



## **283 & 285 McLeod Street**

Planning Rationale + Design Brief  
Official Plan Amendment, Zoning By-law Amendment, & Heritage Permit Applications  
August 18, 2021



Prepared for Zyer Developments Inc.

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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Zyer Developments Inc. to prepare this Planning Rationale and Design Brief in support of Official Plan Amendment, Zoning By-law Amendment, and Heritage Permit applications to facilitate the proposed development on the lands municipally known as 283 & 285 McLeod Street (the “subject site”) in the City of Ottawa.

The proposed development consists of an eight-storey, mid-rise residential use building along the rear of the site, transitioning to a three-storey condition proposed fronting McLeod Street. The property at 285 McLeod Street is proposed to be retained, with heritage attributes and architectural features reinstated at the south elevation, while the property at 283 McLeod Street is proposed to be demolished and replaced with a built form that is distinctive from, yet complementary to the heritage character of Centretown. The proposed development includes high-quality outdoor amenity space complementary to streetscape conditions within the Centretown neighbourhood. A total of 30 dwelling units are proposed in the eight-storey mid-rise building with 11 proposed underground vehicular parking spaces as well as 21 bicycle parking spaces. The proposed development consists of spacious units, including one-bedroom plus den, two-bedroom, and three-bedroom units, contributing to a diverse mix and type of units in the Centretown neighbourhood.

## 1.1 Required Applications

To facilitate the proposed development, concurrent Official Plan Amendment, Zoning By-law Amendment, and Heritage Permit Applications are being submitted.

The site is subject to the Centretown Community Design Plan (CDP) and Secondary Plan which supports building heights up to nine storeys strictly along the rear portion of the site. The proposed Official Plan Amendment (OPA) requests the addition of policies and criteria within the Centretown Secondary Plan to recognize the unique attributes and location of the subject site as an appropriate location for a mid-rise building of eight (8) storeys shifted forward toward the central portion of the site. The OPA seeks to amend specific provisions within Policy 3.9.4.2 and seeks to amend Schedule H2 to extend the building height permissions from the northern portion of the site toward the centre while reducing the permitted height from nine (9) to eight (8) storeys (24.9 metres).

The proposed Zoning By-law Amendment proposes to amend the zoning of the subject property to Residential Fifth Density, Subzone with a site-specific exception and schedule. A new site-specific zoning schedule will establish permitted building heights, required setbacks, and setbacks while the site-specific exception will provide the necessary relief from specific provisions of the proposed zone as detailed in Section 5.2 of this report.

Finally, as the subject site is located within the Centretown Heritage Conservation District and is Designated under Part V of the Ontario Heritage Act, a Heritage Permit is required to facilitate the proposed development. This application will be submitted concurrent to the OPA and Zoning By-law Amendment applications.

A Site Plan Control Application for the proposed development will be submitted under separate cover in the future to resolve site-specific design considerations such as landscaping, servicing locations, and building materiality.

## 1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
  - Two Pre-Application Consultation Meetings were held with City Staff. An initial meeting occurred on January 7, 2020 between City Staff and the applicant team. A second meeting occurred on June 3, 2021 with City Staff, a member of the Centretown Citizens Community Association, and the applicant team.
  
- / Notification of Ward Councillor, Councillor Catherine McKenney
  - The Ward Councillor was notified of the proposed development for the subject site prior to the Official Plan Amendment and Zoning By-law Amendment applications being submitted.
  - A meeting to discuss the proposed development is planned following application submission.
  
- / Notification of the Centretown Citizens Community Association, Vice President Jack Hanna
  - The Centretown Citizens Community Association was notified of the proposed development for the subject site prior to Official Plan Amendment and Zoning By-law Amendment applications being submitted.
  
- / Informal Information Session, Notification of Neighbours and nearby property owners
  - A letter was issued on October 8, 2020 to neighbouring properties abutting the rear of the subject site. The letter invited neighbours to attend a meeting on October 15, 2020. This meeting included several neighbours from abutting lands to the rear and east.
  - An owner representative has also engaged in personal discussions with the owners of abutting hotel to the rear and detached dwelling to the west.
  
- / Urban Design Review Panel Consultation
  - A Formal review of the proposed development will be undertaken by the Urban Design Review Panel as part of the development application process.
  
- / Community “Heads Up” to local registered Community Associations
  - A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process.
  
- / Community Information Session
  - If requested by the Ward Councillor, the applicant team will participate in a second community information and comment session to discuss the proposed development as soon as deemed desirable after submitting the applications.
  - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
  - Due to ongoing COVID-19 restrictions on public gatherings, it is anticipated that the community information session would be held via an online format such as a Zoom webinar or another similar platform.
  
- / 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.

# 2.0 Subject Site & Surrounding Context

## 2.1 Subject Site

The development lands consist of a land assembly of two contiguous properties municipally known as 283 and 285 McLeod Street. The subject site, located in Somerset Ward (Ward 14), is a generally P-shaped lot with a total area of approximately 832.38 square metres with approximately 31 metres of frontage along McLeod Street along the southern edge (Figure 1). The subject site is located approximately 30 metres east of the intersection of O'Connor Street and McLeod Street. Located in the Centretown neighbourhood, the site currently contains two (2) three-storey commercial use buildings at 283 McLeod Street and 285 McLeod Street, with both primary entrances located at the interior sides of the buildings. As the site is located within the Centretown Heritage Conservation District, both properties are Designated under Part V of the Ontario Heritage Act. The existing buildings are reflective of an early pattern of development in the Centretown neighbourhood, however many original and character defining elements, as discussed herein, have since been removed. The remainder of the site contains a central access from McLeod Street leading to a surface parking lot in the rear, with front yard landscaping along McLeod Street. A combined hydro pole and light standard is located to the southeast corner of the site, outside of the property boundaries, while a sidewalk runs continuous along the southern edge of the property.



Figure 1: 283 & 285 McLeod Street, subject property indicated

## 2.2 Surrounding Context

**North:** Immediately north of the subject site is an eight-storey Best Western hotel occupying a large corner site at O'Connor Street and Gladstone Avenue. East of this, along the southern edge of Gladstone Avenue are three-storey residential townhouses. Further north are low-rise residential and mixed-use buildings along east-west local roads, with some low-rise commercial buildings located along O'Connor Street. This residential condition continues north through the Centretown neighbourhood, with some mid-rise and high-rise residential buildings located throughout, and building heights increasing through to the Downtown Core.

**East:** Immediately east of the subject site are low-rise detached, semi-detached, townhouse, and low-rise apartment dwellings along McLeod Street, with a high-rise apartment building located at the corner of Metcalfe Street and Gladstone Avenue. Further east are generally low-rise and high-rise residential uses, with some

small scale commercial and institutional uses throughout. This condition continues through to Elgin Street, where mixed-use and commercial uses are located along either side of the street. Low-rise residential dwellings, high-rise apartment buildings, and several local parks are located in the neighbourhood on either side of Elgin Street, and east through to the Rideau Canal.

**South:** Immediately south of the subject site are lands containing the Canadian Museum of Nature bounded by McLeod Street, Elgin Street, Argyle Avenue, and O'Connor Street. The lands immediately south of the site are occupied by landscaped area and a surface parking lot, where the museum building is located southeast of the site. Further south is the Taggart Family YMCA, containing a community centre, daycare, and recreation facilities. Surrounding this are low- to high-rise residential, mixed-use, and commercial buildings through to Catherine Street and Highway 417.

**West:** Immediately west of the subject site are two low-rise residential dwellings at the corner of O'Connor Street and McLeod Street, across which is a low-rise commercial building containing a funeral home and a nine-storey mid-rise residential building. The site containing the funeral home is occupied by a surface parking lot and is highly undeveloped. Further west is low-rise and nine-storey mid-rise residential building through to Bank Street, which contains mixed-use and commercial buildings typical of a Traditional Mainstreet along both frontages. Further west into the Centretown neighbourhood are generally low-rise and mid-rise residential buildings, with some commercial and high-rise buildings throughout.

### 2.3 Road Network

The subject site is well served by the City of Ottawa's urban road network. Where the subject site fronts onto McLeod Street is a Local Road, while a portion of McLeod Street to the east of the site is designated an Arterial Road. The subject site is located less than 30 metres from O'Connor Street, which is designated an Arterial Road connecting in a north-south direction. Further, the subject site is located one block south of Gladstone Avenue, designated a Major Collector connecting in an east-west direction through the Central Area. The subject site is also located central between many other major roadways, including Elgin Street, Metcalfe Street, Bank Street, Kent Street, Lyon Street, Catherine Street and Somerset Street, which are all designated as Arterial Roads, and Provincial Highway 417, as described in Schedule F of the Official Plan (Figure 2).

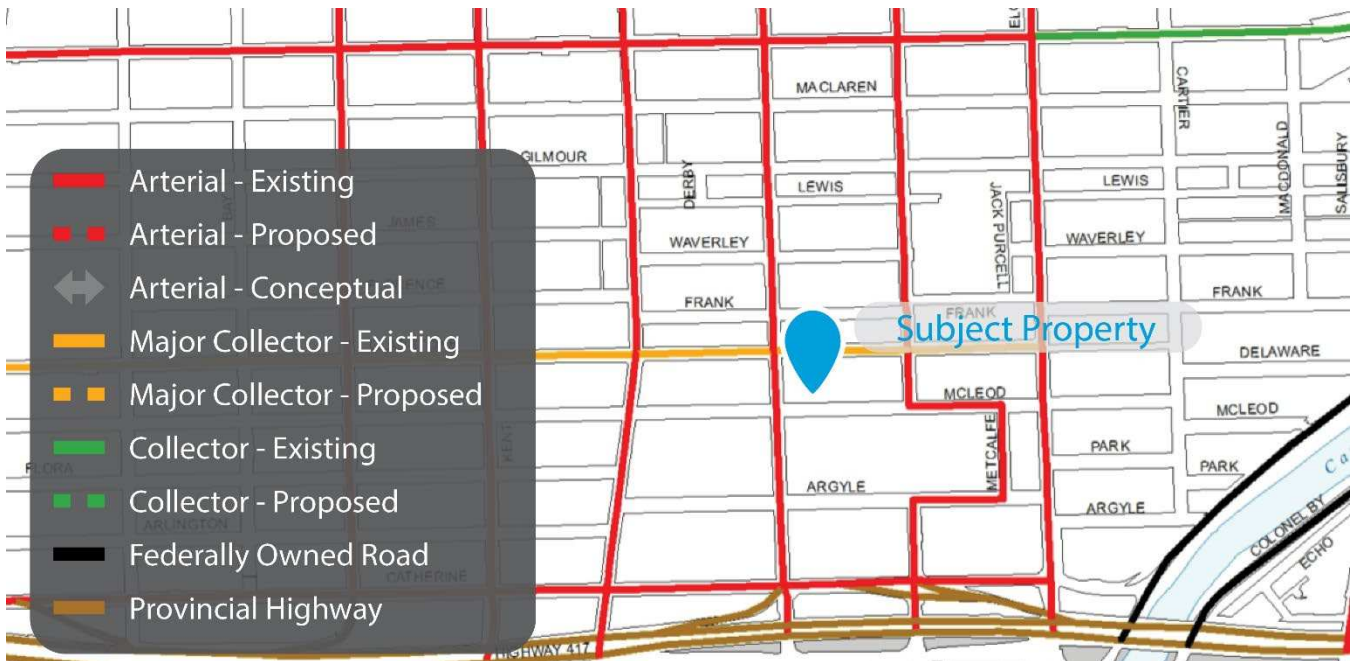


Figure 2: Schedule F Central Area / Inner Urban Road Network, subject site indicated

Arterial Roadways are roads within the City intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification.

### 2.4 Transportation Network

The subject site is well-connected with respect to transit, cycling, and the pedestrian network. The site is located within close proximity to Transit Priority Corridors along Gladstone Avenue, Bank Street, and Isabella Street (Figure 3). These Transit Priority Corridors offer rapid transit connections to the greater Ottawa transportation network, including Line 1 Light Rail Transit (LRT) stations surrounding the Centretown neighbourhood.

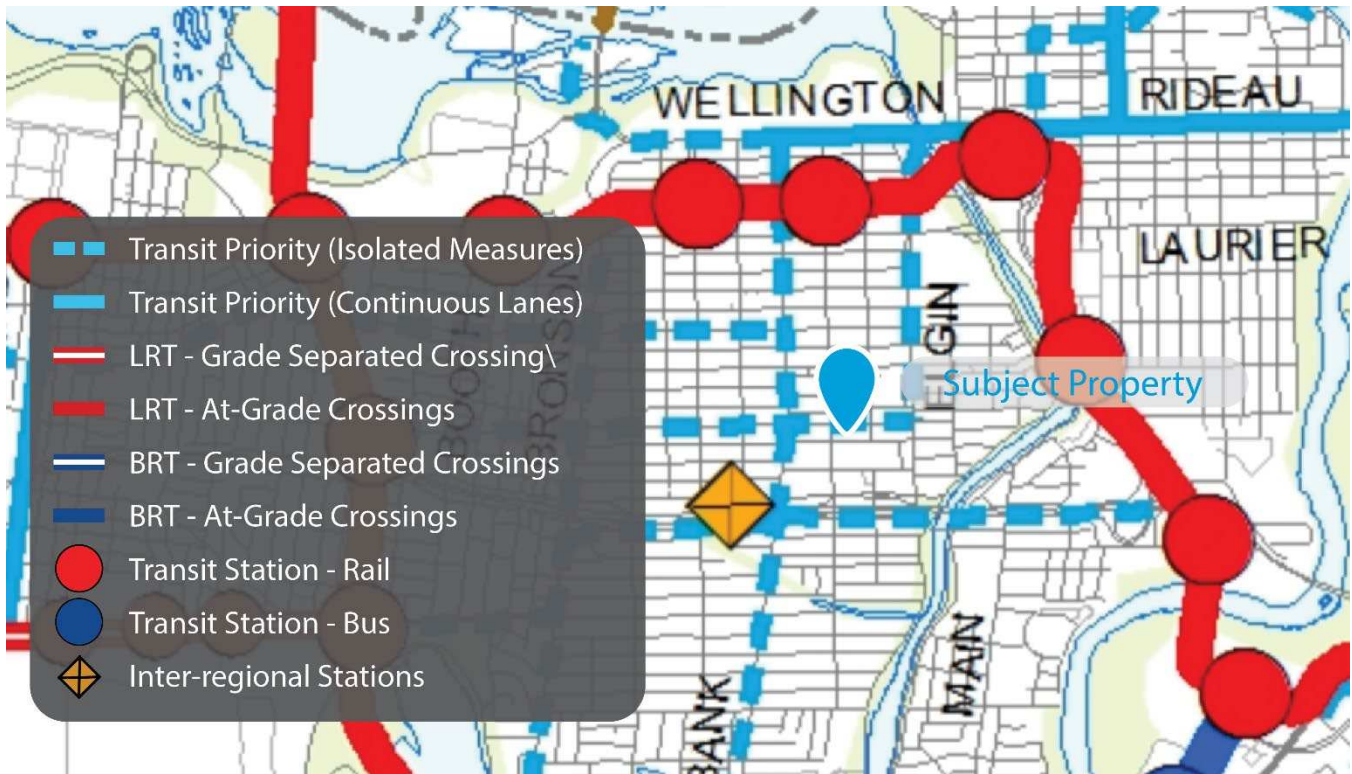


Figure 3: Schedule D Rapid Transit and Transit Priority Network, subject site indicated

The OCTranspo network serves the site with Routes 5, 6, 7, 14, and 55, with the nearest frequent service stop located at the corner of O'Connor Street and Gladstone Avenue less than 150 metres walking distance from the site (Figure 4). Each of these routes provide connections to either the Rideau LRT station or Parliament LRT Station, connecting into the wider OCTranspo network. OCTranspo Bus Routes 6 and 7 generally run in a north-south direction along Bank Street, providing efficient connections between the Downtown Core through to the South Keys area. OCTranspo Bus Route 14 generally runs in an east-west direction along Gladstone Avenue, providing connections from the St Laurent LRT Station at its terminus to the east to the Tunney's Pasture LRT Station at its terminus to the west. Local OCTranspo Routes 5 and 55 also serve the site, connecting local destinations to the greater public transportation system.



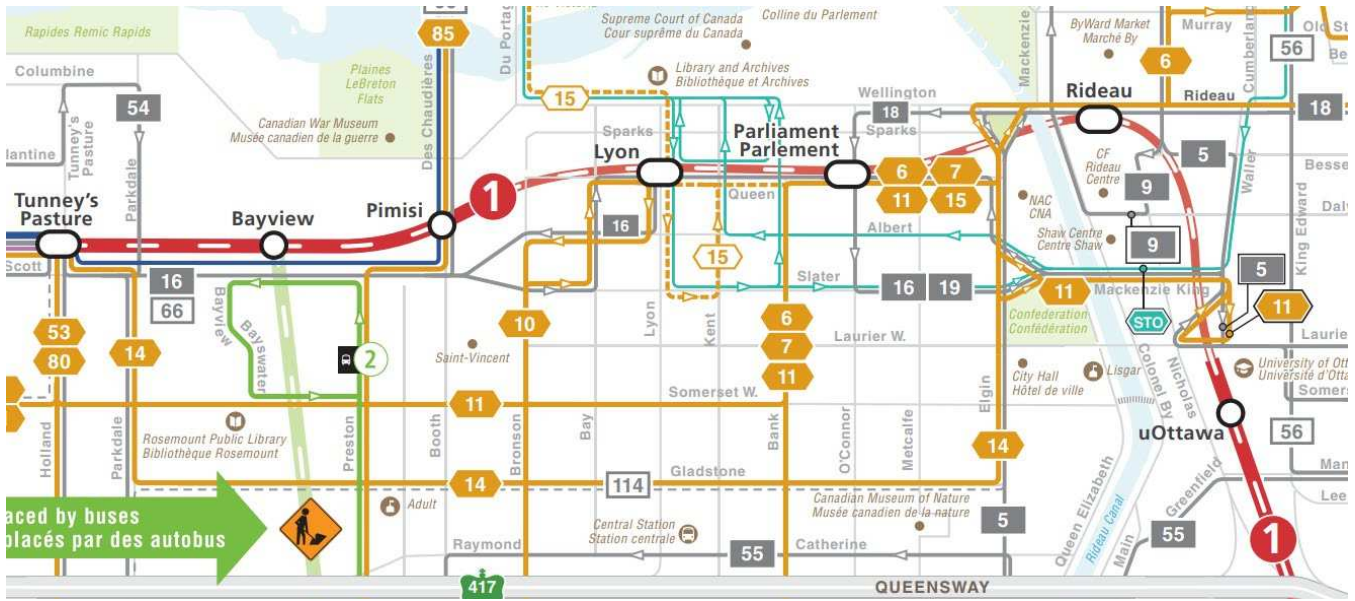


Figure 4: OCTranspo Network Map, subject site indicated

The subject site is well-served by the City of Ottawa’s urban cycling network (Figure 5). Pursuant to Schedule C (Primary Urban Cycling Network) of the Official Plan, O’Connor Street is designated a cross-town bikeway and cycling spine route running in a north-south direction, connecting to designated spine routes along Argyle Avenue, Gladstone Avenue, Somerset Street, Laurier Avenue, Slater Street, and Albert Street. This route is provided as a separated at-grade bicycle path along the eastern side of O’Connor Street. To the east of the subject site, multi-use pathways along either side of the Rideau Canal and generally following the LRT transitway provide additional connections to rapid transit, greenspaces and destinations through the city. These cycling accesses allow bicycle connections to various other routes throughout the city and rapid transit, promoting multi-modal, active transportation opportunities.

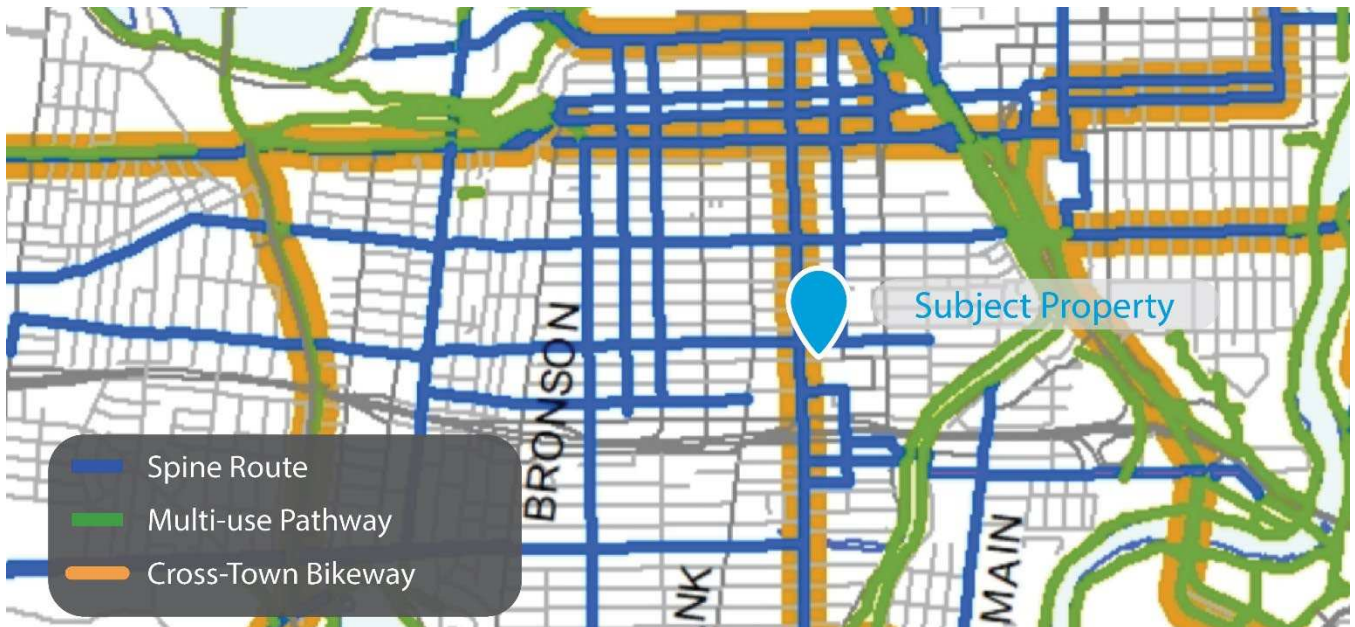


Figure 5: Schedule C Primary Urban Cycling Network, subject site indicated

## 2.5 Neighbourhood Amenities

Considering its location in the established Centretown neighbourhood, the subject site enjoys close proximity to many nearby amenities including a variety of commercial uses such as restaurants, retail shops, community services, tourist attractions, and greenspaces. The surrounding neighbourhood benefits from access to three large grocery facilities within a 15-minute walk – two Loblaws at 296 Bank Street and 64 Isabella Street, and Farm Boy at 193 Metcalfe Street. The site is well-served with respect to attractions, parks, and community facilities, with the Canadian Museum of Nature located immediately south of the site, and the Taggart Family YMCA located one block south along Argyle Avenue.

A non-exhaustive list of neighbourhood amenities illustrates the wide range of uses, and include:

- / Major commercial, restaurants, and retail uses in all directions throughout the Centretown neighbourhood, with particular concentrations along Bank Street, Elgin Street, and within the Downtown Core;
- / Recreational facilities including private gyms and community fitness spaces, including the Taggart Family YMCA, the Jack Purcell Community Centre and Pool and outdoor recreation spaces within Jack Purcell Park and St. Luke's Park;
- / Parks including the Canadian Museum of Nature, Jack Purcell Park, St Luke's Park, Minto Park, Patterson's Creek Park, and trails, pathways, and greenspaces along the Rideau Canal;
- / Schools including the Corpus Christi Elementary School, Elgin Street Public School, Glashan Public School, St Nicholas High School, Immaculata High School, Lady Evelyn Alternative School, and First Avenue Public School; and,
- / Tourist destinations or heritage buildings such as the Canadian Museum of Nature, the Rideau Canal, City Hall, Confederation Park, and Parliament Hill.

# Proposed Development & Design Brief

## 3.1 Project Overview

The proposed development includes the infill development of an eight-storey mid-rise residential apartment building, transitioning to a three-storey low-rise built form along McLeod Street containing a total of 30 units. The proposal sees the adaptive reuse of an existing three-storey commercial building at 285 McLeod Street as a three-bedroom residential unit, adjoining the mid-rise portion of the development stepped back from McLeod Street. An existing three-storey commercial building at 283 McLeod Street is proposed to be replaced by a contemporary three-storey portion, designed to complement the streetscape along McLeod Street and act as a podium to the proposed mid-rise building. The legal non-conforming commercial use at both existing properties is proposed to be replaced with a residential use, as is the intention of the City of Ottawa Official Plan, Centretown Secondary Plan, Centretown Heritage Conservation District, and Zoning By-law. The residential dwellings are proposed to contain separate accesses for individual uses along McLeod Street, and to a lobby accessing the mid-rise building. Vehicular access to the site will be provided from McLeod Street to a car elevator, accessing one level of underground parking containing a total of 9 residential parking spaces and 2 visitor parking spaces. The proposed development will contain communal amenity space in addition to private balconies and terraces, including at-grade outdoor spaces, indoor amenity areas, and a communal outdoor terrace at the second storey.

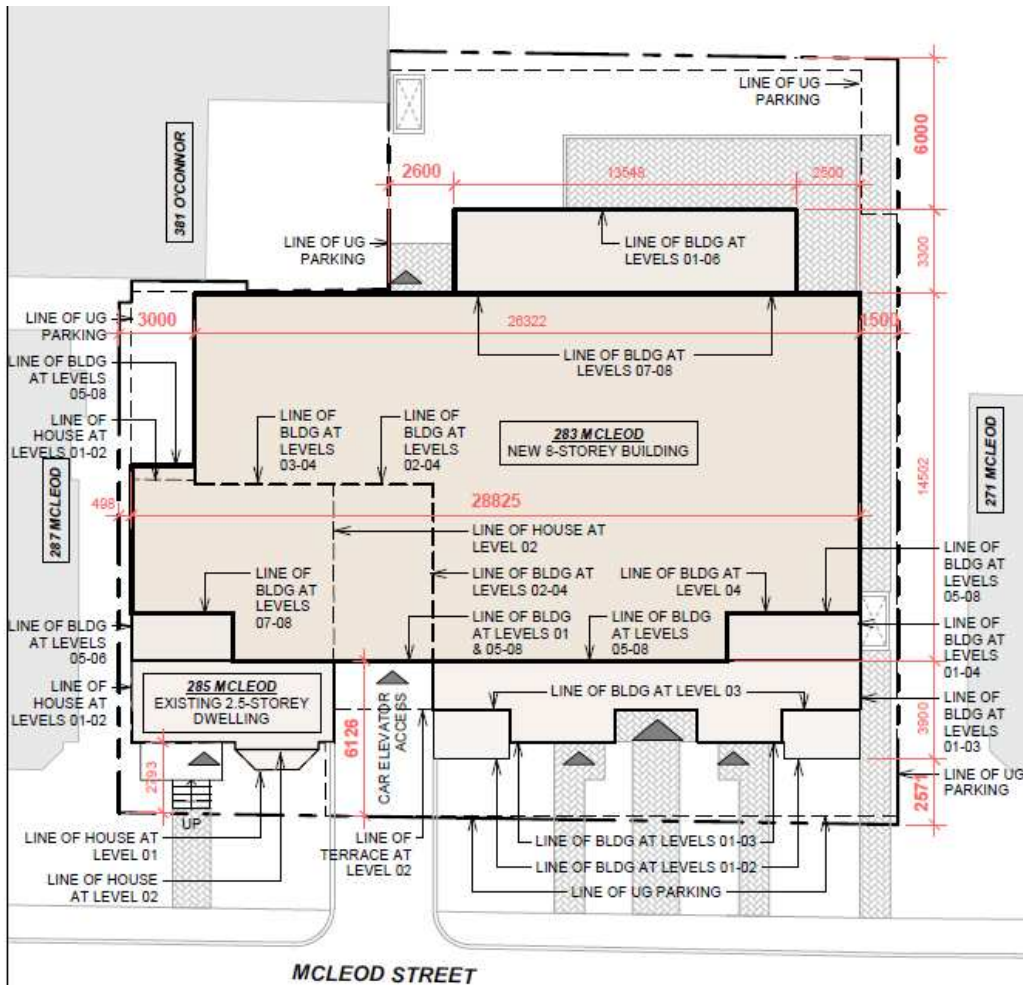


Figure 6: Site Plan of the proposed development

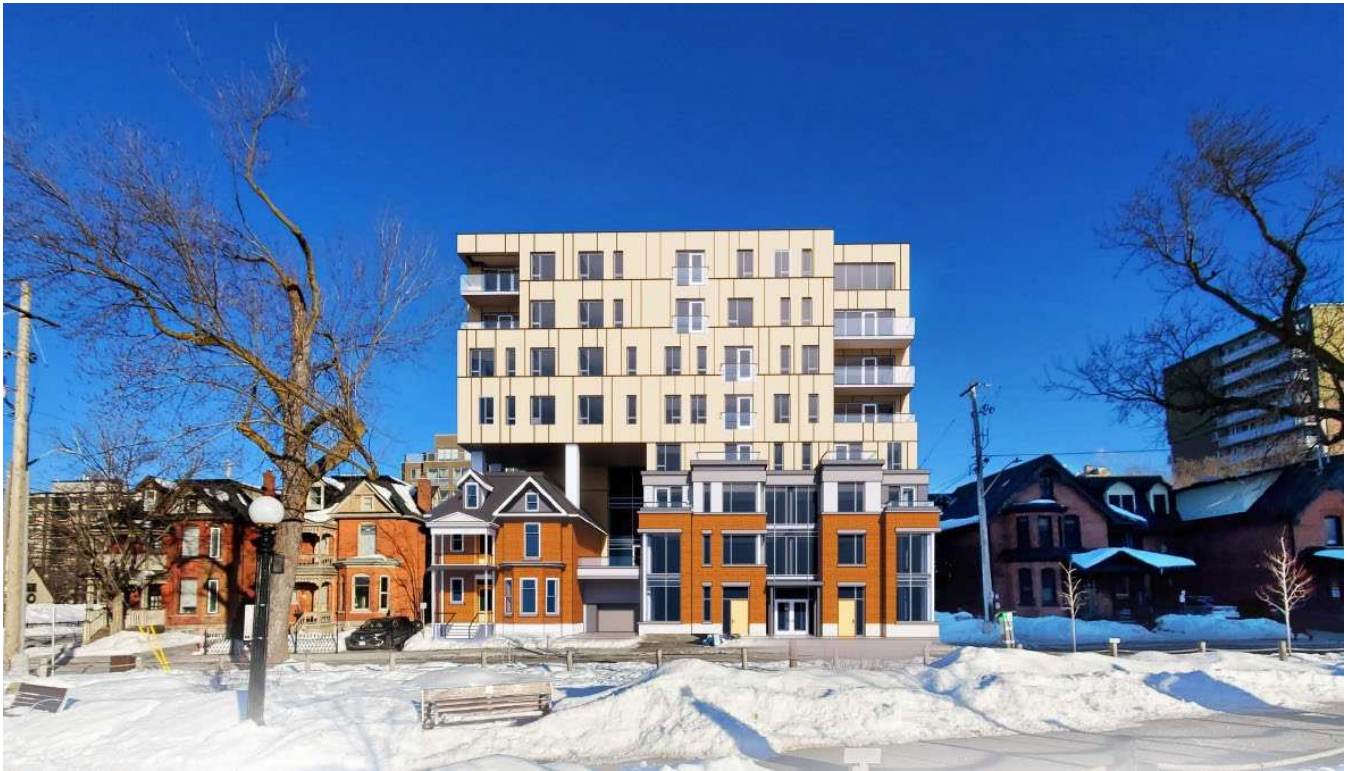


Figure 7: Looking north to the proposed development.

### 3.2 Massing & Scale

The project consists of a low-rise built form along McLeod Street with a mid-rise built form setback, preserving the vernacular residential character along McLeod Street while complementing the existing and planned mid-rise condition surrounding the site.

#### **Low-Rise Portion of the Proposed Development**

The low-rise portion of the building consists of the existing three-storey restored building at 285 McLeod Street as well as a proposed three-storey residential built form replacing the existing building at 283 McLeod Street. The existing building at 285 McLeod will be restored to its original appearance and detailing circa early 1900s to complement the similar historic residential properties located at 287 and 289 McLeod Street. The building is proposed to contain one three-storey residential unit accessed directly from McLeod Street. The new three-storey built form, proposed to replace 283 McLeod Street, will contain 2 two-storey residential units with a recessed main entrance to mid-rise portion of the building. The scale and massing of the three-storey built form and the facade materials and fenestration patterns are designed to complement and reference both the restored building proposed at 285 McLeod Street and the cadence and character of the adjacent historic residential buildings along McLeod Street.



Figure 8: South (principal) elevation of the proposed development at 283 and 285 McLeod Street

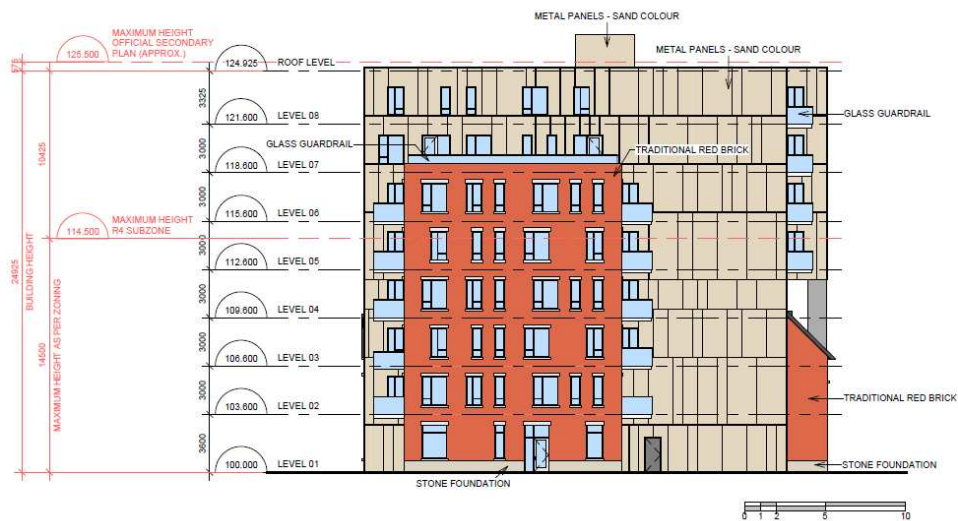


Figure 9: North elevation of the proposed development at 283 and 285 McLeod Street

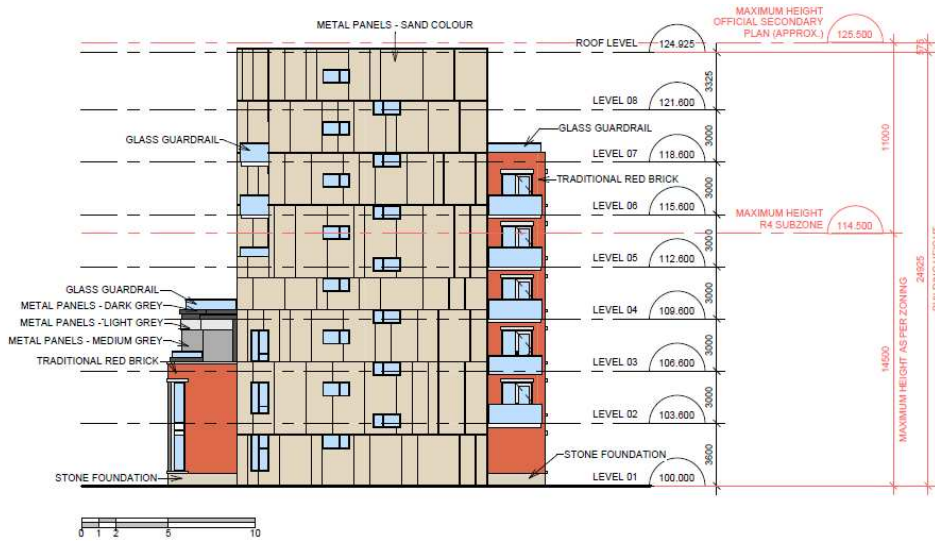


Figure 10: East elevation of the proposed development at 283 and 285 McLeod Street

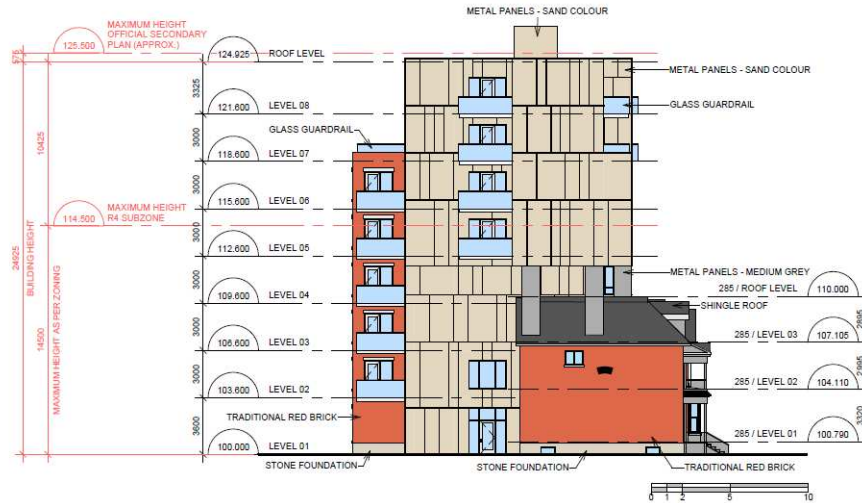


Figure 11: West elevation of the proposed development at 283 and 285 McLeod Street

**Mid-Rise Portion of the Building**

The front facade of the mid-rise portion is setback 6.1 metres from the front property line and is recessed 3.35 metres from the low-rise portion of the building, providing a strong transition and preserving the character on McLeod Street. The mid-rise portion is proposed to be constructed over the existing building at 285 McLeod Street, spaced one-storey from the roofline, and similarly setback from the side yard. This cavity creates breathing room for the heritage structure to appear as a free-standing residential dwelling. The new built-form frames 285 McLeod Street celebrating its heritage attributes and reinstated features. The upper floors of the mid-rise portion are further stepped back and articulated with a differential colour pallet and materiality and balconies to soften the upper corners of the building. The north side of the building has a 6.0 metre rear setback with an additional 3.3 metre step back atop the sixth storey. This step back transition creates a large outdoor private amenity balcony for the residential units at the adjacent storey, while mitigating impacts to neighbouring properties along Gladstone Avenue. Providing this setback and a low-rise condition along McLeod street provides a design which respects the pedestrian scale along McLeod Street.

Setbacks, step backs and the architectural articulation are carefully considered to shape the building to fit on the street in a complimentary and non-intrusive manner. The scale and massing of the eight-storey building is sensitive for a new development in relation to the neighbourhood's existing and future context (as generally illustrated in the following figures), which are typically greater in size, scale and height. The built form of the project preserves the lower scale massing of a street friendly fabric. The mid-rise is expressed in a contemporary architectural language, sensitively setback from the street to showcase the heritage building in the foreground. The design uniquely combines a heritage and contemporary architectural approach.



Figure 12: Looking northwest to the proposed development within its context, subject site in white, mid-rise buildings indicated in yellow

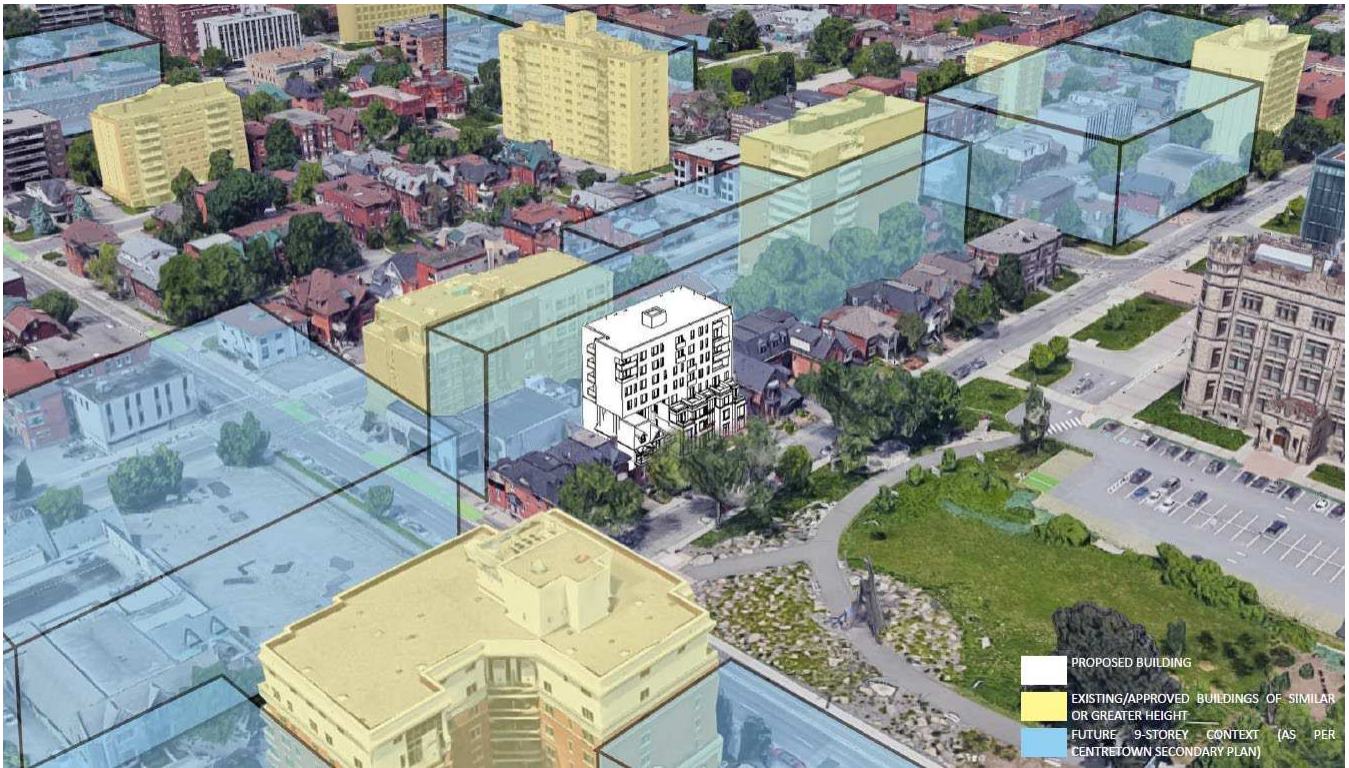


Figure 13: Looking northeast to the proposed development within its context, subject site in white, mid-rise buildings indicated in yellow, permitted heights as described in the Centretown Secondary Plan indicated in blue

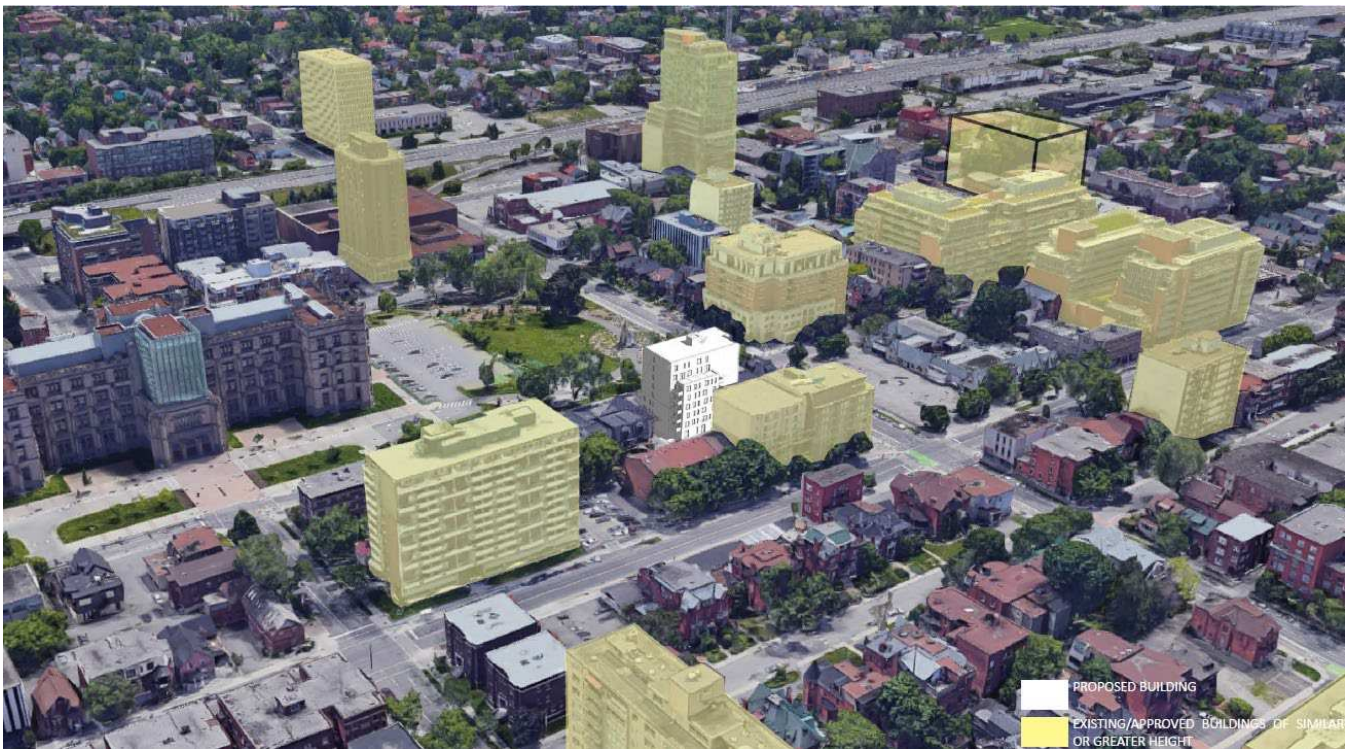


Figure 14: Looking southwest to the proposed development within its context, subject site in white, mid-rise buildings indicated in yellow





Figure 15: Looking southeast to the proposed development within its context, subject site in white, mid-rise buildings indicated in yellow

### Alternative Building Massing

Several design options have been explored at the subject site. Previous alternative massing designs have proven to be unviable upon preliminary review with City Staff and through ongoing consultation with the neighbours, most notably:

- / A proposed building massing up to the 9-storey permitted height at the rear of the subject site;
- / An eight-storey building with no step-back to the north of the site;
- / An alternate siting on property, including a 0 metre setback design to the north (rear) property; and,
- / Retention or demolition of both existing heritage buildings on site.



Figure 16: Previously developed renderings and alternative development proposed for 283 and 285 McLeod Street

### 3.3 Streetscape, Public Realm, & Amenity Spaces

The current design of the proposed development incorporates many positive attributes and architectural elements through rigorous design sessions with multiple stakeholders. Of great importance, the proposed development incorporates comments obtained during public information sessions with neighbouring property owners, specifically increasing the rear yard setback and incorporating stepbacks to reduce impacts on abutting properties. Other notable design features which contribute to the streetscape, public realm, and surrounding context include:

- / Preservation of a scale-appropriate streetscape with improvements to enhance the existing heritage fabric;
- / Retaining, conserving and restoring the building at 285 McLeod Street, including reinstatement of many original character features and elements;
- / Provision of residential units with street-facing entrances and active frontages;
- / The large existing 'gap' in the streetscape containing a surface parking lot between the existing buildings has been eliminated, replaced with the scale of the new development more consistent with the character of the streetscape;
- / Side yard laneway within a side yard setback along the east property line is preserved. Maintaining this space will continue to allow greater access between the subject site and existing building while providing a buffer between the two uses;
- / A 6.0 metre rear yard setback is maintained, where the backyard open-space corridor is consistent with the existing rear yards of this portion of McLeod Street. This space will act as a 'backyard', designed as common amenity space for the residents. Semi-private patios are provided for the northern ground floor apartment units.
- / Concerns have been raised by adjacent property owners and residents regarding the shadow impact on their backyards. The provision of the rear open-space corridor with the 6.0 metre setback and the additional setback atop the sixth-storey mitigates shadow impact onto the neighbours with the exception of the winter months during sunset hours;
- / Outdoor amenity spaces are proposed to be located at-grade in the rear and side yards. These spaces will be fenced or landscaped to offer privacy to the abutting properties. Further, a large second floor terrace is located along McLeod Street atop the vehicle access, providing a buffer within the site itself controlling visual and noise privacy;
- / The number of parking spaces provided meets zoning requirements, no exceeding this as to promote walking and cycling as a means of accessing the site; and,
- / The overall design is aimed to be pedestrian friendly for the residents, neighbours and pedestrian along McLeod Street.



Figure 17: Streetscape diagram of the proposed development along McLeod Street, showing consistent heights, materials, and built form patterns

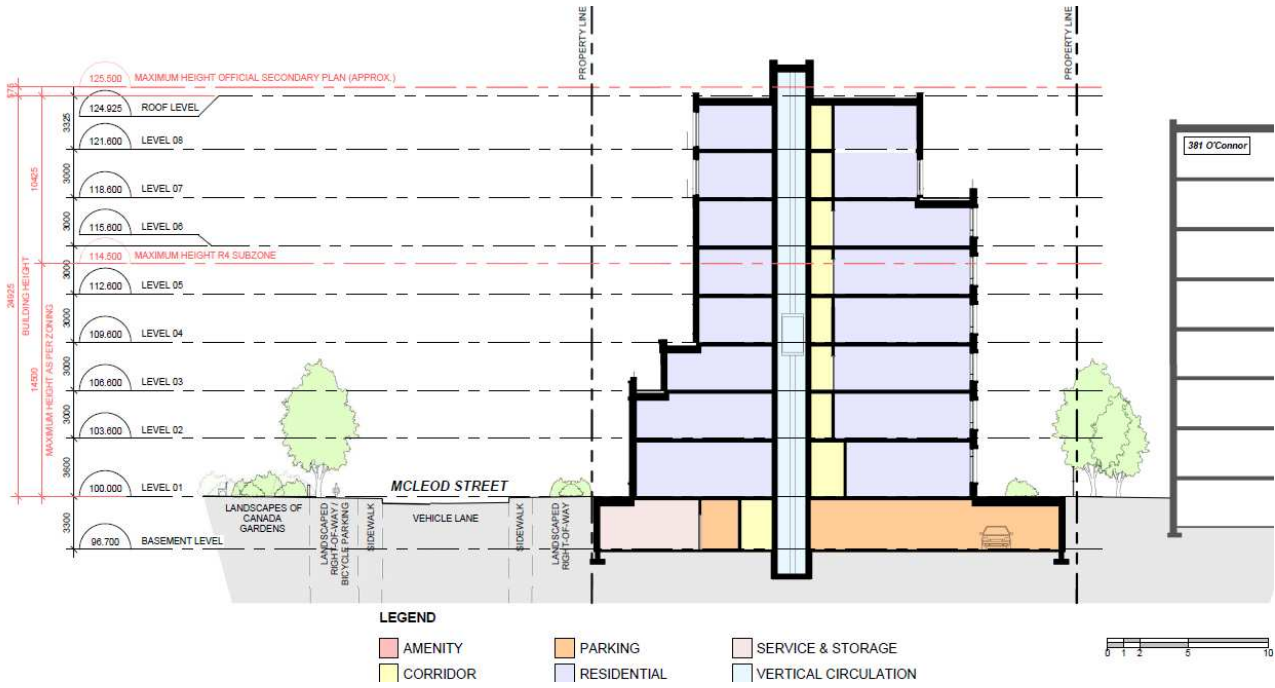


Figure 18: Cross-section diagram showing the proposed development in relation to the Right of Way along McLeod Street



Figure 19: Streetscape along McLeod Street looking west

The three-storey building facades along McLeod Street will align with the facades of the adjacent buildings to form a consistent street-fronting edge. Landscape treatments will articulate the walkways to the residential units with autonomy. The landscaping is intended to connect with the public realm seamlessly, transitioning from the private realm and providing a united landscaped strip along McLeod Street. The vehicle driveway leading to a recessed car elevator parking structure has also been designed to be of a residential scale and character in keeping with the typical driveways along McLeod Street. The elevated terrace on the 2<sup>nd</sup>-storey over the recessed car elevator provides a communal amenity space that enjoys a specular view of the Landscapes of Canada Gardens and the Canadian Museum of Nature.

### 3.4 Heritage

#### Existing Heritage Character

The existing heritage building at 285 McLeod Street is one of three nearly identical vernacular Queen Anne style single family residences constructed between 1901-1911 on the north side of McLeod Street adjacent to O'Connor Street, with the others located at 287 and 289 McLeod Street. The building's original features once included an asymmetrical front façade with a two storey front porch and projecting bay window, red brick facades with stone foundations, and decorative wood detailing. Alterations in the 1970's included removal of the front porch and projecting bay window, relocation of the main entrance to the side east facade, alteration of the existing fenestration pattern, relocation of the central roof dormer, and the introduction of stucco finishes on the front and east facades. A new two-storey addition was later constructed on the east facade at the rear of the building.

283 McLeod Street is one of two vernacular Prairie style single family residences constructed between 1925 - 1946 on the north side of McLeod Street between Metcalfe Street and O'Connor Street, with the other located at 263 McLeod Street. The building's original features included a low pitch hip roof with a central hipped dormer, horizontal orientation of windows, a two storey front porch, dark yellow brick facades with concrete foundations, and wood detailing. Alterations in the 1970's included removal of the front porch, relocation of the main entrance to the side west facade, alterations of the existing fenestration pattern, and the introduction of stucco finishes on the front, west and east facades.



Figure 20: Heritage Buildings and Proposed Condition along McLeod Street

#### Centretown Neighbourhood

The Centretown neighbourhood is an architecturally diverse neighbourhood where heritage buildings, many of which have been converted to multi-unit apartments or commercial uses, exist in close proximity with newer, taller apartment buildings. This has resulted in a layered character reflecting the evolution of the area over the years, from a low-density district to a vibrant, more-dense community. It is not uncommon to observe a 10-

storey or greater apartment building adjacent to a two-storey heritage structure within the Centretown Heritage Conservation District area. The following images represent a sample of the conditions that can be found in the area and demonstrate that the increased scale and minimal setbacks between the various building typologies is an established characteristic of the neighbourhood.



Figure 21: Examples within Centretown of mid-rise and high-rise conditions abutting heritage properties

### Proposed Design and Heritage Character

The existing building at 285 McLeod Street is proposed to be retained and restored to its original appearance and detailing circa the early 1900's to complement the two similar historic single-family residences at 287 and 289 McLeod Street. The scope of restoration work includes the reinstatement of the two-storey front porch, projecting bay window, and offset roof dormer, the relocation of the main entrance back to the front facade, the reinstatement of the original fenestration pattern, and the reinstatement of red brick facades with stone accents and decorative wood detailing on the front and east facades.

The new low-rise portion of the building has been designed to be in keeping with the scale and massing of the restored building at 285 McLeod Street and the adjacent historic houses. The front facade will align with the facades of the adjacent buildings to form a consistent street-fronting edge, and the facade materials and fenestration patterns will compliment the adjacent heritage facades. The facade of the mid-rise will be clad in a lightweight warm colour metal cladding material, with vertical seams that add a subtle texture to the building. The composition of the cladding material, the large windows and the balconies is intended to serve as a contemporary but calm backdrop to the heritage buildings along McLeod Street, creating a continuous streetscape pattern.

### 3.5 Sustainability Statement

The building is designed holistically with fundamental principals of sustainable development.

#### Massing, Built Form, and Orientation

The proposed building is carefully designed to adapt to the compact site with its relatively compact form, especially within the massing of the eight-storey mid-rise portion. The proposed development sees the retention and restoration of 285 McLeod Street, reinstating its original character to contribute to a sustainable heritage character area. The residential units are proposed to contain large and operable windows to allow both natural light and fresh air. Large balconies have been incorporated in most units with privacy measures implemented between adjoining units. Many residential units are corner units, which benefit from cross ventilation of fresh air, reducing the need of air conditioning. These corner units will benefit greatly from increased natural light and views to their surroundings.



Figure 22: Looking southeast towards the proposed development from Gladstone Avenue

#### Energy Performance

The building will be designed in compliance with supplementary standard SB-10 of the Ontario Building Code. A durable, and well detailed and insulated building envelope will be complimented with high efficiency electrical and mechanical equipment and systems. Cool (white/high-albedo) roof will be designed to mitigate heat island effect.

Specific energy performance strategies for this project include:

- / Stormwater management system
- / Air to Air Heat Pumps operated to efficient exterior temperatures, and digital remote controls on individual unit HVAC system
- / High-efficient LED lighting throughout building common areas
- / Automatic dimming controls for lighting in stairwells and parking garage
- / Faucets, showers, and water closets within the suites to be selected for ultra-low water consumption

- / Durable building envelope, thermally broken window frames with low-E glazing, punched windows (no curtain wall)

More information on specific energy performance strategies will be provided upon further design development during the Site Plan Control application process.

### **Operational Systems**

The building site is located in close proximity to multiple bus routes and bus stops within a 5 minute walk or less, most notably along Gladstone Avenue, Bank Street, and Elgin Street. This encourages residents to use public transportation, which in turn reduces the reliance on vehicle use, parking spaces, overall contributing to greenhouse gas reduction. The proposed development encourages residents to choose cycling as an alternative mode of transportation, where a lockable bike storage room providing a high number of bicycle spaces is located in the parking garage.

### **Space and Use Parameters**

A variety of indoor and outdoor amenity spaces are provided. Indoor amenity spaces include a wellness room on the ground floor and a common lounge on the second storey. Both indoor amenity spaces will have access to communal outdoor spaces. The wellness room leads to a small patio, while the common lounge and kitchenette space connects to a large roof terrace. The roof terrace is nestled within the development, offering the abutting units full privacy and mitigating potential noise. This elevated terrace overlooks the Landscapes of Canada Gardens and the Canadian Museum of Nature. Other outdoor amenity spaces include large balconies, a landscaped backyard, and private patios for the northern apartment units on the ground floor. A proposed count of 30 residential units allows the viability to develop a wide variety of housing types and tenures which are conducive to family living. Larger units provide a much-needed type of rental living in the urban core of the city. The envisioned demographics of the residents will also contribute to the community as whole.

### **Healthy Living Sustainability**

The proposed development is highly considerate of health and wellness, especially during the covid pandemic times which have significantly changed the live, work and play environment. With this in consideration, the proposed size of the development accommodates a viable unit count with a wide range of unit mix and types. The development consists of larger two and three bedroom units with large balconies, ground floor patios, and access to indoor and outdoor communal amenity spaces. The residents are provided several opportunities to be outdoors without feeling confined. In addition, the apartment units are designed to be “work from home friendly”, where many apartment units have more than one bedroom and den spaces.

Located in the urban core of Ottawa, the proposed development promotes the concept of ‘15-minute neighbourhoods’ for day-to-day needs that are within walking distance of amenities such as public transit, grocery stores, retail shops, restaurants, fitness facilities, community centres, parks and greenspaces. The convenience of travelling on foot will reduce the dependency on cars and greenhouse gas emissions. As well, the building design and proposed amenities promote health and wellness, accessibility and inclusivity. The development consists of spacious units, most of which are two and three bedrooms, aiming to foster a diverse demographic mix and family living, creating an environment where the residents will have opportunities for social connection and contribute to a greater sense of community.

## 4.0 Policy & Regulatory Framework

### 4.1 Provincial Policy Statement (2020)

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act that provides direction on matters of provincial interest related to land use planning, growth, and development. All decisions on planning matters shall be consistent with the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies that support the development and intensification of the subject site include:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
  - o Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1.a);
  - o Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing (1.1.1.b);
  - o 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 (1.1.1.e);
  
- / 1.1.3: Identifies settlement areas as the focus of growth and development, with land use patterns in settlement areas to 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 (1.1.3.2).
  - o Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities
  
- / 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 or current and future residents of the regional market area by:
  - o 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 (1.4.3.b.1); and
    - All types of residential intensification, including additional residential units, and redevelopment (1.4.3.b.2);
  - o 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 (1.4.3.c);
  - o 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 (1.4.3.d);
  
- / Section 1.6 of the PPS provides policies for infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services and transportation infrastructure.
  
- / 1.7.1: Long-term economic prosperity should be supported by:



- Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (1.7.1.b);
  - Maintaining and, where possible, enhancing the vitality and viability of downtowns and Mainstreets (1.7.1.d); and,
  - 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 (1.7.1.e).
- / 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 (1.8.1.a);
  - Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b); and
  - Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1.e).
- / Section 2.6 of the PPS provides policy direction related to Cultural Heritage and Archeology and states:
- Significant built heritage resources and significant cultural heritage landscapes shall be conserved (2.6.1); and,
  - Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved (2.6.3).

**The proposed development is consistent with the Provincial Policy Statement, 2020. The proposed development achieves the vision of the PPS by addressing policies related to efficient development and land use patterns, accommodating an appropriate range and mix of residential types to meet long-term needs; promoting cost-effective development patterns, and supporting transit and active transportation. The proposed development conforms to PPS policies which direct development to locations that have been identified for intensification and redevelopment by the municipality. As a site located in the City of Ottawa's Centretown neighbourhood and within close proximity to the rapid transit routes, the proposed redevelopment advances provincial goals of healthy, liveable and safe communities that efficiently utilizes existing infrastructure, improves the range and mix of housing types, and supports transit use. Finally, the proposed development conserves built cultural heritage resources within a Heritage Conservation District, ensuring heritage attributes are reinstated and conserved.**

## 4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan a vision for future growth and a policy framework to guide the city's physical development to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support livable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

The City's population is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. One third of housing growth is anticipated within the greenbelt. At the same time, average household size inside the Greenbelt is expected to decline from approximately 2.18 people in 2021 to approximately 2.12 people in 2031. Therefore, much of the anticipated demand within the Greenbelt will be for new housing in the form of smaller units such as apartments.

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

1. Managing Growth
  - a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
  - b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
2. Creating Liveable Communities
  - a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
  - b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

#### 4.2.1 Managing Growth

Section 2.2 of the Official Plan describes how growth is to be managed within the City of Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies. This section recognizes residential intensification as the most efficient pattern of development and is broadly defined in Section 2.2.2 which states “the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development” (Policy 1). The subject site is located within the General Urban Area, which is expected to mature and evolve through intensification and infill at a scale contingent on proximity to major roads and transit, and the area's planned function, with consideration given to the character in the surrounding community to determine compatibility within a community.

Although the predominant form of intensification in the General Urban Area is low-rise, intensification is encouraged to occur through a variety of built forms with the greatest density and building heights supported in proximity to Rapid Transit (Policy 10) and where a Secondary Plan establishes greater building height and densities (Policy 10, Policy 14). Intensification in this area should correspond with and meet the guidelines for Heritage Conservation Districts (Policy 9). Further, appropriate building heights will be determined by proximity to a Transit Priority Corridor and by the design and compatibility of the development within the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height (Policy 11). The City is supportive of compatible intensification outside of Target Areas, including within General Urban Area, and will promote opportunities for intensification in areas determined by the policies in Section 3.6.1 (Policy 22). Where an Official Plan Amendment is proposed to increase building heights, it must be demonstrated that the impacts on the surrounding area have been assessed comprehensively, the direction in Policy 10, as described above, is met, and that an identified community amenity is provided (Policy 17).

**The subject property is located within a community characterized by a wide variety of land uses and building heights permitted in the General Urban Area. The proposed development represents residential intensification through the redevelopment of a large, and highly underutilized lot within an area appropriate for intensification as described in the Centretown Secondary Plan. The proposed development provides a compatible design and appropriate building heights related to its context and the Secondary Plan policy framework as detailed below. Further, the proposed development provides appropriate transition and compatibility with its existing surrounding context and considers its proximity to transit and on-site cultural heritage resources. The proposed development is in keeping**

with the policy directions of the Secondary Plan and Land Use designation by proposing a compact built form and appropriate densities for the site.

As an Official Plan Amendment is proposed to permit increased building heights, the proposed development adheres to the direction of Policy 17, as describe above. The proposed development provides a built form which has been developed through significant review of the surrounding conditions, including existing low-rise context along Gladstone Avenue and McLeod Street, the existing mid-rise context abutting the property and along O'Connor Street and Bank Street, and the streetscape along McLeod Street. The proposed built form provides rear yard and interior side yard setbacks and upper storey stepbacks as a way of redistributing the built form and proposed massing to mitigate impacts on the surrounding context while maintaining the streetscape, heritage character, and public realm along McLeod Street. The proposed built form meets the compatibility objectives of the Official Plan. Further, although not providing a typical community amenity, the proposed development conserves and adapts an existing cultural heritage resource at 285 McLeod Street, reinstating heritage features and attributes, while also proposing improved landscaping along the front yard. The proposed development also contains a broad range of units mixes and types, including larger two and three-bedroom units, contributing a diverse mix of housing types to a downtown neighbourhood.

**4.2.2 Land Use Designation**

The subject site is designated as General Urban Area, as described on Schedule B of the Official Plan (Figure 23). The General Urban Area designation permits a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. The City supports infill development and intensification within the General Urban Area which enhances and complements the characteristics of the community and ensures its long-term vitality. A broad scale of uses is found within this designation, including low- to mid-rise buildings.

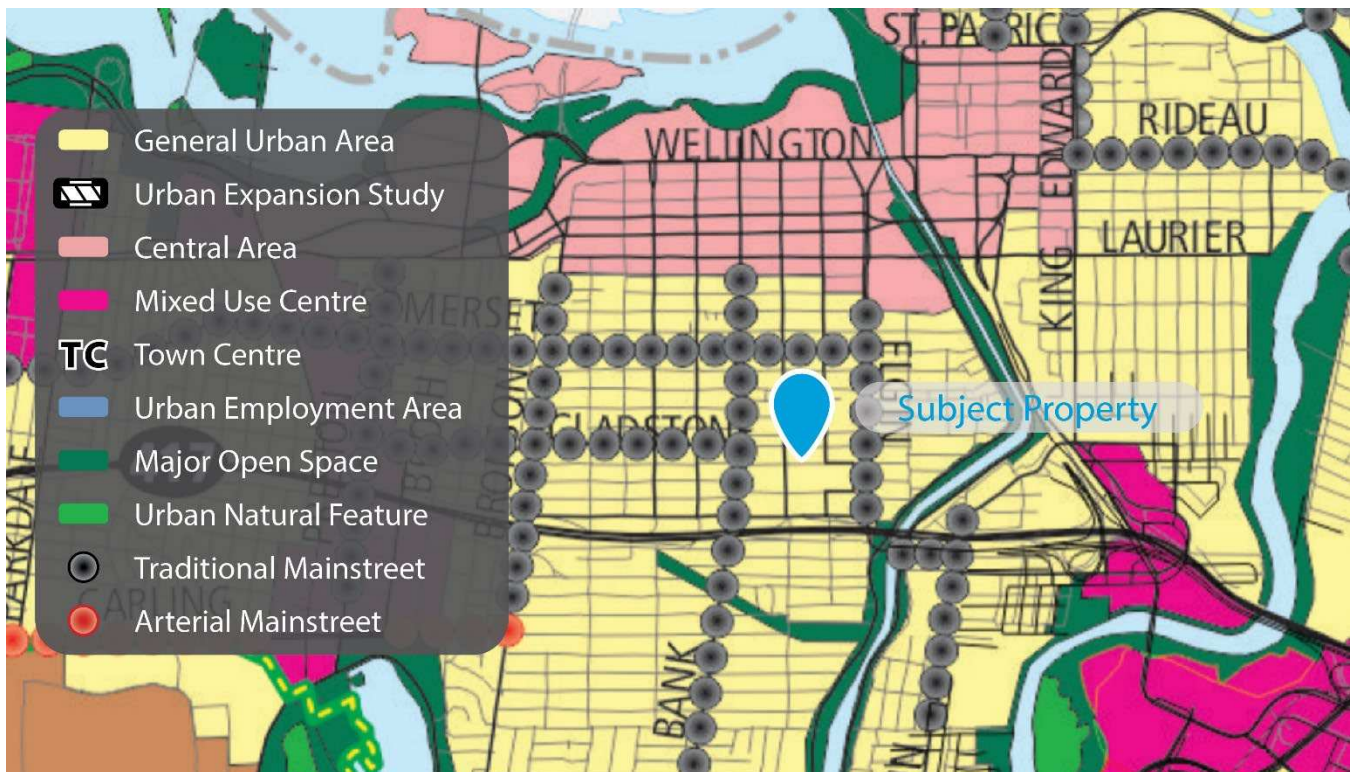


Figure 23: Schedule B, *Urban Policy Plan*, subject site indicated

Although building heights in the General Urban Area will continue to be predominantly low-rise, a Secondary Plan and Zoning By-law can permit greater building heights (Policy 3). Further, new taller buildings will be considered in areas already characterised by taller buildings or sites zoned to permit taller buildings (Policy 4). The City is supportive of intensification which complements the existing pattern, scale of development, and planned function of the area, and is to assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces (Policy 5).

**Policies within the General Urban Area are supportive of the proposed development. The proposed development provides an increased range and choice of new housing on an underutilized site which can accommodate a more intensive built form. The mid-rise, eight-storey residential building is proposed in a Secondary Plan area which permits greater building heights. The proposed development replaces the existing legal non-conforming commercial uses at both properties with a residential use, as is the primary intention of the General Urban Area. Further, the proposed development is located in an area characterized by taller buildings including an eight-storey building adjacent to the property, and other mid-rise buildings along O'Connor Street and McLeod Street. While providing a more intensive built form to the rear of the property, the proposed development ensures greater housing options are provided in the area while mitigating impacts on the character and built form along McLeod Street. As the existing heritage resource at 285 McLeod Street is conserved, with architectural details reinstated, impacts to the streetscape along McLeod Street are minimized while the mid-rise portion is sensitive to adjacent heritage institutional forms. The existing character and rhythm are further maintained by the provision of ground-oriented units and a scale of development consistent with the existing and planned function of the area. The proposed development is reflective of a built form and pattern which is desirable for the site and complements the existing and planned function of the area, which permits nine-storey building heights both on site and in close proximity to the site.**

#### **4.2.3 Designing Ottawa**

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

The following Design Objectives, which are intended to influence Ottawa’s built environment as it grows, are applicable to the subject site and proposed development:

- / Enhances the sense of community by creating and maintaining places with their own identity;
- / Defines quality public and private spaces through development;
- / Creates places that are safe, accessible and are easy to get to, and move through;
- / Ensures that new development respects the character of existing areas; and,
- / Considers adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.

The subject property is located within the “Centretown East” district in the Downtown Ottawa Urban Design Strategy (DOUDS) and as a result is considered a Design Priority Area per policy 4 of Section 2.5.1. Per policy 4 of Section 2.5.1, the Urban Design Review Panel (UDRP) will participate in the enhanced review of the urban design elements of development applications within these areas.

**The proposed development addresses the Design Objectives through a design which reinstates heritage attributes and architectural details to a cultural heritage resource on McLeod Street, and proposes a new, more intensive residential use to the site. The proposed built form is distinctive from other mid-rise developments in the area, yet is complementary contributing to a sense of place along McLeod Street. The heritage resource and low-rise residential portion of the proposed development will**

enhance the pedestrian environment and will serve the strongly established character to the area, acting as a defining feature to the site while maintaining the character of the area. As a development is located within a Design Priority Area, the Urban Design Review Panel will review and provide comments on the proposed development with respect to urban design, including the public realm and heritage.

#### 4.2.4 Urban Design & Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. As in Section 2.5.1 of the Official Plan, Section 4.11 describes a set of criteria to be used to measure the compatibility of a proposed development. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, scale, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development.	This Planning Rationale and prepared Design Brief (submitted separately as part of this application) satisfies the requirement for a Design Brief component for the proposed development.
<b>Building Design</b>	
5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: <ul style="list-style-type: none"> <li>• Setbacks, heights and transition;</li> <li>• Façade and roofline articulation;</li> <li>• Colours and materials;</li> <li>• Architectural elements including windows, doors and projections;</li> <li>• On site grading; and</li> <li>• Elements and details that reference common characteristics of the area.</li> </ul>	The proposed development provides a compatible built form to the existing buildings along McLeod Street, where heritage attributes are proposed to be reinstated at 285 McLeod Street to better define the public realm and ensure consistency along McLeod Street. The rear addition is setback from the frontages along McLeod Street, and provides a built form and massing which transitions from McLeod Street to a mid-rise context to the north.  Materials, colours, and architectural elements have been carefully considered as to provide a development which is complementary, yet distinctive from existing conditions on site and surrounding the property.
6. Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	Principal residential entrances are oriented towards McLeod Street to the south. This includes private residential entrances to residential units along McLeod, and a common residential entrance accessing apartments within the mid-rise portion of the development. Architectural elements, including high glazing and elevations consistent with the surrounding context have been incorporated to ensure a high-quality built form. Landscaping improvements have been incorporated to ensure that the building is well-defined at street-level and entrances are delineated.
8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated	Servicing, loading areas, and mechanical equipment are located internal to the site at the lower level, away from the public realm. The proposed scale and

Policy	Proposed Development
<p>into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>setbacks along McLeod Street provide a high quality, pedestrian friendly environment.</p>
<b>Massing and Scale</b>	
<p>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.</p>	<p>Design criteria within the Centretown Secondary Plan and Community Design Plan regarding the compatibility of new development has been reviewed in detail. More specifically, the proposed development retains and conserves an existing low-rise heritage resource which transitions the site to its surrounding context. The area is characterised by buildings of a varied height and scale which contributes to the character of the neighbourhood, and the proposed design and built form enhances this character.</p>
<p>11. The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.</p>	<p>A shadow analysis prepared by GRC Architects demonstrates that the majority of the shadows resulting from the proposed building are mitigated by an appropriate rear yard setback to the north, with little shadow impacts on properties to the northeast, and only limited periods where the shadows will impact the properties to the east and west.</p> <p>A wind study prepared by Gradient Wind demonstrates that the conditions at all grade-level areas within and surrounding the subject site will be acceptable for the intended pedestrian uses throughout the year.</p>
<p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>	<p>The proposed development incorporates an existing low-rise heritage resource which transitions the site to existing nearby buildings and minimizes the impact of the proposed development. Heritage attributes are proposed to be reinstated, contributing to the streetscape and transition between properties along McLeod Street. Taller building heights are located to the rear of the property, within an established mid-rise context. Setbacks, stepbacks, podium heights, and architectural details are incorporated to enhance the public realm along McLeod Street, specifically where new residential uses are designed at a scale consistent with the existing streetscape. An increased setback from the west interior side yard is provided to transition the proposed development to the abutting properties. The built form transition respects the</p>

Policy	Proposed Development
	surrounding varied scale and context of the Centretown neighbourhood.
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> <li>a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</li> <li>b) massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);</li> <li>c) Building setbacks and setbacks.</li> </ul>	<p>The building height transitions are accomplished by implementing setbacks from both McLeod Street and the rear (north) property line. The proposed building height is generally in keeping with the permitted heights for the rear portion of the site, as described in the Centretown Secondary Plan. An additional 3.3 metre setback above the sixth floor along the north interface ensures that the seventh and eighth floor are setback 9 metres from the rear lot line.</p> <p>An existing heritage resource and a new podium are incorporated along public streets, with the mid-rise portion set back beyond the podium height. The townhouse like building design along McLeod Street creates a pedestrian-level experience and visual interest at street-level, consistent with the streetscape along McLeod Street. Articulation in the massing through private balconies, glazing, brick and the colour of other materiality provide visual interest and ensure well articulated facades at all elevations.</p>
<b>Outdoor Amenity Areas</b>	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building. Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>Outdoor amenity spaces are provided via a combination of private balconies, patios, and terraces, and at-grade communal amenity space. Private amenity spaces abutting communal spaces are screened to achieve an appropriate transition. At-grade communal amenity spaces are located within side and rear yard setbacks, providing a strong transition to abutting properties.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces.</p>	<p>Private balconies, terraces and patios are provided for each unit of the proposed development. These spaces are designed in a manner considerate of privacy, transition, and functionality, and offer high-quality space to tenants. At-grade outdoor communal amenity spaces provide a strong transition between abutting properties. Indoor communal amenity space is proposed to transition a common residential lobby to an outdoor garden area in the side yard. Similarly, a second floor indoor amenity space will connect to an outdoor communal terrace at the McLeod Street frontage. Collectively, the proposed amenity spaces exceed the requirements of the Zoning By-law.</p>
<b>Design Priority Areas</b>	
<p>22. The portion of the building(s) which are adjacent to the public realm will be held to the highest</p>	<p>The subject site is located within the Centretown East Precinct Design Priority Area. The proposal has been</p>

Policy	Proposed Development
building design standards by incorporating specific building design features.	designed to meet high quality design standards through selection of building materials, continuous building lines, articulation, and fenestration, while helping to define and improve the streetscape along McLeod Street. Public realm and landscaping improvements are also provided along the streetscape of the building. The massing and scale of the proposed development is designed to complement the public realm by conserving a heritage resource on site, and providing a distinct built form which enhances and contributes to the mid-rise context of the site.
23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.	As part of the development, streetscape improvements will be made including new landscaping elements along McLeod Street. The heritage resource at 285 McLeod Street is proposed to be retained, where architectural attributes will be reinstated to complement the heritage attributes of abutting properties and throughout the Heritage Conservation District (HCD) area.
24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).	The massing and scale of the proposed development will define the streetscape along McLeod Street. The adaptive reuse of the heritage resource at 285 McLeod Street will enhance the public realm and complement the existing streetscape. The entire overall development defines the public space through landscaping elements along the proposal's frontage to improve the public realm.

**The proposed development conforms to the policy direction of Section 4.11. The proposed development positively contributes to the existing neighbourhood character through conservation and adaptive reuse of an existing cultural heritage resource, streetscape improvements, and a high-quality, contemporary built form and design. The development has been designed in a manner that will minimize impacts to surrounding properties through setbacks, stepbacks, articulation, and appropriate transitions at all frontages.**

#### **4.2.5 Cultural Heritage Resources**

The proposed development is in the Centretown Heritage Conservation District (CHCD), which was designated by the City of Ottawa in 1997 under Part V of the Ontario Heritage Act. The City of Ottawa includes provisions for Cultural Heritage Resources in Section 4.6 of the Official Plan. Section 4.6.1 addresses the requirements for a CHIS when development has the potential to affect heritage resources contained within the development site that are designated under Parts IV and V of the Ontario Heritage Act.

**A Cultural Heritage Impact Statement (CHIS) has been prepared by Commonwealth Historic Resource Management and submitted in support of these applications. This document fulfills the policy requirements of Section 4.6.1 of the Official Plan.**



### 4.3 New Ottawa Official Plan (Anticipated 2021-2046)

The City of Ottawa is currently undertaking a comprehensive review of their Official Plan, which will result in a brand-new Official Plan that will plan for a 25-year time horizon (2021 to 2046). The timeline for this review is detailed below:

- / Most of the draft Plan was released on November 20<sup>th</sup>, 2020. The City received many comments regarding this draft.
- / A second draft of the OP has recently been released for review before it is considered by the Joint Committee in September 2021.
- / The new Official Plan is scheduled to go to Council for endorsement in October, after which the Ministry of Municipal Affairs and Housing will review/approve the document (with or without modifications). The Ministry's review could take several months, which could extend into 2022. When the new Official Plan is approved, the current Official Plan will be repealed.

**While this proposed development will be evaluated under the current Official Plan and the existing Secondary Plan, it is important to note that it supports the intensification target put forward for the new Official Plan in proximity to rapid transit, and transit priority corridors. The intensification at this location, contributes to a land use pattern that is consistent with the 15-minute neighbourhood which is a key goal of the future Official Plan.**

### 4.4 Centretown Secondary Plan & Community Design Plan (2013)

The subject property is located within the Centretown Secondary Plan and Community Design Plan study areas. These documents, approved by Council in May 2013, are intended to guide future growth and change in Centretown, where the Secondary Plan implements the key aspects of the Community Design Plan (CDP) into statutory policy.

The CDP envisions Centretown as continuing to be an attractive and liveable urban community, based on principles outlined in the City of Ottawa Official Plan, with a wide mix of uses including employment neighbourhood services and facilities, range of housing types and choices, excellent transit service and well designed, compact and inclusive development that will enhance the area's diversity and vibrancy.

The Secondary Plan outlines seven core principles which form the foundation for the Secondary Plan. The proposed development will contribute to achieving these principles and objectives as discussed below:

Principle	Discussion
<b>Maintain and Respect the Character of Centretown's Neighbourhoods</b>	The proposed development respects the character of the surrounding area in its architecture and materiality, particularly those within the Centretown Heritage Conservation District. The existing heritage resource at 285 McLeod Street will be retained and conserved as a residential portion of the building. The red brick three storey frontage along McLeod Street acts as a podium and transition to the mid-rise portion, which maintains a pedestrian scale along the street and the cladding relates to the many brick heritage buildings in Centretown. The proposed mid-rise portion of the development is consistent with the existing mid-rise context both directly abutting the property and near the site.
<b>Accommodate Residential Growth</b>	The proposed development includes 30 new residential units that is supportive of intensification in Centretown, redeveloping an underutilized property that is currently mostly used as a surface parking area with a well-designed, mixed-use development. The proposed development includes a broad mix of unit types and sizes, accommodating a range of tenants'

	needs and lifestyles. The impact of the proposed development on the surrounding community has been thoroughly reviewed, with steps taken to mitigate potential impacts.
<b>Accommodate a Diverse Population</b>	The proposed development is a rental project that will add needed rental housing to the Centretown neighbourhood. The development will feature a mix of unit types, including large two and three bedroom units, adding to the diversity of housing options in the neighbourhood and allowing a greater number of people to live in proximity to the jobs, services, and amenities in the downtown core.
<b>Reinforce and Promote Commercial Activity</b>	The proposed development will support the existing retail and mixed-use function of Traditional Mainstreets in close proximity to the site, including Elgin Street, Bank Street, and Somerset Street.
<b>Enhance the Public Realm</b>	The proposed development will enhance the streetscape along McLeod Street by reinstating architectural features and heritage attributes to the existing heritage building on site. The proposed development also includes upgrades to the streetscape via landscaping improvements, which will complement nearby sites and the Canadian Museum of Nature park space south across McLeod Street.
<b>Encourage Walking, Cycling, and Transit Use</b>	The proposed development proposes a low vehicle parking ratio (0.3 spaces / dwelling unit), as required by the Zoning By-law, however includes a greater number of bike parking spaces to encourage cycling and will integrate with the existing pedestrian network in Centretown. The site is also located within walking distance to transit priority corridors on Bank Street, Elgin Street, Gladstone Avenue and Somerset Street. Further, the proposed development is located near to the City's downtown core allowing residents to walk and cycle to meet their day-to-day needs.
<b>Promote Design Excellence</b>	The proposed development has been thoughtfully designed to create a project that fits within its surroundings and respects the character of the surrounding community. The choice of materials are reflective of the heritage of Centretown while also providing a modern built form to complement this existing character.

#### 4.4.1 Land Use Designation

The subject site is located within the Central Character Area per the Secondary Plan and the CDP. The Central Character Area is the core of Centretown and accommodates an assortment of uses. With a number of vacant and underutilized properties, parking lots, and aging buildings that lack heritage value, this area is expected to continue to evolve to accommodate more residential and mixed-use development that respects and complements the many historic buildings and streetscapes in the area.

The Central Character Area contains a broad range of land use designations. Schedule H1 of the Secondary Plan identifies the subject property as "Residential" (Figure 24). The CDP envisions these areas as including primarily residential uses. Infill development will be considered if it supports an appropriate and compatible height, massing and scale with the surrounding context.

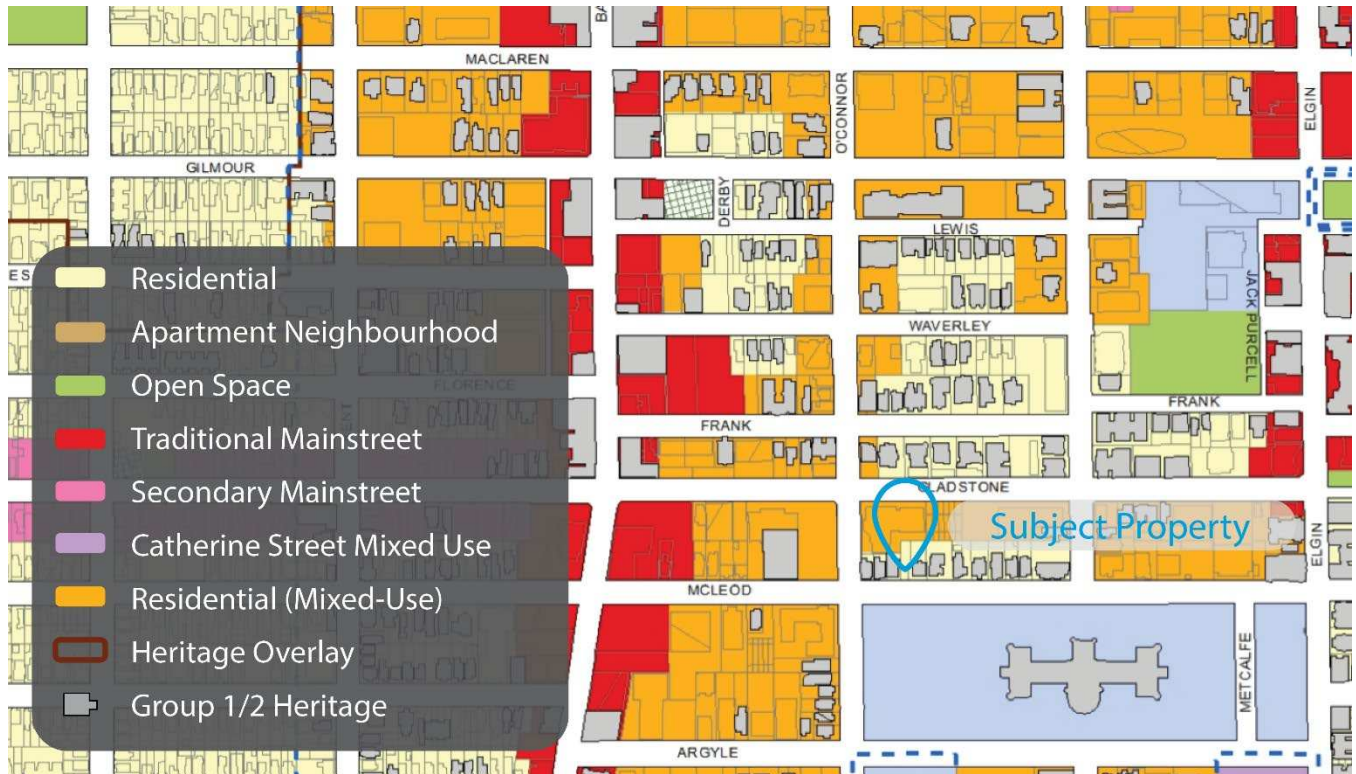


Figure 24: Schedule H1, *Land Use Designations*, subject site indicated

Permitted uses in the “Residential” designation within the Central Character Area are restricted to detached, semi-detached, townhouses, and low-rise apartment buildings (Policy 3.9.4.2). Although permitted uses within the “Residential” designation are restricted to low-rise buildings heights, per Schedule H2, buildings up to nine storeys are permitted on the northern portion of the subject site, and four storeys at the southern portion of the subject site (Figure 25). Lands to the north, east, and west are also intended to be development with up to nine storeys, with four storeys permitted along McLeod Street. Policy 3.9.4.3 further states that where a building greater than six storeys is proposed adjacent to a property where the maximum height is four-storeys or adjacent to significant heritage resources, increased setbacks should be provided to achieve an appropriate transition. Further, general policies for the Central Character Area discourage front yard parking, and require new developments to locate parking to the rear or underground (Policy 3.9.5.6).



Figure 25: Schedule H2, *Maximum Building Heights*, subject site indicated

All development is to be guided by the Built Form Guidelines in the CDP, discussed below (Policy 3.9.4.4). These policies state that developments should be guided by the built form guidelines of the CDP and other applicable Council approved design guidelines providing the framework for ensuring better quality architecture, appropriate building design, and the creation of a positive sense of place in Centretown. A stepping of heights or increased setbacks should be used to provide transition to lower areas.

**The proposed development is consistent with and conforms to the principles and intent of the Centretown Secondary Plan. As demonstrated in the above table, the proposed development responds to policy direction and intent by providing a range of housing types and high quality built form design which contributes to the character of the neighbourhood, enhances the public realm along McLeod Street, and encourages walking, cycling and transit use. The proposed development replaces an existing legal non-conforming commercial use with a residential use, as is the intention of the Centretown Secondary Plan. The proposed development has been informed by the Built Form Guidelines of the CDP and by the other applicable design guidelines (all discussed below). The proposed development is surrounded to the north, east and west by lands that are intended to be developed with mid-rise buildings and is in an area that is already characterized by several taller buildings.**

**As specified in Schedule H2 of the Centretown Secondary Plan, nine-storey building heights are permitted along the northern portion of the site. Essentially, by proposing a maximum built height of eight storeys transitioning to a three-storey podium, the development introduces a redistribution of the permissible height. Although the proposed eight storey building height encroaches slightly south towards McLeod Street where only four storeys are permitted, this redistribution is context sensitive and appropriate at the subject site as the proposed development is consistent with existing and planned building heights to the north, east, and west of the property. By proposing a slight shifting to the mid-rise portion of the proposed development the proposal provides an appropriate rear yard**

**setback to abutting residential properties and is setback 6.0 metres from McLeod Street thereby mitigating impacts to the pedestrian realm. The high-quality building design, architectural materials, and retention of the heritage building along McLeod Street provides appropriate transition to abutting low-rise properties, complements the site's mid-rise context, and enhances the streetscape and heritage attributes along McLeod Street.**

#### **4.4.2 Mid-Rise Built Form Guidelines**

The Centretown CDP supports an approach to intensification that balances various building forms, including mid-rise development. New mid-rise infill development in Centretown is expected to generally comply with the CDP's built form guidelines, as follows:

- / Align infill with adjacent buildings and respect the existing overall street setback. Strategic setbacks may be appropriate at entrances or key location to create architectural interest. In addition, strategic setbacks at corners are encouraged to create small publicly accessible parkettes. Building ground floors fronting these parkettes should be highly transparent and animated;
- / Extend infill the length of the site on all street frontages;
- / When higher than 6 storeys, a front and side yard building stepback should be introduced to maintain access to light and support a pedestrian scale. The determination of the stepback location should be based on context, adjacent building relationships, and building proportion. Generally, the building stepback should be introduced above the sixth storey, but can also occur below. To promote well-defined street edges and enclosures, building stepbacks directly above the ground floor will not be permitted;
- / Avoid blank walls. If necessary, a blank wall must be well articulated. Blank walls fronting a street are not permitted;
- / Ground levels units should be well articulated to reduce the scale of the building and introduce a more fine grained rhythm to the street frontage;
- / Provide ground level access to individual units, where applicable, to animate the street;
- / Raise residential ground floors from the ground to provide privacy for residents, while promoting safe streets by providing 'eyes on the street'. Sunken units, situated below an 'over elevated' ground floor are discouraged;
- / Inset balconies behind the street wall to reinforce the street edge and public realm. Above the stepback, projected balconies are permitted but are not to exceed the stepback width;
- / Existing Heritage Conservation District guidelines should be considered for new infill development occurring within the boundaries of the conservation district.

**The proposed development applies many of the Centretown CDP built form guidelines for mid-rise development. Through the introduction of a three storey condition along McLeod Street, the proposal provides a pedestrian-oriented streetwall that enhances the public realm. The three-storey podium ensures an adequate and visually interesting transition to the mid-rise portion of the building. Further, the proposed development retains, conserves, and reinstates architectural features to the existing heritage building at 285 McLeod Street, seamlessly integrating the building into the proposed development while enhancing the character of the streetscape. The mid-rise portion of the building is setback and stepped back from the low-rise podium abutting McLeod Street, atop the sixth storey to the north property line, and at the southeast corner of the building atop the third storeys. Ground level access to raised residential units is provided from McLeod Street, while balconies and private amenity spaces are inset to reinforce the street edge and define the building elevations. The proposed development complements the existing heritage buildings by applying many of the Centretown Heritage Conservation District design guidelines.**

#### 4.4.3 Heritage

The Centretown Secondary Plan and CDP contains specific guidance related to heritage resources within the policy area. These policies were developed with the intent of ensuring the most significant aspects of Centretown's heritage are protected, maintained and celebrated. Further, where redevelopment occurs, the policies aim to achieve design and landscaping of new buildings that is sensitive and complementary to the character of neighbouring heritage assets and consistent with existing heritage plans and policies. Considering its location within the Centretown Heritage District area, policies related to heritage and new development have informed the proposed built form, site plan and site specific elements to ensure a complementary and compatible built form.

Section 3.7 of the Centretown Secondary Plan contains policies related to heritage. More specifically, Section 3.7.2 speaks to integrating heritage and new development. Policy 3.7.2.1 encourages the rehabilitation and reuse of heritage buildings in the Centretown neighbourhood. The design and built form of new development adjacent to heritage resources is important, where Policy 3.7.2.2 requires design guidelines of both CHCD Plan and guidelines within Section 6.5 of the Centretown CDP be applied.

As stated previously, Section 6.5 of the CDP contains design guidelines related to the Heritage Approach. The design guidelines have been developed to ensure existing heritage assets are properly integrated with new development, and that new development complements existing heritage assets both on-site and adjacent to a site.

When integrating a heritage structure into a mid-rise project, applicable design guidelines state that:

- / New development should respect and be sensitively integrated with the heritage building and context and consistent with existing heritage plans and policies. It should be distinguishable and of sympathetic contemporary design which does not detract from or overpower the original building;
- / New development should be respectful of key heritage elements, including but is not limited to building stepbacks, cornice lines, façade horizontal and vertical articulations, opening sizes, proportion and rhythm, and building materials. New development should maintain a cornice line consistent with the existing heritage building through appropriate stepback(s);
- / Where heritage buildings are low scaled, the podium of a new building will respect and reflect the urban grain and scale, visual relationships, and materials of the surrounding historic building(s); and,
- / Compatible building materials should be used, with creative use of materials encouraged.

Design guidelines for new development within the heritage context, specifically when adding a new building or additions to existing buildings on a site adjacent to a heritage building, encourage:

- / Use of compatible materials;
- / Use of stepbacks, front and side, to appropriately transition with adjacent building heights;
- / Minimizing the use and height of blank walls;
- / Informing new development with adjacent building ground floor heights and heritage character to enhance the public realm;
- / Modulating façades through the use of vertical breaks and stepbacks in a manner that is compatible with the surrounding heritage structures;
- / Requiring a Cultural Heritage Impact Statements for developments within or adjacent to the CHCD; and,
- / Requiring a full rezoning if a development proposal comes forward that is in excess of the zoning permission on a parcel containing a heritage building.

**The proposed development incorporates many of the design guidelines from the Centretown CDP related to heritage, specifically addressing integrating a heritage resource into the mid-rise building as addition to this existing condition. The mid-rise portion of the proposed development is highly distinguishable, yet complementary to the heritage resources. The infill portions of the proposed development incorporate architectural elements and design features, including brick materiality, glazing, articulations, cornice lines and a consistent built form rhythm complementary to the heritage fabric of McLeod Street and the HCD area. As required by the CDP, a Cultural Heritage Impact Statement has been prepared in support of the Official Plan Amendment, Zoning By-law Amendment, and Heritage Permit applications.**

#### 4.5 Centretown Heritage Conservation District (1997)

The subject site is located within the Centretown Heritage Conservation District (HCD) area, adopted by Council in 1997. The Centretown HCD area built heritage resources includes dominant late-19<sup>th</sup> and early-20<sup>th</sup> century character, established by both residential and commercial properties in the district. This character has evolved over time through development of residential and mixed-use properties, including mid- to high-rise developments. Despite this, many early buildings remain and have retained significant original features and qualities.

Guidelines within the HCD Study seek to ensure these qualities are conserved, and that new development appropriately responds to its historic context. The HCD notes the importance of encouraging new infill development, and promoting design which is sympathetic to existing building types, and which re-establishes streetscape continuity.

The HCD notes that although certain residential buildings may have been altered over time, they often retain enough of their original form to give a strong sense of the historical character of the streetscapes. The HCD contains recommendations related to the conservation and restoration of heritage residential properties, particularly single family homes, which state:

- / Identify existing original and early features, including stone foundations, simple and decorative brick veneers and stone trim, board and shingle sidings, wood doors and window sash, leaded and stained glass window transoms and panels, decorative wood cornices and trim, ornamental cast iron cresting, slate roofing, and turned wood porches and verandahs. House forms and details can be compared with those of similar vintage in the neighbourhood, to understand common characteristics;
- / Original and early features should be conserved through regular maintenance, with replacement only of badly deteriorated components with the same material, dimensions, and profile; and,
- / When any significant modifications or upgrading is planned, facade restoration should be considered, based on historic photographs and examination of the physical evidence. Restoration can include a return to more appropriate windows and doors, reconstruction of porches and verandahs, reinstatement of decorative trim, and repainting to historic colour schemes based on paint analysis.

The HCD further contains recommendations for residential infill, which state:

- / All infill should be of contemporary design, distinguishable as being of its own time. However, it must be sympathetic to the heritage character of the area, and designed to enhance these existing properties rather than calling attention to itself;
- / The form of new infill should reflect the character of existing buildings on adjoining and facing properties. The buildings should normally be three or four storeys in height, with massing and setbacks matching earlier rather than later patterns still evident in the immediate area;
- / Single family homes, rowhouses, and townhouse developments should reflect the rhythm of early lot development, with gables, balconies, or other features providing an appropriate scale. Small multiple-unit residential developments should reflect the U-shaped and H-shaped patterns of earlier examples, with emphasis on the entrances; and,

- / Brick veneer should be the primary finish material in most areas, to maintain continuity with existing buildings. Trim materials would commonly be wood or metal; the details at cornices, eaves, and entrances should be substantial and well detailed. Colours should be rich and sympathetic to existing patterns. Lighting should be discreet and can be used to highlight architectural features.

In 2013, Council directed that the Centretown Heritage Study be undertaken. The Study is still in progress, however the Phase 1 Centretown Heritage Inventory completed by ERA Architects in May 2020 includes recommendations for the Centretown HCD. Among these, the report contains recommendations for including additional properties on the City's Heritage Register, and undertaking further studies related to heritage within Centretown. The study included the properties at 283 and 285 McLeod Street and describes each as "Character Supporting Resources", and as such "Contributing" properties within the Centretown HCD area.

**The proposed development is consistent with the Centretown Heritage Conservation District guidelines. The proposed development provides a contemporary design, distinguishable from its context yet complementary to its existing mid-rise condition within adjacent properties. The proposed development provides a similar scale, form, massing, and height to its surrounding context, particularly along McLeod Street, O'Connor Street, and Gladstone Avenue. The primary frontage along McLeod Street is designed in a manner highly considerate of applicable heritage design guidelines. The property at 285 McLeod Street is proposed to be retained, conserved, and adaptively reused as a residential property, consistent with properties found in the HCD area. Heritage attributes are proposed to be reinstated at the McLeod Street façade, including the at-grade bay window, a hipped gable and dormer at the third storey, and balconies at-grade and at the second storey framing the principal entrance. A townhome style built form will be highly transparent, with glazing and active entrances to the residential use. The portion of the proposed development will contain architectural details and materials carried throughout all facades and into the upper levels. The upper storeys of the mid-rise residential portion are proposed to contain a more simple and consistent rhythm, achieved with a consistent window pattern and lighter materials to not detract from the streetscape. Generally, the proposed development provides a contemporary addition to the site while maintaining and reinstating heritage attributes to heritage resources along McLeod Street. The design of the proposed development contributes to the established character of the Centretown Heritage Conservation District as a whole.**

## 4.6 City of Ottawa Comprehensive Zoning By-law #2008-250

The site is currently split-zoned. The property at 283 McLeod Street is currently zoned Residential Fourth Density, Subzone UD, Exception 478 (R4UD [478]) while the property at 285 McLeod Street is currently zoned as Residential Fourth Density, Subzone UD, Exception 479 (R4UD [479]) (Figure 26). The R4 zone does not permit mid-rise, residential-use buildings.

### 4.6.1 Zone Provisions and Analysis

Considering the applicable policies related to permitted heights and built form, it is proposed that the property be rezoned to Residential Fifth Density, Subzone B with site-specific provisions including a maximum building height of 24.9 metres to address the proposed development (R5B [X] H(XX)). A new site-specific zoning 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 proposed zone. As such, the proposed development has been evaluated below to determine compliance to these provisions and illustrate where relief will be proposed.





Figure 26: Zoning Map, subject property indicated

The Residential Fifth Density (R5) zone is intended to allow a broad range of residential building forms, varying from semi-detached dwellings to high-high rise apartment dwellings in areas designated as General Urban Area. The R5 zoning allows a mix other residential uses in providing varied housing choices, types, and tenures.

Table 1 demonstrates some of the permitted uses within the Residential Fifth Density zone.

Table 1: Permitted Uses

Permitted Uses
apartment dwelling, low rise, <b>apartment dwelling, mid rise</b> , apartment dwelling, high rise, bed and breakfast, detached dwelling, diplomatic mission, duplex dwelling, dwelling unit, group home, home-based business, home-based daycare, linked-detached dwelling, park, planned unit development, residential care facility retirement home, converted, retirement home, rooming house, secondary dwelling unit, semi-detached dwelling, shelter, stacked dwelling, three-unit dwelling, <b>townhouse dwelling</b> , urban agriculture.

Table 2 provides a summary of the Residential Fifth Density, Subzone B (R5B) zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development complies with the provisions.

Table 2: Zoning Provisions, Requirements, and Compliance for R5B zoning

Provision	Required	Proposed	Compliance
<b>Minimum Lot Width</b>	22.5 metres	30.83 metres	Yes
<b>Minimum Lot Area</b>	675 metres	832m <sup>2</sup>	Yes
<b>Maximum Building Height</b>	Maximum building height is either shown with an H(#) on the Zoning Map, on a Schedule, or in the exception zone	24.90 metres	No

<b>Minimum Front Yard Setback</b>	1.5 metres (per Section 123)	2.29 metres	<b>Yes</b>
<b>Minimum Interior Side Yard Setback</b>	Abutting an R4 zone: 7.5 metres	West Side Yard Setback: 0.5 metres East Side Yard Setback: 1.5 metres	<b>No</b> <b>No</b>
<b>Minimum Rear Yard Setback</b>	Equal to 25% of the lot depth 30.25 metres x 25% = 7.5 metres	6.0 metres	<b>No</b>
<b>Permitted Projections above Height Limit (Sec. 64)</b>	Mechanical / Service / Elevator Penthouse = 4.5 metres	4.5 metres	<b>Yes</b>
<b>Landscaped Area</b>	30% of lot area required to be landscaped	31%	<b>Yes</b>
<b>Amenity Area</b>	6.0m <sup>2</sup> / dwelling unit, where 50% is required as communal  30 units x 6.0m <sup>2</sup> = 180m <sup>2</sup> 90m <sup>2</sup> required as communal	Total Amenity Area: 390m <sup>2</sup> Private: 209m <sup>2</sup> Communal: 181m <sup>2</sup>	<b>Yes</b>

Table 3 describes vehicle and bicycle parking requirements, and how the proposed development complies with these provisions.

Table 3: Vehicle and Bicycle Parking Requirements and Compliance

<b>Provision</b>	<b>Required</b>	<b>Provided</b>	<b>Compliance</b>
<b>Required Vehicle Parking Spaces</b>	0.5 spaces / dwelling unit, less the first 12 units  18 units x 0.5 = 9 spaces	9 spaces	<b>Yes</b>
<b>Visitor Parking</b>	0.1 / dwelling unit, less the first 12 units  18 units x 0.1 = 2 spaces	2 spaces	<b>Yes</b>
<b>Driveway Aisle Width for a Parking Garage (Double Lane)</b>	in the case of an apartment dwelling, mid-rise with less than 20 parking spaces: Maximum 3.6 metres	3.6 metres	<b>Yes</b>
<b>Bicycle Parking</b>	Residential: 0.5 spaces / dwelling unit  30 units x 0.5 = 15 spaces	21 spaces	<b>Yes</b>

### Heritage Overlay

A Heritage Overlay is applied to encourage the retention of existing heritage buildings by offering zoning incentives to reuse the building and limits the size of additions to preserve the heritage character of the original building. Section 60 of the Zoning By-law contains provisions related to Heritage Overlays, and states:

<b>General</b>		<b>Compliance</b>
Where a building in an area to which a heritage overlay applies is removed or destroyed it must be rebuilt with the same character and at the same scale, massing, volume, floor area and in the same location as existed prior to its removal or destruction.	The existing building at 283 McLeod Street is proposed to be demolished and replaced with a condition of a similar scale, massing, and floor area.	<b>Yes</b>
<b>Additions</b>		
An addition to a building in an area to which a heritage overlay applies is permitted only if: <ul style="list-style-type: none"> <li>a) the height of the walls and the height and slope of the roof of the addition do not exceed those of the building</li> <li>b) the side yard setback of the addition is at least 60 cm. greater than that of the wall of the building located closest to the side lot line</li> <li>c) it is not located within the front yard</li> </ul>	<ul style="list-style-type: none"> <li>a) The height of the addition exceeds that of the existing heritage building <b>No</b></li> <li>b) The side yard setback of the addition where it adjoins the heritage building is 2.5 metres <b>Yes</b></li> <li>c) The addition is not located in the front yard <b>Yes</b></li> </ul>	
Projections are not permitted into the front, corner side yard or side yard in an area to which a heritage overlay applies	No projections are proposed into the front or side yards.	<b>Yes</b>
<b>Parking</b>		
A parking lot is prohibited in a front yard or corner side yard abutting a street in an area to which a heritage overlay applies	Parking will be contained underground, and is not proposed in the front or side yards.	<b>Yes</b>

Relief from the Heritage Overlay provisions related to building height and additions as described above are sought as part of this application to permit the proposed development. The proposal seeks demolition of the building at 283 McLeod Street, to permit an addition to the existing heritage building where the overlay applies, to permit a building height greater than the retained on site heritage building, and to permit the conservation and adaptive reuse of the retained heritage building. Further, although the proposed development does not meet provisions of the heritage overlay related to side yard setbacks and building heights, relief from these provisions is appropriate in accommodating the restoration and adaptive reuse of the existing cultural heritage resource and intensification of an underutilized site within an established downtown area.

## 5.0 Proposed Amendments

### 5.1 Official Plan Amendment

A site-specific Official Plan Amendment (OPA) is proposed to the Centretown Secondary Plan. The OPA would:

- / Amend Policy 3.9.4.2 to allow mid-rise apartment buildings as a permitted use specific to the subject site; and,
- / Amend Schedule H2 to allow a building mid-rise height of eight storeys (24.9 metres) starting at a depth of 6.0 metres from the front property line along McLeod Street, specific to the subject site.

**It is Fotenn's opinion that the proposed Official Plan Amendment does not adversely impact the site or adjacent properties. The proposed amendment maintains the intent and principles of the Centretown Secondary Plan. A nine storey mid-rise building height is permitted at the rear portion of the subject site, however, considering the limited size of the site, and to allow greater transition to abutting low-rise properties, an amendment is sought to facilitate the development of a mid-rise building slightly outside of the nine storey maximum building height area, as described on Schedule H2. The proposed development is designed in a manner which mitigates potential impacts on abutting properties by reducing the building height by one (1) storey, providing a rear yard setback outside of the nine-storey building height area and an additional stepback above the sixth storey, conserving a cultural heritage resource on the property, and maintaining an existing streetscape character and rhythm along McLeod Street.**

### 5.2 Zoning By-law Amendment

The proposal would seek to amend the following provisions of the Zoning By-law:

- / **Maximum Building Height:** Per the Zoning By-law, the maximum permitted building height in the R5B zone is to be described with an H(#) on the Zoning Map, on a Schedule, or an exception zone. The applicant is seeking a building height of 24.90 metres. The subject property is highly suitable for this building height as it considers its existing and planned mid-rise context to the north of the subject site, supported by its location within a built-up central area, and its proximity to rapid transit and neighbourhood amenities. Further, the eight-storey building format provides appropriate transition all adjacent properties and a high-quality building design via a 6.0 metre rear yard setback, a 6.1 metre stepback from the front lot line above the third storey, and a 3.3 metre stepback above the sixth storey, all of which complements the retained heritage resource on site and streetscape along McLeod Street.
- / **Interior Side Yard Setback:** The Zoning By-law requires a side yard setback of 7.5 metres where a mid-rise apartment building abuts a Residential Fourth Density zone. The proposed development seeks a reduced setback on both the east and west side yard setbacks to permit setbacks of 1.5 metres and 0.5 metres, respectively. The west side yard setback increases to 3.0 metres to further mitigate impacts. The proposed reduction of this setback requirement is appropriate to allow the feasible intensification of the subject site and provide a condition consistent with the built form context along McLeod Street and within the Centretown neighbourhood. The proposed development has been designed in a manner which maintains the low-rise condition along McLeod Street, mitigating any potential impacts on abutting properties, streetscape, and public realm.
- / **Rear Yard Setback:** The Zoning By-law requires a rear yard setback of no more than 7.5 metres. The applicant seeks to reduce the rear yard setback requirement by 1.5 metres, as the proposed development provides a 6.0 metre rear yard setback. An additional 3.3 metre step back is provided atop the sixth storey to the rear of the proposed development. The proposed setback is appropriate as it achieves a balance between the requirements described in the Zoning By-law and policies within the Centretown Secondary Plan. Permitting this reduced rear yard setback allows the proposed

development to provide an adequate transition between abutting residential properties and allow at-grade outdoor amenity space. Further, this reduction allows the proposed built form to feasibility incorporate the existing heritage structure at 285 McLeod Street while maintaining a consistent setback, frontage, and rhythm along McLeod Street, reducing any potential impacts along the public realm.

- / **Heritage Overlay:** Section 60 of the Zoning By-law describes provisions of the Heritage Overlay and its intent to conserve existing heritage buildings on lots which contain structures of cultural heritage value. As the proposed development will conserve a cultural heritage resource on site while intensifying an underutilized site within a downtown neighbourhood, relief from the Heritage Overlay is requested to facilitate increased building heights and the rear addition of the development.

**It is Fotenn's opinion that the proposed development does not adversely impact the subject site or abutting properties, but rather enhances an underutilized site in the Centretown neighborhood. The proposed development replaces a legal non-conforming commercial use with a residential use, as intended by the Residential Fifth Density zoning. The proposed development contributes to its existing and planned context by providing a built form consistent with its surroundings, by conserving and adapting a cultural heritage resource, and by maintaining the public realm and streetscape along McLeod Street. Relief from the above zoning provisions, as described, is appropriate in facilitating a high-quality site design, layout, and built form which complements the context of the property.**

## 6.0 Supporting Studies

The following plans and reports have been prepared in support of the concurrent Official Plan Amendment, Zoning By-law Amendment, and Heritage Permit applications.

### 6.1 Cultural Heritage Impact Statement

A Cultural Heritage Impact Statement (CHIS) was prepared by Commonwealth Historic Resource Management in support of the above noted applications, dated August 2021. The CHIS describes the subject site and surrounding context in relation to the proposed development, including impact and mitigation strategies. The CHIS includes a statement of significance, which discusses the heritage value and character defining elements of the site. The CHIS further supports the appropriateness of the proposed development and built form, including retaining and conserving the cultural heritage resource at 285 McLeod Street. The CHIS concludes that the proposed development is considered a good balance in ensuring that it is well integrated into the streetscape, surrounding context, and the heritage conservation district.

### 6.2 Geotechnical Investigation Report

A Geotechnical Investigation Report (PG5489-1) was prepared by Paterson Group on July 22, 2021. The report investigates the subsoil and groundwater conditions at the site and provides geotechnical recommendations for the design of the proposed development, including constructure considerations which might affect the design. Based on the investigation, the report concludes that the subject site is considered suitable from a geotechnical perspective to accommodate the proposed development.

### 6.3 Environmental Noise Control Study

An Environmental Noise Control Study (PG5490-1) was prepared by Paterson Group on July 28, 2021. The purpose of the study is to determine the primary noise sources impacting the site, compare the projected sound levels to applicable guidelines, and provide recommendations in mitigating noise impacts. The report recommends that units on the western, eastern, and southern elevations be designed with the provision for a central air conditioning unit to allow windows to remain closed and mitigate noise impacts, and that no mitigation measures are required for the outdoor amenity area.

### 6.4 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was prepared by GradientWind on August 3, 2021. The report involved assessment of pedestrian wind comfort and safety within and surrounding the subject site. The report determined that at-grade level areas within and surrounding the subject site are predicted to be acceptable for the intended pedestrian uses throughout the year, including at-grade amenity areas, all building access points, and conditions over the surrounding sidewalks. The report further determined that wind conditions within the amenity terrace serving the proposed development are predicted to be calm and suitable for sitting throughout the year.

### 6.5 Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) Report (PE5116-1) was prepared by Golder Associated Ltd, dated October 2020. This assessment included a review of available, current, and historical information regarding the Site and surrounding properties, a site reconnaissance on August 11, 2020, interviews, evaluation of readily available information, and reporting. The report concluded that no Areas of Potential Environmental Concern (APECs) were identified on site, and a Phase Two ESA is not recommended. However, due to the age of the existing structures, a designated substance survey must be completed to confirm the presence/absence of any hazardous materials prior to the demolition or major renovations of the buildings.

Further, the report notes the requirement of a Record of Site Condition be completed due to the proposed change of use.

## 6.6 Servicing and Stormwater Management Report

A Servicing and Stormwater Management report was prepared by Stantec Consulting Ltd on August 13, 2021. The report contains detailed information related to the management of water, wastewater, and stormwater servicing for the site. The report further describes the grading of the site as generally flat with overland flow directed to the McLeod Street Right of Way, and that all utilities should be readily available to service the site. The report concludes that there is sufficient water supply and pressure to meet the demands of the proposed development and provides design strategies for providing wastewater and stormwater servicing.

## 6.7 Transportation Impact Assessment

A Step 1 (Screening) and Step 2 (Scoping) Transportation Impact Assessment report was prepared by CGH Transportation in August 2021. The report describes the existing and planned conditions of the area and discusses the impacts of the proposed development on the area's transportation network, concluding that the proposed development is not anticipated to have any impacts on the surrounding network. As confirmed by City Staff, Transportation Impact Assessment requirements for Steps 3 and Steps 4 have been waived and are not required to support the application package.

## 7.0 Conclusion

It is our professional opinion that the proposed Official Plan Amendment, Zoning By-law Amendment, and Heritage Permit applications to permit redevelopment of the subject site constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing efficient use of existing infrastructure, supporting existing rapid transit, improving and providing new housing options in the area, and conserving built cultural heritage resources on site.
- / The proposed development will allow the intensification and addition of residential density to a large and highly-underutilized parcel of land within a downtown neighbourhood, including large units, which implements growth management policies of Section 2.2. of the Official Plan while also conforming to the policies for urban design and compatibility within Section 2.5.1 and Section 4.11.
- / The proposed development conforms to the policy directions for the General Urban Area, as described in Section 3.6.1 of the Official Plan, in that it proposes the redevelopment of an underutilized property within close proximity to rapid transit, provides a built form consistent with its context, conserves an existing cultural heritage resource, and ensures sustainable development within an established neighbourhood by providing a new residential use.
- / The proposed development is consistent with the direction and intent of the Centretown Secondary Plan and Community Design Plan in that the proposed development contributes new residential uses to an underutilized site. Further, the proposed development applies design guidelines for mid-rise buildings, providing a high quality built form, conserving an existing cultural heritage resource, and maintaining the streetscape and public realm along McLeod Street.
- / The proposed development applies the design guidelines of the Centretown Heritage Conservation District, providing a built form which is highly distinguishable, yet complementary to the existing cultural heritage resource. The proposed development sees the retention and conservation of the existing heritage resource, and the reinstatement of architectural details which are consistent with the heritage fabric of the area.
- / The proposed development meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development will allow the redevelopment of an underutilized site.
- / The proposed development is supported by technical studies, plans, and reports submitted as part of this application.

Sincerely,



Brian Casagrande, MCIP RPP  
Partner



Ghada Zaki, MCIP RPP  
Planner



Nathan Petryshyn  
Planner