *Requiring local utility companies to place metering equipment, transformer boxes, power lines, conduit equipment boxes, and other utility equipment and devices in locations that do not detract from the visual character or architectural integrity of the heritage resource.*

It is critical that the development proposal follow this recommendation. The provided drawings appear to indicate that this will be the case, as the east and north façades of the property provide plenty of space for concealed utility equipment.

I. Conclusion

The overall conclusion of this CHIS is based on measuring the impacts of the proposal on the heritage values as set out by the city, as well as an assessment of the proposal as part of a densifying urban area. As an updated CHIS to the designs presented in 2014, we appreciate the architect's consideration of previous concerns and consider them addressed with these recent designs presented.

While the proposed development illustrates large-scale change for the sites of 113-115 Echo Drive, the design is generally consistent with the current patterns of development along the Rideau Canal Corridor within the *Urban Cultural Landscape*. The general massing, scale, and orientation of the proposal is consistent with the area. Despite the prominence and exposure of this site at the corner of Echo Drive and Main Street, the visual presence of the development is minimized through thoughtful employment of form, materials, colour palettes, and greenery, complementary of its surroundings.

The provided graphics show that the long views along Colonel By Drive, a crucial heritage requirement for this site, will remain uninterrupted. The overall landscape character of the Rideau Canal is respected with the appropriate setback and building height.

The development proposal has the potential to contribute to the public realm, including the rehabilitation of Main Street.

This development proposal has the potential to exist comfortably in its surroundings, as it is compatible with and respects the development guidelines of the Rideau Canal Corridor.

Please do not hesitate to contact the undersigned should you have any questions or wish to discuss any aspect of this assessment.



Robert Martin OAA, MRAIC, CAHP, LEED AP

K. Glossary

Adversely impact

A project has the potential to “adversely impact” the cultural heritage value of a project if it; requires the removal of heritage attributes, requires the destruction of a cultural heritage resource, obscures heritage attributes, is constructed in such a way that it does not respect the defined cultural heritage value of a resource.

Built Heritage

Includes buildings, structures and sites that contribute to an understanding of our heritage and are valued for their representation of that heritage. They may reveal architectural, cultural, or socio-political patterns of our history or may be associated with specific events or people who have shaped that history. Examples include buildings, groups of buildings, dams and bridges.

Cultural Heritage Resources

Includes four components: Built Heritage, Cultural Heritage Landscapes, Archaeological Resources, and documentary heritage left by people.

Cultural Heritage Landscape

Any geographic area that has been modified, influenced, or given special cultural meaning by people and that provides the contextual and spatial information necessary to preserve and interpret the understanding of important historical settings and changes to past patterns of land use. Examples include a burial ground, historical garden or a larger landscape reflecting human intervention.

Preservation

Preservation involves protecting, maintaining and stabilizing the existing form, material and integrity of an historic place or individual component, while protecting its heritage value.

Rehabilitation

Rehabilitation involves the sensitive adaptation of an historic place or individual component for a continuing or compatible contemporary use, while protecting its heritage value.

Restoration

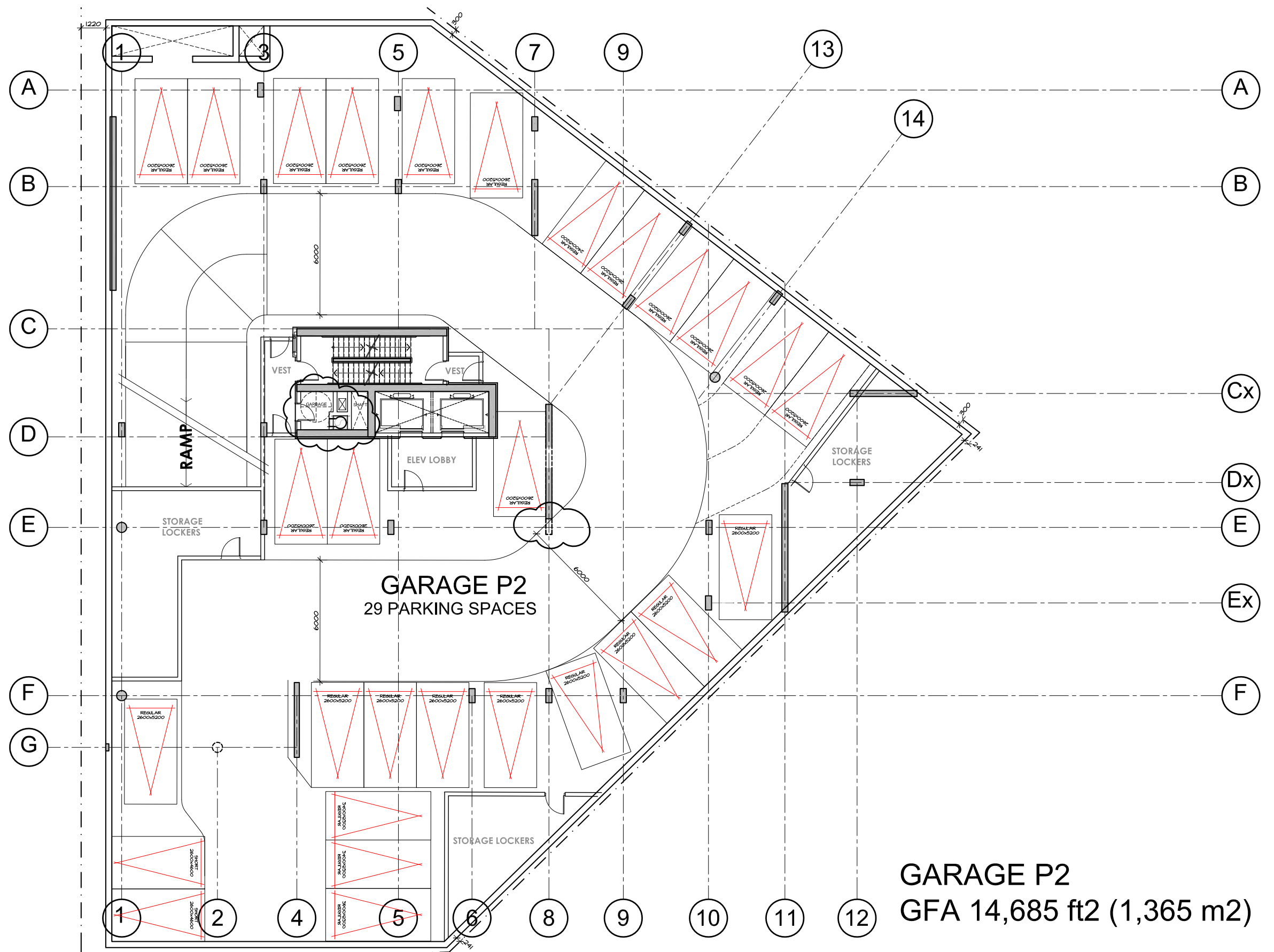
Restoration involves accurately revealing, recovering or representing the state of an historic place or individual component as it appeared at a particular period in its history, while protecting its heritage value.

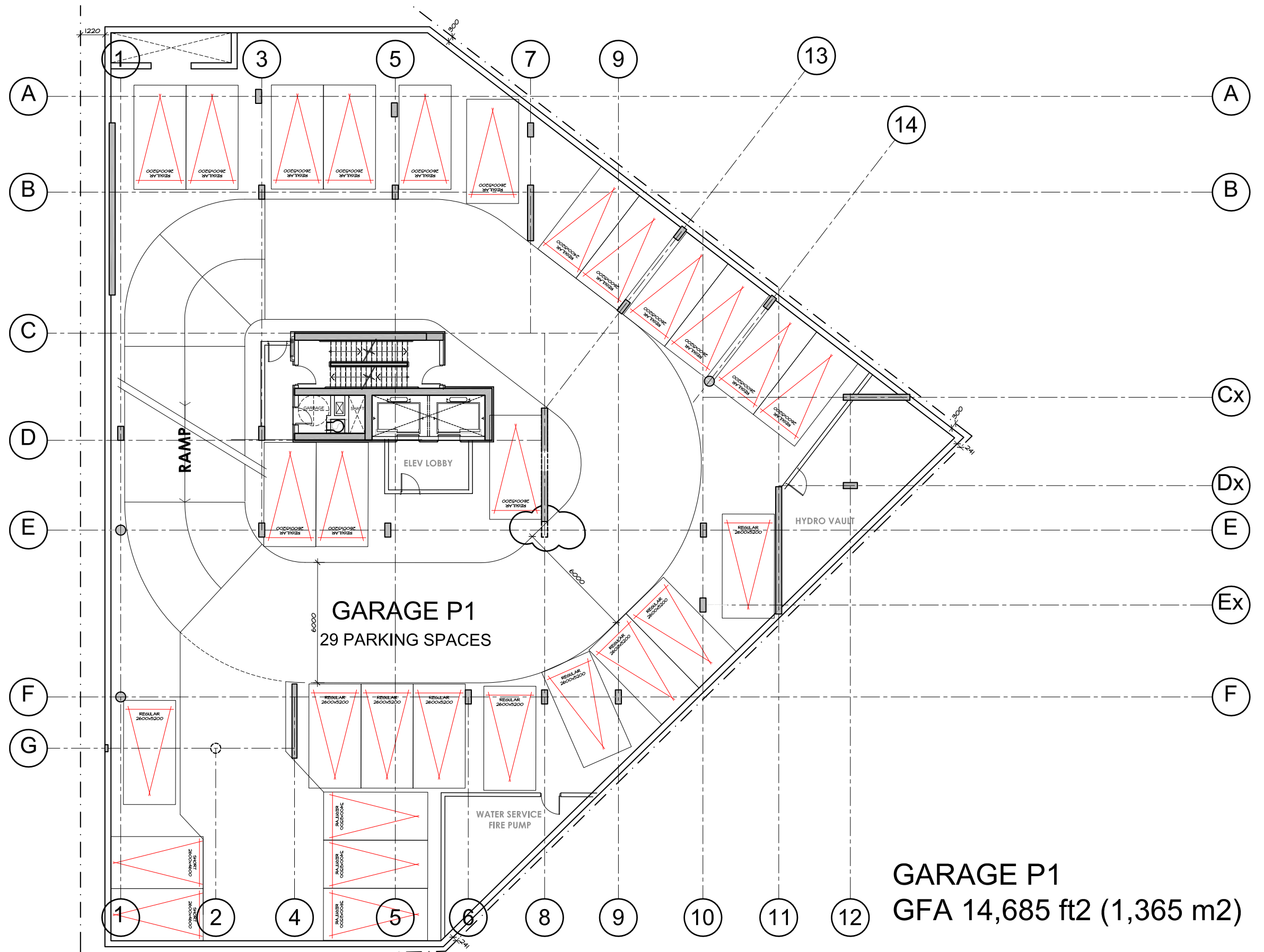
Annex A

Design Drawings



Image courtesy of Hobin Architecture Limited

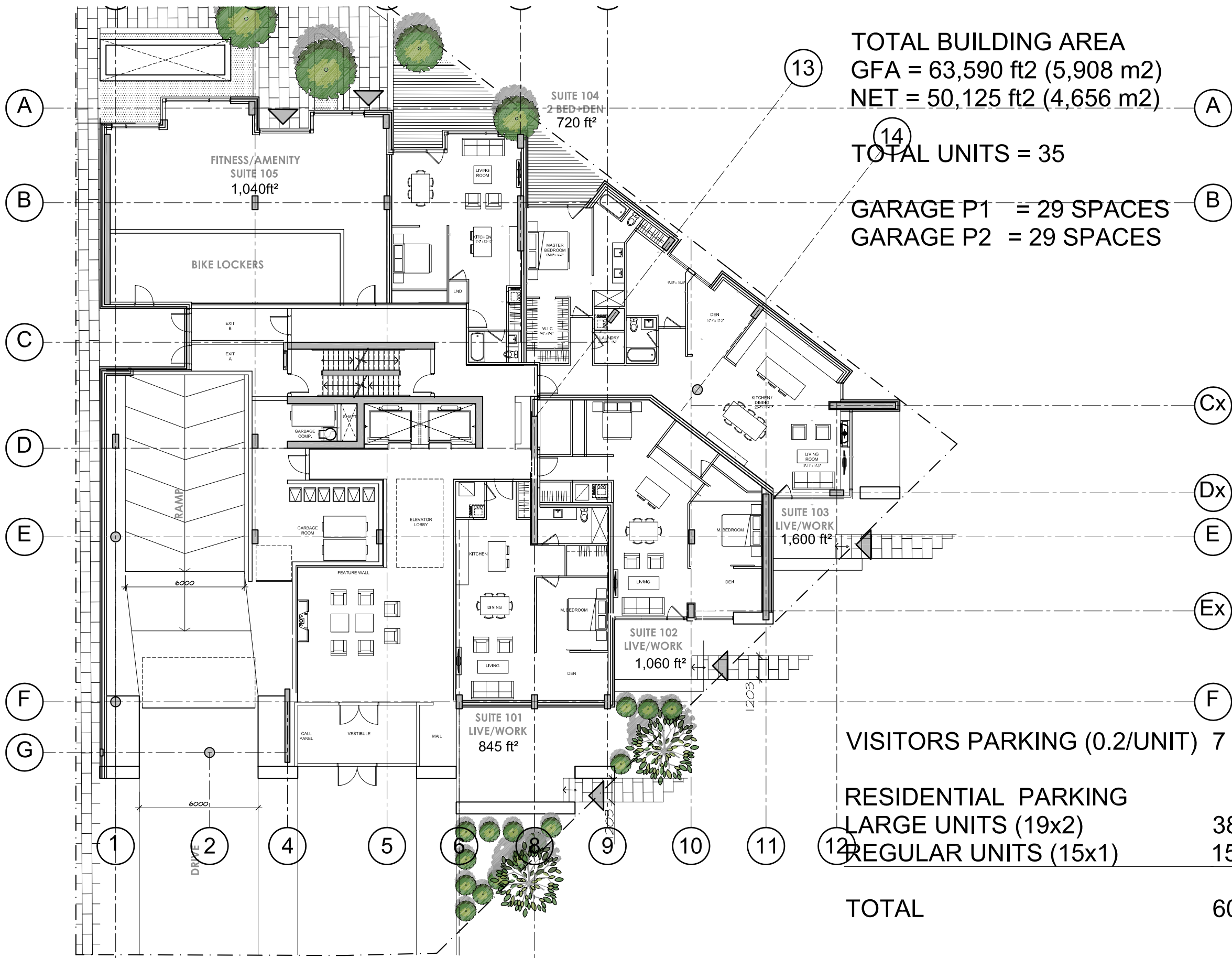




GARAGE P1
GFA 14,685 ft² (1,365 m²)

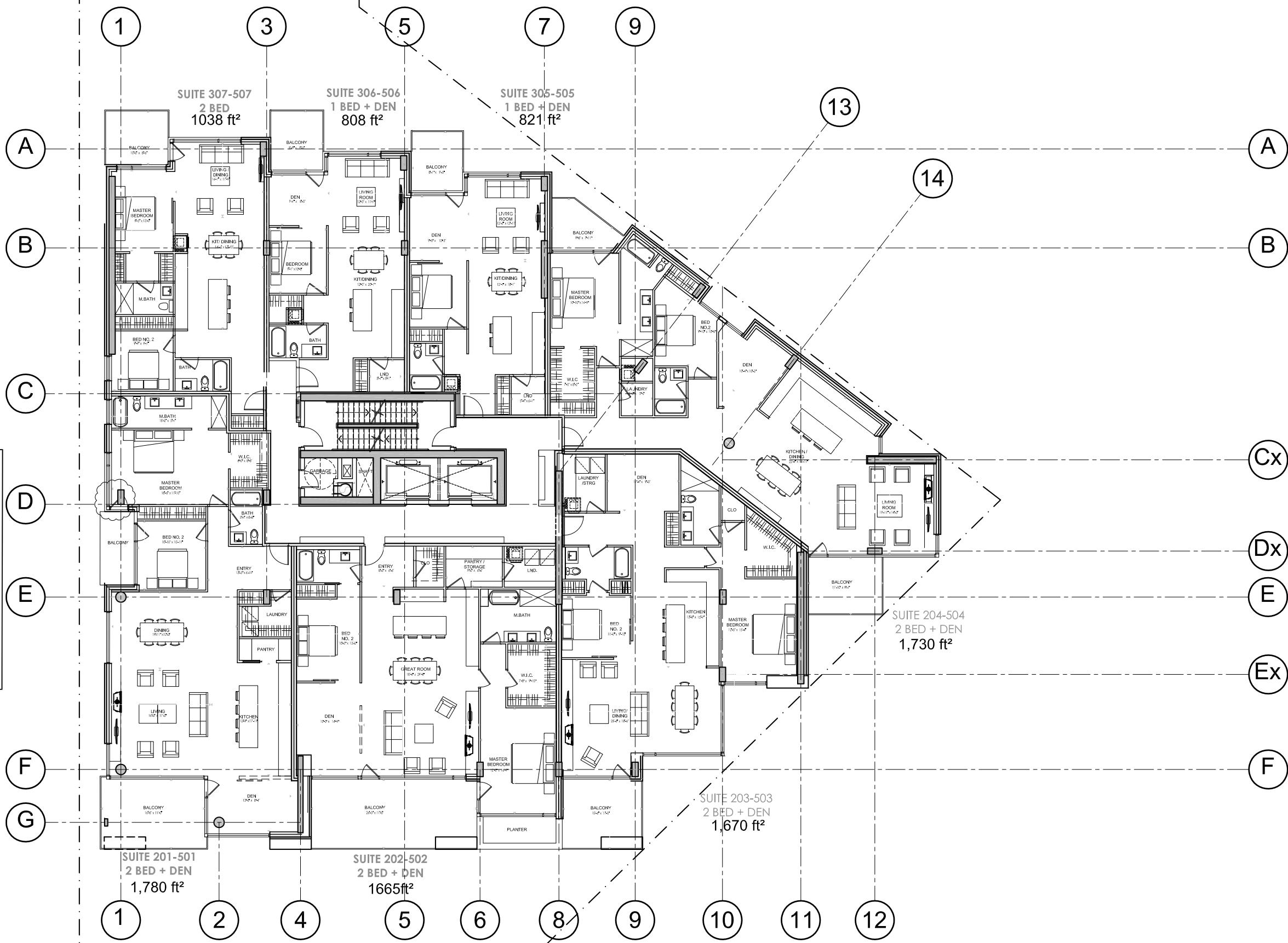
GROUND LEVEL
GFA = 10,375 ft2 (963.9 m2)
NET = 5,420 ft2 (504m2)

TOTAL UNITS = 4



TYPICAL LEVEL 02-05
GFA = 10,600 ft2 (984.6 m2)
NET = 9,515 ft2 (883.8 m2)

TOTAL UNITS = 7



115 ECHO DRIVE

UNIFORM DEVELOPMENTS

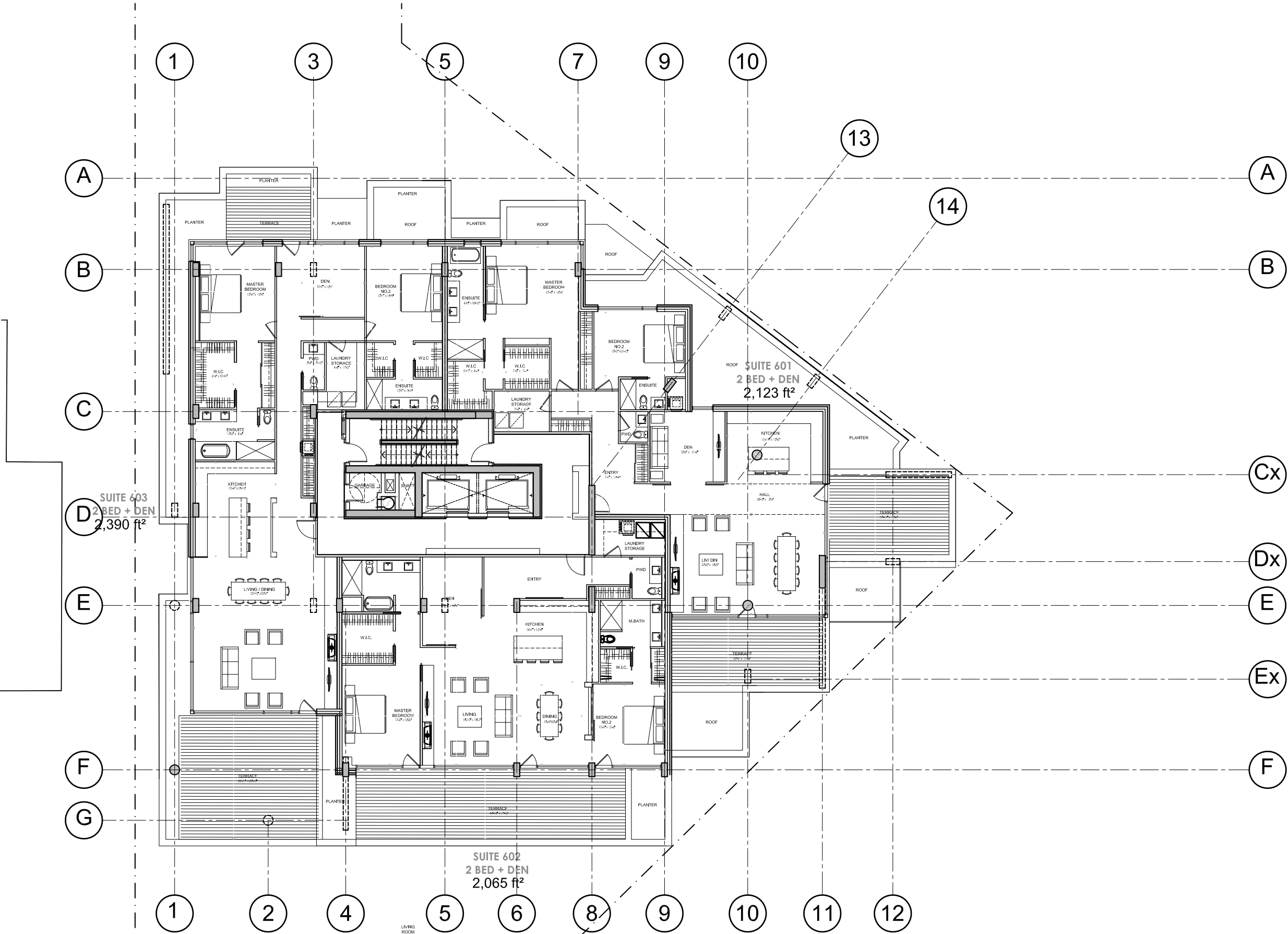
AUGUST 31, 2017



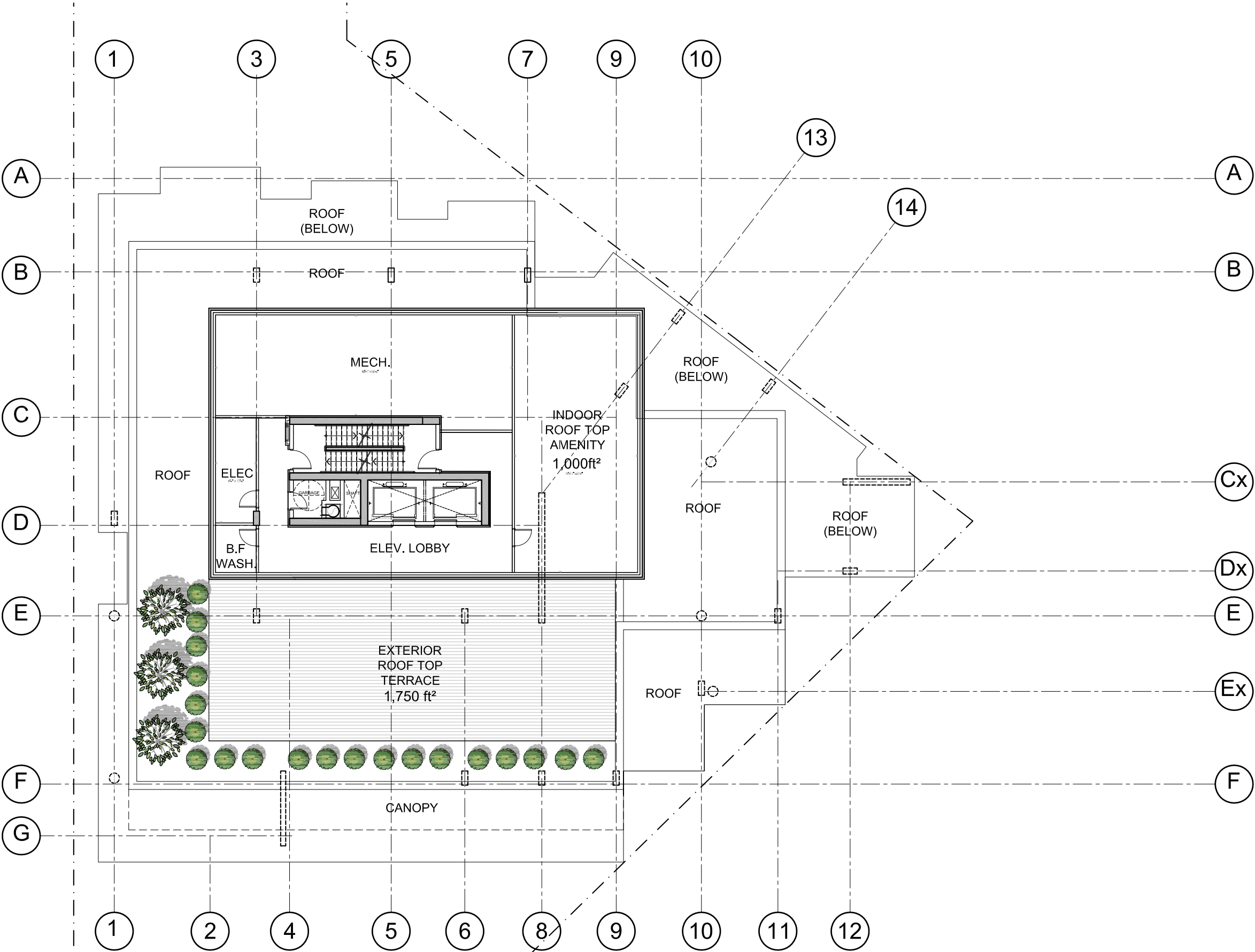
1:200

LEVEL 6 - PENTHOUSE
GFA = 7,705 ft2 (716 m2)
NET = 6,645 ft2 (617.2 m2)

TOTAL UNITS = 3



ROOF TOP ACCESS / MECH /
AMENITY
GFA = 3,110 ft2 (289m2)







115 ECHO DRIVE

UNIFORM DEVELOPMENTS

3D ELEVATIONS

AUGUST 31, 2017









115 ECHO DRIVE

UNIFORM DEVELOPMENTS

3D ELEVATIONS

AUGUST 31, 2017





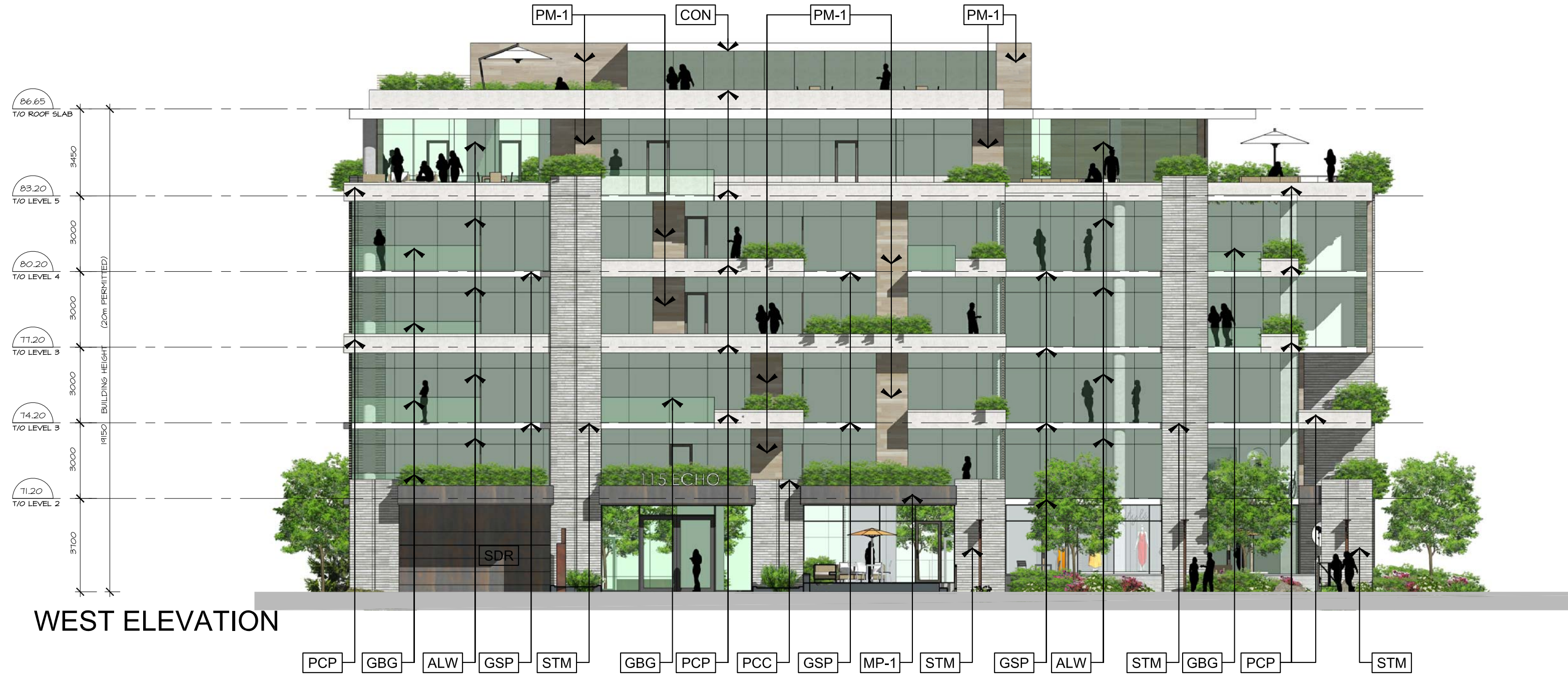
115 ECHO DRIVE

UNIFORM DEVELOPMENTS

3D ELEVATIONS

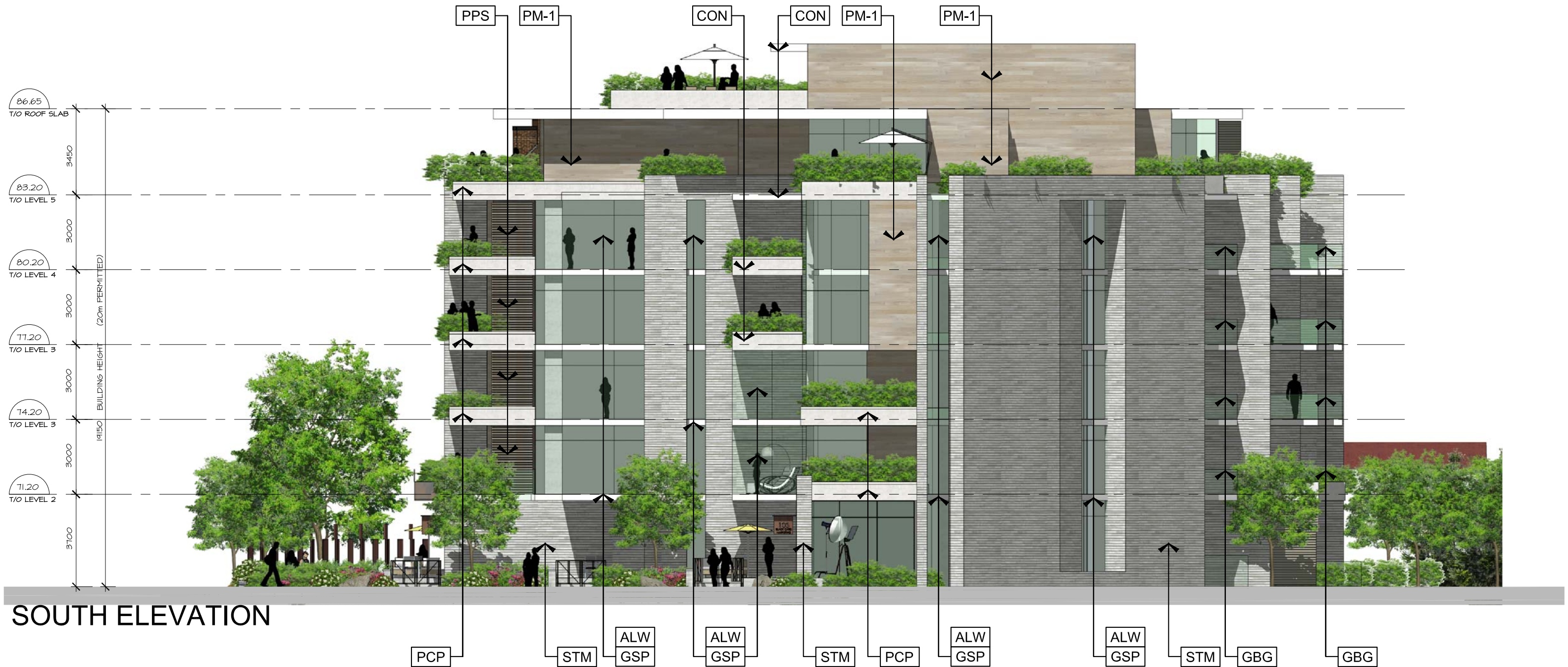
AUGUST 31, 2017





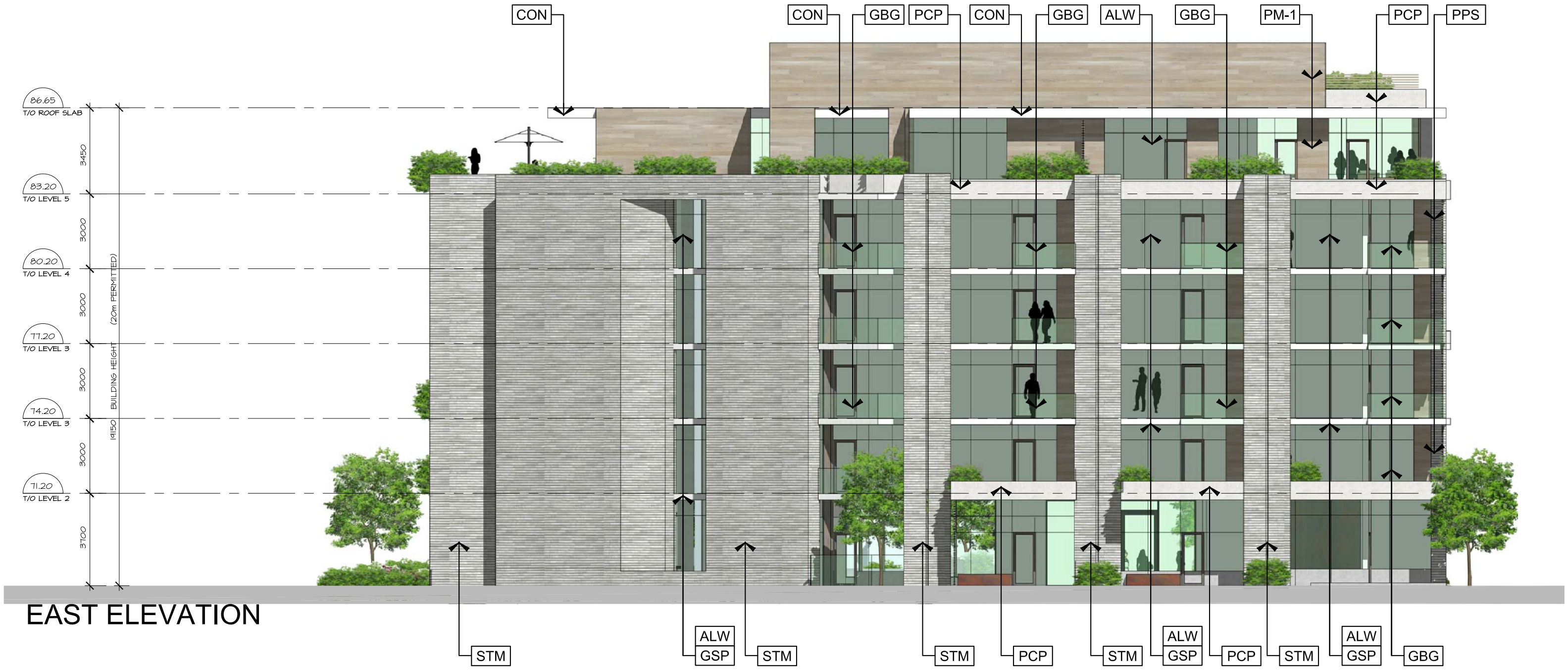
FINISH MATERIAL LEGEND

| | | | | | |
|-------|--|------|--|-----|---|
| BM-1 | BRICK MASONRY (Belden- Black Diamond Velour A) | PM-1 | PRE-FINISH ARCHITECTURAL PANEL SIDING (COLOUR 1) | ALW | TYPICAL ALUMINUM WINDOWS |
| STM | STONE MASONRY | PM-2 | PRE-FINISH ARCHITECTURAL PANEL SIDING (COLOUR 2) | GSP | GLASS SPANDREL PANEL IN ALUMINUM FRAME |
| CON | EXPOSED CONCRETE | PPS | PRE-FINISH ARCHITECTURAL PRIVACY SCREEN | GBG | ALUMINUM & GLASS BALCONY GUARD |
| MP-1 | ZINC/OR COPPER PANELS | PMC | PRE-FINISH METAL CAP FLASHING | SDR | PRE-FIN STEEL EXTERIOR DOOR |
| ALP-1 | PLATE ALUMINUM PANELS (COLOUR 1) | PCP | PRECAST CONCRETE PANEL | | |
| | | PCC | PRECAST CONCRETE CAP | | |



SOUTH ELEVATION

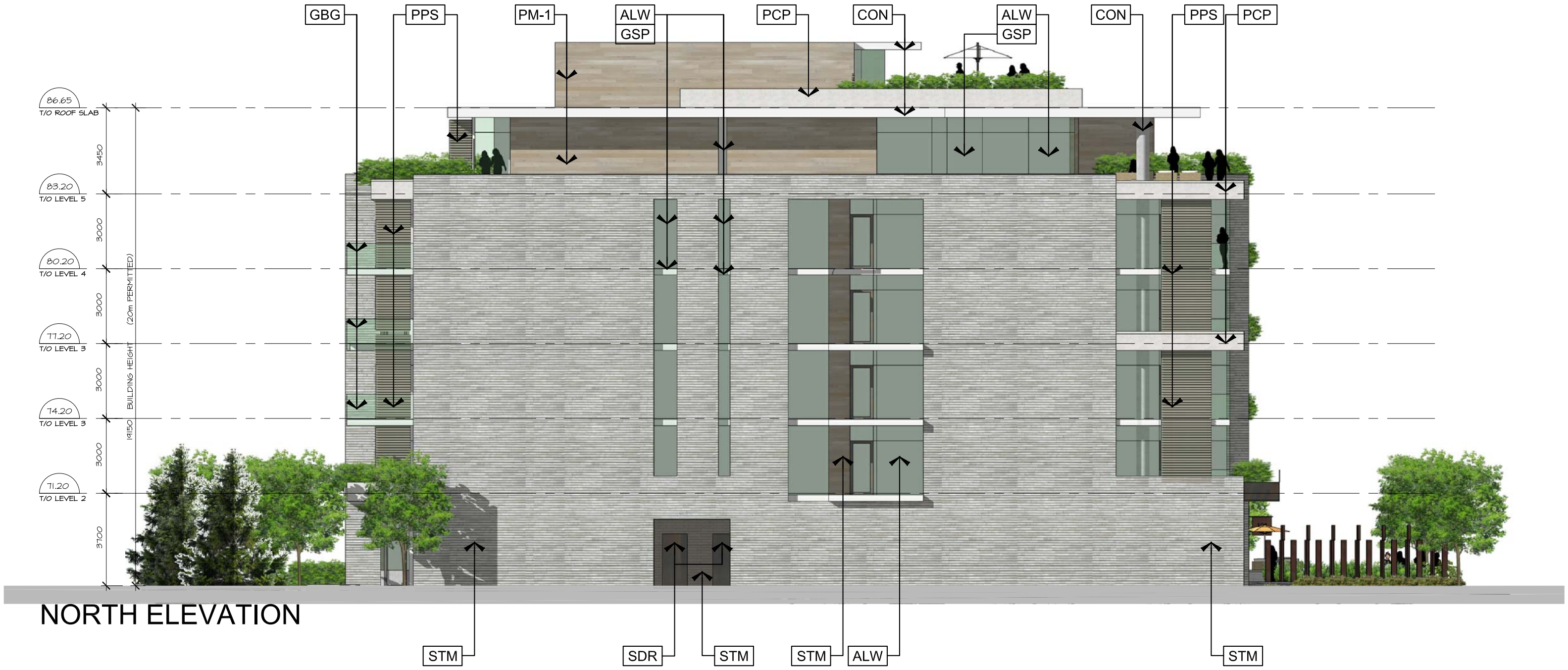
| FINISH MATERIAL LEGEND | | | | | |
|---------------------------|--|------|--|-----|--------------------------------|
| BM-1 | BRICK MASONRY (Belden- Black Diamond Velour A) | PM-1 | PRE-FINISH ARCHITECTURAL PANEL SIDING (COLOUR 1) | ALW | TYPICAL ALUMINUM WINDOWS |
| STM | STONE MASONRY | PM-2 | PRE-FINISH ARCHITECTURAL PANEL SIDING (COLOUR 2) | GSP | GLASS SPANDREL PANEL |
| CON | EXPOSED CONCRETE | PPS | PRE-FINISH ARCHITECTURAL PRIVACY SCREEN | | IN ALUMINUM FRAME |
| MP-1 | ZINC/OR COPPER PANELS | PMC | PRE-FINISH METAL CAP FLASHING | GBG | ALUMINUM & GLASS BALCONY GUARD |
| ALP-1 | PLATE ALUMINUM PANELS (COLOUR 1) | PCP | PRECAST CONCRETE PANEL | SDR | PRE-FIN STEEL EXTERIOR DOOR |
| | | PCC | PRECAST CONCRETE CAP | | |



EAST ELEVATION

| FINISH MATERIAL LEGEND | | | |
|------------------------|--|------|--|
| BM-1 | BRICK MASONRY (Belden- Black Diamond Velour A) | PM-1 | PRE-FINISH ARCHITECTURAL PANEL SIDING (COLOUR 1) |
| STM | STONE MASONRY | PM-2 | PRE-FINISH ARCHITECTURAL PANEL SIDING (COLOUR 2) |
| CON | EXPOSED CONCRETE | PPS | PRE-FINISH ARCHITECTURAL PRIVACY SCREEN |
| MP-1 | ZINC/OR COPPER PANELS | PMC | PRE-FINISH METAL CAP FLASHING |
| ALP-1 | PLATE ALUMINUM PANELS (COLOUR 1) | PCP | PRECAST CONCRETE PANEL |
| | | PCC | PRECAST CONCRETE CAP |

- ALW TYPICAL ALUMINUM WINDOWS
- GSP GLASS SPANDREL PANEL IN ALUMINUM FRAME
- GBG ALUMINUM & GLASS BALCONY GUARD
- SDR PRE-FIN STEEL EXTERIOR DOOR



| FINISH MATERIAL LEGEND | | | | | |
|---------------------------|--|------|--|-----|---|
| BM-1 | BRICK MASONRY (Belden- Black Diamond Velour A) | PM-1 | PRE-FINISH ARCHITECTURAL PANEL SIDING (COLOUR 1) | ALW | TYPICAL ALUMINUM WINDOWS |
| STM | STONE MASONRY | PM-2 | PRE-FINISH ARCHITECTURAL PANEL SIDING (COLOUR 2) | GSP | GLASS SPANDREL PANEL IN ALUMINUM FRAME |
| CON | EXPOSED CONCRETE | PPS | PRE-FINISH ARCHITECTURAL PRIVACY SCREEN | | |
| MP-1 | ZINC/OR COPPER PANELS | PMC | PRE-FINISH METAL CAP FLASHING | GBG | ALUMINUM & GLASS BALCONY GUARD |
| ALP-1 | PLATE ALUMINUM PANELS (COLOUR 1) | PCP | PRECAST CONCRETE PANEL | SDR | PRE-FIN STEEL EXTERIOR DOOR |
| | | PCC | PRECAST CONCRETE CAP | | |

Annex B

Heritage Survey Evaluation Form



Image courtesy of Hobin Architecture Limited



| HERITAGE SURVEY AND EVALUATION FORM | | Prepared By: MacKenzie Kimm/ Sally Coutts | |
|-------------------------------------|----------------|---|---|
| | | Month/Year: May 2014 | |
| Address | 115 Echo Drive | Building name | Former Church of the Holy Trinity |
| Construction date | ca. 1877 | Original owner | Anglican Church of the Diocese of Ontario |

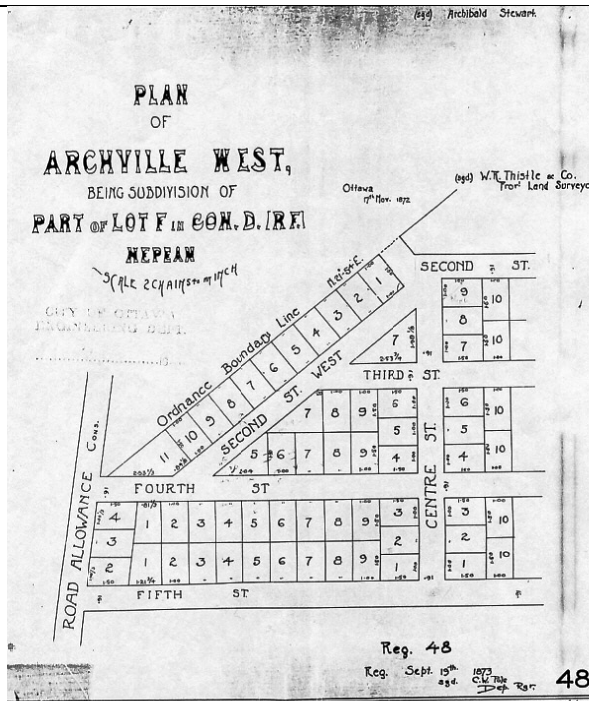


Source: Google Maps 2012

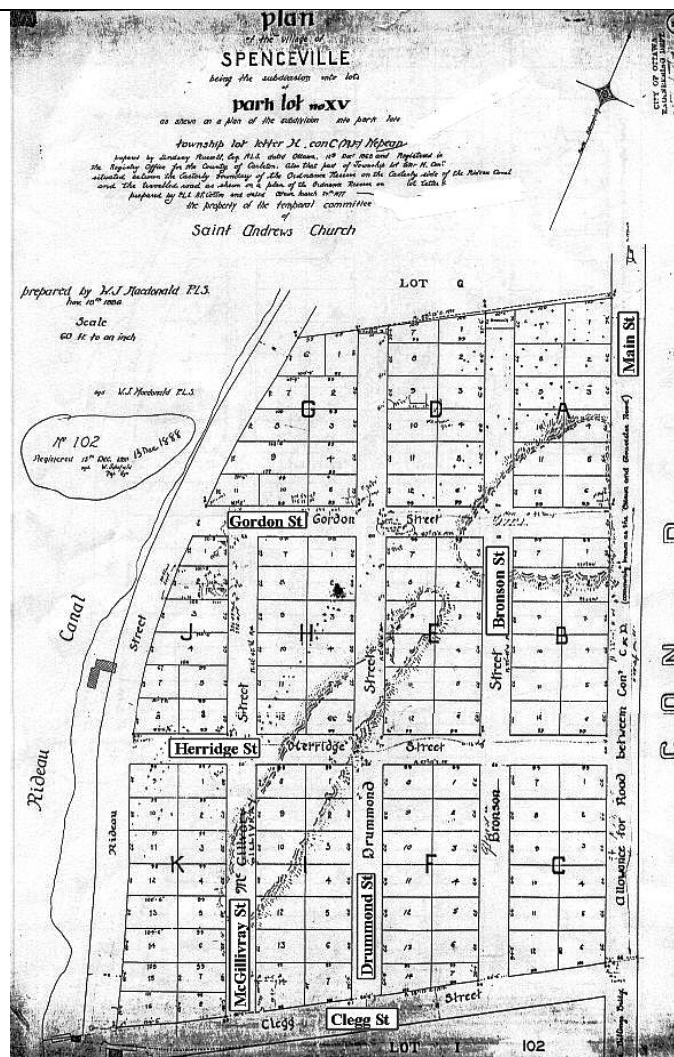
| CRITERIA FOR DETERMINING CULTURAL HERITAGE VALUE/ INTEREST | | |
|--|---|----|
| | Yes | No |
| Design Value | | X |
| Historical Value | X | |
| Contextual Value | | X |
| | A property may be designated under Section 29 of the Ontario Heritage Act if it meets one of more of the above criteria. Ontario Regulation 09/06 | |

| Design or Physical Value | |
|---|---|
| Architecture Is the property a rare, unique, representative, or early example of a style, type, expression, material or construction method? | YES NO <input type="checkbox"/> <input checked="" type="checkbox"/> |
| <p>The former Church of the Holy Trinity is a roughly rectangular building, with a rectangular apse, constructed in 1877 of red brick with a hipped gable roof, originally topped with a simple steeple that was subsequently replaced with the current cupola, located to the south of the original. The building features four pairs of round arched windows on the north and south facades, and three round arched windows on the east façade. The building is oriented perpendicularly to the Rideau Canal, with a second wooden, shingled cupola above the front entrance. The church is the oldest ecclesiastical structure in Ottawa East.</p> | |
| Craftsmanship/Artistic merit Does the property display a high degree of craftsmanship or artistic merit? | YES NO <input type="checkbox"/> <input checked="" type="checkbox"/> |
| <p>The church is a simply built structure. A one-storey brick vestibule addition obscures the original front entrance, and the original steeple has been replaced.</p> | |
| Technical/Scientific merit Does the property demonstrate a high degree of technical or scientific achievement? | YES NO <input type="checkbox"/> <input checked="" type="checkbox"/> |
| <p>N/A</p> | |
| Summary | |
| <p>The former Church of the Holy Trinity is an example of a simple, modest parish church. Its design and material reflect the village character of the area at the time of its construction.</p> | |
| Sources | |
| <p>A History of Ottawa East. "Church of Holy Trinity/Church of the Ascension – Preamble". Accessed June 5, 2014. http://history.ottawaeast.ca/HTML%20Documents/Churches/Ascension/Ascension_Page_One.htm</p> | |

| Historical and Associative Value | |
|---|---|
| Date of Construction (Factual/Estimated) | 1877 (factual) |
| Historical Associations Does the property have direct associations with a theme, event, belief, person, activity organization or institution that is significant to a community? | YES NO <input type="checkbox"/> <input checked="" type="checkbox"/> |
| The architect/ builder is unknown however documents and oral histories suggest that the church was constructed by the Waite brothers, well known carpenters, masons and plasterers who lived on Canal Road (now Echo Drive). | |
| Community History Does the property yield, or have the potential to yield, information that contributes to an understanding of a community or culture? | YES NO <input checked="" type="checkbox"/> <input type="checkbox"/> |
| Ottawa East, where the subject property is located, was originally made up of the residential village of Archville (1873) to the north, extending from the Canal to Harvey Street, and the village of Spenceville (1868) to the south, which extended from Hazel Street to Clegg Street along the canal. In 1888, in reaction to the City of Ottawa's request of the Province to absorb the adjoining suburbs, the residents of Archville counter-petitioned to become a separate Police Village. | |



Original Plan of subdivision for Archville - 1873





Belden's Historical Atlas 1879

It evolved from a rural, farming community to a community with an industrial base related to the Canal and the railway, at the end of the 19th century. In the early 1860's the Ottawa East land south of the city was still a rural, neighborhood, populated by farmers as well as labouring families. In the 1870s and into the 1880s it was predominantly blue collar where the vast majority of residents, many of whom were German immigrants, worked as labourers; brick makers, carpenters, stone masons, and other service industries. The area was home to several brickyards, slaughterhouses and market gardens interspersed with residential dwellings. The choice of construction method and materials directly reflects its community.

The church was strategically constructed on the east side of the Rideau Canal to provide a place of worship for churchgoers on that side. However, members from either side of the Canal attended services regularly, even though a bridge across did not exist until much later. In the summer, the church provided a row boat and ferryman to take families across while in the winter, many members skated to church.

Between 1916- 1919, the Anglican congregation purchased three lots further down Echo Dr, (now 253 Echo) and built a new church called the Church of Ascension. When the congregation moved, it took along items from the original, including several stained glass windows. In 1977, the Church of the Holy Trinity was sold to the Portuguese Community Association where it now functions as a community center and for holding mass on Sundays.

Brief Chronology:

- 1877-1919:** Holy Trinity Anglican Church
- 1923-1946:** Recognized Church of Jesus Christ of Latter Day Saints
- 1947-1950:** Flesher's Upholstery
- 1951:** Ukrainian Orthodox Church
- 1963:** Vacant
- 1964:** Calvary United Pentecostal Church
- 1978:** Ottawa Carleton Portuguese Community Association

| | | | | | |
|--|--|-----|----|--------------------------|-------------------------------------|
| Representative Work Does the property demonstrate or reflect the work or ideas of an architect, artist, building, designer or theorist who is significant to a community? | <table> <tr> <td>YES</td> <td>NO</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input checked="" type="checkbox"/></td> </tr> </table> | YES | NO | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| YES | NO | | | | |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | |
| The church is a plain example of a small scale, 19 th century parish church. | | | | | |
| Summary | | | | | |
| The Church of the Holy Trinity is fundamentally connected to its location, the village of Archville. | | | | | |
| Sources | | | | | |
| <p>A History of Ottawa East, "James Ballantyne Obituary," <i>Ottawa Journal</i>, April 7, 1925, 14. Accessed June 5, 2014. http://history.ottawaeast.ca/HTML%20Documents/Notables/Ballantyne%20Obituaries.htm#James</p> <p>A History of Ottawa East, "James Ballantyne's Brief History," Accessed June 5, 2014. http://history.ottawaeast.ca/HTML%20Documents/Notables/James%20Ballantyne.html</p> | | | | | |

| |
|---|
| Contextual Value |
| <div data-bbox="243 1184 1373 1738" data-label="Image"> </div> <p data-bbox="418 1808 1203 1835">Aerial view showing the Rideau Canal and Main Street. Source: Google Maps 2012</p> |

| | |
|--|---|
| Community Character Is the property important in defining, maintaining, or supporting the character of the area? | YES NO <input type="checkbox"/> <input checked="" type="checkbox"/> |
| <p>The church is located in Ottawa East, a residential community, bounded by the Queensway to the north, the Rideau River to the east, Clegg Street to the south, and the Rideau Canal to the west. It is a small, quiet and mature neighborhood, south of Ottawa's downtown with two major streets (Main Street and Hawthorne Avenue) providing commercial services to the community. The residential properties are built on large lots with a mix of turn-of-the-century single detached homes and row-houses as well as a large number of modern apartment buildings. As an isolated structure at the north end of the neighbourhood, the building is removed from the core of the community and does not make a major contribution to the maintenance of its character.</p> | |
| Context Is the property physically, functionally, visually or historically linked to its surroundings? | YES NO <input type="checkbox"/> <input checked="" type="checkbox"/> |
| <p>Located near the Rideau Canal, at the corner of Main Street and Echo Drive (originally Canal Road), the former Church of the Holy Trinity was the first Anglican church serving the local community. The building's surroundings have changed dramatically through urban development and the construction of the canal walls, although it is still evident as part of the cultural landscape of the Canal.</p> <div data-bbox="306 1058 1304 1518" data-label="Image"> </div> <p>Streetscape looking down Main Street from 115 Echo Drive. Source: Google Maps 2012</p> | |



Streetscape looking up the Rideau Canal from 115 Echo Drive. Source: Google Maps 2012

The former Church of the Holy Trinity (now the Portuguese Community Center) is no longer linked to its surroundings. The surrounding buildings on either side, save for neighboring dwelling at 113 Echo, are of recent construction. The church is awkwardly oriented compared to the rest of the streetscape, with its main entrance facing the side of the adjacent dwelling, while the rest are oriented facing the canal.

Landmark

Is the property a landmark?

YES

☐

NO

☒

The area in which the former Church of the Holy Trinity is located has changed recently and the church is now over shadowed by surrounding building. However, as the earliest example of church architecture in Ottawa East, it has made a contribution to the evolution of the area.

Summary

The former Church of the Holy Trinity is historically and functionally linked to its context next to the Canal as a place of worship and gathering for the community, critical to the development of Ottawa East.

Sources

A History of Ottawa East, "James Ballantyne Obituary," *Ottawa Journal*, April 7, 1925, 14. Accessed June 5, 2014.

<http://history.ottawaeast.ca/HTML%20Documents/Notables/Ballantyne%20Obituaries.htm#James>

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http://history.ottawaeast.ca/HTML%20Documents/History/Germans/Ottawa_East_Germans.htm

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Ottawa East Community Association, "About the OECA," Accessed June 6, 2014.

<http://www.ottawaeast.ca/about>

The Ottawa Neighborhood Study, "Ottawa East," Accessed June 6, 2014.

<http://neighbourhoodstudy.ca/ottawa-east/>