



## **315 + Portion of 321 Chapel Street, Ottawa**

Planning Rationale  
Zoning By-law Amendment  
February 9, 2024



Prepared for Windmill Development Group

Prepared by Fotenn Planning + Design  
396 Cooper Street, Suite 300  
Ottawa, ON K2P 2H7

February 2024

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

<b>1.0</b>	<b>Introduction</b>	<b>1</b>
1.1	Application History	1
1.2	Purpose of the Application	1
1.3	Additional Application	4
<b>2.0</b>	<b>Subject Site and Surrounding Context</b>	<b>5</b>
2.1	Area Context	6
2.2	Transportation Context	8
<b>3.0</b>	<b>Proposed Development</b>	<b>13</b>
3.1.1	Building Massing and Transition	13
3.1.2	Views	15
3.1.3	Pedestrian Experience and Public Realm	16
3.1.4	Development Statistics	19
<b>4.0</b>	<b>Policy and Regulatory Framework</b>	<b>20</b>
4.1	Provincial Policy Statement (2020)	20
4.2	City of Ottawa Official Plan (2022)	23
4.2.1	Strategic Directions	23
4.2.2	Transect, Designation, and Overlay	25
4.2.3	Growth Management Framework	29
4.2.4	Housing	30
4.2.5	Cultural Heritage and Archaeology	31
4.2.6	Urban Design	32
4.3	Central and East Downtown Core Secondary Plan	36
4.4	Sandy Hill Cultural Heritage Character Area Guidelines	38
4.5	City of Ottawa Zoning By-law (2008-250)	40
4.5.1	Zone Provisions and Analysis	41
4.5.2	Mature Neighbourhoods Overlay	45
4.6	Heritage Policies	46
4.6.1	Russell-Range Heritage Conservation District Plan	47
4.7	Sandy Hill Special Site Plan Control Area	50
4.8	Bird Safe Design Guidelines (2020)	50
<b>5.0</b>	<b>Proposed Zoning By-law Amendment</b>	<b>51</b>
<b>6.0</b>	<b>Supporting Studies</b>	<b>57</b>
6.1	Roadway Traffic Noise Assessment	57
6.2	Pedestrian Level Wind Study	57
6.3	Tree Conservation Report (TCR)	58
6.4	Geotechnical Investigation	58
6.5	Environmental Site Assessment	59
6.5.1	Phase 1 ESA	59
6.5.2	Phase 2 ESA	59
6.6	Adequacy of Services Report	59
6.7	Transportation Impact Assessment (TIA)	60
6.8	Heritage Impact Assessment (HIA)	60
<b>7.0</b>	<b>Public Consultation Strategy</b>	<b>61</b>
<b>8.0</b>	<b>Conclusion</b>	<b>62</b>
<b>9.0</b>	<b>Appendix A: Schedule 379</b>	<b>63</b>

# 1.0 Introduction

Fotenn Planning + Design has been retained by Windmill Developments to prepare this Planning Rationale in support of a Zoning By-law Amendment (ZBLA) for the lands municipally known as 315 and a portion of 321 Chapel Street in the City of Ottawa (the “subject site”).

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development, the planned function of the area and the surrounding community. This Planning Rationale should be read in conjunction with other supporting materials submitted as part of this complete application package. Specifically, the submitted Urban Design Brief prepared by Linebox Studio, the project Architect provides additional analysis on the architectural and urban design merits of the proposal.

## 1.1 Application History

All Saints Anglican Church, located at 315 Chapel Street, was designated by the City of Ottawa in 1998 under the Ontario Heritage Act (By-law 301-98). In 2015, 315 Chapel Street was purchased from the Anglican Diocese by Allsaints Development Inc., a private community-based corporation dedicated to conserving the church and developing the property as a community hub with a mix of residential, commercial, and community uses.

Concurrent Official Plan and Zoning By-law Amendment applications were submitted to the City in 2018 to permit the redevelopment of a portion of the lands, namely the east half of 315 Chapel Street, with a nine (9) storey mid-rise, mixed-use building.

The Official Plan Amendment amended the Sandy Hill Secondary Plan to permit the proposed building height with limited community and commercial uses, and residential uses.

The Zoning By-law Amendment (ZBLA) rezoned the lands to “Residential Fifth Density, Subzone B, Exception 2454, Schedule 379 (R5B[2454] S379)”. The ZBLA added several new permitted land uses, including community centre community garden, hotel, instructional facility, museum, office, place of assembly, restaurant, retail, and theatre; and prohibited land uses including rooming house and rooming house, converted. The ZBLA noted that despite the heritage policies located elsewhere in the Zoning By-law, the maximum height permitted on the lands was nine (9) storeys per Schedule 379. Finally, the ZBLA provided direction as to where certain uses were permitted within the building, discussed below.

The Official Plan and Zoning By-law Amendments were approved and came into effect on April 26, 2018.

## 1.2 Purpose of the Application

The purpose of the current ZBLA is to revise certain performance standards established for the subject site to permit the proposed building and site design. Minor adjustments from the previously approved site-specific zoning are required to ensure the developability of the project and to provide a harmonious transition from the existing heritage building and the new proposed mid-rise development. Specifically, the proposed changes will:

- / Incorporate a 5.0 metre portion of land along the southernmost boundary of 315 Chapel Street into the project area and zoning boundary. The additional lands are currently part of the “L”-shaped parcel at 321 Chapel Street, which was not contemplated in the original ZBLA. The additional lands will not significantly alter the previously approved building and zoning envelope to the south, although some structural elements would extend south to improve the viability of the proposed cross-laminated timber (CLT) construction of the building and provide structural support. The additional lands would also improve the efficiency of the parking garage layout;

- / Amend Schedule 379 to adjust the building massing and building setbacks in specific locations due to detailed architectural design that was not contemplated in the original Zoning By-law Amendment envelope. The changes are modest and generally consistent with the previously approved built form and massing;
- / Increase the building height from a maximum permitted height of 100.92 metres elevation above sea level (easl) to 103.6 metres easl to ensure floor-to-ceiling heights are compatible with and respectful of the existing heritage designated church building. A taller ground floor on the proposed development will allow for a better connection to the church building, aligning the new development floors with the church apse windows and roof. The additional building height will contribute to more contemporary floor-to-ceiling heights, and improve sightlines of the apse;
- / Reduce the minimum landscaped area, providing 427.95 square metres (26%) whereas 486.67 square metres (30%) is required;
- / Reduce the minimum required resident parking rate, providing 44 parking spaces when 45 are required;
- / Reduce the minimum required visitor parking rate, providing four (4) parking spaces rather than the 11 required spaces;
- / Permit a reduced size for two (2) of nine (9) “compact” vehicle parking spaces when adjacent to a column or wall;
- / Permit a hotel without restriction on location; permit a hotel lobby without restriction on the maximum GFA or restriction on location, whereas the current exception permits “hotel” as a land use, but not within the basement or first four storeys of any building on the site, except for a hotel lobby, which has a maximum gross floor area of 150 square metres;
- / Permit projections for balconies up to 0 metres from the property line for the corner side yard (Blackburn) for balconies on the fifth to ninth floor;
- / Permit projections for a canopy of 5 metres in depth, whereas a maximum depth of 3.5 metres is permitted; and
- / Permitted Projections Above the Height Limit. The additional structures are proposed on the rooftop, including washrooms, amenity room, and private terrace space.

Figure 1 and Figure 2, below, illustrate the additional building areas proposed, including the additional roof-top bump-out.

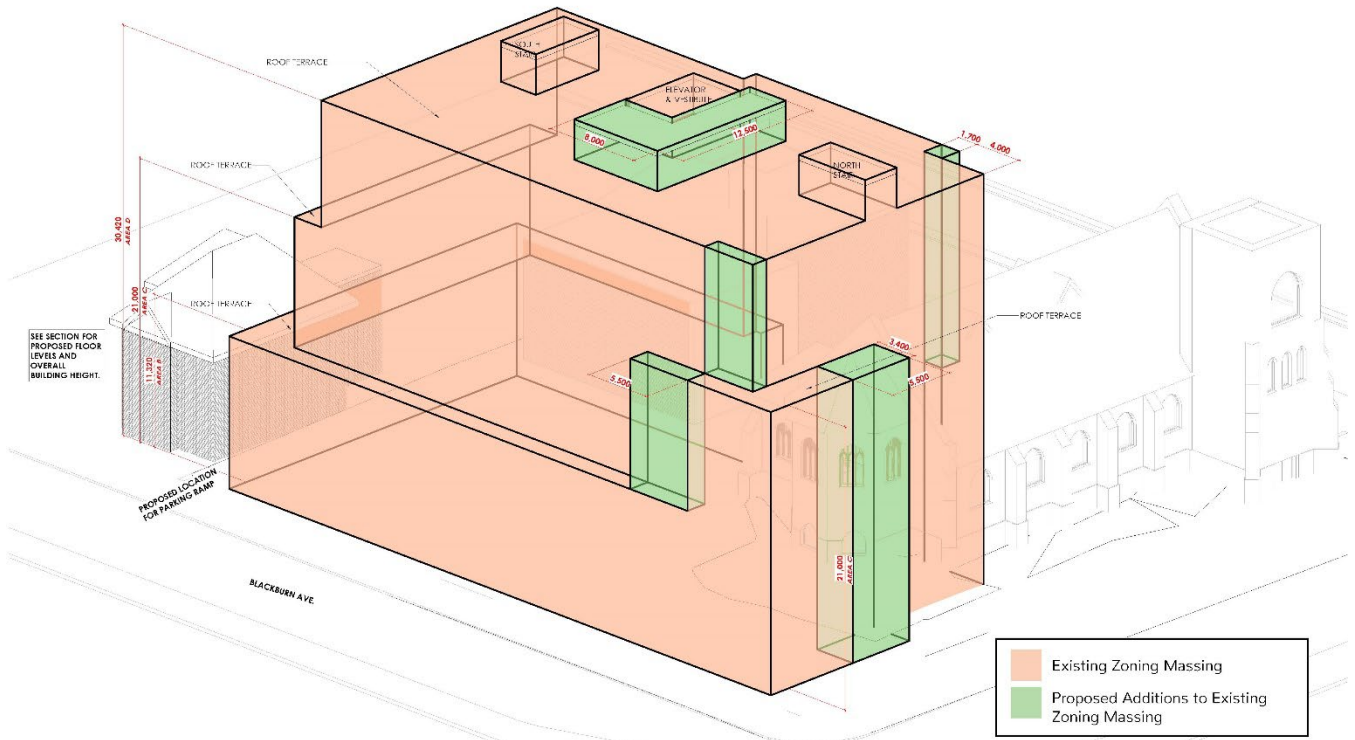


Figure 1: Existing zoning mass shown in orange contrasted with proposed changes and additions shown in green, demonstrating the scope of changes required in a revised zoning schedule

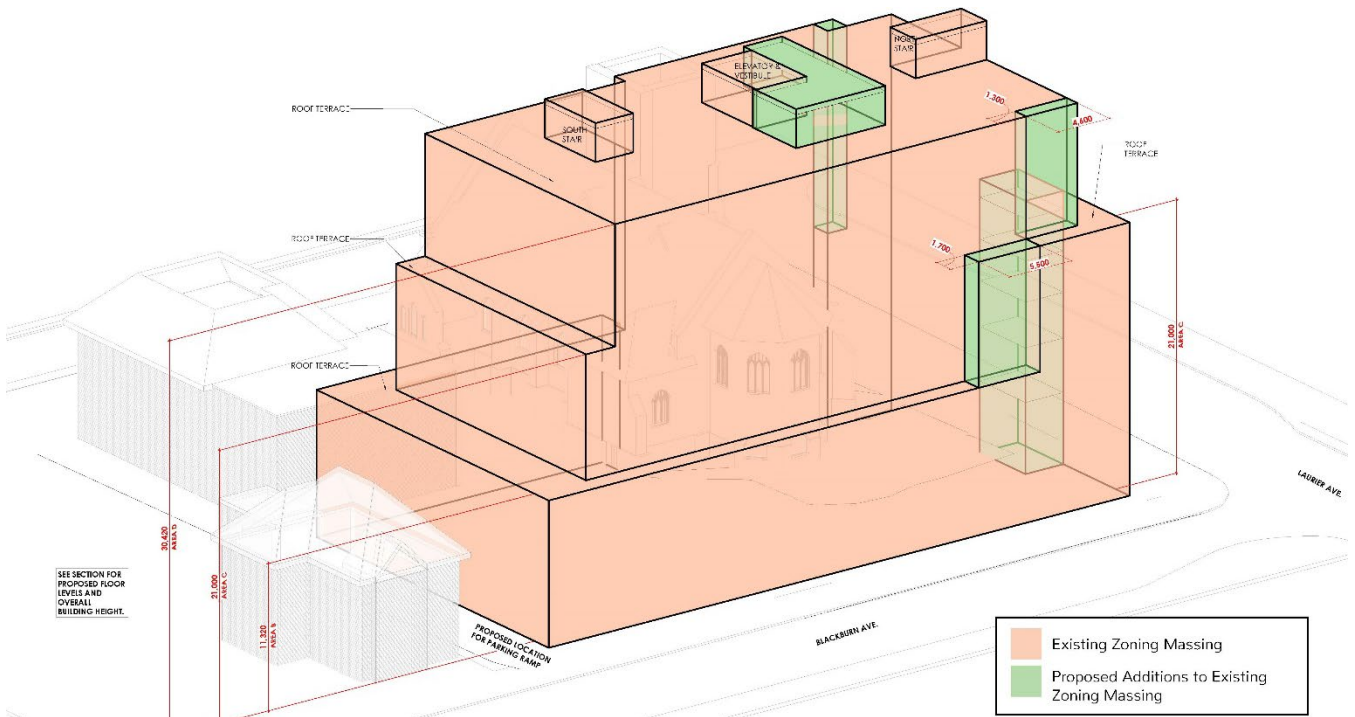


Figure 2: Existing zoning mass shown in orange contrasted with proposed changes and additions shown in green, demonstrating the scope of changes required in a revised zoning schedule

### 1.3 Additional Application

An application for Part Lot Control has been submitted under separate cover to sever 315 Chapel Street – splitting the existing church property into two (2) parcels. As of early February 2024, the city has issued a Delegated Authority Report (DAR). Conditions must first be cleared before the land is served. A second Part Lot Control application is required to consolidate a portion of 321 Chapel Street into the subject site. This application will be submitted following the submission of this ZBLA application.

The ZBLA application only considers the eastern portion of 315 Chapel Street and the portion of 321 Chapel Street, as shown in blue in Figure 3 below. The existing All Saints Church and Working Title Café + Kitchen are not considered under this application.

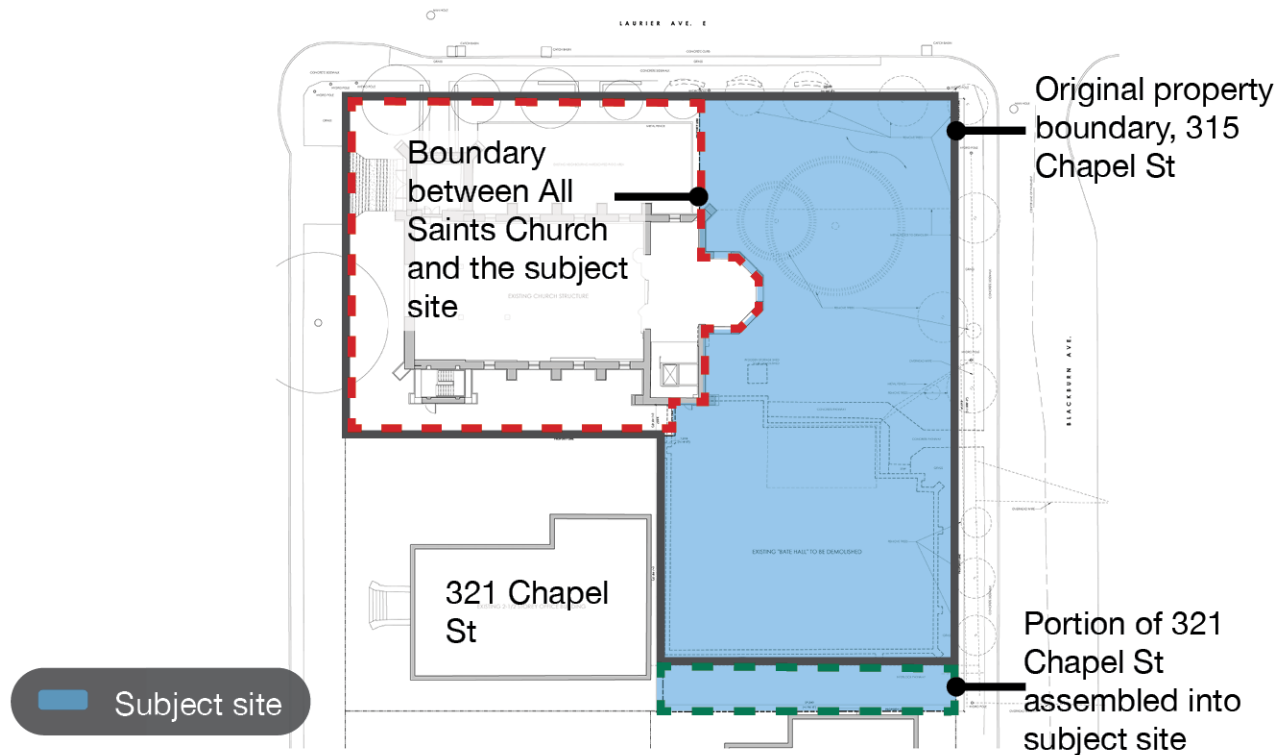


Figure 3: Assembled subject site, shown in blue, with the division of 315 Chapel Street and acquisition of a portion of 321 Chapel Street

The acquisition of a portion of 321 Chapel Street makes use of an unused drive aisle that previously served 321 Chapel Street. Adding the lands to the subject site permits a more efficient parking garage layout and ground floor. The building envelope continues to follow the previously approved built form as prescribed by Schedule 379 of the Zoning By-law as closely as possible.

It is important to note that despite the addition of lands to the subject site, as few changes to the south setback were proposed as possible. The parking garage access, walkway, and landscaped area provide a buffer between the proposed development and the adjacent dwelling to the south at 14 Blackburn Avenue.

## Subject Site and Surrounding Context

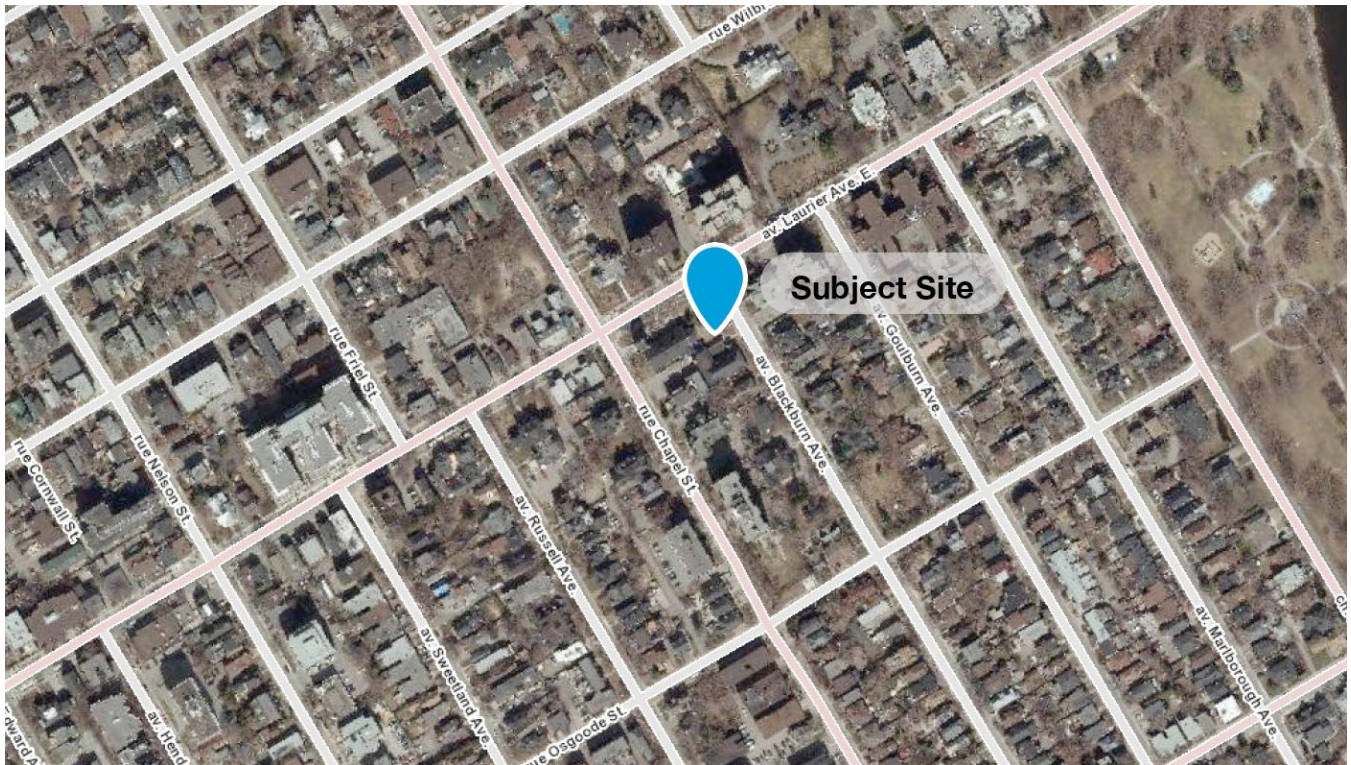


Figure 4: Aerial photograph of the subject site with surrounding road network shown.

The subject site is currently occupied by Bate Memorial Hall, which fronts onto Blackburn Avenue. Former All Saints Anglican Church is located to the west of the subject site.

The subject site is located within the Sandy Hill neighbourhood within an area featuring a range of residential uses, and embassies and office uses within converted dwellings. Laurier Avenue East is a part of the Prime Minister's Row, an initiative that seeks to transform Sandy Hill's tremendous history and built heritage into Canada's first street museum.





Figure 5: All Saints Church, looking southeast from the intersection of Laurier Avenue East and Chapel Street



Figure 6: Bate Memorial Hall, looking west from Blackburn Avenue



Figure 7: The eastern portion of 321 Chapel Street, looking east from Blackburn Avenue

The surrounding land uses and building forms are as follows:

**East:** The subject site is bounded immediately to the east by Blackburn Avenue. On the east side of the street is a three (3) storey dwelling that has been converted to a law office and two (2) to three (3) storey single detached dwellings. Also located to the east are embassies for Bosnia and Herzegovina, Republic of Serbia, and Mali. An 11-storey and two five (5) storey apartment buildings are also located to the east on Laurier Avenue. The neighbourhood is bounded to the east by Strathcona Park.

**South:** Directly to the south are multiple single detached two (2) storey residential dwellings. There is a noticeable grade change as you proceed southbound on Blackburn Avenue, where the road slopes downward. Further southwest is an 11 and a seven (7) storey apartment building on either side of Chapel Street. Also south of the subject site are a mix of two (2) storey single detached and semi-detached dwellings and three (3) and four (4) storey apartment buildings.

**West:** The subject site is bounded immediately to the west by All Saints Anglican Church, Working Title Café + Kitchen, and Kildare House. All Saints Church is a designated heritage property and is not a part of the proposed development application. Kildare House is a three (3) storey dwelling that has been converted to host businesses including a spa, research foundation, chiropractor, counselling services, and others. Further west on Laurier Avenue is a nine (9) storey apartment building with an integrated heritage building with a cafe and multiple restaurants at-grade facing both Laurier Avenue and Friel Street. The development is shaped like the letter 'E' and has three nine (9) storey portions with a three (3) storey podium. There are active development applications at 280 Laurier Avenue East for a Zoning By-law Amendment and Site Plan Control to add a three (3) storey addition to an existing six (6) storey mid-rise apartment building.

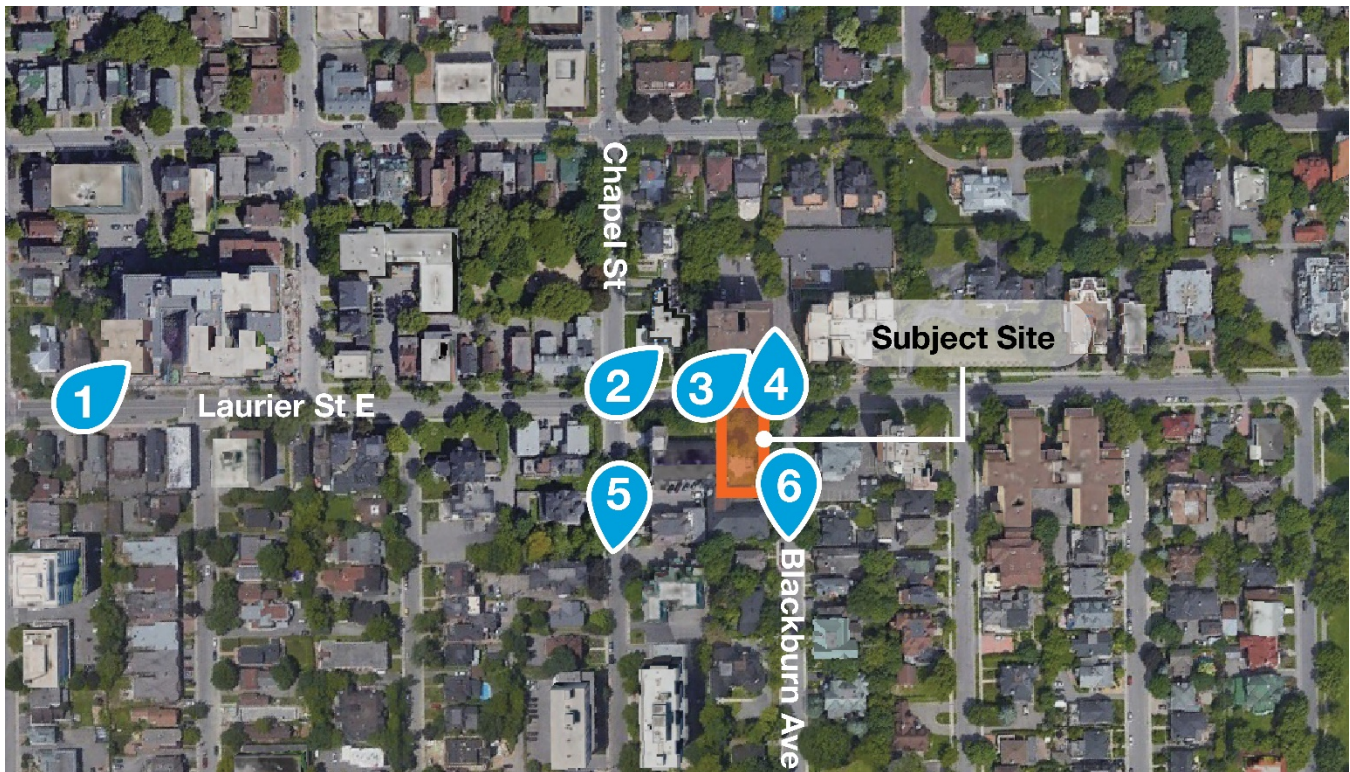


Figure 8: Key map



## 2.2 Transportation Context

**Road Network:** The subject site is located at the intersection of Blackburn Avenue and Laurier Avenue (shown in Figure 10, below). According to Schedule C5 – Downtown Core Road Network, Laurier Avenue is identified as a Major Collector and nearby Chapel Street is identified as a Collector. Nearby Arterials include Lees Avenue and Nicholas Street to the west and Rideau Street to the north. Nearby Federally Owned Roads include Colonel By Drive and Queen Elizabeth Drive to the west.

**Transportation Network:** The subject site is located slightly over 800 metres from uOttawa Station to the southwest. Per Schedule C2 – Transit Network – Ultimate, Rideau Street has been identified as a candidate for transit priority measures with continuous lanes (shown in Figure 11, below). Light Rail Transit (LRT) is located to the west of the site, with uOttawa Station being the nearest LRT station approximately 850 metres away.

In addition to the LRT, OC Transpo also provides bus service on the following routes:

- / **19 Parliament** ↔ **St. Laurent**, with the nearest bus stop on Laurier Avenue at Chapel Street;
- / **16 Main** ↔ **Tunney's Pasture/ Westboro**, with the nearest bus stop on Somerset Street at Chapel Street; and
- / **56 King Edward** ↔ **Tunney's Pasture** (Monday-Friday, peak periods only), with the nearest bus stop on King Edward Avenue at Somerset Street.

These routes are shown in the OC Transpo System Network Map in Figure 12, below.



Figure 9: Aerial photograph of the subject site, with proximity to uOttawa and Rideau Station highlighted

**Active Transportation Network:** Schedule C3 - Active Transportation Network - Urban - Major Pathways shows that the subject site is surrounded by multiple active transportation pathways (Figure 13, below). This includes the Rideau River Western and Eastern Pathways to the east and the Rideau Canal Eastern and Western Pathways to the west.

GeoOttawa shows the existing cycling network, which includes bike lanes, multi-use paths, cycle tracks, and suggested routes (Figure 14, below). Nearby cycling infrastructure includes: a suggested route on Chapel Street, bike lanes on Wilbrod Street, Stewart Street, and Laurier Avenue west of Cumberland Street, and advisory bike lanes on Somerset Street East between Sweetland Avenue and Range Road.

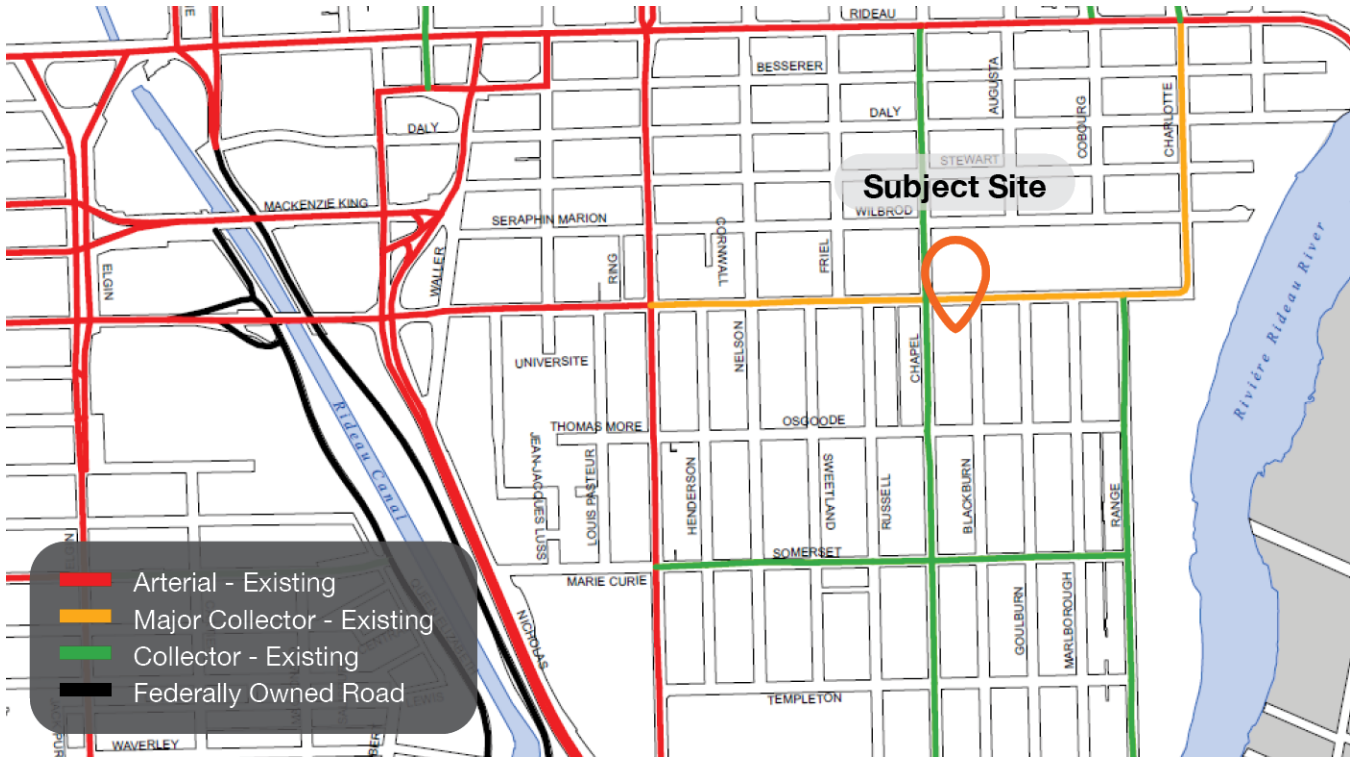


Figure 10: Schedule C5 - Downtown Core Road Network (City of Ottawa Official Plan, 2022)

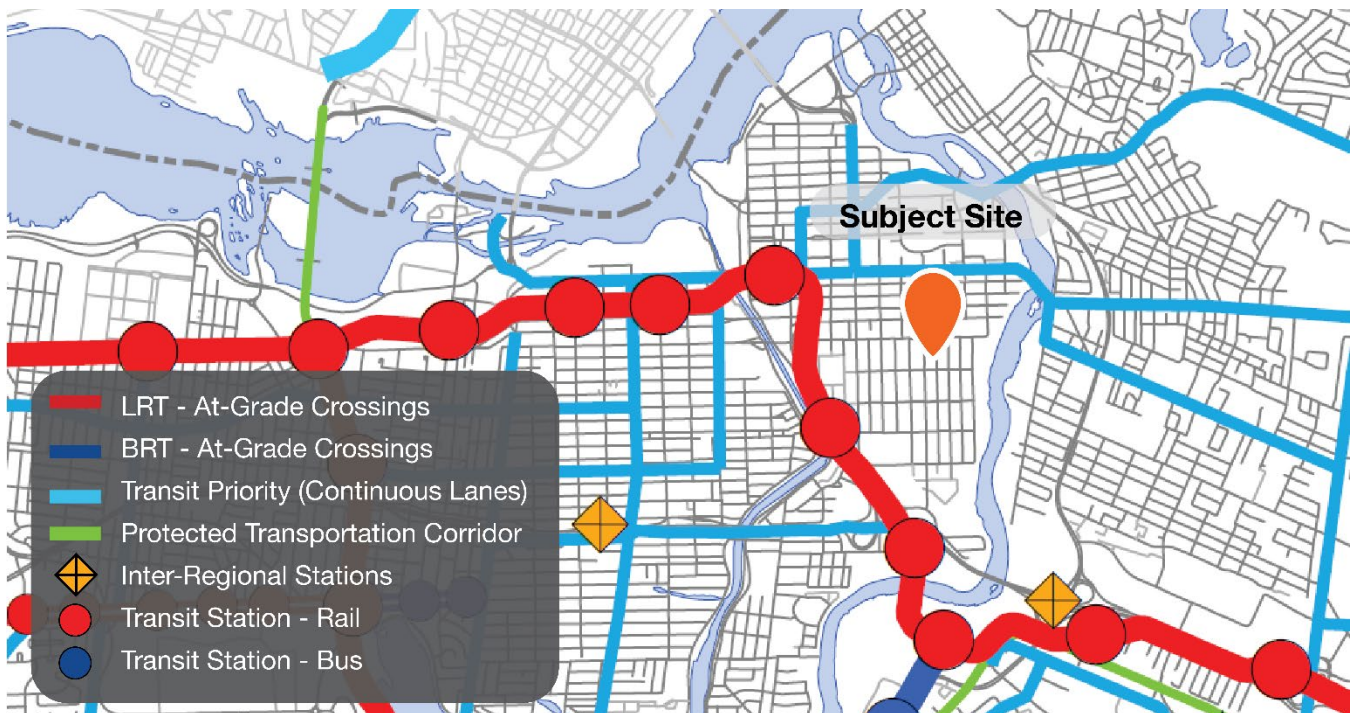


Figure 11: Schedule C2 - Transit Network – Ultimate (City of Ottawa Official Plan, 2022)



Figure 12: OC Transpo System Map (April 23, 2023)

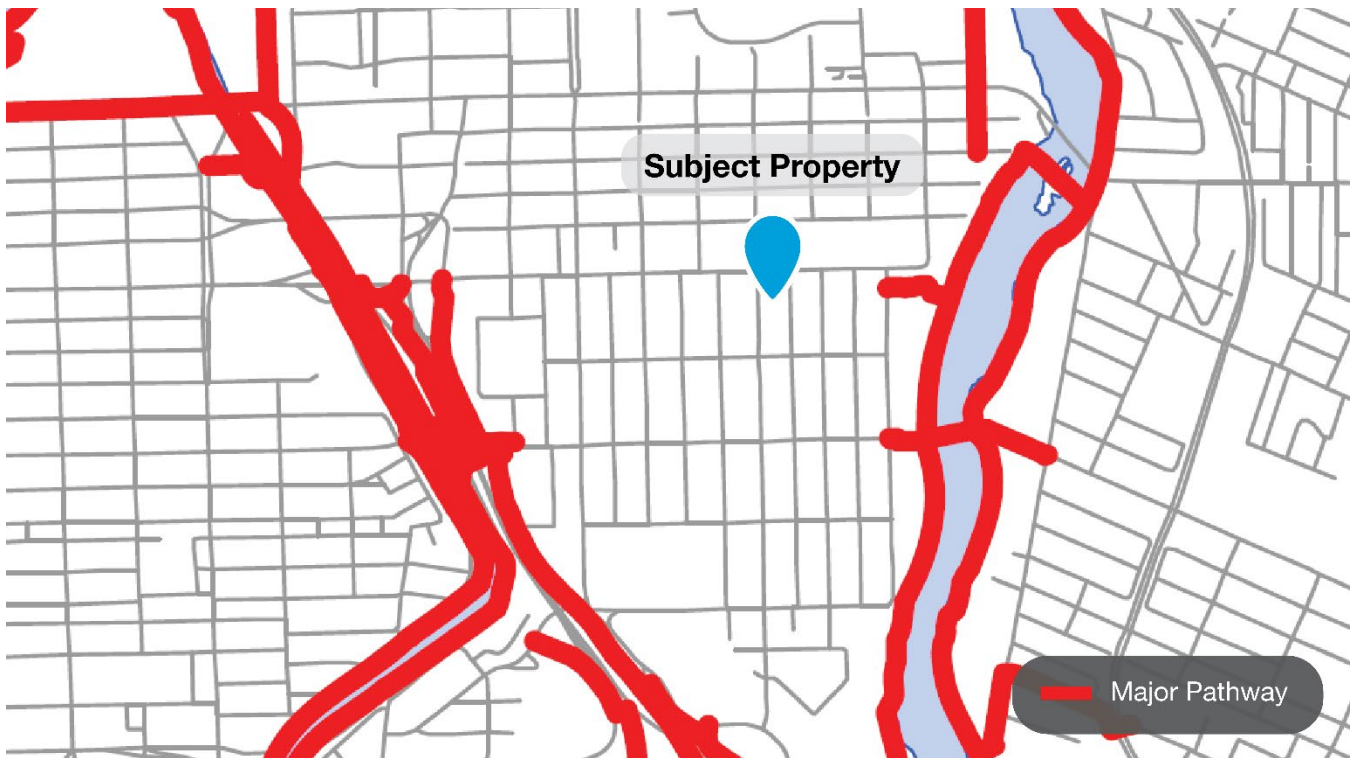


Figure 13: Schedule C3 - Active Transportation Network – Urban – Major Pathways (City of Ottawa Official Plan, 2022)



Figure 14: Existing Cycling Network (GeoOttawa)

## Proposed Development

Consistent with previous approvals, a nine (9) storey residential building is proposed for the subject site, integrated into the retained church building. At present, the proposed development is intended to be wholly residential, but this does not preclude it from being a mixed-use building composed of residential and hotel uses.

Part of the redevelopment now includes the acquisition of a 5.0 metre-wide sliver of land to the south, a portion of 321 Chapel Street. Presently, 321 Chapel Street is a “L”-shaped, through flag lot, with a driveway extending from Blackburn Avenue and widening to the property’s full width fronting onto Chapel Street. The driveway is presently fenced off and not in use. This portion is proposed to be acquired and integrated into the development for use as a drive aisle to the parking garage ramp. This is an innovative solution that maintains this piece of land as a driveway and will not result in the expansion of the building footprint south, while making the parking garage layout and ground floor more efficient and locating the vehicular site entrance further away from the intersection of Laurier Avenue.



Figure 15: View of the East elevation (prepared by Linebox Studio)

### 3.1.1 Building Massing and Transition

The massing of the building is generally consistent with the previously approved Zoning By-law Amendment and Schedule 379. The current Zoning By-law Amendment increases the building height, but does not propose to change the number of storeys. To respect the layout of the existing church, floor heights have been adjusted in the proposed development to match and complement the church’s floor heights. The additional building height will contribute to more contemporary floor-to-ceiling heights and improve sightlines to portions of the heritage church building.

The building has multiple stepbacks to break up the building massing and provide transition in height. In particular, on the south facade, stepbacks at the fourth and seventh storeys have been incorporated into the building design to transition into the low-rise neighbourhood to the south. On the north facade, a stepback is provided on the seventh storey.



The proposed design prioritises the gradual and gentle transition from the existing church to the new development, with a primary focus on preservation and accentuation of the historic character and value of the church and surrounding area. The use of a 0.8 metre “buffer” shadow gap ensures that the new construction does not envelop the roof of the church but allows the decorative stonework at the gable end of the church roof to stand free and proud of a simple metal backdrop, acting like a halo. Additionally, the rhythm of the buttressing of the existing church building was extended along the north facade of the new building until the tower component at the corner. This repetition of buttress like elements, along with the intent to utilise reclaimed stone from the demolished Bate Memorial Hall provides both a material and architectural connection to the existing building and integrates the two facades together.



Figure 16: View from the intersection of Laurier Avenue and Chapel Street (prepared by Linebox Studio)

To further respect the views towards the apse, the floors of the new construction are aligned so that the existing window locations of the apse are not interrupted, which explains the increased floor to ceiling heights. This ensures the visibility of the apse at the ground level, from both Laurier Avenue and Blackburn Avenue through the windows of the common lobby.

This newly proposed building follows the currently approved zoning setbacks on the southern facade and does not encroach further to the south despite the addition of the drive aisle of 321 Chapel Street. The lands under acquisition from 321 Chapel Street will be used as a ramp leading to the parking garage, with a canopy over the ramp and landscaping in the southwest corner. Balconies on floors five (5) through nine (9) have a depth of 2 metres or less and provide a minimum of 7.8 metres of separation to the south property line.

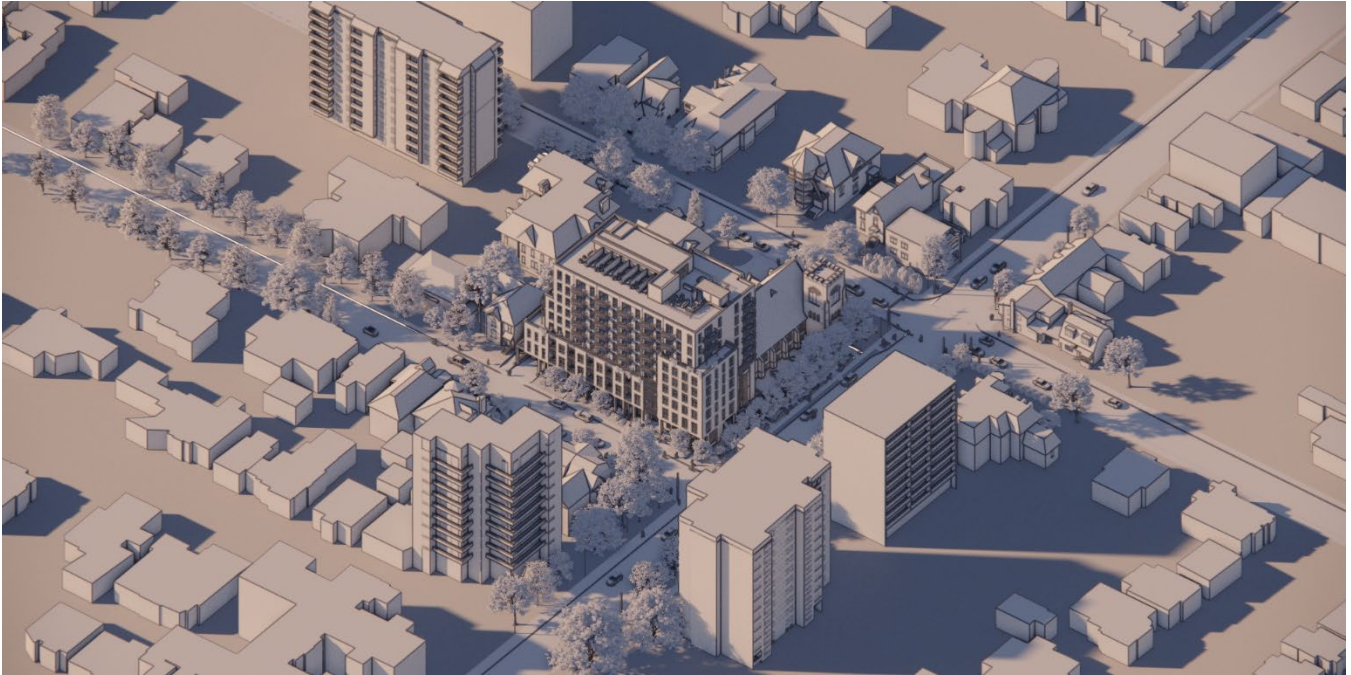


Figure 17: Aerial view looking northeast, with the building shown in context of other tall buildings (provided by Linebox Studio)

The proposed development has been designed to complement the existing All Saints Church, with sympathetic material and colour palette, but distinct enough that the building will be of its own time. The proposed development will fit in with the mix of mid- and high-rise buildings on Laurier Avenue and provide a transition in height on Blackburn Avenue.



Figure 18: View from Laurier House (provided by Linebox Studio)

### 3.1.3 Pedestrian Experience and Public Realm

At-grade units are proposed along Blackburn Avenue to help the building transition from the mid- and high-rise nature of Laurier Avenue to the detached dwellings along Blackburn Avenue. Eight (8) units are proposed on the ground floor, of which six (6) have at-grade entrances fronting onto Blackburn Avenue and one (1) corner unit has a porch facing Laurier Avenue. As there is a ramp to access the main entrance on Blackburn Avenue, the two northeasternmost units do not have at-grade entrances. However, the corner unit has a porch facing Laurier Avenue rather than a separate, private entrance. This is to avoid confusion with the walkway that leads to the entrance from the sidewalk on Laurier Avenue and prevent mixing of the private and public spaces.



Figure 19: East elevation (provided by Linebox Studio)

Two (2) entrances are proposed to the upper residential floors: one via Laurier Avenue and a main entrance via Blackburn Avenue. The existing diagonal pathway to the building from Laurier Avenue is proposed to be adjusted to a straight walkway. This will also continue to provide an accessible entrance to the restaurant within the adjacent heritage building, Working Title Kitchen + Café.

Private balconies are proposed on the second floor and above. To ensure the liveability of the units and provide access to fresh air, balconies have been included on every facade of the building. The previous Zoning By-law Amendment provided inspiration and a starting point when contemplating the location of the balconies. Since the building facade steps back at the fourth floor on the south side, the balconies are therefore set back from the lower building facade. This ensures that there is sufficient space between the proposed building and the adjacent property to the south.



Figure 20: Detail: At-grade entrances to units on Blackburn Avenue



Figure 21: East (Blackburn) Elevation (provided by Linebox Studios)

Inset balconies are proposed on the second and third storeys on the east façade facing Blackburn Avenue. On the north façade, one balcony is proposed beginning on the fourth storey and on the south and west façades, balconies are proposed beginning on the fifth storey.



Figure 22: View Looking North from Blackburn Avenue (provided by Linebox Studio)



Figure 23: Detail: Blackburn Avenue entrance and balconies

### 3.1.4 Development Statistics

A mix of unit sizes are proposed as part of this redevelopment, ranging from studio apartments to 3-bedroom + den apartments. The unit breakdown and general project statistics are summarized in Table 1, below.

Table 1: Development Statistics

Category	#	
<b>Dwelling units</b>	113 dwelling units	
<b>Studio Units</b>	7	7 (6%)
<b>1-bedroom units</b>	20	49 (43%)
<b>1-bedroom + den/media units</b>	29	
<b>2-bedroom units</b>	41	51 (45%)
<b>2-bedroom + den/media units</b>	10	
<b>3 bedrooms units</b>	6	6 (5%)
<b>Vehicle Parking</b>	48 parking spaces, which includes: <ul style="list-style-type: none"> <li>/ 2 accessible</li> <li>/ 9 compact</li> <li>/ 37 standard</li> </ul> In addition, 4 motorcycle parking spaces are also provided	
	44 resident parking spaces 4 visitor parking spaces (all visitor parking spaces are standard size)	
<b>Bicycle Parking</b>	131 bicycle parking spaces total, which includes: <ul style="list-style-type: none"> <li>/ 65 horizontal: 15 outdoors and 50 indoors (lower level of stacked)</li> <li>/ 100 stacked (indoors)</li> <li>/ 16 vertical (indoors)</li> </ul>	

## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting land use planning “be consistent with the” such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns which optimize the use of land, resources and public investment and public service facilities.

The proposed development is consistent with the following policies of the PPS:

- 1.1.1 Healthy, liveable, and safe communities are sustained by:
- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - / accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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;
  - / avoiding development and land use patterns which may cause environmental or public health and safety concerns;
  - / promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
  - / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
  - / promoting development and land use patterns that conserve biodiversity; and
  - / preparing for the regional and local impacts of a changing climate.

**The proposed development is consistent with Policy 1.1.1 of the PPS, as it is an intensification of the subject site, located a built-up area of the city where services are readily available, and with convenient access to public transit and nearby amenities and employment opportunities.**

- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources;
- / are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - / minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - / prepare for the impacts of a changing climate;
  - / support active transportation;
  - / are transit-supportive, where transit is planned, exists or may be developed; and
  - / are freight-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

**The subject site is located in a built-up settlement area with sufficient servicing and infrastructure. The subject site is in an ideal location with convenient access to existing public transit and a variety of nearby amenities and uses, thus helping to promote air quality, energy efficiency, and public health. The proposed development will take place in an existing community and add infill development to an existing neighbourhood.**

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- / permitting and facilitating:
  - / all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and,
  - / all types of residential intensification, including additional residential units;
  - / 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 which 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;
  - / requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
  - / establish development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintain appropriate levels of public health and safety.

**The proposed development directs development of new housing in a location where appropriate levels of infrastructure and public service facilities are readily available. The proposed development is compact in form, and its density will make efficient use of the subject site and support nearby public transit routes.**

- 1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a. financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b. available to meet current and projected needs.

- 1.6.6.1 Planning for sewage and water services shall:
- a. accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
    1. municipal sewage services and municipal water services; and



- 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
  - d. integrate servicing and land use considerations at all stages of the planning process.
- 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.
- 1.6.6.7 Planning for stormwater management shall:
- a. be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
  - b. minimize, or, where possible, prevent increases in contaminant loads;
  - c. minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
  - d. mitigate risks to human health, safety, property and the environment;
  - e. maximize the extent and function of vegetative and pervious surfaces; and
  - f. promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

**The subject site is in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject site will help optimize the existing infrastructure, public service facilities, and public transit.**

- 1.7.1 Long-term economic prosperity should be supported by:
- / encourage residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
  - / optimizing long-term availability and use of land, resources, infrastructure, and public service facilities;
  - / encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes; and
  - / promoting the redevelopment of brownfield sites.

**The proposed will intensify lands in a built-up area and thus optimize the long-term availability and use of land and resources. The proposed development also contributes to the diversity of housing options in the surrounding area.**

- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- / promote compact form and a structure of nodes and corridors;
  - / promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
  - / focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;

- / focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;
- / encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- / promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and
- / maximize vegetation within settlement areas, where feasible.

**The proposed development represents an intensification of the subject site with a compact, dense, and transit-supportive built form.**

## 4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa provides a framework for the way that the city will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

### 4.2.1 Strategic Directions

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

- 1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**  
Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

**The proposed development provides for residential intensification within an established and previously built-up community with access to existing services and community amenities.**

- 2) **By 2046, the majority of trips in the city will be made by sustainable transportation.**  
The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

**The proposed development provides the opportunity for sustainable transportation by promoting bicycle and transit use, including through a 1:1 ratio of bicycle parking to dwelling units. The development team is also exploring opportunities to further encourage active transportation and micro-mobility, such as partnering with a micro-mobility company to provide on-site bicycle sharing services. Outreach is ongoing to partner with a provider to offer carshare services onsite so that residents have flexible, on-demand access to a vehicle.**

- 3) **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**  
A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies

associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

**The proposed development is consistent with the existing context and is appropriate for the Minor Corridor designation in the Downtown Core Transect.**

**4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

**The proposed development of a dense, context-sensitive residential intensification project within proximity to existing public transit and active transportation routes promotes the evolution towards a walkable 15-minute neighbourhood. The proposed development promotes active transportation over private automobile use to aid the city achieve its climate change targets.**

**5) Embed economic development into the framework of our planning policies.**

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

**The proposed development supports economic development through a residential development in an established community proximate to employment areas, with nearby public transit routes connecting to downtown Ottawa.**

## 4.2.2 Transect, Designation, and Overlay

The subject site is within the “Downtown Core” Transect and designated as “Minor Corridor”. The surrounding area is designated as “Neighbourhood” and lands adjacent to the corridor are subject to an Evolving Neighbourhood Overlay.

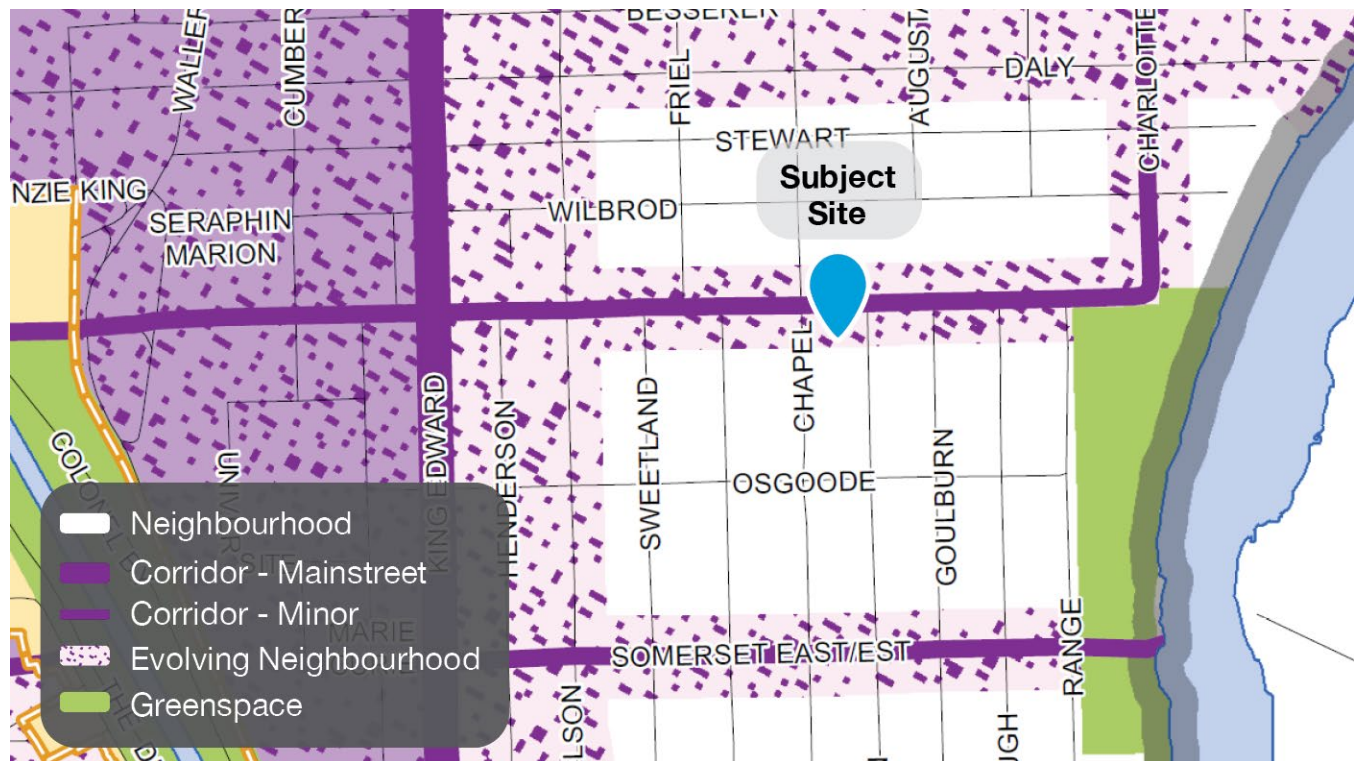


Figure 24: Schedule B1 – Downtown Core Transect

### 4.2.2.1 Downtown Core Transect

The Downtown Core Transect is noted for being the historic, geographical, physical, cultural, symbolic and employment hub of the National Capital Region. The Downtown Core’s established and intended built form is urban, which includes shallow front yard setbacks and, in some contexts, no front yards, principal entrances at-grade, a range of lot sizes including smaller lots and higher lot coverage ratios, a minimum of two functional storeys, and small landscaped areas.

Per policy 5.1.1, the city seeks to maintain and enhance an urban pattern of built form, site design and mix of uses:

- / The Downtown Core’s established and intended built form is urban as defined by Table 6. All development shall maintain and enhance the urban pattern of built form and site design.
- / The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:
  - Hubs and a dense network of Corridors provide a full range of services;
  - A high concentration of employment is maintained and increased;
  - Existing and new cultural assets are supported, including those that support music and nightlife; and
  - Residential densities are sufficient to support the full range of services noted in Policy a) [the first sub-bullet]
- / In the Downtown Core, the Zoning By-law may:
  - Require mixed uses within individual buildings, such as retail or other services on the ground floor; and
  - Restrict specified areas to residential land uses, in order to preserve the supply of housing and to prevent displacement of residential uses by commercial, office and other non-residential occupants.
- / The public realm in the Downtown Core should be of a consistently high quality that compensates for the smaller public, private and semi-private spaces available in the core.

- / To offset its inherently dense built environment and the high proportion of built-up and hardscaped land, particular measures to ensure climate resilience in the Downtown Core Transect should consider the following attributes in the review of a development application:
  - Reducing the urban heat island effect through cool or green roofs, light coloured reflective materials, retention of mature trees, tree planting and other urban greening;
  - Shaded sidewalks, streets, transit stops, bike lanes and paths to support active mobility and transit during extreme heat through using trees or structures for transit stops;
  - High-quality and intensive urban greenspace, such as parks, shaded public realm and access to cooling amenities to provide relief from the heat, especially for those without air conditioning;
  - On-site stormwater management to mitigate increased imperviousness; and
  - Alignment with other climate adaptation policies and procedures identified in this Plan.
- / The Downtown Core is planned for higher-density, urban development forms where either no onsite parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:
  - The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
    - Is generally discouraged; and
    - May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
  - Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes and front yard space for trees and intensive landscaping, is given priority over private approaches;
  - Further to the above, development applications may be required to
    - Reduce the number and/or width of private approaches on a site;
    - Re-use existing private approaches; or
    - Relocate and/or combine existing private approaches with no net increase in number or width.

**The proposed development contributes to the existing urban context by introducing new residential housing opportunities to support the development of 15-minute neighbourhoods by contributing to a sufficient residential density that can support, and is in proximity to, services and retail businesses. Careful consideration has been paid to the climate impacts of the proposed development; mitigation strategies are woven throughout the design of the building, such as by using a CLT structural components as opposed to steel or concrete; inclusion of a green roof; high-quality, shaded private landscaped area; and innovative energy generation.**

**One (1) new private approach is introduced through this development application so that tenants and visitors can access the underground parking garage. Recognizing the subject site's context in the Downtown Core and within proximity to public transportation, cycling, and walking routes, relief is sought from the minimum required visitor parking rate. In comparison, a rate of 1:1 is proposed for bicycle parking, with the intent being to encourage cycling and other forms of active transportation rather than driving a private automobile. Spaces for cargo bicycle parking are also included as part of this proposal.**

#### **4.2.2.2 Minor Corridor Designation**

The Minor Corridor designation applies to properties fronting Laurier Avenue West and extends to a maximum depth of 120 metres from the centreline of the street. This encompasses the entirety of the subject site. Any development of a Corridor shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations. Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.

The maximum permitted height of a building on a Minor Corridor in the Downtown Core transect is a minimum of two (2) storeys and maximum of nine (9) storeys, with the highest densities located closest to the Corridor (subject to

building setbacks where appropriate). Development shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations.

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

- / Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- / Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
- / Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

For sites with frontage on both a Corridor and a parallel street or side street, development shall address the Corridor as directed by the general policies governing Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped and vehicular access shall generally be provided from the parallel street or side street.

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

- / Include residential-only and commercial-only buildings;
- / Include buildings with an internal mix of uses, but which remain predominantly residential;
- / Include limited commercial uses which are meant to mainly serve local markets; or
- / Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.

**The proposed development adds residential density to an existing neighbourhood, with retail and commercial opportunities within walking distance, thereby contributing to the development of 15-minute neighbourhoods.**

**The proposed development is located at the corner of a Minor Corridor and a side street and has been designed to address the Minor Corridor while also respecting the overall direction and intent of the previously approved buildable area from the zoning schedule. The main entrance and vehicular entrance are both proposed to be accessed via Blackburn Avenue, however a secondary pedestrian entrance is also proposed along Laurier Avenue with direct access to the sidewalk.**



Figure 25: Laurier Avenue entrance to the site



Figure 26: Detail: Laurier Avenue entrance to the site, with the amenity area shown in the foreground.



Figure 27: Main entrance on Blackburn Avenue

#### 4.2.3 Growth Management Framework

Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Intensification is anticipated to occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. The Official Plan defines four (4) height categories, including:

- / Low-rise: up to and including 4 storeys;
- / Mid-rise: between 5 and 9 full storeys;
- / High-rise: between 10 and 40 full storeys; and,
- / High-rise 41+: 41 full storeys or taller.

Residential intensification is permitted in all designations where development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (s. 3.2.8). The Official Plan defines two broad dwelling size categories:

- / Small-household dwellings are units with up to two (2) bedrooms and are typically within apartment-built forms; and,
- / Large-household dwellings are units with three (3) or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

Density and dwelling targets are mentioned in the above section and Tables 2 and 3b in the Official Plan.



Table 2: Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets (Table 3b in the Official Plan)

Applicable Area	Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
<b>Downtown Core Transect</b>	80 to 120	Within the Neighbourhood designation: <ul style="list-style-type: none"> <li>/ Existing lots with a frontage 15 metres or wider:</li> <li>/ Target of 25 per cent for Low-rise buildings;</li> <li>/ Target of 5 per cent for Mid-rise or taller buildings;</li> <li>/ All other cases: none</li> </ul> Minor Corridors: No minimum

The proposed development supports the goal of achieving residential intensification within the built-up areas of the city by providing for mid-rise intensification of along a Minor Corridor. The proposed unit count includes a variety of typologies to accommodate various tenants, with 61% of 1-bedroom units, 35% of 2-bedroom units, and 5% of 3-bedroom units. No studio units are proposed.

Of the proposed dwelling units, 31% are considered large dwelling units, which includes 2 bedroom + den, 3-bedroom, and 3 bedroom + den units. As the site is designated Minor Corridor, it is not required to provide the minimum 5% of large-household dwellings, as this applies to sites designated Neighbourhood only. Nonetheless, the proposed development exceeds the stipulated minimum 5% of large-household dwellings.

#### 4.2.4 Housing

Adequate, safe, and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Market-based housing is the housing available in the city because of houses being sold by existing owners and housing that is constructed in new communities. As the city grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority and consider new policies or development application requirements through a housing- and mobility- affordability lens.

A diverse range of flexible and context- sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- / Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- / Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- / Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- / Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and

- / The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- / Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
- / Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
- / In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

**The proposed development provides for a diverse range of flexible and context sensitive housing options by providing a dense residential mid-rise building that includes a diversity of unit sizes.**

#### 4.2.5 Cultural Heritage and Archaeology

Section 4.5 of the Official Plan outlines the City's approach to conserving cultural heritage resources and honouring diverse cultural communities as part of the City's planning and decision-making. Section 4.5.1 outlines the following direction on conserving properties, areas, and landscapes of cultural heritage value:

- / Identification and evaluation of properties and areas of potential cultural heritage value shall be consistent with provincial regulations and will include the consideration of design or physical value; historical or associative value; and contextual value.
- / Individual buildings, structures, and sites shall be designated as properties of cultural heritage value under Part IV of the *Ontario Heritage Act*.
- / Groups of buildings and areas of the city shall be designated as Heritage Conservation Districts under Part V of the *Ontario Heritage Act*, as shown on Annex 3.

**The neighbouring All Saints Church is designated as a heritage site under Part IV of the Ontario Heritage Act. Although the subject site is not located in a Heritage Conservation District (HCD), there are multiple HCDs within proximity to the subject site. Nothing on the subject site is designated as heritage.**

Section 4.5.2 provides guidance on how to manage built and cultural heritage resources through the development process, including:

- / When reviewing development applications affecting lands and properties on, or adjacent to a designated property, the City will ensure that the proposal is compatible by respecting and conserving the cultural heritage value and attributes of the heritage property, streetscape or Heritage Conservation District as defined by the associated designation bylaw or Heritage Conservation District Plan and having regard for the Standards and Guidelines for the Conservation of Historic Places in Canada.
- / Where development or an application under the *Ontario Heritage Act* is proposed on, adjacent to, across the street from or within 30 metres of a protected heritage property, the City will require a Heritage Impact Assessment, if there is potential to adversely impact the heritage resource. The HIA will be completed according to the Council approved guidelines for HIAs, as amended from time to time.
- / Heritage designation is, in part, intended to ensure contextually appropriate development and is not intended to discourage intensification or limit housing choice. Elements of the built form, including height, scale and massing, of such development shall ensure that the defined cultural heritage value and attributes of the property or HCD will be conserved, while balancing the intensification objectives outlined throughout this Plan.
- / When a development involves the retention of all or part of designated building or structure and its integration into a larger development, the building or structure shall be retained in its original place during the construction process. Where the retention of the resource in situ is determined to pose unacceptable risk to the resource, as

determined by an engineer or an architect specialized in heritage conservation, the City may permit the temporary removal of the resource during the construction process followed by its restoration after reinstatement on the original site.

**The proposed development adheres to the policies outlined in the Official Plan regarding the conservation of cultural heritage resources. Careful attention has been paid to the preservation of the designated All Saints Church. A heritage architect and structural engineer were retained early in the development process to ensure that the proposed development would not negatively impact the existing church.**

**An important consideration in the building design is adaptive reuse building materials. To pay respect to existing church, the new development plans to re-use the limestone, where feasible, from the demolished Bate Memorial Hall within the façade and landscaping to create a type of continuity and connection to the past.**

**Taking cues from the buttressing of the existing church building, the rhythm has been extended across the face of the new north facade up until the tower component at the corner. This repetition of buttress like elements, along with the intent to utilize reclaimed stone from the demolished Bate Memorial Hall provides both a material and architectural connection to the existing building and integrates the two facades together.**

**Innovative building techniques have also been used, such as cross laminated timber (CLT) to unite heritage preservation efforts with new building techniques that reduce environmental impacts through the construction process. Engineered wood is pre-fabricated in a factory and then installed on-site. This type of mass timber construction is an alternative to using concrete. A concrete structure is proposed up to the fourth storey slab, after which point mass timber is utilized.**

**As outlined in the Heritage Impact Assessment (HIA) prepared by Commonwealth Historic Resource Management, the design of the proposed development mitigates the negative impacts on the heritage values including by:**

- / Retention of the sightlines from the west toward the church steeple along Laurier East;**
- / Incorporating architectural cues from the buttresses in the original church into the design of the new building;**
- / Adjusting the addition to increase the landscaping on Laurier Avenue and enhancing the views of the north elevation of the church from the northeast;**
- / Views of the Church’s polygonal apse from the public realm;**
- / The salvaging and incorporating the limestone from Bate Memorial Hall where feasible.**

**The proposed development will not detract from the cultural heritage landscape of the existing All Saints Church or the nearby HCDs. Heritage policies are discussed in greater detail in section 4.6, below.**

#### **4.2.6 Urban Design**

Urban Design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City’s objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the Official Plan provides a framework to outline the City’s urban design program. Per section 4.6.1, the city seeks to promote design excellence in Design Priority Areas (DPAs). Due to the site’s location on a Minor Corridor, it is considered a DPA. Policies related to the DPA include:

- / Design excellence within the DPA’s public realm shall be achieved in accordance with the Public Realm Master Plan, which will be guided by the framework provided in [Table 3] and by the functionality of specific street segments within each tier. The Public Realm Master Plan may include a delivery framework for capital investment, including guidance with respect to material use, streetscape elements and the necessary resources to create and maintain specialty streets and spaces. In recognition of a shared interest in promoting design**

excellence, development or capital works within Tier 1 and Tier 2 Design Priority Areas shall consider the relevant policies of the National Capital Commission, where applicable.

- / Design excellence shall be achieved in part through recognition and conservation of cultural heritage resources located throughout the City, including buildings, streetscapes and landscapes.
- / Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
  - The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
  - Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
  - Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.
- / High-impact city building projects are encouraged to locate in Design Priority Areas and may follow a competitive design review process. These globally recognizable buildings, public spaces or infrastructure projects shall help define Ottawa’s international image, advance tourism and contribute to the long-term competitiveness of the city’s economy.

Table 3: Design Priority Areas, with the site’s applicable tier highlighted

Tier 1 – International	Tier 2 – National & Regional	Tier 3 – Local (Major)
<p><b>ByWard Market, Parliament &amp; Confederation Boulevard and Rideau Canal Special Districts</b></p>	<p><b>Mainstreet and Minor Corridors within the Downtown Core Transect; Lansdowne and Ottawa River Islands Special Districts</b></p>	<p><b>Mainstreet Corridors and Hubs outside of the Downtown Core; Village Cores; and Kanata North Economic District</b></p>
<p><u>Tier 1</u> areas link to Ottawa’s international image as the capital of Canada. These areas support high pedestrian volumes and are popular destinations for tourists and residents from across the region. These areas also include National Historic Sites and other significant sites of cultural heritage value.</p>	<p><u>Tier 2</u> areas are of national and regional importance to defining Ottawa’s image. These areas support moderate pedestrian volumes and are characterized by their regional attractions related to leisure, entertainment, nature or culture.</p>	<p><u>Tier 3</u> areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. The areas within Hubs around existing rapid transit stations are locations for higher densities and intensification.</p> <p><u>Tier 3</u> areas also represent emerging areas that may contribute to defining Ottawa’s local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.</p>

The proposed development has been carefully designed to be sympathetic to the existing heritage church while also establishing a distinct design style for the new mid-rise portion. Design excellence is achieved through the thoughtful reuse of existing materials, careful material choices to highlight the heritage church, complementary colour palette and material choices, architectural details that create visual interest, and focus on sustainability throughout the design and building process. For instance, the window typology reflects the existing window pattern on the church,

**picking up on the rhythm in the existing building and continuing it throughout the proposed development. Sustainability and heritage conservation go hand-in-hand, such as by re-using the existing limestone from Bate Memorial Hall, where feasible.**

The city seeks to encourage innovative design practices and technologies in site planning and building design, with direction provided in section 4.6.4:

- / Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.
- / The City shall assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. Local integrated energy solutions that incorporate renewable energy such as district energy in high-thermal density areas, geothermal and waste heat energy capturing systems and energy storage are supported.

**Innovative, sustainable, and resilient design practices are an essential element of the proposed development. Re-use of existing materials and a mass timber structure are examples of how the proposed development achieves innovation and sustainability. The proposed development will also have a 1:1 ratio of bicycle parking to dwelling units, with an easily-accessible, at-grade indoor bicycle room proposed. The project will seek endorsement by One Planet Living and is working toward multiple certification frameworks, including: LEED BD+C Platinum, Ottawa High Performance Development Standards Tier 2, and Zero Carbon Standard.**

Section 4.6.5 provides direction for Minor Corridors and Neighbourhoods, which includes:

- / Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.
- / Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.
- / Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

**The proposed development is consistent with the intent and general direction of the design guidelines for Corridors. Development frames Laurier Avenue and Blackburn Avenue, with a stronger focus on Blackburn Avenue due to the permitted buildable area established in Schedule 379 in the Zoning By-law. Buildings are set back appropriately and according to the Schedule; the main entrance is visible for the building via Blackburn Avenue while a Secondary access is provided onto Laurier Avenue.**

Section 4.6.6 focuses on how to enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

Policy 1 indicates that, to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- / Between existing buildings of different heights;
- / Where the planned context anticipates the adjacency of buildings of different heights;

- / Within a designation that is the target for intensification, specifically:
  - Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
- / Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

Policy 2 states that transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning Bylaw or by other means in accordance with Council-approved Plans and design guidelines.

**The proposed development provides transition in height between the mid-rise form and the adjacent low-rise neighbourhood to the south. The greatest building heights are located to the north of the development, adjacent to Laurier Avenue, reinforcing its designation as a Minor Corridor. Stepbacks to the south are provided at the fourth and seventh storeys and the rooftop amenity space is further set back from the building's edge, thereby mitigating impacts related to privacy and overlook for the dwelling and the broader neighbourhood to the south.**

Policy 4 directs that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:

- / Provide protection from heat, wind, extreme weather, noise and air pollution; and
- / With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

**Amenity space is proposed indoors and outdoors, with indoor amenity space including a lounge, gym, and indoor rooftop amenity space, and outdoor amenity space including a rooftop terrace, outdoor space at grade, and private patios. The mix of indoor and outdoor as well as private and communal amenity space provides a range of options for future residents. Indoor amenity space provides protection from weather, noise, and air pollution.**

Per Policy 7, mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- / Frame the street block and provide mid-block connections to break up large blocks;
- / Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- / Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
- / Provide sufficient setbacks and step backs to:
  - Provide landscaping and adequate space for tree planting;
  - Avoid a street canyon effect; and
  - Minimize microclimate impacts on the public realm and private amenity areas.

**The proposed development builds on Schedule 379. As the design evolved, multiple adjustments were required to ensure that the floor-to-ceiling heights were compatible with the existing church building. This culminated in a taller ground floor to improve the connection to the church building and aligning the new development floors with the church apse windows and roof. These changes responded to the context of the site and resulted in an increase in the overall building height, but maintained the building typology as a mid-rise building, consistent with transect policies for Minor Corridors in the Downtown Core.**

**The proposed development frames Laurier Avenue and Blackburn Avenue, addressing both frontages with active frontages. Grade-related units are proposed on Blackburn Avenue to establish a front door pattern that is consistent with the surrounding low-rise residential neighbourhood.**

**Multiple setbacks are proposed for the building, reducing the potential for a canyon effect. Landscaping has been provided on the north portion of the site, with sufficient space for tree planting.**

### 4.3 Central and East Downtown Core Secondary Plan

The subject site is in the “Sandy Hill” Character Area on Schedule A – Character Areas, with 315 Chapel Street designated as a “Corridor” and 321 Chapel Street designated as “Local Neighbourhood” on Schedule B – Designation Plan and has a maximum permitted height of 6 storeys for 315 Chapel Street and 4 storeys for 321 Chapel Street per Schedule C – Maximum Building Heights in the Secondary Plan. However, the Secondary Plan states that Corridors will be consistent with Section 6.2 – Corridors, of Volume 1 of the Official Plan. Policy 128 of section 4.7.8 states: “Within the Sandy Hill Character Area, any maximum building heights permitted in the Zoning By-law that exceed the heights indicated on Schedule B as of the date of adoption of this Secondary Plan will continue to apply. Any increases beyond these maximum heights will require an Official Plan Amendment.”

**The maximum height approved in 2018 by Ottawa City Council, and permitted by Schedule 379, is 100.92 metres east, or 9 storeys. The proposed development is a 9-storey building with a slightly higher maximum height of 103.6 metres east. The increased building height will allow for better integration of the heritage church to the west, allowing for a taller ground floor and more contemporary floor-to-ceiling heights for the new building.**

**While the 2018 amendment to the Secondary Plan and Zoning By-law both clearly contemplated a mid-rise building, the 2022 update of the Secondary Plan when adopted as part of the new Official Plan reduced the permitted height on Schedule C to six (6) storeys. Other sites on the corridor, where similar amendments and permissions were given (e.g. NW corner of Laurier and Friel) were carried over but an error was made on the subject site. The proposed ZBLA modifies the existing zoning permissions for a 9-storey building on the subject site and does not propose an additional storey. Subsequently, no Official Plan Amendment is required for the proposed development.**

Section 3 contains general policies and section 3.1 provides direction on built form. Per policy 1, development will contribute positively to the entire adjacent public realm. It should maximize the activity visible from the public realm and the activity easily accessible to it. Measures include but are not limited to:

- a) Functional main entrances directly accessible from the public realm for each unit on the ground floor.
- b) Usable indoor and/or outdoor amenity areas where possible
- c) Lower floor articulation with a high degree of transparency and functional permeability, among others
- d) Notwithstanding Section 3.1 - Built Form, Policies 1) b) and f), residential units at or near the ground floor and their private outdoor amenity spaces should provide a comfortable degree of privacy, while also accommodating easy interaction with the public realm.
- e) A lack of blank walls, or designs which do not contribute to the activity of the public realm.
- f) Visual and functional variety from the sidewalk. Street-level frontage widths for individual non-residential units should be narrow.
- h) Buildings must front onto all their adjacent streets.
- i) Vehicular facilities must minimize all visual and functional impacts on the public realm.

**The proposed development has a functional shared main entrance and individual private entrances to ground floor units accessed via Blackburn Avenue. The private entrances along Blackburn Avenue will establish a consistent door pattern and provide a transition from the mid-rise building to the adjacent low-rise community to the south. These units will also have access to private, at-grade outdoor amenity space. Usable indoor and outdoor amenity spaces are provided in the development, including an indoor library/ work area on the ground floor, a gym on the second floor, shared rooftop terraces on the fourth and seventh floor, private balconies beginning on the fifth floor, and a common rooftop terrace, private terraces, and rooftop amenity room.**

**The lower floors are highly articulated, with the second and third floors forming an overhang over the ground floor on Blackburn Avenue. The building massing includes a change in materials, with the ground floor being highly**

transparent, with generous glazing, and the second- and third-storey portions utilizing brick, with a final material change for the fourth to ninth storeys.

The building façades are oriented and front onto both Blackburn and Laurier Avenue. The impact of the parking garage has been minimized as much as possible by locating it to the south of the site, away from the intersection of Blackburn and Laurier Avenues.

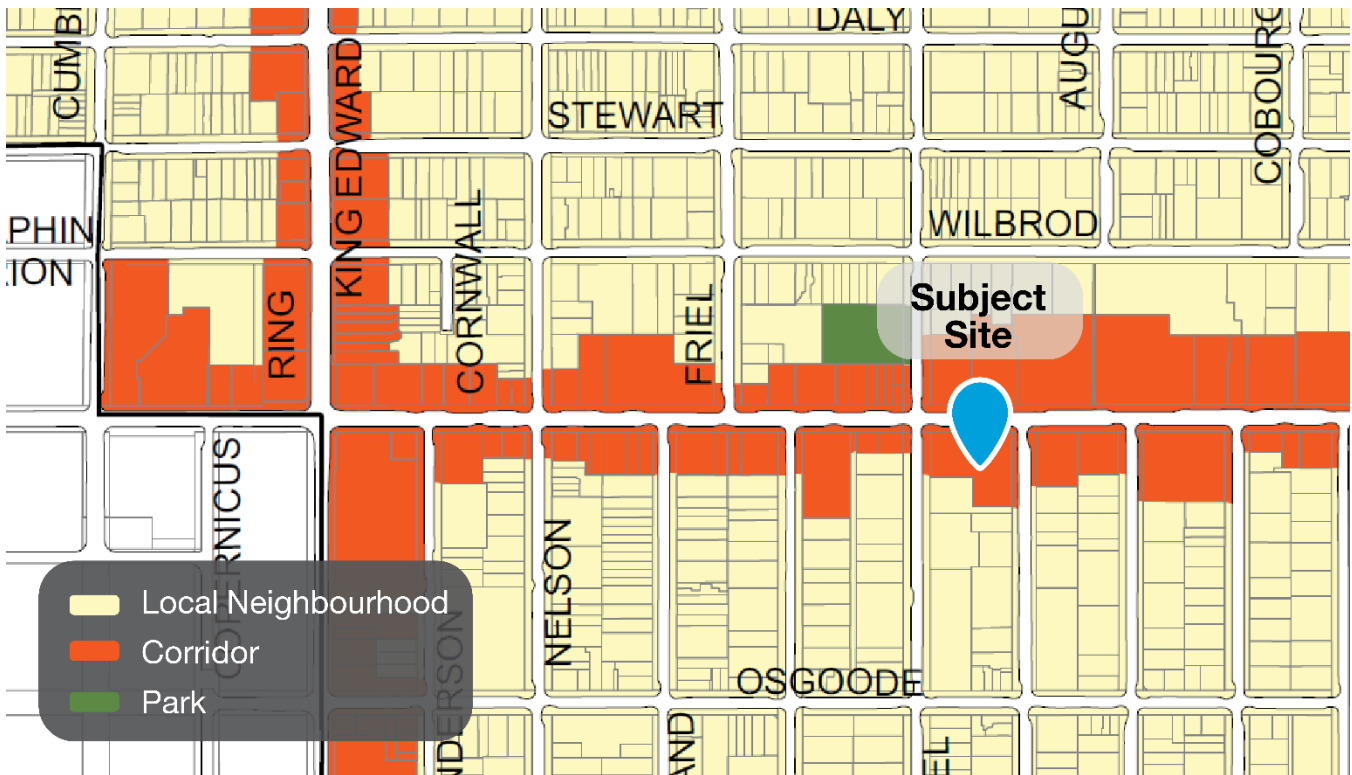


Figure 28: Schedule B – Designation Plan

Policy 2 states that development will provide a continuity of active frontages along the ground floor fronting all corridors. This includes functional main entrances that are directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail and commercial units.

Policy 4 indicates that where development has little or no setback from the public realm, it should generally provide continuous and substantial weather protection for pedestrians along its frontage. These setbacks will constitute a seamless extension of the street’s pedestrian realm. If provided in the form of colonnades or cantilevers, the minimum height of such spaces is two storeys. Weather protection features will ensure a maximum visibility for storefronts and a minimal footprint on the ground. Such features should not be required above residential units or where it conflicts with heritage considerations. Refer to the Downtown Moves: Transforming Ottawa’s Streets, study Section 3.2.12.

Per Policy 5, much of the Central and East Downtown Core is located within the Design Priority Area identified in the Official Plan. All new development within this area shall be subject to design review by the City’s Urban Design Review Panel, including the process and exemptions identified for the panel.

**Active frontages are provided along both Laurier Avenue and Blackburn Avenue; private entrances to individual units are provided along Blackburn Avenue and a common main entrance is also provided on Blackburn Avenue. A**



**cantilevered second and third floor is proposed, providing weather protection along Blackburn Avenue. The development team attended an Urban Design Review Panel meeting on July 7, 2023.**

Section 4.7 provides direction for the Sandy Hill Character Area. Section 4.7.3 provides detail on Land Use and Built Form. Within the “Local Neighbourhood” sub-header, Policy 104 states that the lands municipally known as 315 Chapel Street shall be recognized as a Design Priority Area, and a mix of community and commercial uses that serve the Sandy Hill community will be permitted on the site.

**The subject site is located within a Design Priority Area due to its Minor Corridor designation within the Downtown Core Transect.**

Section 4.7.6 provides direction regarding Site Development. Policies include:

- / Ensure that the scale, form, proportion and spatial arrangement of new development cause minimal intrusion on the sunlight, air and aspect enjoyed by existing adjacent development. Wherever possible, such new development shall contribute to the overall physical environment.
- / To ensure that new development shall provide for internal and external on-site amenity areas.
- / Enhance development with landscaping, especially for parking and loading areas and as a buffer between dissimilar land uses.

**The scale, form, proportion, and spatial arrangement of the proposed development generally follows the form established in the previous zoning by-law amendment application, with minor changes to Schedule 379 proposed to ensure the constructability of the site.**

**The proposed development contributes to the overall physical environment by contributing to an established mid- and high-rise character on Laurier Avenue and also provides an appropriate building height on Blackburn Avenue to transition to the low-rise residential neighbourhood. The proposed development includes both indoor and outdoor amenity spaces and enhances the site with landscaping. All new parking is provided underground and no loading areas are proposed; the location of the parking ramp on the south portion of the site, accessed via Blackburn Avenue, provides building separation between the proposed development and the existing low-rise residential dwelling.**

Section 4.7.8 includes Policy 128 on Building Heights, which states that within the Sandy Hill Character Area, any maximum building heights permitted in the Zoning By-law that exceed the heights indicated on Schedule B as of the date of adoption of this Secondary Plan will continue to apply. Any increases beyond these maximum heights will require an Official Plan Amendment.

**Schedule 379 permits a maximum height of 100.92 metres east; the proposed development is consistent with Schedule 379, with minor adjustments sought, but conforming with the nine (9) storey building height.**

Section 4.7.9 provides details on Heritage. Per Policy 129, new buildings, alterations or additions to existing buildings shall comply with the Sandy Hill Cultural Heritage Character Area Guidelines or the relevant Heritage Conservation District Plan.

**The Sandy Hill Cultural Heritage Character Area Guidelines are discussed in section 4.4, below.**

#### 4.4 Sandy Hill Cultural Heritage Character Area Guidelines

The Sandy Hill Cultural Heritage Character Area Guidelines apply to the subject site. The subject site is identified as being a Category 1 building. Buildings identified as Category 1, 2 or 3 buildings are considered contributing buildings in the heritage character area, while a Category 4 building is not considered to contribute to the heritage character. The guidelines do not provide a ranking scale for the various categories but given that a Category 4 building is considered non-contributing, given that the subject site is identified as a Category 1 building presumably would offer the most

contributing heritage character. These historic buildings contribute to the overall sense of place in Sandy Hill and define its character. The guidelines in this section are intended to encourage restoration and sensitive renovation of contributing buildings. Guidelines include recommendations related to cladding, windows, doors, porches and verandas, decorative features, paint colour, landscape and setting, and others. Demolition of Category 1, 2 and 3 buildings is discouraged.

Section 5.2 provides Guidelines for Category 1, 2 and 3 Buildings. Section 5.2.1 includes the following general guidelines:

- / Ongoing maintenance of heritage buildings is strongly encouraged as it prevents deterioration of heritage attributes and is the most cost-effective means of preserving heritage character.
- / Repair and restoration of heritage attributes is preferable to replacement.
- / Demolition of Category 1, 2 and 3 buildings is discouraged.

**The proposed development includes demolition of Bate Memorial Hall, whereas the All Saints Church is the portion of the building with heritage designation. The All Saints Church is proposed to be retained and is not included as part of this application.**

Section 5.4 provides Guidelines for Infill; policies include:

- / New buildings should be of their own time and not attempt to replicate a historic style, but should be sympathetic to the character of the neighbourhood.
- / Any new residential development in the cultural heritage character area should be in keeping with the traditional scale of residential buildings in the heritage character area. New construction should be sympathetic to the immediate neighbours in terms of setback, footprint, and massing.
- / The existing lot pattern contributes to the character of the neighbourhood. Lot sizes north of Laurier Avenue are typically larger than those south of Laurier Avenue. Where lots are proposed to be severed, this character should be considered.
- / Cladding materials should reflect the character of the neighbourhood. Some appropriate materials include stucco, brick, natural stone, wood siding or fibre cement board.

**The proposed development is of its own time, while also complementing and emphasizing key features of All Saints Church, such as by providing a background that highlight the church's tower and pitched roof. Residential development is sympathetic to the surrounding neighbourhood and reflects the pattern of mid- and high-rise buildings on Laurier Avenue, while also providing transition to the residential dwellings on Blackburn Avenue to the south. The proposed severance will create two new smaller lots south of Laurier Avenue. Cladding materials reflect not only the neighbourhood character but also All Saints Church, with metal, re-use of the limestone where feasible, and brick proposed.**

Section 5.5 includes Guidelines for Streetscape and Public Realm, which are as follows:

- / Existing block and street patterns should be retained in any new development.
- / Existing street trees should be preserved and new street trees of appropriate species should be planted to ensure the continuity of the streetscape
- / Boulevards should be planted with grass and trees but other low shrubs or flowers that are subordinate to the adjacent street trees may be appropriate.
- / The removal of existing front yard parking spaces is encouraged.

**Existing street trees on the subject site are proposed for removal as part of the redevelopment. Hydro lines along Blackburn will be buried as part of the redevelopment, allowing for new, medium tree planting along that street frontage. In total, five (5) new "medium" trees are proposed along Blackburn and five (5) new "large" trees are proposed along Laurier Avenue East. Additional trees are proposed on the landscaped terrace and internal to the site, in addition to other plantings.**

## 4.5 City of Ottawa Zoning By-law (2008-250)

The subject site is split zoned: a northern pocket along Laurier Avenue East is zoned “Residential Fifth Density, Subzone B, Exception 2454, Schedule 379 (R5B[2454] S379)” and the remainder of the site is zoned the same, but with a holding zone. The portion of 321 Chapel Street proposed to be assembled as part of redevelopment is zoned “Residential Fourth Density, Subzone UA, Exception 480 (R4UA[480])”.

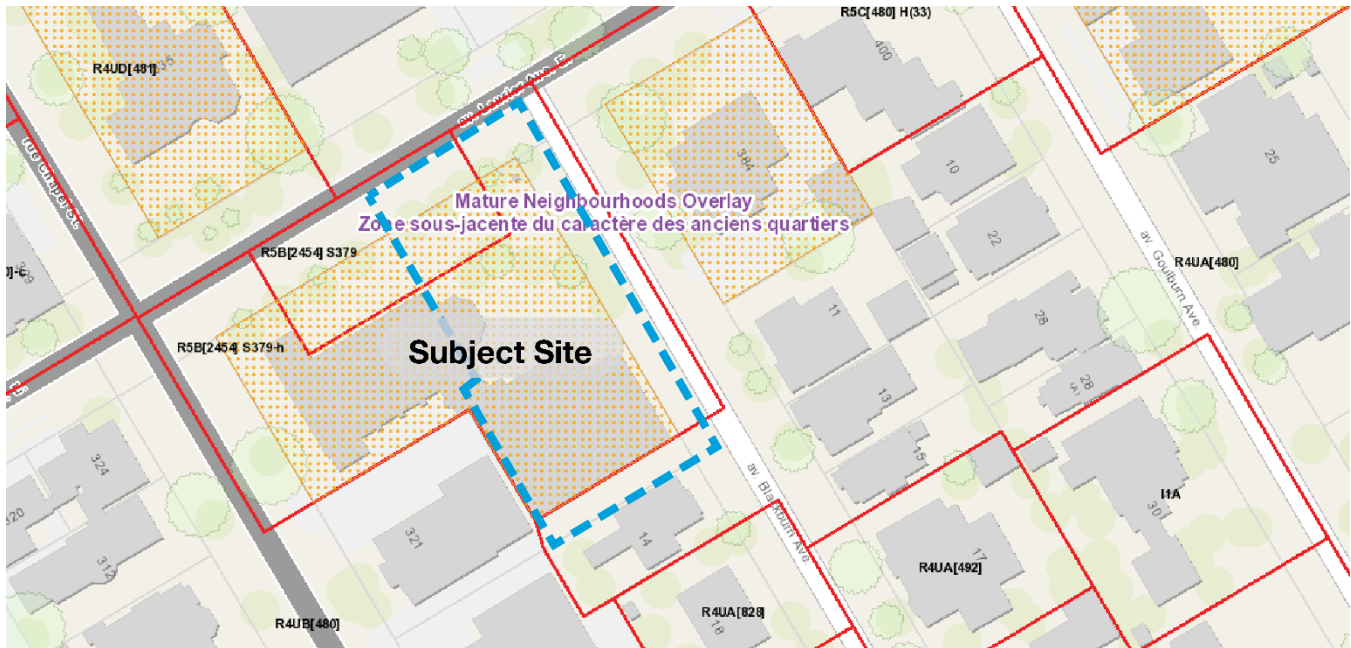


Figure 29: Zoning By-law 2008-250 Map (subject site shown).

The subject site is also subject to the Mature Neighbourhoods Overlay, which are described below. Although the Heritage Overlay is shown in Figure 29, it does not apply to the subject site as exception 2454 indicates that it is not applicable.

The purpose of the R5 - Residential Fifth Density Zone is to:

- / allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings;
- / allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;
- / ensure that residential uses predominate in selected areas of the [downtown core], while allowing limited commercial uses; and,
- / regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

The purpose of the R4 – Residential Fourth Density zone is to:

- / allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys;
- / allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home; and,

- / regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

Exception 2454 contains several site-specific provisions including:

- / Permitting additional land uses and prohibiting others;
- / Providing an exception to the provisions of Section 60 regarding the Heritage Overlay;
- / Providing site-specific parking and loading provisions;
- / Limiting specific uses (e.g. hotel, office, restaurant, retail, instructional facility, theatre, and museum) in terms of size, number, and location within the building;
- / Permitting an outdoor commercial patio; and,
- / Limiting the size and location of a rooftop patio.

The holding symbol (-h), which applies to the majority of the subject site (and to the adjacent church) cannot be lifted until such time as the submission and approval of a Site Plan Control application. Changes of use within the existing building are permitted (other than to add a hotel use), without lifting the holding.

R5B[2454] S379 permits a range of uses, including low- and mid-rise apartment dwelling, hotel (subject to restrictions per the exception), office, and restaurant, among others. Prohibited land uses include rooming house, rooming house, converted, and all uses until such time as the holding symbol is removed.

R4UA[480] permits the additional land use of dwelling unit.

Schedule 379 establishes maximum building heights and is attached as Appendix A.

#### 4.5.1 Zone Provisions and Analysis

Table 4, below, provides a summary of the R5B[2454] S379 performance standards as detailed in Zoning By-law 2008-250. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Table 4: R5B[2454] S379 Performance Standards and Analysis

R5B[2454] S379 Zoning	Requirement	Provided	Compliance?
Minimum Lot Width (m)	22.5m	29m	✓
Minimum Lot Area (m <sup>2</sup> )	675m <sup>2</sup>	2,707.26m <sup>2</sup>	✓
Minimum Setbacks (m)	All setbacks per Schedule 379 (See Appendix A for the schedule)	To be shown on a revised schedule	✗
Maximum Building Height	Maximum building height as per Schedule 379, to a maximum of nine (9) storeys  Area A: Existing building Area B: 81.82m elevation above sea level (easl) Area C: 91.50m easl Area D: 100.92m easl	Maximum building height: Nine (9) storeys, where a mezzanine is not considered a storey  103.6m easl  Revised building schedule will show proposed building heights and new locations for height	✗
Landscaped Area s. 163(9)	30% of the lot area must be provided as landscaped area	427.95m <sup>2</sup> (26%)	✗

R5B[2454] S379 Zoning	Requirement	Provided	Compliance?									
	<p>Total lot area (including portions of 315 Chapel St. and 321 Blackburn Ave.) = 1622.24m<sup>2</sup> * 30%</p> <p>Required landscaped area: 486.67m<sup>2</sup></p>											
<b>Amenity Area Requirements</b>	6m <sup>2</sup> per unit: 113 * 6m <sup>2</sup> = 678m <sup>2</sup>	Lounge: 71.5m <sup>2</sup> Gym: 91.7m <sup>2</sup> Rooftop terrace: 142.5m <sup>2</sup> Roof Amenity: 62m <sup>2</sup> Outdoor space at grade: 143.3m <sup>2</sup> Balconies/porches: 920m <sup>2</sup> Total area: 1431m <sup>2</sup>	✓									
	50% communal amenity area 336m <sup>2</sup> required	Communal Area: 511m <sup>2</sup>	✓									
<b>Parking Requirements</b> Area X on Schedule 1A	Resident: 0.5 spaces/unit, less first 12 units, less 10% where all spaces are below grade (113–12 dwelling units)*(0.5) = 51 parking spaces  51-10% = 45 parking spaces  <b>45 resident parking spaces</b>	44 parking spaces  + 4 motorcycle parking spaces (not included in 44 provided)	✗									
	Visitor: 0.1 spaces/unit, less first 12 units (113–12 dwelling units)*0.1 = 10 parking spaces  <b>10 visitor parking spaces</b>	4 parking spaces	✗									
<b>Vehicle Parking Space Dimensions</b>	<table border="1" data-bbox="537 1419 927 1579"> <thead> <tr> <th></th> <th>Min</th> <th>Max</th> </tr> </thead> <tbody> <tr> <td>Length</td> <td>2.6m</td> <td>3.1m</td> </tr> <tr> <td>Width</td> <td>5.2m</td> <td>--</td> </tr> </tbody> </table>		Min	Max	Length	2.6m	3.1m	Width	5.2m	--	Standard-sized parking spaces measure 2.6m x 5.2m	✓
	Min	Max										
Length	2.6m	3.1m										
Width	5.2m	--										
	Up to 50% of the parking spaces (24) in a parking garage may be reduced to a minimum of 4.6m long and 2.4m wide, provided that the space:  / Is visibly identified as being for a compact car	7 “compact” spaces that comply with the provisions as listed  2 “compact” spaces located between a wall and column measuring 2.4 x 5.3 m, as a	✓  ✗									

R5B[2454] S379 Zoning	Requirement	Provided	Compliance?
	<ul style="list-style-type: none"> <li>/ Is not a required visitor parking space</li> <li>/ Is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 metres.</li> </ul>	width of 2.6m could not be provided	
	<p>Up to 5% of the parking spaces in a parking lot or parking garage may have a minimum width of 1.3m and a minimum length of 3m, provided any such space :</p> <ul style="list-style-type: none"> <li>/ Is not a required parking space under Section 101</li> <li>/ Is not a required visitor parking space under Section 102</li> <li>/ Is visibly identified as being for a motorcycle, cargo bicycle or similar vehicle</li> </ul> <p>Total permitted: 4</p>	4 motorcycle parking spaces	✓
<p><b>Minimum Bicycle Parking</b> Table 111A</p>	<p>0.5/dwelling unit 0.5 * 113 dwelling units</p> <p><b>57 bicycle parking spaces required</b></p>	<p>131 bicycle parking spaces provided, which includes:</p> <ul style="list-style-type: none"> <li>/ 15 horizontal</li> <li>/ 100 stacked</li> <li>/ 16 vertical</li> </ul>	✓
<p><b>Bicycle Parking in Landscaped Area</b> s. 111(7)</p>	<p>A maximum of 50% of the required bicycle parking spaces or 15 spaces, whichever is greater, may be located in a landscaped area:</p> <p>(56 bicycle parking spaces)*(50%) <b>= 28 bicycle parking spaces may be located in landscaped area</b></p>	<p>15 outdoors</p> <p>Split into three (3) groups of five (5):</p> <ul style="list-style-type: none"> <li>(1) Group in front of Laurier Entrance, x5</li> <li>(2) Group in front of Blackburn Ave entrance, x5</li> <li>(3) Group adjacent to bike room exit, x5</li> </ul>	✓

R5B[2454] S379 Zoning		Requirement	Provided	Compliance?
<b>Minimum Aisle Width, Access to Bicycle Parking Spaces</b> s. 111(9)		1.5m	1.5m	✓
<b>Minimum Number of Horizontal Bike Parking Spaces at Floor level</b> s. 111(11)		50% of required spaces: (57 bicycle parking spaces)*(50%) <b>= 29 horizontal bicycle parking spaces</b>	15 outdoor + 50 indoors* = 65 total horizontal bicycle parking spaces  * Lower level of stacked bicycle parking	✓
<b>Bicycle Parking Space Dimensions</b> Table 111B		Horizontal: 0.6m by 1.8m Horizontal Stacked: 0.37m by 1.8m Vertical: 0.5m by 1.5m	Horizontal: 0.6m by 1.8m Horizontal Stacked: 0.37m by 1.8m Vertical: 0.5m by 1.5m	✓
<b>Driveway Width</b> s. 107(1)(a)(ii, iii)	Parking Garage	Minimum: 6m Maximum: 6.7m	6m	✓
<b>Drive Aisle Width</b> s. 107(1)(c) Table 107	Parking Garage	Residential use, min.: 6m	6m	✓
		Non-residential use, min: 6.7m	6m	n/a
<b>Hotel Loading Spaces</b> [2454]		A vehicle loading space is not required	No vehicle loading spaces provided	✓
<b>Maximum size of a rooftop patio</b>		345 m <sup>2</sup>	285.72 m <sup>2</sup>	✓
<b>Rooftop patio setbacks – setback from building parapet</b> [2454]	Along Blackburn Avenue frontage	2.8m	4.1m	✓
	Along Laurier Avenue East frontage	4.4m	4.4m	✓
	Along south property line		4.4m	✓
	Along western property line abutting 321 Chapel Street	4.1m	4.1m	✓
<b>Hotel Location</b> [2454]	A hotel is not permitted within the basement or first four storeys of any building on the site, except for a hotel lobby with a maximum gross floor area of 150m <sup>2</sup> , which may be located on the ground floor of any building on the site		Permit a hotel without restriction on location; permit a hotel lobby without restriction on the maximum GFA or restriction on location	✗

R5B[2454] S379 Zoning		Requirement	Provided	Compliance?
<b>Permitted Projections into Yards</b> s. 65	Balcony, porch, deck platform, verandah <sup>1</sup>	Uncovered, unenclosed features such as decks or platforms where the walking surface is not higher than 0.6m above adjacent grade:  / ISY and RY: no limit / FY and CSY: the greater of 2m or 50% of the required front yard or corner side yard, but no closer than 1m to a property line	CSY: 0 m to property line (0m setback permitted per Schedule)	✓
		In all other cases: 2m, but no closer than 1 metre from any lot line.	ISY: > 1m to property line RY: > 1m to property line CSY: 0m to property line	✗
	Canopies and awnings (parking ramp canopy)	/ A distance equal to ½ the depth of a front, rear or corner side yard but not closer than 0.6m to a lot line	Rear yard depth: 7.043m 50% of lot depth: 3.52m  Maximum permitted depth of a canopy: 3.52m  Depth of proposed parking ramp canopy: 6.4m	✗
<b>Permitted Projections Above the Height Limit</b> s. 64	Maximum height limits do not apply to the structures listed below: / mechanical and service equipment penthouse, elevator or stairway penthouses; / landscaped areas, roof-top gardens and terraces and associated safety guards and access structures	Additional structures are proposed on the rooftop, including washrooms and an amenity area.  Roofline of terrace level program may extend to or slightly beyond the building face	✗	

#### 4.5.2 Mature Neighbourhoods Overlay

The site is located within the Mature Neighbourhoods Overlay. The intent of the overlay is to regulate the character of low-rise development including front door location, driveway width, and parking through the completion of a Streetscape Character Analysis. The Mature Neighbourhoods Overlay generally applies to low rise-built form (4 storeys or less), and provides guidance on elements of the built form, such as walkway and driveway width, garage permissibility, location, and orientation, and parking space location and size. Since the proposed development is greater than four (4) storeys and since the site is zoned R5B[2454] S379 and the Mature Neighbourhoods Overlay applies to sites zoned R1 to R4, per section 140(1), a Streetscape Character Analysis (SCA) is not required.

<sup>1</sup> With a maximum of two enclosed sides, excluding those covered by canopies and awnings.



## 4.6 Heritage Policies

All Saints Anglican Church is a designated heritage resource under Part IV of the Ontario *Heritage Act*. However, Bate Memorial Hall is not. The Statement of Significance references the grounds as an important component of the site's heritage.

Under Part IV of the Ontario Heritage Act, City Council may recognize and protect properties of cultural heritage value or interest through individual designation. A property may be worthy for individual designation if it satisfies one or more of the following criteria established through Ontario Regulation 9/06:

- / Design or Physical Value
- / Historical or Associative Value
- / Contextual Value

A permit under the Ontario Heritage Act will be required for the proposed development at the Site Plan Control design stage and prior to a building permit being issued. The 2018 staff report stated:

*A detailed review of the design will be undertaken through the site plan and heritage permit processes to ensure that the development respects the character of the surrounding neighbourhood and heritage resources. Furthermore, due to the heritage aspects of the site and surrounding neighbourhood, it is recognized that the proposed height increase and the detailed design phase to be undertaken at a later date constitute the need for design sensitivity. As such, the staff recommendation for the Official Plan Amendment includes recognition of the site as a Design Priority Area, which includes review of the development for its contribution to the public realm and use of creative and enhanced design measures.*

The statement of significance from the plaque on the site is as follows:

*All Saints' was founded by Sir Henry Newell Bate, pre-eminent local grocer and first Chairman of the Ottawa Improvement Commission (now the National Capital Commission) 1899-1917. Former Prime Minister Sir Robert Borden's state funeral was held here in 1937. The Church's robust masonry forms, stained glass windows, and crenellated tower with nine-bell chime distinguish architect Alfred M. Calderon's Gothic Revival design.*

**The Heritage Impact Assessment (HIA), prepared under separate cover, identifies the cultural heritage resources and values that may be impacted by the proposed development of a mid-rise tower in the side and rear yards of the former All Saints Anglican Church.**

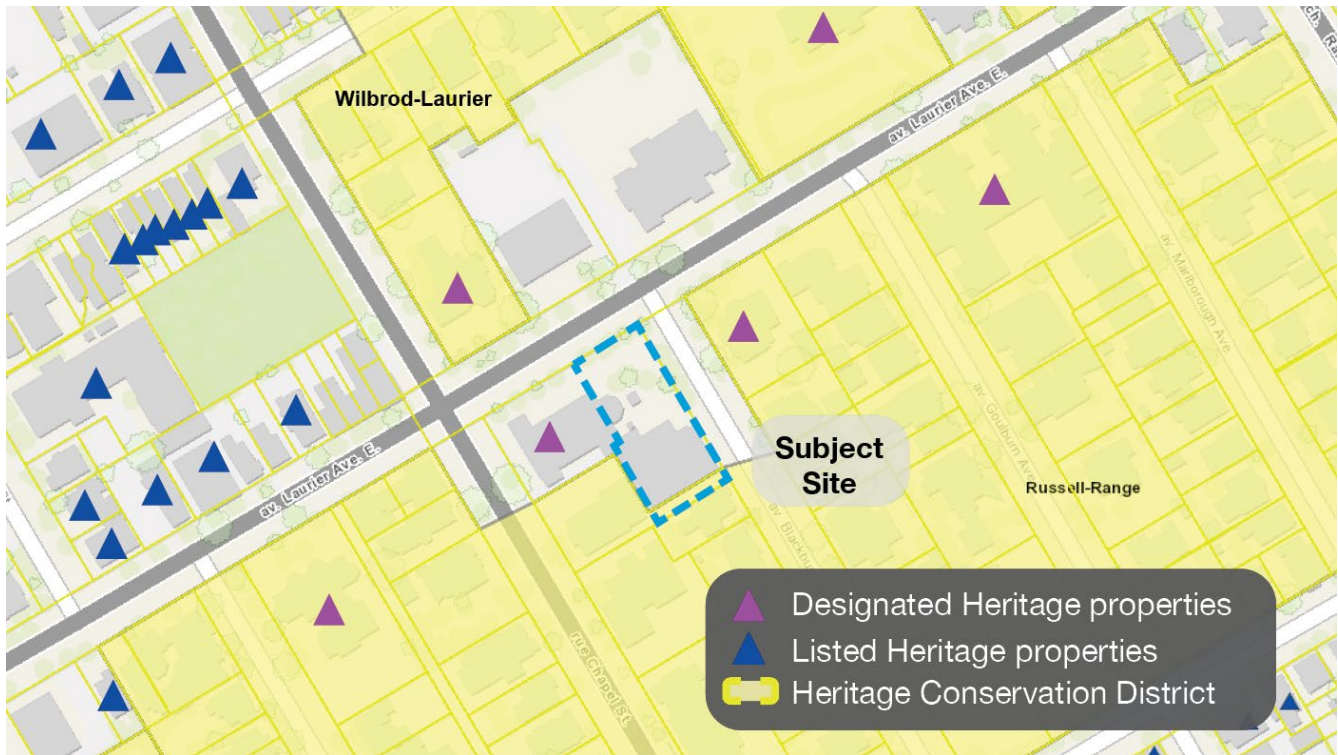


Figure 30: Designated and listed heritage properties (GeoOttawa)

The majority of the subject site is located directly north of the Russell-Range Heritage Conservation District (HCD); the sliver of land proposed to be assembled from 321 Chapel Street is located within the Russell-Range HCD. Additionally, the Wilbrod-Laurier Heritage Conservation District is located across the street on the north side of Laurier Avenue East. The Russell-Range HCD was designated as part V of the *Ontario Heritage Act* in 2018 as part of the Sandy Hill Heritage Study Phase II.

#### 4.6.1 Russell-Range Heritage Conservation District Plan

The portion of 321 Chapel Street that was recently acquired and added to the subject site through Part Lot Control is located in the Russell-Range Heritage Conservation District (HCD), although the majority of the site and the entirety of 315 Chapel Street is not located within the HCD. The Russell Avenue-Range Road Heritage Conservation District includes both sides of Russell Avenue from Laurier Avenue to Osgoode Street, similarly for Chapel Street, Blackburn Avenue, Goulburn Avenue, and Marlborough Avenue. The eastern edge of the HCD is defined by the centreline of Range Road between Laurier Avenue and Osgoode Street. Figure 31, below, shows the boundaries of the HCD.

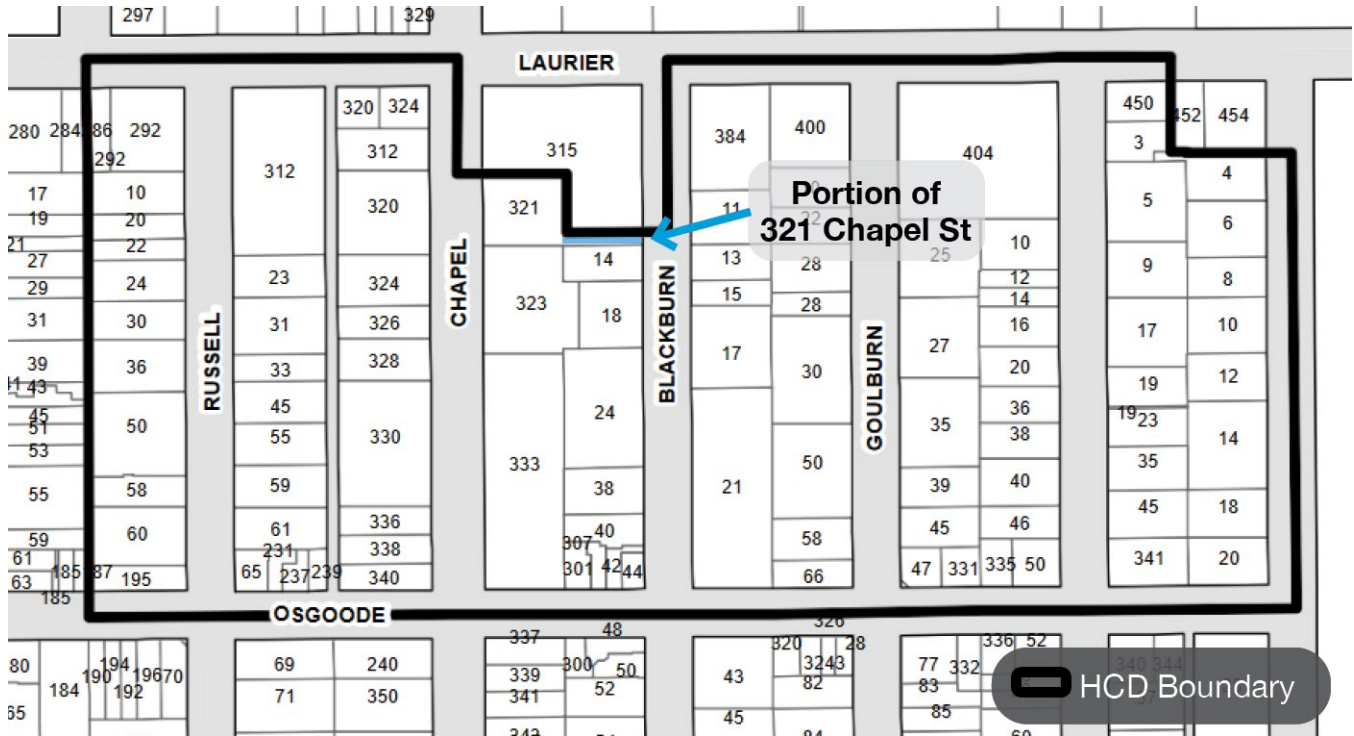


Figure 31: Heritage Conservation District Plan Map

The Russell Avenue-Range Road HCD contains a representative sample of building types in Sandy Hill dating from the late 19th to the late 20th century. It is significant for its large number of built heritage resources that were scored highly in the Phase I HCD Study inventory and for its historic associations with the development of the By Estate, of which it is small section.

The Russell Avenue-Range Road HCD has design value for its well-conserved, tree-lined streetscapes that contain a variety of detached dwellings and apartments in a variety of architectural styles. The mix of Queen Anne Revival, Gothic Revival and early- to mid-20<sup>th</sup> century apartment design, as well as several buildings in eclectic styles, distinguishes this area from other parts of Sandy Hill.

The Russell Avenue-Range Road HCD is associated with the development of Sandy Hill over the century between the late 19th and late 20th century, during which time it evolved from being home to civil servants and business people to a more mixed neighbourhood associated with both the wider city and the nearby University of Ottawa. Several significant persons resided or worshipped in the District, including former Prime Ministers, clergy, musicians, war heroes and professional athletes, as described in the Phase I Study.

As shown in Figure 32, the buildings associated with 321 Chapel Street to the west and 14 Blackburn Avenue to the south are identified as ‘Contributing’ buildings.

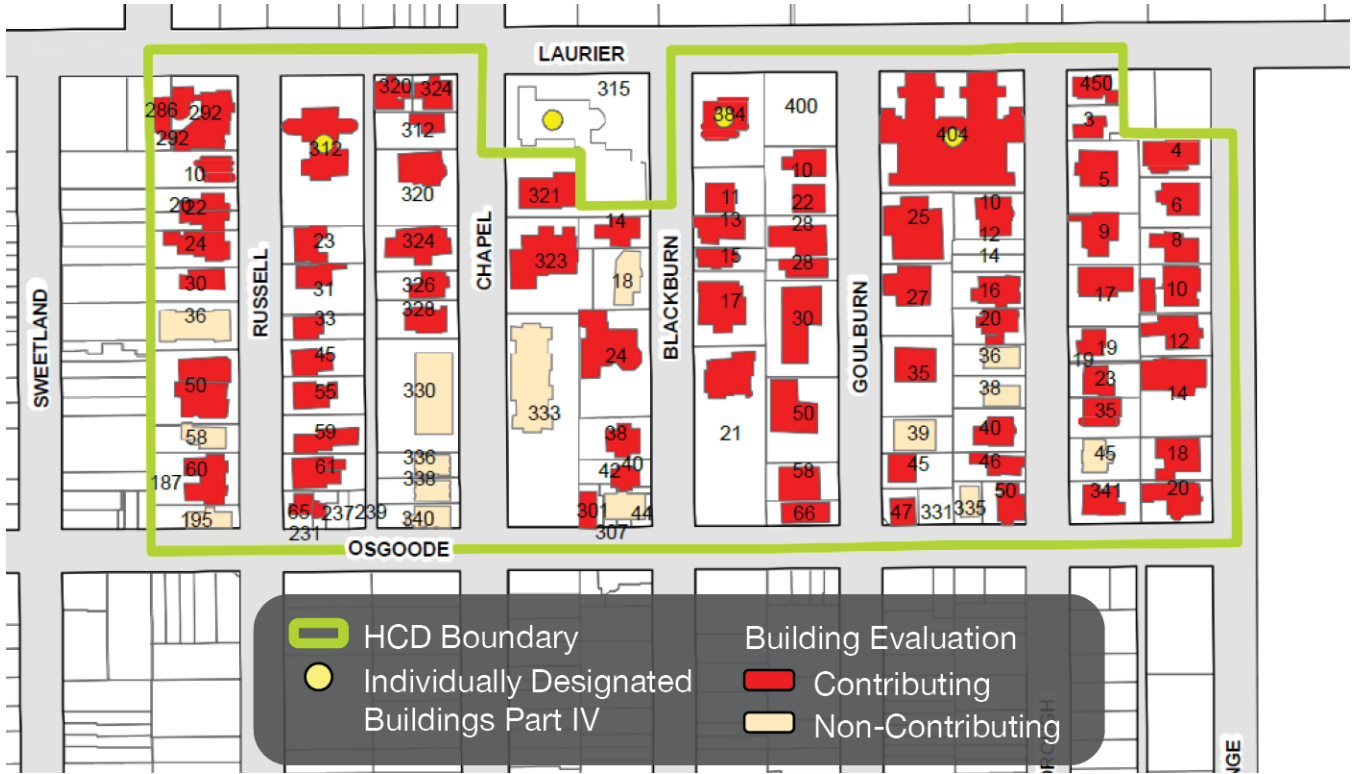


Figure 32: Contributing/Non-Contributing Properties in the Russell-Range HCD

District Policies are outlined in section 5.2. Policy (a) states that the cultural heritage values and heritage attributes of the Russell-Range HCD, as defined in this District Plan shall be conserved, maintained, and/or enhanced. Works proposed on properties must be evaluated holistically, considering both the impact on the subject property and the District.

Policy (b) states that where development is proposed adjacent to the boundaries of the HCD, the policies of Section 2.6.3 of the 2014 Provincial Policy Statement shall apply, and Council, through its Official Plan policies, may require a Cultural Heritage Impact Statement to be prepared by the proponent of any such development in order to assure that the heritage values and attributes of the HCD will be conserved.

**A Heritage Impact Assessment (HIA) has been prepared as part of this submission and is available under a separate cover. The HIA identifies the cultural heritage resources and values that may be impacted by the proposed development and provides alternatives and mitigation measures.**

Section 5.3 provides policies for Contributing Properties and focus on alterations and modifications to buildings identified as being Contributing Properties.

**The part lot control application to acquire a portion of 321 Chapel Street does not propose modification of any existing buildings. Therefore, these policies do not apply.**

Policies related to Landscapes/streetscapes are outlined in Section 5.6. Policy (a) states that heritage attributes of landscapes and streetscapes, and landscape treatments in the private portions of the streetscapes, as defined in the District Plan, shall be conserved and enhanced following the policies and guidelines of this District Plan.

Section 4.3 provides the following heritage attributes as they relate to landscapes and streetscapes:

- / Long rectangular block layout south of Laurier oriented north-south (typical of the By Estate);

- / Relatively shallow front yard setbacks with a variety of landscape treatments
- / Open front yards featuring a front walkway leading to the house
- / Mature deciduous street trees
- / Dense tree canopies on Russell and Blackburn Avenues enclosing views to the south;
- / Distant views south along the remaining streets;
- / The existing landscape features that enhance the public realm and distinguish certain private properties, such as the wrought iron fence surrounding the terraced garden at 21 Blackburn Avenue;
- / Cedar hedges and low wooden or metal fences that demarcate property lines and those set diagonally at street corners; and
- / Steeply sloping street gradients mid-block down to Osgoode Street and along Osgoode east of Russell Avenue down to Goulburn Avenue.

Policy (b) indicates that alterations to landscapes and streetscapes within the District shall be permitted, providing that such alterations conform to the policies and guidelines of this Plan. A heritage permit may be required. Consult with heritage staff to determine if a heritage permit is required.

**The proposed development will integrate an unused drive aisle into the development. This will be an improvement to the existing frontage, which is presently occupied by a chain link fence and flagstone path. The integration of the portion of 321 Chapel Street will not negatively impact the existing landscape or streetscapes.**

Per Policy (c), lot consolidation and severance shall be considered subject to a Cultural Heritage Impact Statement being prepared to the satisfaction of the City of Ottawa that demonstrates that the proposed consolidation or severance causes no negative impact on the heritage attributes of the HCD.

**Per the HIA, the small sliver of land recently acquired is part of the HCD. It consolidates the site plan with no negative impact to the HCD.**

#### 4.7 Sandy Hill Special Site Plan Control Area

Previously, the neighbourhood of Sandy Hill was subject to a separate Site Plan Control (SPC) process. Since Bill 23, *The More Homes Built Faster Act, 2022*, removed exterior design from the scope of Site Plan Control, and the Sandy Hill Special Site Plan Control Area is no longer applicable.

#### 4.8 Bird Safe Design Guidelines (2020)

The purpose of the Bird Safe Design Guidelines is to inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions. These guidelines apply to buildings and other structures that incorporate glass and glass-like panels (e.g., transit shelters, railings). There are seven (7) guidelines, with Guidelines 1-4 being related to building design, guideline 5 being related to landscaping, and guidelines 6 and 7 being related to lighting design.

Bird safety has been considered in the following ways:

- / Large expanses of transparent or reflective glass are avoided in the design. Monolithic, undistinguished expanses of glazing are not proposed (Guideline 2);
- / A variety of materials, textures, and colours are proposed to promote visual interest (Guideline 2); and
- / Design traps are mitigated in the design; no glass corners are proposed (Guideline 3).

# Proposed Zoning By-law Amendment

The zoning by-law amendment is proposed to amend the zoning of the subject site to “Residential Fifth Density, Subzone B, Exception XXXX, Schedule YYY (R5B[XXXX] SYYY)”. A new site-specific schedule will establish permitted building heights, required setbacks and stepbacks while the site-specific exception will provide the necessary relief from specific provisions of the current zone as detailed in section 4.5.1 of this report.

The proposed zoning amendment will provide consistent R5B zoning to the entire subject site while respecting and promoting the intent of the Zoning By-law to accommodate a broad range of uses and to foster and promote compact, pedestrian-oriented development while ensuring that scale and character is maintained.

## Building Setbacks

Adjustments to the building envelope and associated setbacks are required to ensure the constructability of the building and the proper integration with the Church building. In the image below, the green portions highlight the parts of the building that protrude from the zoning envelope. The intent is to respect the overall zoning form that was previously approved, but account for small variations in the building envelope resulting from more detailed architectural design. A revised schedule will be prepared to demonstrate the changes and would replace Schedule 379.

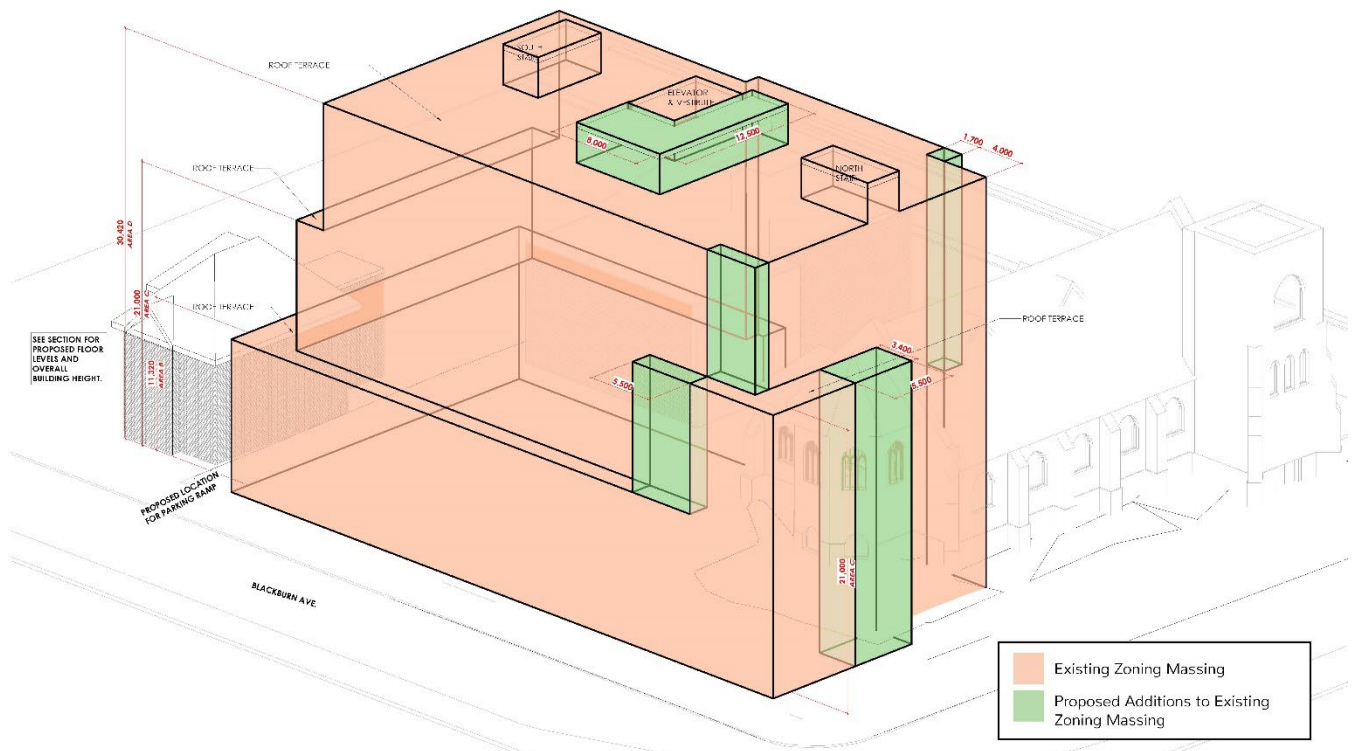


Figure 33: Existing zoning mass shown in orange contrasted with proposed changes and additions shown in green, demonstrating the scope of changes required in a revised zoning schedule

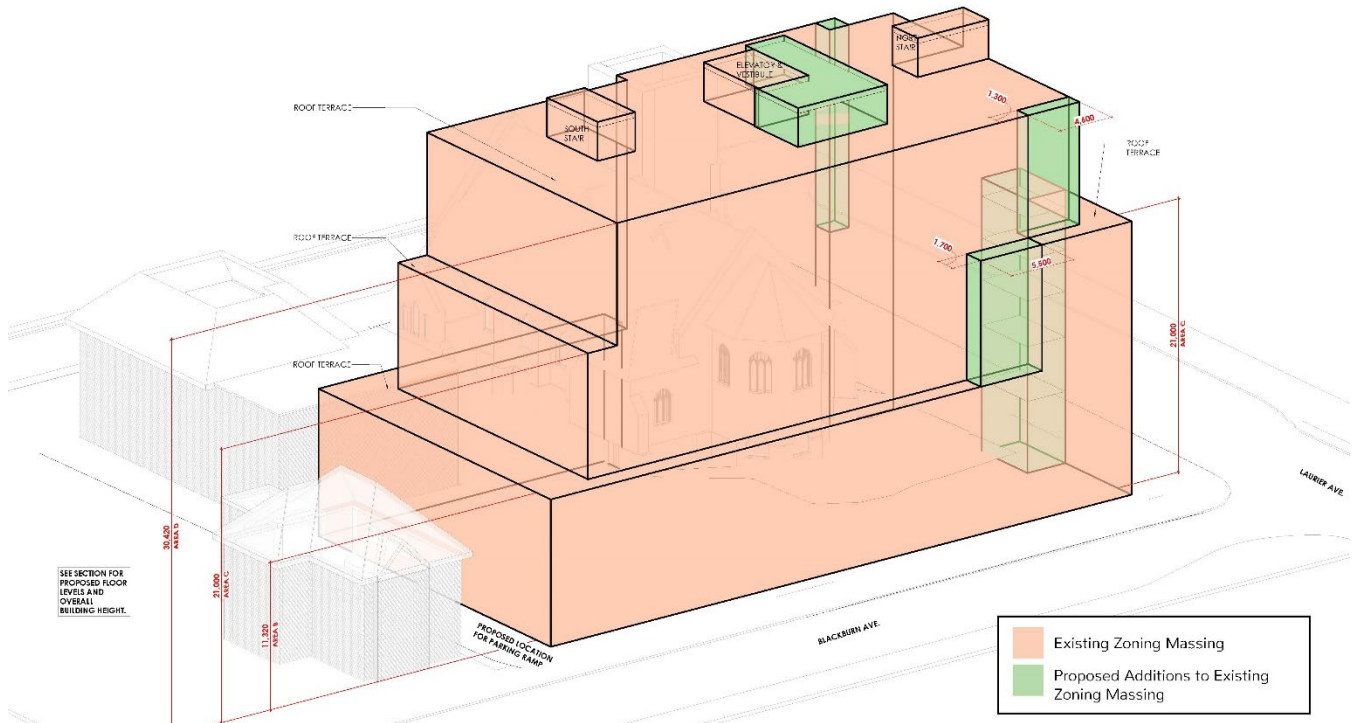


Figure 34: Existing zoning mass shown in orange contrasted with proposed changes and additions shown in green, demonstrating the scope of changes required in a revised zoning schedule

### Building Height

A maximum building height of 103.6 metres elevation above sea level (easl) is proposed, whereas 100.92 m easl is presently permitted. The maximum height is proposed to be increased for Area D in Schedule 379 only; other maximum building heights established in the height schedule are not proposed to change.

Increasing the maximum building height is requested to ensure that floor-to-ceiling heights are appropriate and also accommodate floor height changes in order to improve sightlines of the church apse. The height of the adjacent church and the height of the proposed development are not level, so some interior adjustments are required to create a cohesive and well-integrated floorplan. The floor level of the second storey has been raised to avoid interference with the church apse windows and roof.

In addition to the requested increase to the overall building height, it's also proposed that, despite Section 54, a mezzanine not be considered a storey. The proposed mezzanine provides a second storey for the ground floor units along Blackburn Avenue only, affecting a relatively small area of the building, making use of space that would otherwise be unused, and not resulting in any changes to the exterior elevation of the building.

### Reduced Landscaped Area

The Zoning By-law requires 486.67 square metres of landscaped area, whereas 427.95 square metres are proposed. As the proposed development is a form of infill development, opportunities for at-grade landscaped area are limited. Landscaping is proposed on the rooftop as detailed in the Landscape Plan and includes a green roof with four (4) plant mixes in order to provide permeable surfaces. The proposed rooftop landscaping not only buffers the rooftop amenity area from adjacent property lines but also adds greenery and vegetation to the site.

### **Reduced Minimum Resident Parking Rate**

A total of 44 residential parking spaces are provided, whereas 45 are required, a rate of 0.38 residential parking spaces per dwelling unit. Two (2) levels of underground parking are proposed, however, due to the site constraints, meeting the minimum required rate was not feasible. Due to the site's location in the Downtown Core, the availability of public transit in proximity to the site, and the surrounding fine-grained cycling and pedestrian network, visitors to the site are anticipated to not only arrive by private vehicle but a range of other transportation modes, mitigating the need for vehicular parking.

### **Reduced Minimum Visitor Parking Rate**

The proposed development includes four (4) visitor parking spaces, whereas 11 are required. A visitor parking rate of 0.03 visitor parking spaces per dwelling unit is proposed. As with the resident parking, the availability of spaces is limited within the garage. To balance the market-demand for residential parking with a condominium with the need for visitor parking spaces, the proposal provides four (4) spaces for visitors within the parking garage. The subject site's location means that visitors may choose to visit using public and/or active modes of transportation. To this end, 15 bicycle parking spaces are provided at-grade around the subject site, with ten (10) of these spaces being located at either of the two lobby entrances, five (5) per entrance. For other short-term visitors, street parking provides an alternative along Laurier Avenue East.

### **Permit Use of Resident Parking for Carshare**

The client is investigating opportunities to provide carshare opportunities for future residents. If a carshare provider wishes to locate a car on the site, relief is required to ensure that this does not result in a zoning deficiency. An exception is recommended as follows:

- / One (1) resident parking space may be used as a car-sharing space;
- / The use of the resident parking space for car sharing purposes does not result in a zoning violation for a lack of visitor parking.

If a carshare company chooses to locate a vehicle at the site, this exception would ensure that this does not result in a situation of non-compliance with the zoning by-law.

### **Permit "Hotel" and Resident Parking Rate to Share Parking spaces**

Permissions for the "Hotel" land use are sought, although a provider has not been secured. If a hotel is confirmed, then parking spaces are required to be provided. In Area X, parking is required for Hotel (excluding restaurant), with a rate of 1 per every 2 guest units for up to 40 guest units, and 1 per 12 guest units over 40 guest units. Section 101(6)(c) permits a 10% reduction in parking spaces provided that all provided parking spaces are located below grade in the same building as that land use.

If the number of residential units decreases, then the number of required parking spaces for visitors also decreases. Therefore, we propose that the Zoning By-law Amendment state:

- / The resident parking rate is 0.38 resident parking spaces per dwelling unit;
- / The visitor parking rate is 0.03 visitor parking spaces per dwelling unit;
- / The hotel parking rate is 0.42 parking spaces per guest unit;
- / One (1) resident parking space may be used as a car-sharing space;
- / The use of the resident parking space for car sharing purposes does not result in a zoning violation for a lack of resident parking; and
- / In any case, the total required parking spaces shall not exceed a combined 48 parking spaces.



## Reduced Size of two (2) “Compact” vehicle parking spaces when adjacent to a column or wall

54

Up to 50% of the parking spaces in a parking lot or parking garage may be reduced to a minimum of 4.6m long and 2.4m wide, provided that any such space: (a) Is visibly identified as being for a compact car, (b) Is not a visitor parking space required under Section 102, (c) Is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 metres. Relief is required for two (2) of the nine (9) “compact” car spaces. Two (2) parking spaces are located between a wall and a column, which would require a width of 2.4 metres, whereas 2.34 metres is provided. A width of 2.4 metres could not be provided due to the location of structural columns; however, the difference is that of 6 centimetres. It is also worth noting that the structural column is located at the corner of the parking space, so it would not likely obstruct door swing as doors would be located behind the column when a car is parked. Considering that the parking space is 6 centimetres smaller and the column would not obstruct a car door, this parking space would still be a useable space for a compact car.

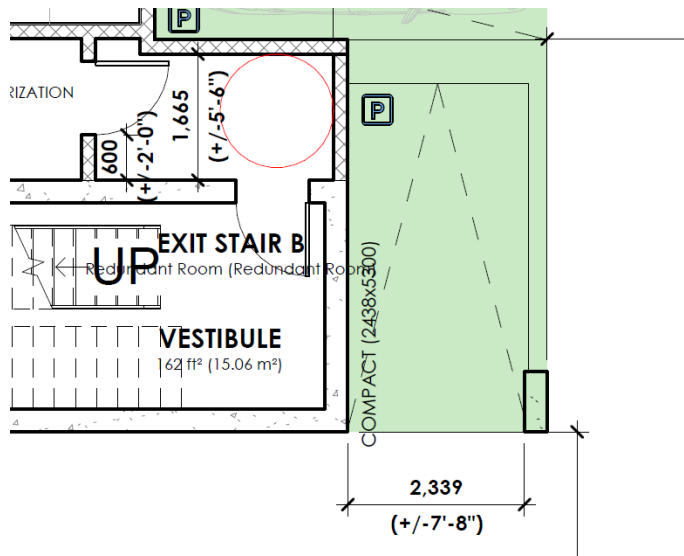


Figure 35: Extract from the site plan showing the reduced size compact parking space

## Drive Aisle Width, Non-Residential Uses

A drive aisle width of 6 metres is proposed for the parking garage. For residential uses, the minimum required width is 6 metres; however, for non-residential uses, it is 6.7 metres. To protect for the possibility of a hotel use, relief is required to ensure that the minimum permitted drive aisle width is 6 metres regardless of land use type.

## Restrictions on Hotel Location and Hotel Lobby Location and Size

Exception 2454 includes “hotel” as an additional permitted land use and provides direction related to the hotel location and hotel lobby size and location. Whereas the exception states: “a hotel is not permitted within the basement or first four storeys of any building on the site, except for a hotel lobby with a maximum gross floor area of 150m<sup>2</sup>, which may be located on the ground floor of any building on the site,” it is proposed that “hotel” be retained as an additional land use, but that the provisions related to location and size be removed from the revised Zoning By-law Amendment text.

In mixed-use hotel and residential development, hotels are typically located on the lower floors. In the proposed development, balconies are generally provided on upper floors. Private balconies are desirable for residential dwellings, but less necessary for hotel uses, locating the hotel on the lower levels would utilize units without balconies and would lead to a more functional overall building.

It is also proposed to remove the restriction on the size and location of the hotel lobby to ensure flexibility in the future if a hotel is developed.

Although a hotel provider has not yet committed to this project, the client seeks to preserve flexibility for the inclusion of a hotel without requiring further amendments to the Zoning By-law Amendment.

The 2018 proposal permitted hotels on the ground floor because of the proposed mix of uses. Given the current proposal and the refinement of the concept, it is appropriate to revisit the provision in the context of the uses now proposed.

**Permitted Projections into Corner Side Yard – Balconies**

Balconies in the corner side yard project up to 0 metres from the property line, whereas they are required to be set 1 metre back from the property line. Although Schedule 379 permits a building with a maximum height of 81.82 metres elevation above sea level to be built 0 metres from the property line, the balconies on the fifth to ninth floor project into the corner side yard at a height greater than 81.82 metres elevation above sea level. Therefore, relief is required to permit the balconies to project up to 0 metres from the property line on the east side of the property only.

**Permitted Projections in Rear Yard – Canopies and awnings (parking ramp canopy)**

A parking garage canopy is proposed to extend along the south portion of the building. The original zoning schedule did not contemplate a canopy. The Zoning By-law requires that a canopy extend no more than half the depth of the rear yard but no closer than 1.8 metres to the lot line. The depth of the rear yard is 7.04 metres and 50% of this depth is 3.52 metres. The actual depth of the proposed parking ramp canopy is 6.4 metres and therefore relief is sought.

The canopy is slightly larger than permitted, however, the distance from the adjacent property to the south is greater than required by the Zoning By-law; 2 metres is provided when 1.8 metres is required. This is because per the definition of a rear yard, it is measured from the “nearest point of the principal building not including a projection”. The building edge jogs, and the portion that is used to measure the rear yard depth extends across the lot width for the shortest length. The majority of the building is set back 8.72 metres, compared to the narrowest point, 7.04 metres. Therefore, while relief is required to permit the projection, efforts to mitigate impacts to the adjacent property to the south have been made.

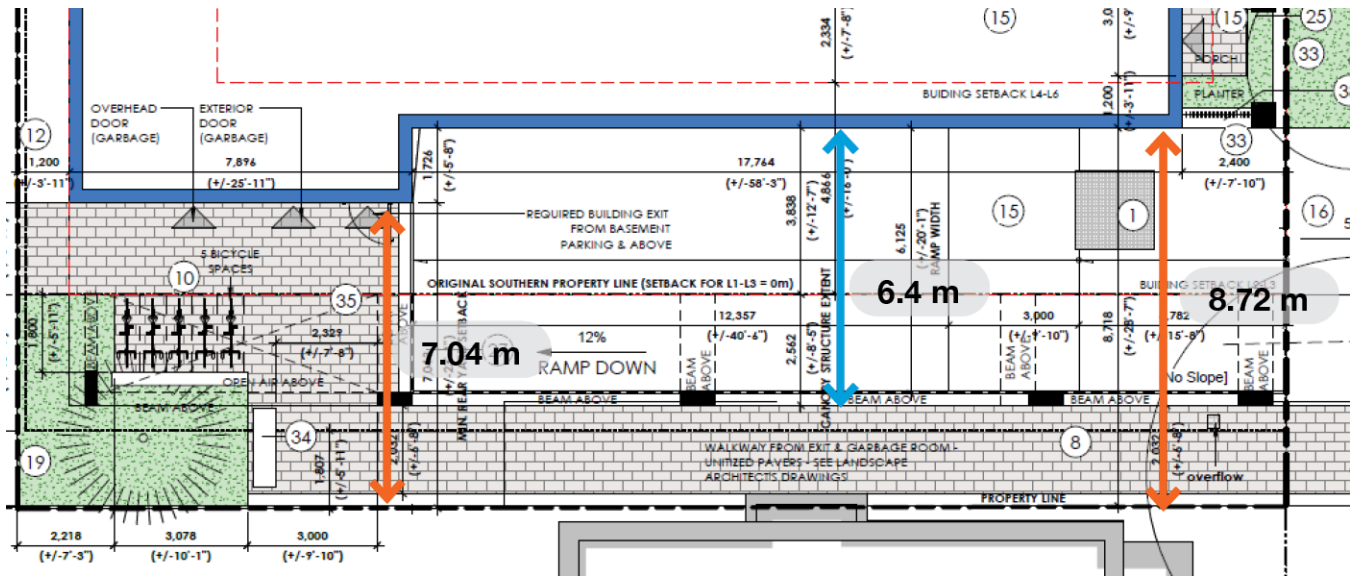


Figure 36: Rear yard setbacks, with minimum setback shown on the left and widest setback shown at the right

This overhang has been carefully designed to mitigate potential adverse impacts, particularly for the neighbour in the dwelling to the south. The overhang transfers the structural support for the above building to the southern edge, whereas previous design iterations placed columns in the centre of the drive aisle to the parking garage. Further

refinements to the design and vehicle turning radii revealed that this made the parking garage ramp too narrow to navigate. Moving the structural columns to the south side of the parking garage ramp creates a safer and more navigable parking garage ramp and improves the structural system, particularly for the CLT system. Since this extends the building mass further south, to avoid negative adverse impacts related to privacy and overlook, no building mass is proposed above the overhang. Instead, a green roof is proposed above the overhang and trailing plants are proposed to soften the transition. Ornamental detailing on the southern columns is also proposed to avoid the creation of a mass, blank wall directly adjacent to the single detached dwelling to the south and to create visual interest.

#### **Permitted Projections Above the Height Limit**

Additional structures are proposed on the rooftop, including washrooms and an amenity area. The Zoning By-law generally contemplates mechanical and service equipment penthouses, elevators, and staircases as being permitted projections, but not interior amenity spaces. The proposed spaces are required to support the rooftop programming and create functional rooftop amenity space for future residents.

The roof-top areas have been designed to reflect the setbacks established through the 2018 Zoning By-law Amendment. The enclosed amenity spaces have been integrated within the mechanical penthouse to minimize any intrusions or inconveniences to abutting properties, and will contribute to a better quality, liveable project for future residents.

## 6.0 Supporting Studies

### 6.1 Roadway Traffic Noise Assessment

GradientWind prepared a Roadway Traffic Noise Assessment dated August 9, 2023 and a Roadway Traffic Noise Addendum Letter dated February 9, 2024.

The report finds that the primary sources of roadway traffic noise are Laurier Avenue and Chapel Street. The results of the analysis indicate that plane of window (POW) noise levels will range between 52 and 67 dBA during the daytime period (07:00-23:00) and between 45 and 60 dBA during the nighttime period (23:00-07:00). The highest noise level (67 dBA) occurs at the north façade, which is closer to Laurier Avenue. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA.

Results of the calculations also indicate that the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. The following Warning Clause will also be required be placed on all Lease, Purchase and Sale Agreements.

As noise levels at the rooftop terrace amenity space do not exceed the OLA noise level criterion, acoustic mitigation for this area is not required.

Stationary noise impacts from the environment onto the proposed development are expected to be minimal. The site is not in close proximity to any large mechanical equipment. Furthermore, the setback distance from neighbouring midrise buildings is sufficient in attenuating noise from the rooftop units. Therefore, negative noise impacts are not anticipated.

With regard to stationary noise impacts, a stationary noise study will be performed for the site during the detailed design once mechanical plans for the proposed building become available. This study would assess impacts of stationary noise from rooftop mechanical units serving the proposed building on surrounding noise-sensitive areas. Noise impacts can generally be minimized by judicious selection and placement of the equipment. Where necessary noise screens and silencers can be placed into the design.

The Addendum Letter states that further analysis was undertaken to examine the noise levels at the Level 4 south-facing terrace. Results indicate the noise levels are 48 dBA during the daytime period, which is well below the ENCG criterion of 55 dBA. As such, mitigation in this area is not required.

The minimal changes to the buildings' massing will not alter the noise impacts onto the development from nearby traffic noise sources. Therefore, the initial results, recommendations, and conclusions of our traffic noise report remain unchanged.

### 6.2 Pedestrian Level Wind Study

GradientWind prepared a Pedestrian Level Wind Study dated August 8, 2023 and prepared a Pedestrian Level Wind Study Addendum dated February 8, 2024. The study investigated pedestrian wind conditions within and surrounding the subject site identified areas where conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The study involves simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Ottawa wind comfort and safety criteria. The results and recommendations derived from these considerations are as follows:

- / All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, transit stops, the existing patio serving the All Saints Anglican Church, and in the vicinity of building access points, are considered acceptable.
- / Regarding the common amenity terrace serving the proposed development at the roof level, wind conditions during the typical use period are predicted to be suitable for sitting, which is considered acceptable.
- / The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events (for example, thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

The Addendum Letter states that the original study concluded that all grade-level areas within and surrounding the subject site were predicted to experience conditions considered acceptable for the intended pedestrian uses throughout the year, inclusive of the nearby public sidewalks, transit stops, the existing patio serving the All Saints Anglican Church, and in the vicinity of building access points. Regarding the common amenity terrace at the roof level, wind comfort conditions during the typical use period (that is, May to October, inclusive), were predicted to be calm and suitable for sitting, which is considered acceptable.

The differences between the 2023 and the 2024 architectural designs are considered minor from a wind engineering perspective. The wind conditions at grade level within and surrounding the subject site and within the common amenity terrace at the roof level are expected to be similar under the current massing and to remain suitable for the intended pedestrian uses. As such, the conclusions of the original study are expected to remain representative of the current site massing.

### 6.3 Tree Conservation Report (TCR)

IFS Associates has prepared a Tree Conservation Report (TCR) dated February 8, 2024. The TCR provides an inventory and assessment of all individual trees on and adjacent to the subject site. 12 trees on the subject site conflict with the proposed construction and so are slated for removal. c

### 6.4 Geotechnical Investigation

Paterson Group prepared a Geotechnical Investigation dated August 1, 2023. The objective of the geotechnical investigation was to:

- / determine the subsoil and groundwater conditions at the site by means of a test hole.
- / provide geotechnical recommendations for the design of the proposed development including construction considerations which may affect its design.

The report indicates that the subject site is considered suitable for the proposed development.

It is expected that the proposed building may be supported using a raft foundation bearing upon an undisturbed, stiff, silty clay bearing surface. Due to the presence of a silty clay layer, proposed grading throughout the subject site will be subjected to a permissible grade restriction. The report provides recommendations related to permissible grade raise.

## 6.5 Environmental Site Assessment

Terrapex Environmental Ltd. (Terrapex) prepared the Phase 1 and 2 Environmental Site Assessments (ESA) dated July 28, 2023.

### 6.5.1 Phase 1 ESA

The Phase 1 ESA was undertaken for the purposes of filing a Record of Site Condition (RSC) per Ontario Regulation (O. Reg.) 153/04 under the Environmental Protection Act, Records of Site Condition - Part XV.1 of the Act.

The objective of the investigation was to update the findings of the report entitled Phase One Environmental Site Assessment, 315 Chapel Street, Ottawa, Ontario, Final Report prepared for All Saints Development Inc. by McIntosh Perry Consulting Engineers Ltd. (McIntosh Perry) and dated August 4, 2017 (the 2017 Phase One ESA), to identify actual and potential sources of contamination associated with the Site arising from current and/or historical activities on the Site and on properties within the Phase One Study Area (refer to Section 4.1.1. below), in order to satisfy the Phase One ESA general objectives listed in the Ontario Records of Site Condition - Part XV.1 of the Act regulation (O. Reg. 153/04):

- / to develop a preliminary determination of the likelihood that one or more contaminants have affected any land or water on, in or under the Phase One Property;
- / to determine the need for a Phase Two ESA;
- / to provide a basis for carrying out any Phase Two ESA required; and,
- / to provide adequate preliminary information about environmental conditions in the land or water on, in or under the Phase One Property to conduct of a Risk Assessment following completion of a Phase Two ESA.

Based on the review, evaluation, and interpretation of the information obtained from the records review, interviews, and site reconnaissance, potentially contaminating activities (PCAs) were identified within the Phase One Study Area, one of which (the former heating oil AST located in the basement of the memorial hall building) led to an area of potential environmental concern (APEC) at the Site. Therefore, a Phase Two ESA is required in order to file a RSC for the Phase One Property in accordance with the requirements of O. Reg. 153/04.

### 6.5.2 Phase 2 ESA

As the Phase 1 ESA identified an APEC, a Phase 2 ESA was required to investigate soil and groundwater quality at the Site prior to the filing of the mandatory RSC.

The soil quality at the Site was investigated through the advancement of boreholes to (i) characterize environmental conditions within the APEC and (ii) confirm the stratigraphy at the Site. Groundwater was not considered a media of concern for the investigation unless fuel oil or fuel oil concentrations in soil were encountered within the APEC, i.e. any evidence of impact. Contaminants of potential concern (COPCs) associated with fuel oil were BTEX and PHC F1-F4.

Based on analytical results, BTEX and PHC F1-F4 concentrations in the soil samples submitted for analysis from within the APEC were less than the Table 3 SCSs. Further, COPC concentrations were not measured above the laboratory's reportable detection limit (RDL). Therefore, an assessment of groundwater quality was deemed to not be necessary.

Based on the findings of the Phase Two ESA, the environmental quality of the Site meets the Table 3 SCS.

## 6.6 Adequacy of Services Report

Stantec prepared an Adequacy of Services Report dated November 14, 2023. The Adequacy of Public Services report assesses and identifies preliminary servicing and stormwater management (SWM) conditions which are generally consistent with City of Ottawa Design Guidelines and considers related pre-consultation advice provided by City of Ottawa staff.

The water, wastewater, and storm water servicing conditions assessed in the report indicate that the existing public services immediately adjacent to the project site are adequate to support the proposed development.

The mechanical engineering consultant is responsible to confirm:

- / The water service size required and that the water pressure within each building is adequate to meet building code requirements.
- / The sanitary sewer service size required and that the appropriate backwater valve requirements are satisfied.
- / The storm sewer service size required, that the appropriate backwater valve requirements are satisfied, the nature of the foundation drainage system, and that any roof drainage systems (including internal storage systems, roof drains, scuppers, and applicable green roof conditions) are adequate for accommodating the 100-year design storm conditions. It is noted that the 100-year SWM design condition is more stringent than the design condition associated with the typical building code requirements.

It is noted that the 100-year SWM design condition is more stringent than the design condition associated with the typical building code requirements. This confirmation is to occur during subsequent stages of the development application process.

No change to the existing church building service or drainage pattern is considered.

## 6.7 Transportation Impact Assessment (TIA)

CGH Transportation prepared a Transportation Impact Assessment (TIA) dated February 2024. A Step 1 Screening Form was prepared and per this Screening Form, a TIA is not required. However, a scoped study has been prepared at the request of the City to support a zoning amendment and site plan application.

## 6.8 Heritage Impact Assessment (HIA)

Commonwealth Historic Resource Management and Barry Padolsky Associates Inc. Urban Design and Heritage Consultant prepared a Heritage Impact Assessment (HIA) dated January 2024. The report concludes that the proposed infill development takes full advantage of the landmark status of the church in a respectful and creative design. As a whole, the proposed development, with the incorporation of the suggested alternatives and mitigating measures will not have a negative impact on the heritage values of the All Saints property, the national historic site across the street and the surrounding heritage conservation districts. It fits well within the neighbourhood and will be a positive addition to Sandy Hills cultural landscape.

## Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted:

- / Pre-Application Consultation Meeting
  - A pre-application consultation meeting was held with city staff and the applicant team on April 3, 2023.
- / Notification of Ward Councillor, Councillor Stéphanie Plante
  - The Ward Councillor has been notified of the application; the development team has met with her to discuss the proposal.
- / Community Information Session
  - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
  - It is anticipated that the community information session would be held in an online webinar format organized and moderated by the Ward Councillor and their staff members.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
  - The statutory public meeting will take place at the City of Ottawa Planning Committee



## 8.0 Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment Application represents good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the intent of the Provincial Policy Statement, proposing the intensification of a property within the built-up area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported and encouraged;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding growth management and the land use policies for the Minor Corridor designation;
- / The proposed development conforms to the Central and East Downtown Core Secondary Plan policies regarding built form, the Sandy Hill Character Area, site development, building heights, and heritage;
- / The proposed development conforms to urban design objectives and compatibility criteria established in section 4.6 of the Official Plan;
- / The proposal advances several of the Sandy Hill Cultural Heritage Character Area Guidelines with regard to guidelines for infill development, streetscapes and public realm; and
- / The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.

Sincerely,



Tamara Nahal, MPI  
Planner



Paul Black, MCIP RPP  
Associate/Managing Director

Appendix A: Schedule 379

