



617 Bank Street, Ottawa

Planning Rationale + Design Brief
Zoning By-law Amendment
November 13, 2023



Prepared for Domicile Developments

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1.0 Introduction

Fotenn Consultants Inc., acting as agents on behalf of Domicile Developments, are pleased to submit this Planning Rationale + Design Brief for the lands municipally known as 617 Bank Street in the Glebe community of the City of Ottawa.

1.1 Proposed Zoning By-law Amendment

The purpose of this application is to amend the Zoning By-law in order to permit office uses on the ground floor within six (6) metres of the front building wall facing the street. The subject property is currently improved with an existing four (4) storey mixed-use building with retail uses located at grade along Bank Street. The proposed Zoning By-law Amendment is seeking to permit for the spaces at grade currently occupied with retail uses to be capable and fully permissive of supporting office uses.

1.2 Site Context

The subject property consists of the entire eastern block of Bank Street, between Patterson Avenue to the south and Strathcona Avenue to the north. The property has a frontage of approximately 31.21 metres along Bank Street, 33.4 metres along Patterson Avenue, and 28.89 metres along Strathcona Avenue, resulting in a total lot area of approximately 961.6m². The subject property is located in Ward 17 (Glebe), City of Ottawa.

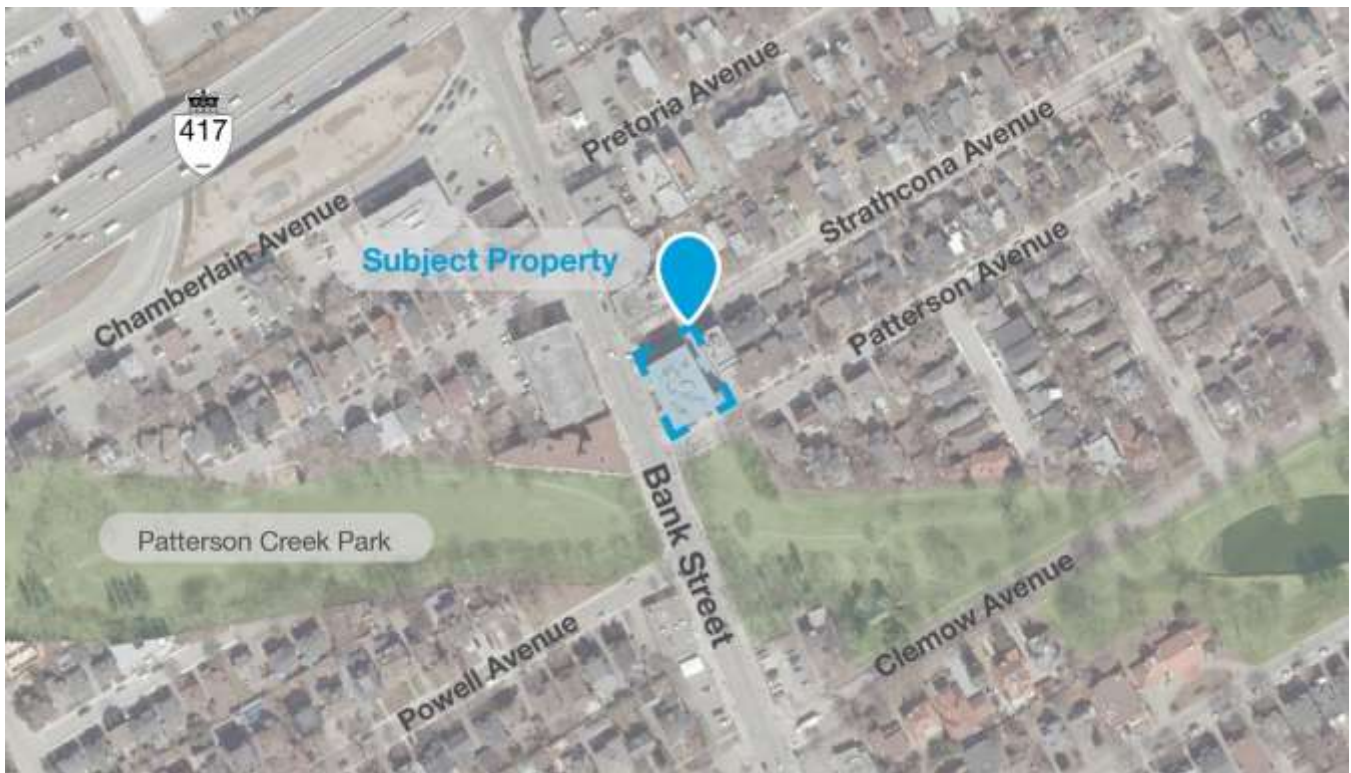


Figure 1: Subject property and the surrounding context.

The subject property previously received Zoning and Site Plan Approval in 2008 to facilitate the development of the existing building on the property. Previously, the property accommodated a commercial use along the rear lot line with surface parking provided across the rest of the lot. The property is currently improved with a four (4) storey mixed-use

building with at-grade retail uses and residential uses above. No major changes have been made to the building since its construction in 2008 and completion in 2009. Parking is provided below grade and is accessible via an entrance located along Strathcona Avenue.

1.3 Surrounding Area

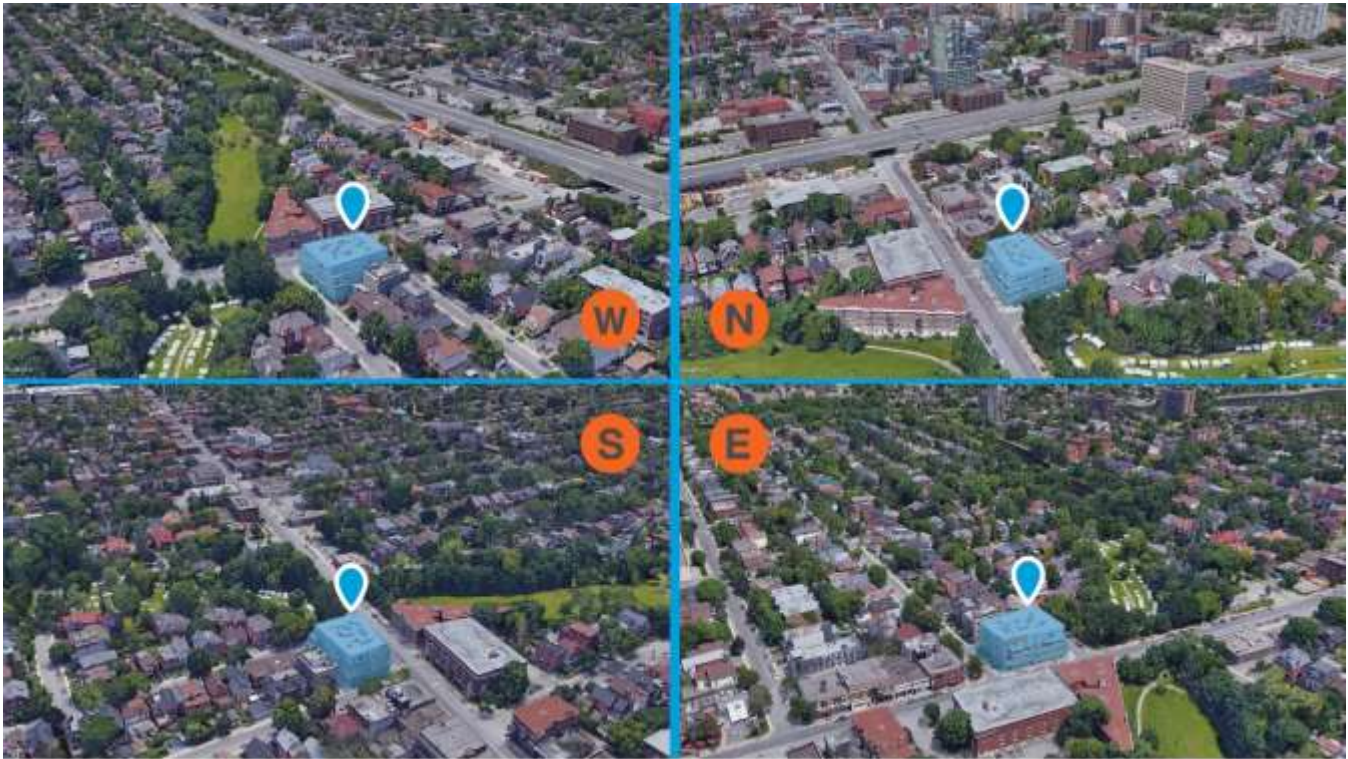


Figure 2: Surrounding Context.

The subject property is located in the Glebe neighbourhood of the City of Ottawa, characterized by low-rise residential uses straddling low- to mid-rise mixed-use development along the primary mainstreet running through the area – Bank Street. Despite being identified as a Corridor and Traditional Mainstreet in the City's policy and regulatory documents, this section of Bank Street lacks the same animation and vitality as the remainder of Banks Street south of Patterson Creek and north of Highway 417. The area surrounding the subject property can be described as follows:

North: The area to the north of the subject property is characterized by the northern extent of the Glebe community – low-rise residential areas abutting commercial and mixed-uses along Corridors. Further north, larger commercial lots and buildings front onto Isabella Street. Beyond Isabella Street is the Provincial Highway 417 which provides east-west connectivity across the City of Ottawa.

East: East of the subject property is the area of the Glebe community to the north of Patterson Creek. This section of the community is defined primarily by wide tree-lined residential streets and single-detached dwellings. The area features several foreign embassies and dignitary's residences. The eastern-most portion of this community terminates at the Queen Elizabeth Driveway along the Rideau Canal.

South: Immediately south of the subject property is the Patterson Creek Park area and path network. Patterson Creek extends from Lyon Street South in the west to the Rideau Canal in the east. West of Bank Street, the park area is formally named Central Park and provides vegetated park areas, outdoor furniture, lighting, and pathway connections across the

different segments of Patterson Creek. South of Patterson Creek is a continuation of the Glebe community context, with a more defined and active mainstreet character along Bank Street than the area to the north surrounding the subject property.

West: West of the subject property are two heritage low-rise apartment buildings fronting onto Bank Street, one of which being the heritage-designated Ambassador Court building. Constructed in 1928 in the Art Deco style, this building is designated under Part IV of the *Ontario Heritage Act*. Further west are several single-detached residential dwellings along Roseberry Avenue which back onto Patterson Creek.

1.4 Road Network

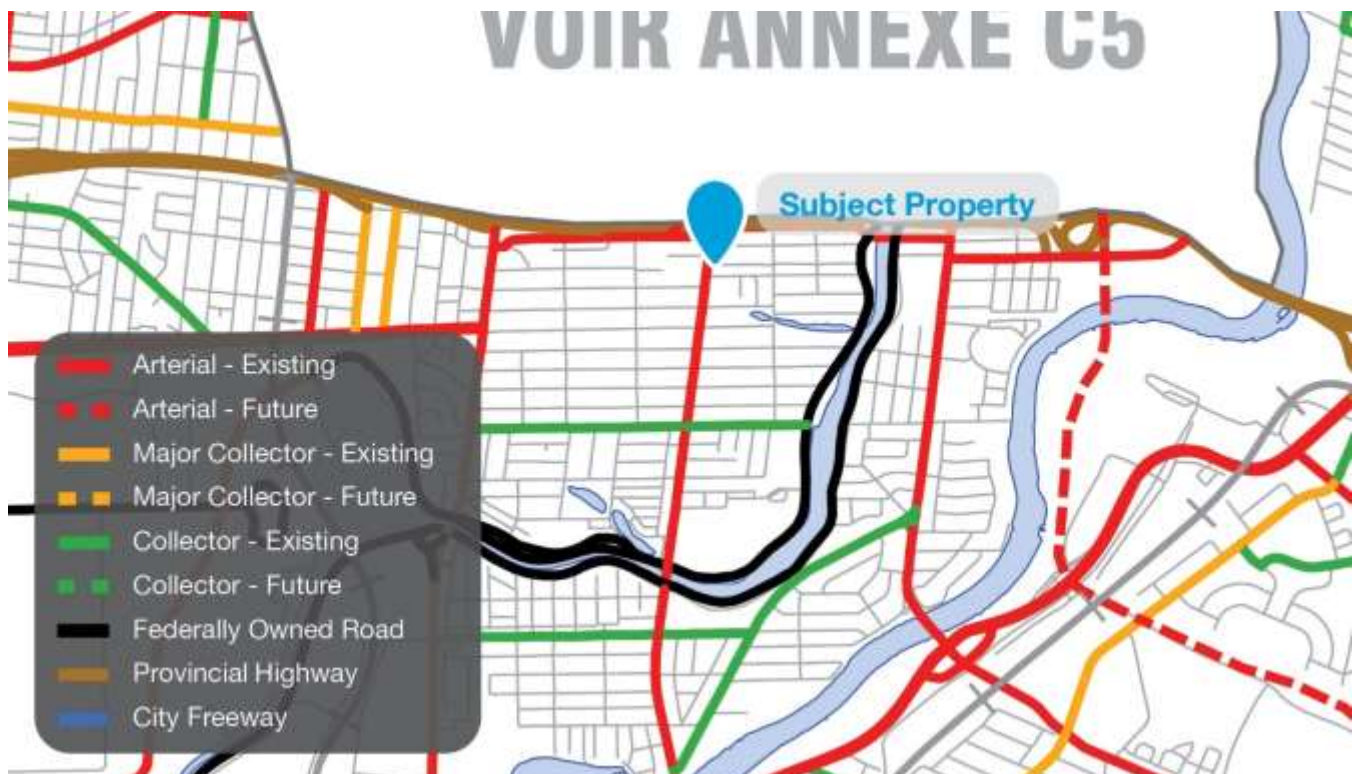


Figure 3: Schedule C4 - Urban Road Network (subject property identified).

The subject property is located along Bank Street, a primary north-south arterial in the City, providing vital connectivity through the major urban neighborhoods of Ottawa. Schedule C4 of the City of Ottawa Official Plan designates this road as an Existing Arterial Road (Figure 3). Further north of the subject property is the Isabella Street corridor, also designated Arterial, which extends along the southern edge of and provides east-bound access to Highway 417. The subject property is also located on Bank Street, which is designated as a Transit Priority Corridor in the City of Ottawa's Official Plan (Figure 4). Arterial Roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops.

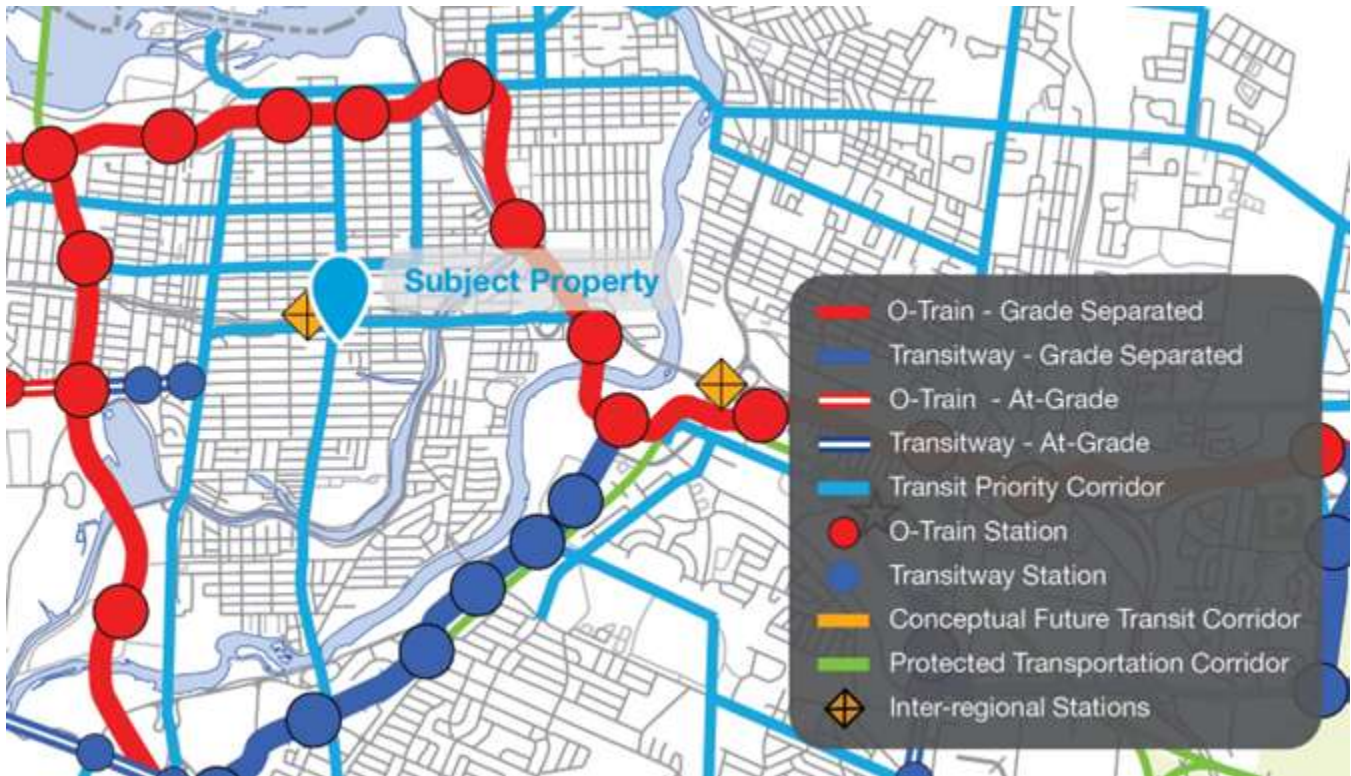


Figure 4: Schedule C2 – Transit Network (Ultimate) (subject property identified).

The subject property is also sited between Patterson Avenue and Strathcona Avenue, both of which are designated as Local Roads. Local roads provide access to areas of local priority, such as residential neighbourhoods and smaller-scale amenities, anticipated to support reduced through traffic as a result. For properties with a frontage along arterial roads as well as local roads, such as the subject property, site access is to be provided via the Local roads. The subject property is well served by the existing road network due to its frontage along an Arterial, which provides connections to the existing local road network as well as the greater urban road network.

2.0 Policy Framework

2.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. Land planning policies are intended to promote efficient development patterns with a mix of housing, employment, open space and multi-modal transportation which are appropriate for and make efficient use of existing and planned infrastructure and public service facilities. The relevant policies of the PPS as it relates to the subject application are as follows.

- / Healthy, liveable and safe communities are sustained by:
 - a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - b) accommodating an appropriate employment (industrial and commercial) uses to meet long-term needs; and,
 - e) 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.

This proposal seeks to provide for additional employment opportunities along a corridor supported by ample vehicular access, accessible transit, active transportation, and proximate residential areas, contributing to the diversification of uses and cost-effective use of existing space along Bank Street.

- / 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) 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;
 - e) support active transportation; and,
 - f) are transit-supportive, where transit is planned, exists or may be developed.

The accommodation of office uses on the ground floor of the existing building allows for the efficient usage of existing gross floor area, promoting transit-supportive employment along a primary corridor in the built-up urban area.

Section 1.3 provides specific land use planning policy guidance as it relates to the development of employment uses. The relevant policies are discussed below.

- / 1.3.1 Planning authorities shall promote economic development and competitiveness by:
 - a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
 - c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
 - d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and,

- e) ensuring the necessary infrastructure is provided to support current and projected needs.

The proposed use provides for a greater range of employment uses permitted on the subject property as well as within the greater community. Although permitted within other areas of the existing building, this proposal seeks to expand the availability of space allocated to office-oriented users, further expanding the diversity and availability of service-oriented commercial space along Bank Street. The proposed uses are capable of being serviced by the existing infrastructure on the property, as identified by the accompanying Servicing Brief.

Overall, the proposed Minor Zoning By-law Amendment aligns with the priorities and provisions set out by the Provincial Policy Statement.

2.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved by the Ministry of Municipal Affairs and Housing on November 4, 2022. The Plan 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.

2.2.1 Strategic Directions (Section 2.0)

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. The relevant sections are outlined below:

/ **Big Policy Move 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.

This proposal seeks to expand the diversity of uses along Bank Street, incorporating employment uses in an area which is defined primarily by retail and residential uses. Per the strategic direction provided above, the City of Ottawa Official Plan seeks to provide daily activities and uses in proximity to residential areas as well as along corridors serviced by adequate transit.

/ **Big Policy Move 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 office use proposed through this application seeks to improve the availability of employment within the existing urban contexts, as well as within proximity to densely populated residential areas – in line with the direction provided through these policies. In short, this proposal supports and promotes the idea of 15-minute neighbourhoods.

/ **Big Policy Move 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 Official Plan broadly supports locating employment uses, where appropriate, closer to where people live. The proposed office use does not detract from the defined purpose of the Bank Street corridor at this location, but rather further diversifies the purpose of the area in a positive sense. Providing for employment in a variety of locations around the City, rather than isolated nodes, individuals have a greater variety of opportunities for housing in relation to their places of work.

2.2.2 Cross-Cutting Issues (2.2)

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

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

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents. Section 2.2.2(2) provides a high-level strategy as it relates to attracting, retaining, and diversifying economic development across the City of Ottawa. The relevant sections are discussed in greater detail below:

3) Direct major employment to Hubs, Corridors and Special Districts

As outlined in this section of the Official Plan, given their relationship to the development of new housing opportunities as well as their relative access to existing residential areas, corridors are well-suited to support the anticipated development of employment opportunities across the City's different contexts.

4) Integrate economic activities with residential and other land uses

The Official Plan and its policies seek to coordinate the development of compatible land use activities in area in which they are mutually beneficial. In terms of employment, specific policies seek to ensure higher intensity uses that are likely to cause nuisance or undue impacts on residential areas are separated and provided with buffers to mitigate any potential impacts. The same is not true for office-based uses which do not present the same degree of potential impacts, and generally are compatible within mixed-use nodes and in close proximity to existing residential uses. Office-based uses benefit from their inclusion in these mixed-use areas, such as corridors, as their relationship with adjacent residential neighbourhoods represents a shift towards communities capable of supporting live, work, and play.

5) Create conditions for small-business growth

The Zoning By-law, which is to proceed this Official Plan, is intended to simplify land use provisions across the different designations to allow for a more diversified mix of uses across varying contexts of the City. One aspect as it relates to this application is the general appreciation and acceptance of providing small office-based accommodations in across the City's designations.

The establishment of office uses within a depth of six (6) metres from the front building wall, as proposed through this application, permits for the expansion of office leasing and diversified employment opportunities within the built up urban area, expanding the utility of the well-connected and mixed-use Bank Street corridor.

2.2.3 Growth Management (Section 3.0)

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, both residential and employment are to be directed to specific areas and designations across the City. Within the Inner Urban Transect, the Plan highlights Corridors and their expanding role in supporting employment growth. The following relevant policies illustrate the City's goal of incorporating employment growth through intensification within existing and developing mixed-use areas:

- / 3.2(3) The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.
- / 3.5(1) Employment uses that can mix with residential uses are permitted within Hubs and Corridors. Generally, employers with the highest densities are preferred to locate in proximity to rapid transit stations. These uses tend to be office-based or regional scale retail-focused facilities.
- / 3.5(10) This Plan intends to establish the appropriate scale for office uses that are dependent on locational context, such as proximity to a rapid transit station, rather than solely on designation. The scale of office uses is categorized as follows:
 - b) Small-scale Office: a single building that is smaller than Major Office, typically less than 10,000 square metres of floor area.

The relevant policies of the Growth Management section of the Official Plan identifies city-wide patterns for growth and development, specifically emphasizing the importance of locating and encouraging employment uses along key nodes, such as Corridors, due to their near-immediate adjacency and synergies with existing residential areas.

2.2.4 Inner Urban Transect

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).

The subject property is located in the "Inner Urban Transect" of the Official Plan. The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them and is therefore characterized by both urban and suburban elements. The Official Plan provides guidance for how the existing character of these neighbourhoods should be complemented while allowing for the development of walkable, service-rich, 15-Minute Neighbourhoods.

The Inner Urban Transect promotes greater densities than the Outer Urban and Suburban transects; the intended pattern of built form is urban. The transect is generally planned for mid- to high-density development, subject to their proximity to transit, their underlying land use designation, and municipal servicing capacity constraints. Section 5.2 sets the policies guiding development under this transect designation. The policies focus on enhancing the pattern of development to reflect the desired urban character, creating walkable and transit-supportive communities.

The following policies apply to the proposed Zoning By-law Amendment application on the property as follows:

- / 5.2.1(4) The Inner Urban Transect shall continue to develop as a mixed-use environment, where:
 - a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
 - d) Larger employment uses are directed to Hubs and Corridors;

2.2.5 Mainstreet Corridor

The subject property is designated “Corridor – Mainstreet” on Schedule B3 of the Official Plan. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

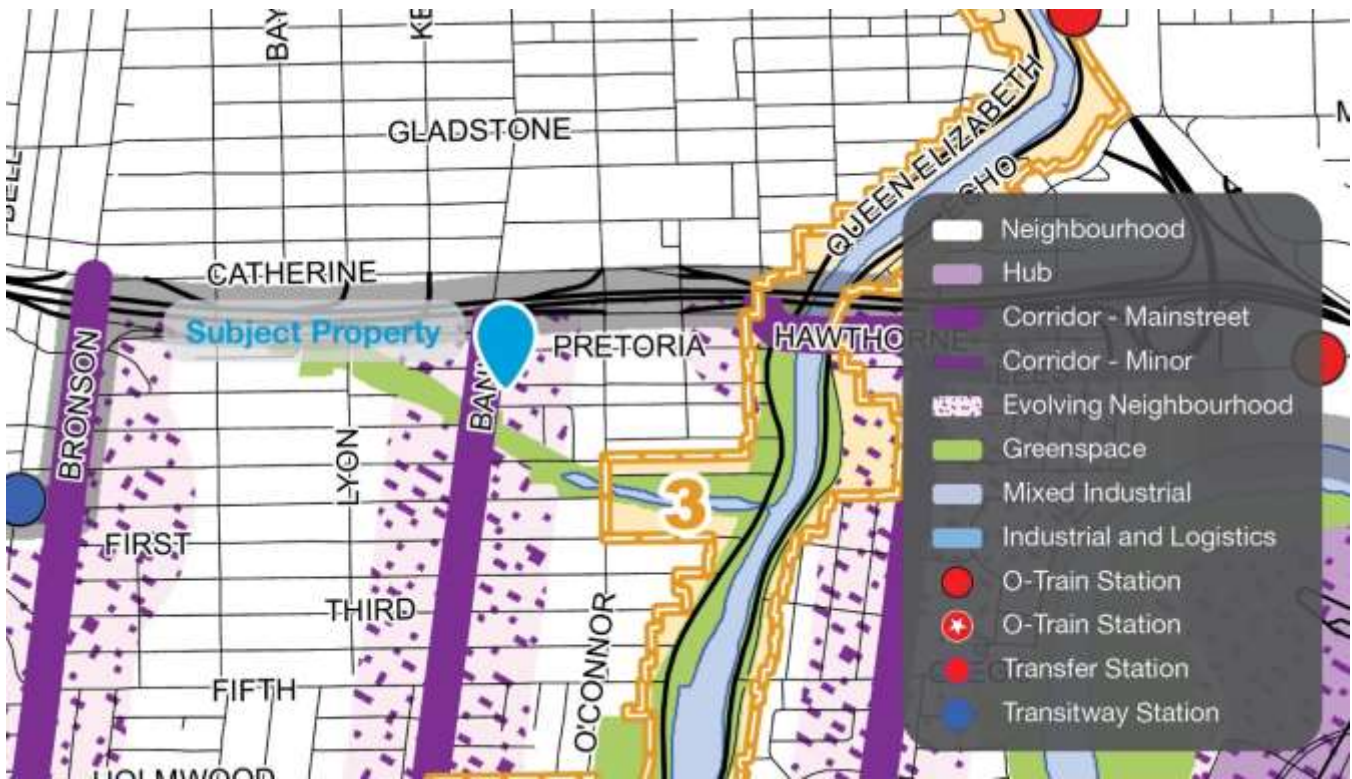


Figure 5: Schedule B2 - Inner Urban Transect (subject property identified).

The following policies apply to the proposed Zoning By-law Amendment application as follows:

- / 6.2.1(2) Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:
 - a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;

- / 6.2.1(3) Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:
 - a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- / 6.2.1(1) In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The proposed Zoning By-law Amendment on the subject property aligns with the direction and policies established through the Official Plan through the Strategic Directions, Transect, and Designation policies. The Mainstreet Corridor designation in the Inner Urban Transect anticipates and encourages the development of a variety of uses, including office uses thereby contributing to the 15-minute neighbourhood framework. The proposed office use is compatible within both the context of the Bank Street corridor as well as the abutting residential areas due to the low use intensity.

The provision of office space along Corridors seeks to serve the existing residents of the surrounding built-up area as well as those connected through transit, providing a greater choice of places to work across the City. The use also contributes to the vitality of the surrounding commercial and retail environments through the injection of workers and potential customers to the existing businesses along this stretch of Bank Street. The distribution and diversity of uses along Corridors aligns with the intent of the Plan which seeks to create spaces of active pedestrian interaction and traffic at all times of day.

2.2.6 Bank Street in the Glebe Secondary Plan

The Bank Street in the Glebe Secondary Plan is a City-initiated planning study that seeks to provide policy guidance and predictability for development and intensification efforts along the Bank Street Corridor between Highway 417 and the Rideau Canal. The Plan emphasizes the importance of the built form in relation to the streetscape and the existing low-rise areas in maintaining the characteristic appeal of the Glebe community. The policies speak generally to at-grade land uses along Bank Street, requiring new developments to include active frontages. The plan specifies that these active frontages can be achieved through several measures, such as the number and locations of entrances along the street as well as transparent glazing, though, the Plan does not speak to active frontage attributes as they relate to uses aside from retail.

The Bank Street in the Glebe Secondary Plan provides built form direction for new development and intensification efforts along the section of Bank Street located between Highway 417 to the north and the Rideau Canal to the south. The plan provides general guidance as it relates to at-grade frontage conditions, requiring active frontages, achieved through several building features along the streetscape. As it relates to this application, the proposed changes do not alter the building height or massing. The proposed changes maintain an active frontage along Bank Street through providing an entrance to each at-grade unit along the street and providing transparent glazing, encouraging interaction between the uses internal to the building and the street. The proposal aligns with the applicable priorities and objectives and policies of the Secondary Plan.

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

The subject property is zoned TM H(15) – Traditional Mainstreet Zone, Height Limit of 15 metres. The table below lists the permitted uses in the TM zone:

Residential Uses	Non-Residential Uses
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- / apartment dwelling, low rise
- / apartment dwelling, mid rise (By-law 2014-292)
- / bed and breakfast
- / dwelling unit
- / group home
- / home-based business
- / home-based day care
- / retirement home
- / retirement home, converted
- / rooming house
- / amusement centre
- / animal care establishment
- / animal hospital
- / artist studio
- / bank
- / bank machine
- / broadcasting studio
- / catering establishment
- / cinema
- / click and collect facility
- / community centre
- / community health and resource centre
- / convenience store
- / day care
- / diplomatic mission
- / emergency service
- / hotel
- / instructional facility
- / library
- / medical facility
- / municipal service centre
- / museum
- / **office**
- / park
- / parking garage
- / payday loan establishment
- / personal brewing facility
- / personal service business
- / place of assembly
- / place of worship
- / post office
- / recreational and athletic facility
- / research and development centre
- / residential care facility (By-law 2011-273)
- / restaurant
- / retail food store
- / retail store
- / school
- / service and repair shop
- / storefront industry
- / theatre
- / training center
- / urban agriculture

Zoning Mechanisms	Provisions		Provided	Compliance
Minimum lot area	No minimum		961.62m ²	YES
Minimum lot width	No minimum		31.21 metres	YES
Maximum Front Yard Setback	2 metres		0m	YES
Minimum rear yard setback	(iv) other cases	No minimum	0.61 metres	YES

Zoning Mechanisms	Provisions	Provided	Compliance
Building height	15 metres	15 metres	YES
Maximum floor space index	No maximum	N/A	YES
Minimum parking requirements	Area Y: Any lot that forms part of a contiguous block of TM or AM zoning abutting a mainstreet shown as Area Y In the case of any other non-residential use with a gross floor area of 500 square metres or less, no off-street motor vehicle parking is required to be provided.	Non-Required	YES

Section 197(1) The following non-residential uses are permitted subject to:

- b) where in a commercial or mixed-use building and located on the ground floor abutting a street having direct pedestrian access to that street, residential, office and research and development centre uses must not be located within a depth of six metres of the front wall of the main building abutting the street.

The proposed changes to the building on the subject property will result in the establishment of office uses within 6 metres of the front wall, requiring relief through this application.

3.0 Design Brief

Given the nature of this application, the Design Brief will solely address the policies and guidelines as they apply to the proposed Zoning By-law Amendment. The City of Ottawa ensures high-quality building and site design in key areas of the City through the provision of applicable Official Plan policies and urban design guidelines. These policies and guidelines are intended to ensure compatibility with neighbouring areas, safety, functionality, flexibility, and positive aesthetics as they contribute to the identity of the City.



Figure 6: North (left) and south (right) building faces.

Schedule C7-A of the Official Plan indicates that the subject site is located within a Design Priority Area. The subject property is defined in Section 4.6 as a Tier 3 – Local (Major) Design Priority Area. This designation is reserved for Mainstreet Corridors and Hubs outside of the Downtown Core Transect as well as other key nodes. In Design Priority Areas, all development within and adjacent to the public realm will be reviewed for its contribution to an enhanced pedestrian environment and its response to the distinct character and unique opportunities of the area.

3.1 Urban Design (Section 4.6 - Official Plan)

The Official Plan establishes a set of urban design strategies aimed at encouraging excellence in the design of both new developments and the public realm, contributing to the overarching vision of the Official Plan. Specific policies relate to the development's relationship to the public realm and streetscape animation. The Plan's overall aim of creating 15-minute neighbourhoods is encouraged through the intensification of existing neighbourhoods along Corridors and within Hubs, acknowledging the role of good urban design in making these spaces walkable, inviting, and supportive of growing neighbourhoods.

The applicable policies of this section, as they relate to urban design and the proposed Zoning By-law Amendment are outlined below:

- / 4.6.1(3) 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 5 and by the functionality of specific street segments within each tier.

The public realm interface of the subject property has been improved with street lighting, street trees, as well as other necessary streetscape infrastructure and features (i.e. parking pay booths) (Figure 7).



Figure 7: View looking northeast from Bank Street, depicting the streetscape improvements along frontage of the subject property.

- / 4.6.1(5) 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:
 - c) 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.

Two (2) supported overhangs are featured at the corners of the subject property along Bank Street, providing a shaded entry into the two (2) corner at-grade commercial units. This shaded area provides relief from heat, rain, snow, and limited wind effects.



Figure 8: Supported overhangs at the corners of the subject property providing protection from inclement weather for patrons of the uses along the ground floor.

- / 4.6.3(8) Public realm investments such as street furniture and other related streetscape elements will be designed to be welcoming and comfortable for all people, and hostile elements that intentionally prevent people from using the space will be avoided.

A bicycle parking rack has been provided at the north-west corner of the lot, in addition to other features long the Bank Street frontage, contributing to the pedestrian and active-transportation oriented conditions along the frontage.

- / 4.6.5(7) Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:
 - b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context.

The base of the existing building features several entrances to the existing at-grade commercial units as well as glazing along the façade (Figure 9), helping to activate the streetscape and encourage engagement with the pedestrian environment.



Figure 9: Frontage of the subject property viewed from Bank Street looking east.

3.2 Urban Design Guidelines for Development Along Traditional Mainstreets

In May 2006, Ottawa City Council approved the Urban Design Guidelines for Development along Traditional Mainstreets. The document contains 41 guidelines aimed with the goal of ensuring the character of development along mainstreets, such as Dalhousie, are maintained and the interaction with the existing context and public realm are enhanced. These guidelines serve to “provide urban design guidance...to assess, promote and achieve appropriate development along Traditional Mainstreets” with the objective to:

- / Promote development that will enhance and reinforce the recognized or planned scale and character of the street;
- / Promote development that is compatible with, and complements its surroundings;
- / Achieve high-quality built form and strengthen building continuity along Traditional Mainstreets;
- / Foster compact, pedestrian-oriented development that is linked to street-level amenities; and
- / Accommodate a broad range of uses including retail, services commercial uses, offices, residential and institutional uses where one can live, shop and access amenities.

The relevant design guidelines applicable to this proposal are as follows:

- / Guideline 5: Locate streetscape elements in the boulevard clear of the unobstructed 2.0 metre sidewalk, including trees, paving, benches, newspaper boxes, bicycle parking, and parking meters.

- / Guideline 6: Create attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards, outdoor cafés, seating and decorative pools or fountains.
- / Guideline 7: Cluster or group streetscape elements and utilities wherever possible to minimize clutter. Coordinate tree and street light locations with above and below-grade utilities.
- / Guideline 11: Use clear windows and doors, to make the pedestrian level façade of walls facing the street highly transparent, and locate active pedestrian-oriented uses at-grade.
- / Guideline 16: Highlight buildings on corner sites, where two public streets intersect, with special treatment such as a corner entrance. Continue the same level of architectural detailing around both sides of the building.
- / Guideline 19: Locate front doors to face the mainstreet and be directly accessible from the public sidewalk.

The proposed Zoning By-law Amendment aligns with the priorities and direction of the applicable Urban Design Guidelines.

3.3 Heritage

The subject property is located across the street from the Heritage Designated (through Part IV of the *Ontario Heritage Act*) Ambassador Court Apartments (612 Bank Street). The Ambassador Court Apartment building, is a flat roofed, three-storey building with a high basement with a triangular plan constructed in 1928. The building is located on the west side of Bank Street and forms the northern border of Central Park in the Glebe neighbourhood of Ottawa.

The Ambassador Court Apartment building has cultural heritage value as an excellent example of an early 20th century apartment building, its association with development of apartment buildings in the interwar period, and its association with developer David Epstein and architect Werner Noffke. The building has contextual value for its location on Bank Street and for its linkages to Central Park. Ambassador Court has design value as an excellent example of the type of walk-up apartment building built in the interwar period in many North American cities. It features elements of the Art Deco style including its symmetrical façade with two-storey central entrance, buff brick cladding with raked mortar joints and decorative brick panels in geometric patterns. The triangular plan of the building takes advantage of both its location adjacent to a large municipal park and the grade change between Bank Street and the park below, as a result the building has two principle facades- one facing Bank Street and one facing Central Park.

The subject property, as an existing building, is shown to respect the material treatment of the adjacent heritage building as well as its relationship through massing. The light-coloured masonry and paneling as well as the shape and variation of fenestration features reflect a similar character to that of the Ambassador Apartments while not presenting disingenuous mimicry. The subject property also features a four (4) storey built form, similar to that of the three (3) storey built form of the Ambassador Court Apartment. The massing of the existing building presents no adverse impacts to the visual primacy of the existing heritage building.

The ground floor façade of the building on the subject property presents a different character to that of the adjacent heritage building, partly due to the commercial uses located at-grade as opposed to residential uses. Though, due to the raised basement ceilings of the Ambassador Court Apartments, the first floor extends to a height similar to that of a modern ground-floor commercial space (approximately 4.5 metres). Figure 11 illustrates the relationship between the ground-floor conditions, in terms of floor-to-ceiling height, on the subject property and the adjacent heritage building. The consistent floor heights help to incorporate the newer, modern building into the existing context, maintaining a consistent street wall condition in relationship to the heritage character of the area.



Figure 10: Ambassador Court Apartments as seen from Bank Street looking west.

The at-grade façade on the subject property, as previously mentioned, differentiates itself from the residential apartment building as a result of commercial units located along the ground floor. City of Ottawa Official Plan policies speak to providing active frontages through glazing along the street. Such requirements are not reflected in older heritage apartments due to their intended residential use and the standards at the time of their construction. Although differentiated from the Ambassador Court Apartments, the ground floor façade seeks to provide an active frontage and glazing along the pedestrian realm, while maintaining aspects found across the street, such as structural masonry features separating windows, extending to the ground. Overall, the existing building on the subject property is respectful of the heritage context found across the street and represents a complimentary and subtle addition to the Bank Street character in this area.

Overall, the proposed Zoning By-law Amendment does not seek to change the existing ground floor conditions, nor disrupt the existing building’s relationship to the Ambassador Court Apartments located across the street.



Figure 11: Graphic depicting the relationship between the building on the subject property and the heritage Ambassador Court Apartments. The red dashed lines illustrate the ground floor expression and height while looking north up Bank Street.

4.0 Zoning By-law Amendment

The Zoning By-law Amendment proposed through this application seeks to permit for office uses on the ground floor within a depth of six (6) metres of the front building wall through a site-specific exception. The relief sought through this proposal is consistent with the intent and direction of the relevant sections of the Provincial Policy Statement and Official Plan in addition to representing a desirable condition within an existing building along a unique stretch of Bank Street in the Glebe community.

4.1 City of Ottawa Official Plan Policies

The newly adopted Official Plan, across several sections, identifies the need to develop employment opportunities in proximity to existing residential areas in order to align with the 15-minute neighbourhood framework established through this Plan. There is a general recognition within the new Official Plan that segregated 'employment' areas, such as business parks, are no longer desirable as they do not meet the day-to-day needs of employers, employees and residents. At the City-wide level, the Official Plan outlines its goals to embed climate resiliency, health, and equity into the development of new and existing communities across the City. One such means that is emphasized throughout is the diversification of uses within existing communities, allowing for work, school, play, and daily functions to be served without needing a car. The proposed Zoning By-law Amendment seeks to provide additional space for office-based employment uses within the inner urban area, accessible to the urban population of the surrounding areas as well as those capable of commuting via transit along Bank Street.

Through providing greater opportunities for the development of employment in proximity to existing residential areas, this proposal will contribute to the livability of the existing community and the diversity of activities available to those living in proximity can accomplish without needing a car. Contributing to the geographic distribution of jobs more broadly supports individuals in providing a greater choice of where to work in relation to their home.

In terms of economic development and the direction and strategies employed by the Official Plan to facilitate employment growth, Corridors are identified as places poised to support the development of jobs within the existing built-up area. Over the life of this plan mainstreets are intended to see their role increase significantly as places for employment growth, contributing to the creation of diversified 15-minute neighbourhoods across the City.

The proposed use is also consistent with the land uses anticipated and encouraged along Mainstreet Corridors in the Inner Urban Transect through policies of the Official Plan. Both sets of policies anticipate office uses along Mainstreet Corridors, helping to contribute to the availability and range of services offered along key nodes of connectivity. The post-COVID19 workplace has also contributed to a changing nature of office space and usage. Where previously office space saw limited traffic throughout the day, with the increasing prominence of flexible working arrangements, the purpose of offices has shifted from places of stationary work to a workstation available throughout the day. The office as a ground-floor use has become increasingly active, contributing to the streetscape character through a greater continuity of pedestrian interaction outside of the normal beginning and ending of the workday.

Additionally, the range of services and businesses utilizing an office space have the potential to effectively interface with the street and positively interact with the pedestrian environment. Professional service firms (i.e. lawyers, banks, real estate agents, and architects) benefit from public-facing and interactive street fronts, allowing for pedestrians to actively inquire and interact with the services directly accessible via the public realm. The provision of office space, given the variety of tenants which this may encompass, along such an isolated stretch of corridor contributes to the available foot traffic for surrounding retail during the work week.

4.2 Context Analysis

In addition to the support for this Zoning By-law Amendment application provided by the applicable Official Plan policies and Provincial directives, the proposed uses in this location seek to bring the character of the streetscape closer to the

anticipated condition desired by the Zoning By-law. The subject property is located to the north of Patterson Creek, separated from the stretch of Bank Street which presents a more prominent retail character and active streetscape. The 200-metre stretch of Bank Street, in which the subject property is located, represents a different character from the areas to the south and to the north beyond the highway.

Pedestrian and retail traffic from the southern portion of Bank Street in the Glebe or the northern portion in Centretown is not found to continue through this area to the same extent, limiting the success and feasibility of retail frontages to support leases in the inner urban market. A strong retail streetscape is primarily characterized by double-loaded streets containing active frontages interacting with the street and associated public spaces. The closest double-loaded retail stretches of Bank Street are located approximately 150 metres to the north and south of this stretch of Bank Street, isolating the active commercial uses from the high volumes of pedestrian traffic found in the Glebe and Centretown communities. Mainstreet conditions require a density of uses and continuity in order to promote adequate usage and interaction. The highway to the north and Patterson Creek to the south act as barriers to connectivity with the greater Bank Street corridor character, limiting the potential for high volumes of pedestrian interaction with the ground floor uses along this stretch of Bank Street.

Overall, the relief sought through this application to permit for office uses within the first six (6) metres of the front building wall is appropriate in the existing context of the subject property as the office use is permitted in the TM zone and encouraged through the applicable Official Plan policies. Office space along the ground floor frontage can help to facilitate and support mixed-use environments along mainstreets, attracting foot traffic through the provision of local professional services such as law firms, whereby members are encouraged to walk-in and discuss their professional service offerings. Additionally, the inclusion of employment opportunities along isolated segments of mainstreets can help to support the existing retail and ancillary uses at times of day when street activation and foot traffic is found to be at its lowest.

Overall, the Official Plan is supportive of developing employment opportunities along corridors in the existing built-up area in an effort to continue the evolution of these areas towards the 15-minute neighbourhood model. The proposed uses are also not anticipated to create any adverse impacts that would result in an incompatibility within the context of the subject property and the surrounding residential neighbourhood.

4.2.1 Proposed Zoning By-law Amendment

This property is currently zoned TM H(15). The following is an inventory of the revised zoning provision.

I - Exception Number	II - Applicable Zones	III - Additional Land Uses Permitted	IV - Land Uses Prohibited	V - Provisions
XXXX (By-law 20XX-XXX)	TM H(15)	None	None	/ To permit office uses within a depth of 6 metres of the front wall of the main building abutting the street.

5.0 Supporting Plans & Studies

The proposed Zoning By-law Amendment is seeking relief in order to permit office uses within 6 metres of the front building wall within the existing structure. Given the nature of this application, a scoped list of required plans and studies were requested by City staff following the Pre-Consultation Meeting held on April 26th, 2023, including a Servicing Brief to confirm the existing infrastructure and capacity are capable of accommodating the proposed uses. The findings from the accompany Servicing Brief is as follows:

5.1.1 Servicing Brief

A site serviceability report was prepared by LRL Engineering. The stated conclusions of the report confirm that the office space does not increase the sanitary demand. Additionally the CCTV scan supports the re-use of the existing lateral connections to municipal infrastructure.

6.0 Conclusion

The proposed Minor Zoning By-law Amendment on the subject property is consistent with the Provincial Policy Statement, conforms to the policy directions of the new Official Plan as well as applicable urban design guidelines, and, aside from the minor zoning deficiency, meets the intent of the City's Zoning By-law (2008-250). In our opinion, the proposal is appropriate and suitable for the lands, represents good planning and is in the public interest.

Please do not hesitate to contact the undersigned should have any questions or require additional information. Please advise us in writing of the timelines for the technical circulation of the application materials at your earliest convenience.



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