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39 Years

254 Argyle Avenue

Planning Rationale

Prepared for: Azure Urban Developments

Engineering excellence. Planning progress. Liveable landscapes.

254 Argyle Avenue

Ottawa, Ontario

Planning Rationale

in support of

Major Zoning By-law Amendment

and Site Plan Control Applications

Prepared For:

Azure Urban Developments

Prepared By:

NOVATECH
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

September / 13 / 2024

Novatech File: 123062
Ref: R-2024-072

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Engineers, Planners & Landscape Architects

September 13 2024

City of Ottawa
Planning, Real Estate and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

Attention: **Eric Forhan, Planner II, Development Review, Central**

Reference: **Major Zoning By-law Amendment and Site Plan Control Applications**
254 Argyle Avenue
Our File No.: 123062

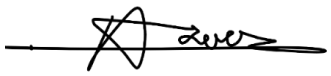
The following Planning Rationale has been prepared in support of Major Zoning By-law Amendment and Site Plan Control applications to facilitate the development of the property at 254 Argyle Avenue (the "Subject Site").

This Planning Rationale examines the location and context of the Subject Site, the planning policy and regulatory framework applicable to the site, and makes recommendations on the Major Zoning By-law Amendment and Site Plan Control applications required to facilitate the proposed development on the Subject Site.

Should you have any questions regarding any aspect of this application please feel free to contact me at your earliest convenience.

Yours truly,

NOVATECH



Arjan Soor, M.Pl.
Planner

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1.0 EXECUTIVE SUMMARY

Novatech has been retained by Azure Urban Developments to prepare a Planning Rationale in support of Major Zoning By-law Amendment and Site Plan Control applications for the property municipally known as 254 Argyle Avenue (the "Subject Site").

The Subject Site is designated Neighbourhood within the Downtown Core Transect of the City of Ottawa Official Plan. The Subject Site is also within the Evolving Neighbourhoods Overlay. The Subject Site is designated Local Mixed Use in the Central and East Downtown Core Secondary Plan and is identified as a Contributing Property in the Centretown and Minto Park Heritage Conservation District Plan. The Subject Site is zoned R5B[854] H(19) – Residential Fifth Density, Subzone B, urban exception 854 with a maximum height of 19 metres in the City of Ottawa Zoning By-law 2008-250.

The proposed development is to construct a nine-storey mid-rise apartment building on the Subject Site. The development includes relocating the existing heritage building on the site to the front of the property, with the ground floor and mezzanine levels of the mid-rise apartment building located behind the church. Floors 2-9 are located above the church. The church building will function as part of the ground floor with a wine bar and amenity areas provided in the former conservatory.

The development provides a total of 84 units, consisting of a mix of studios, one-bedroom units, two-bedroom units, and three-bedroom units. A total of 35 parking spaces will be provided. Eight of the spaces will be visitor parking while the remaining 27 spaces will be resident parking spaces and will include two electric vehicle parking spaces and two car share spaces. Two accessible parking spaces will be provided. Parking will be provided in an underground garage. Eighty-five bicycle parking spaces will be provided, with 20 spaces on the ground floor and 65 spaces in the underground parking garage. A Major Zoning By-law Amendment application is required to permit a reduced lot width, increased permitted building height, reduced front yard setback, reduced rear yard setback, reduced interior side yard setbacks, reduced landscaped area, reduced resident parking rates, and reduced commercial parking rates. The Zoning By-law Amendment application is also required to provide relief from the Heritage Overlay and to permit two mezzanine levels to be considered as part of the first storey.

2.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of Major Zoning By-law Amendment and Site Plan Control applications to permit the development of a 9-storey mid-rise apartment building on the property municipally known as 254 Argyle Avenue (the "Subject Site"). The proposed 9-storey apartment building will have 84 units consisting of a mix of studios, one-bedroom units, two-bedroom units, and three-bedroom units. The development will have 35 underground parking spaces and 85 bicycle parking spaces located on the ground floor and in the underground parking garage.

The proposal integrates an existing heritage building, which is a former Catholic Church, into the ground floor of the 9-storey apartment building. The heritage building will be relocated closer to the front lot line. The conservation program for the church includes the retention of the front and side walls of the church along with the church spire. The church will be repurposed as a wine bar,

lounge, and co-working space which will provide amenity area for the residential units in the apartment building.

The Subject Site is designated Neighbourhood in the Downtown Core Transect in the City of Ottawa Official Plan and is part of the Evolving Neighbourhoods Overlay. The site is designated Local Mixed-Use in the Central and East Downtown Core Secondary Plan. 254 Argyle Avenue is identified as a contributing property in the Centretown and Minto Park Heritage Conservation District Plan.

The Subject Site is zoned R5B[854] H(19) – Residential Fifth Density, Subzone B, urban exception 854 with a maximum height of 19 metres in the City of Ottawa Zoning By-law 2008-250. The site is subject to the Mature Neighbourhoods Overlay and the Heritage Overlay.

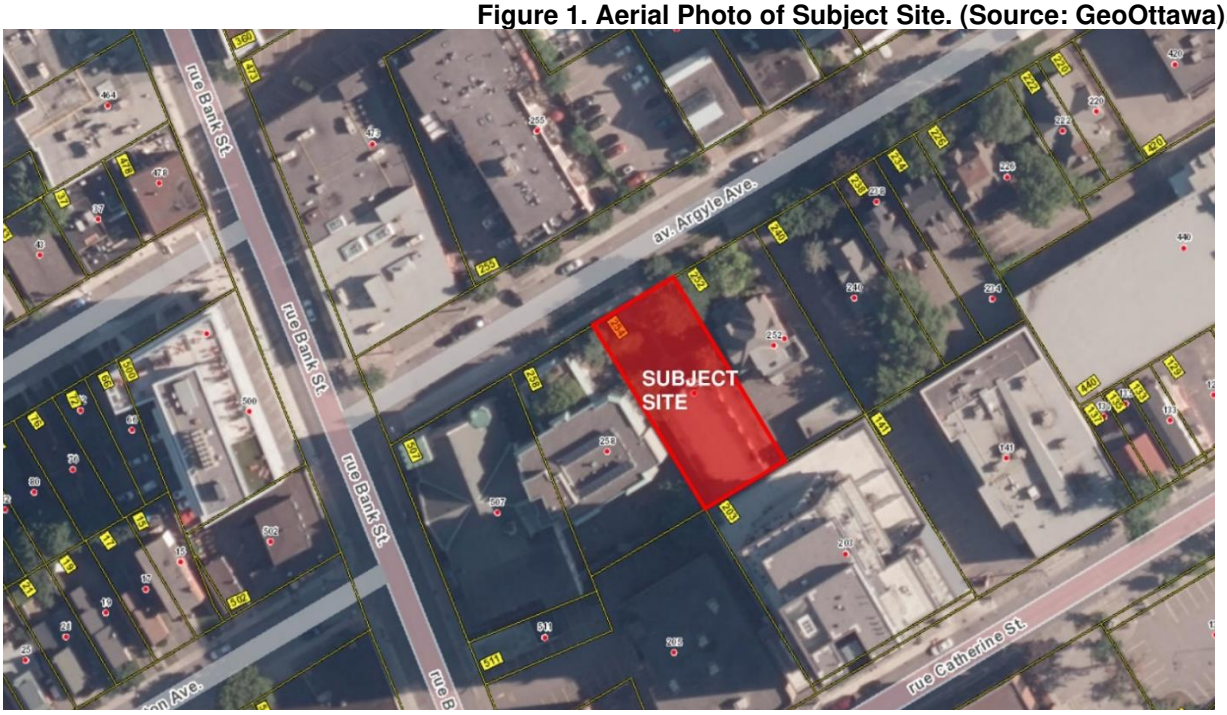
This Planning Rationale will demonstrate that the proposed Major Zoning By-law Amendment will:

- Be consistent with the policies of the Provincial Policy Statement (2020);
- Conform to the policies of the City of Ottawa Official Plan (2022);
- Establish appropriate Zoning standards for the Subject Site; and
- Maintain compatibility with the surrounding uses and community context.

2.1 Description of Subject Site

The Subject Site is an interior lot located on the south side of Argyle Avenue in Ward 14 – Somerset. The site is within an area bounded by Bank Street to the west, O'Connor Street to the east, McLeod Street to the north, and Catherine Street to the south. A church building is located on the Subject Site. The property has a lot width of 20.17 metres, a lot depth of 46.5 metres, and a lot area of 937.05 square metres.

Figure 1. Aerial Photo of Subject Site. (Source: GeoOttawa).



2.2 Site Location and Community Context

Figure 2: Subject Site from the Street. (Source: Google Maps).

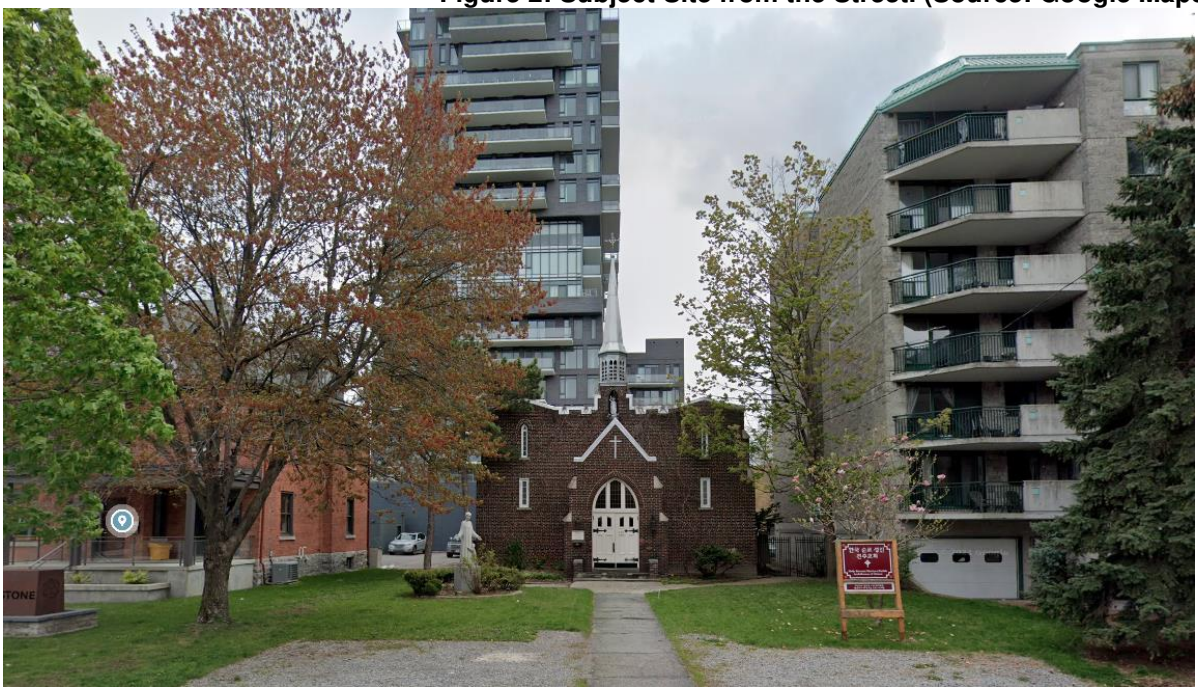


Figure 3: Site Context (flyover view looking south). (Source: Google Maps).

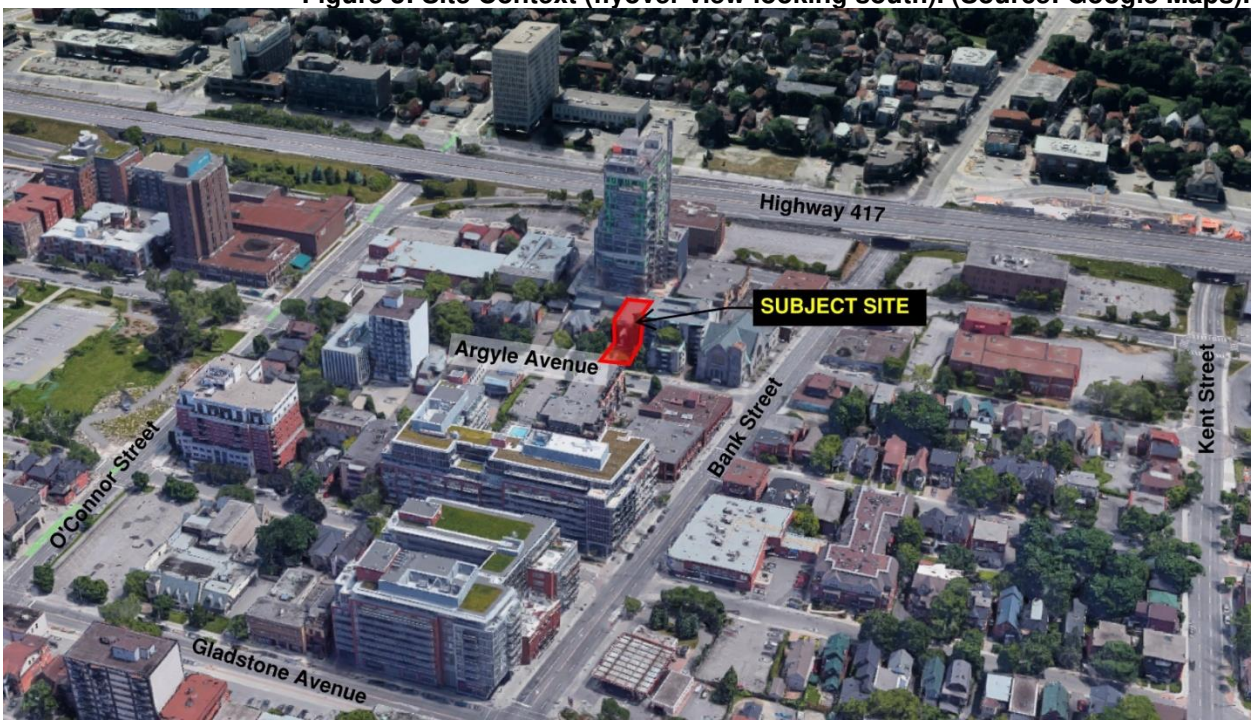


Figure 4: Site Context (flyover view looking north). (Source: Google Maps).

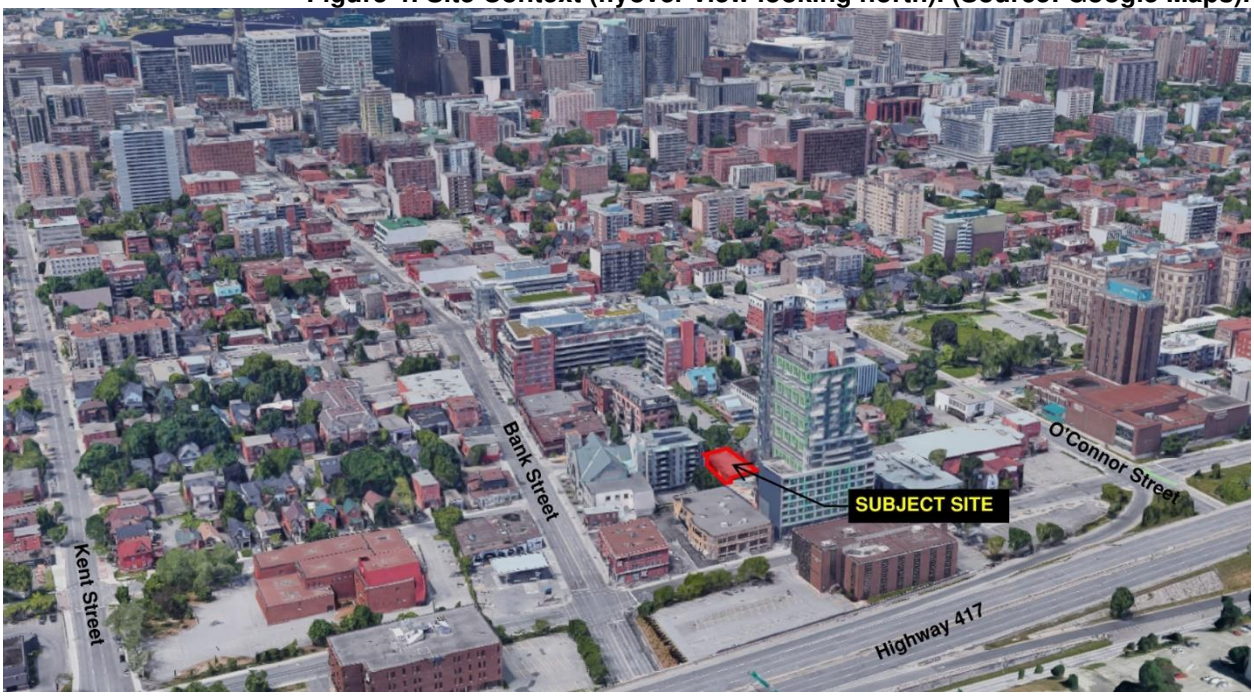


Figure 5: Property immediately north of Subject Site (255 Argyle Avenue). (Source: Google Maps).

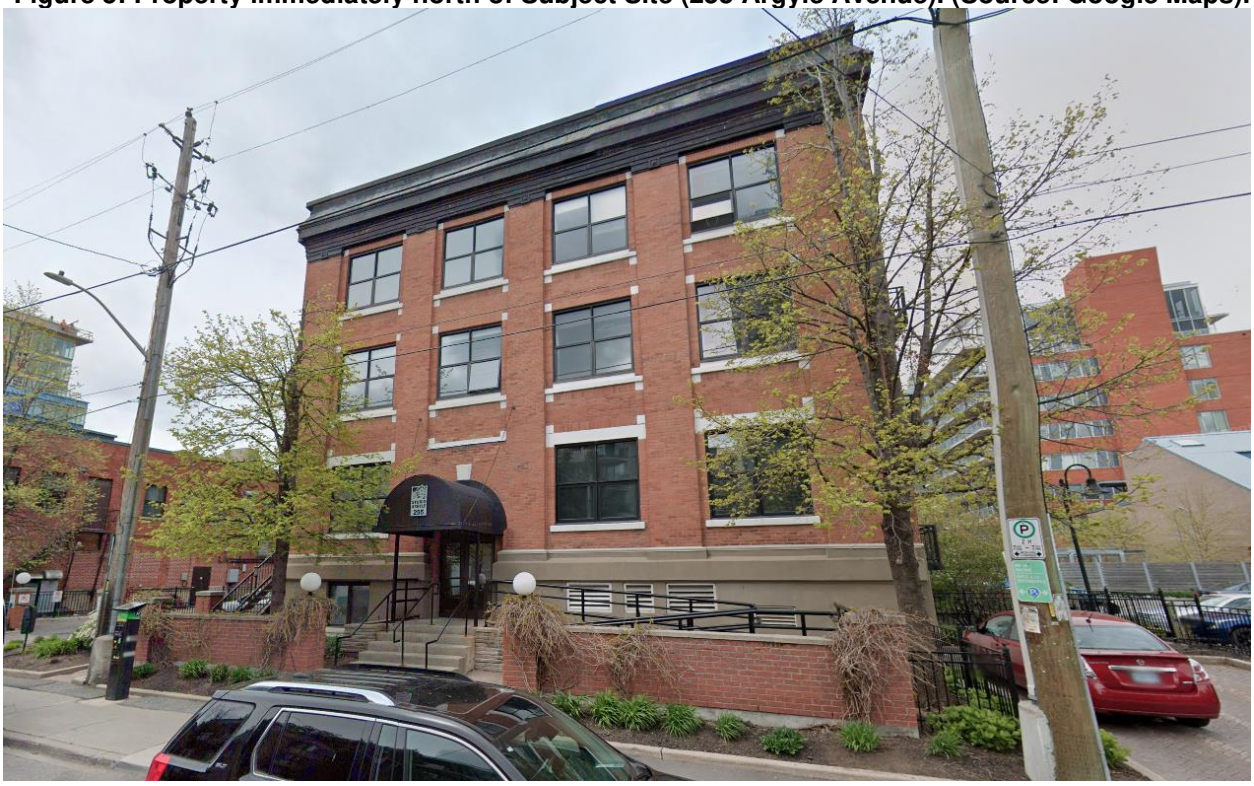


Figure 6: Abutting property to the west (258 Argyle Avenue). (Source: Google Maps).

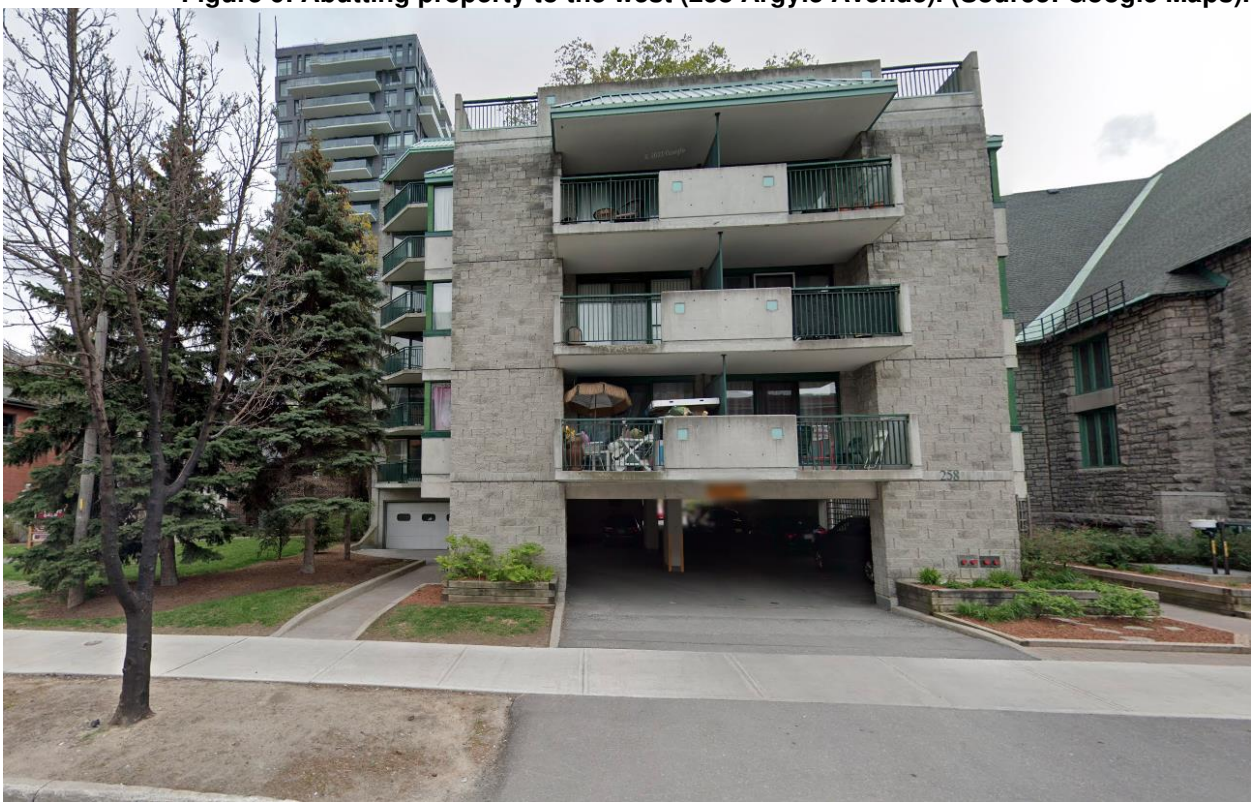
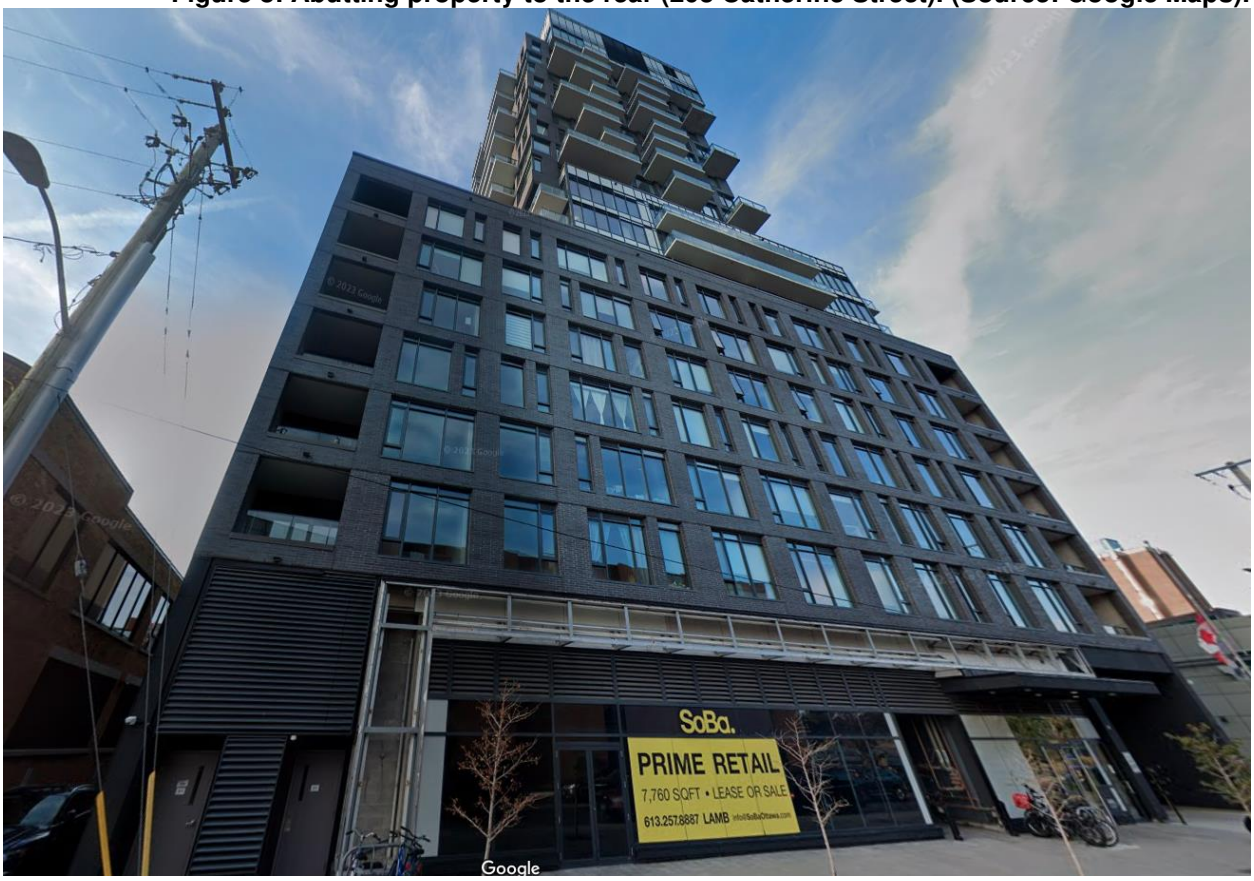


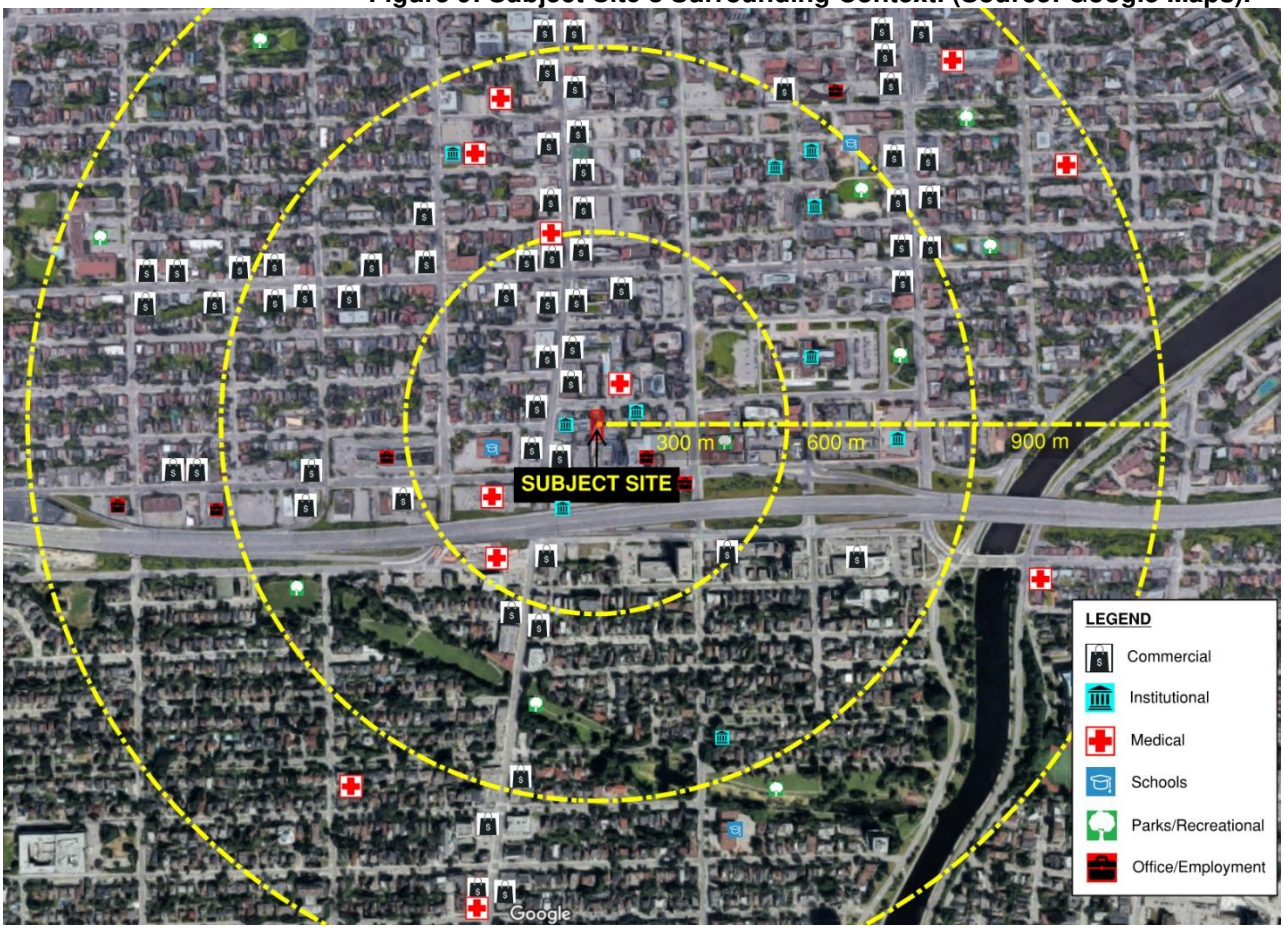
Figure 7: Nearby property along Argyle Avenue (229 Argyle Avenue). (Source: Google Maps).

Figure 8: Abutting property to the rear (203 Catherine Street). (Source: Google Maps).



The Subject Site is located within an area that consists of a mix of building heights and uses. A six-storey mid-rise apartment building is located on the abutting property to the west. A four-storey low-rise apartment building is located across the street from the Subject Site. A 23-storey high-rise apartment building is located along Catherine Street and abuts the rear lot line of the Subject Site. An 11-storey high-rise apartment building is located east of the Subject Site on the north side of Argyle Avenue. Two mid-rise apartment buildings are located north of the Subject Site at the intersection of Bank Street and McLeod Street and at the intersection of Bank Street and Gladstone Avenue. An 8-storey mid-rise apartment building is located northeast of the Subject Site at the intersection of O'Connor Street and McLeod Street.

Figure 9: Subject Site's Surrounding Context. (Source: Google Maps).



Within 300 metres of the Subject Site, the area consists of a mix of uses, with residential, commercial, institutional, and employment/office uses. A 300-metre radius is defined as a five-minute walking distance in the City of Ottawa Official Plan. The Subject Site is within a five-minute walking distance of Glashan Public Elementary School, the Canadian Museum of Nature, and the Taggart Family YMCA. The Subject Site is only 63 metres from Bank Street, with numerous retail businesses and restaurants located within a five-minute walking distance of the Subject Site.

Owing to the site's proximity to commercial, institutional, and employment uses, the Subject Site is an ideal location for increased density, with a 23-storey residential apartment building, an 11-storey residential apartment building, and two nine-storey residential apartment buildings located within a 300-metre radius of the Subject Site.

Within 600 metres, there is a greater number of commercial uses further north and further south along Bank Street and along Elgin Street. More recreational uses and parks are available within 600 metres of the Subject Site, including Jack Purcell Park and Chamberlain Park. Elgin Street Public School is located within 600 metres of the Subject Site.

Within 900 metres, there are more commercial uses in proximity to the Subject Site further north along Elgin Street and along Somerset Street. Immaculata High School is located within 900

metres of the Subject Site. Minto Park, St. Luke's Park, and the McNabb Recreation Centre are within 900 metres of the Subject Site.

A "Walk Score" and a "Bike Score" was calculated for the Subject Site. A "Walk Score" measures the walkability of an address based on the distance to nearby places and pedestrian friendliness. A "Bike Score" measures whether an area is good for biking based on bike lanes and trails, hills, road connectivity, and destinations. The Subject Site has a 99 Walk Score out of 100, indicating that most errands can be completed within walking distance and do not require cars. The Subject Site has a 99 Bike Score out of 100, which indicates that daily errands can be completed by cycling.

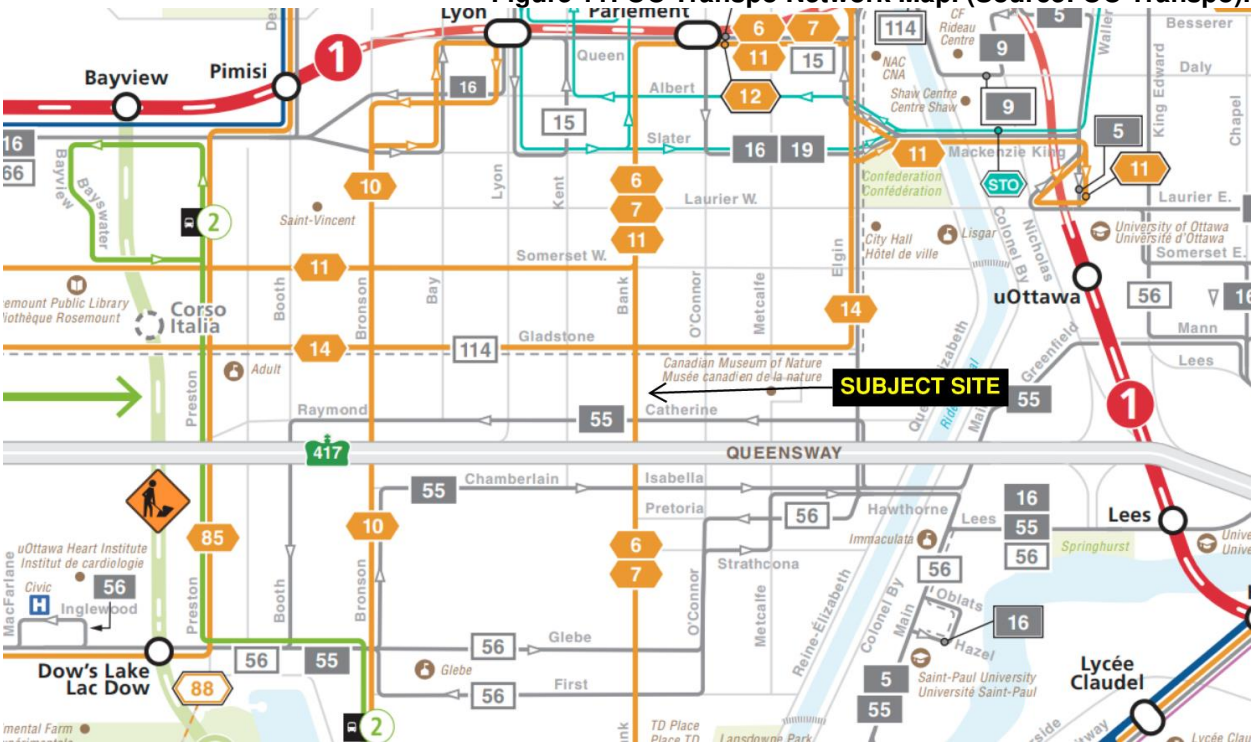
Figure 10: 300-metre (5-minute) walking distance context. (Source: Google Maps).

2.3 Linkages and Transportation Framework

The Subject Site has access to public transit service, with access to frequent and local bus routes within 300 metres. Frequent transit Routes 6, 7, and 11 are provided along Bank Street, connecting to Parliament Station downtown and Billings Bridge Station just south of the Rideau River. Frequent transit Route 14 is provided along Gladstone Avenue which connects to Tunney's Pasture Station and St. Laurent Station. Local transit route 55 runs along Catherine Street. The

closest bus stop to the Subject Site is less than 100 metres walking distance away along Bank Street. The Subject Site has good transit access, connecting the property to the rest of the City.

Figure 11: OC Transpo Network Map. (Source: OC Transpo).



The Subject Site is within close proximity of Bank Street, which is designated as a Mainstreet Corridor on Schedule B1 – Downtown Core Transect in the City of Ottawa Official Plan. The Subject Site is within close proximity of Catherine Street, Kent Street, and Gladstone Avenue, which are all designated as Minor Corridors in Schedule B1. Bank Street, Catherine Street, and Kent Street are identified as existing Arterial Roads on Schedule C5 – Downtown Core Road Network. Gladstone Avenue is identified as an existing Major Collector Road on Schedule C5. Bank Street is identified as a Transit Priority Corridor on Schedule C2 – Transit Network (Ultimate) of the Official Plan. Section 13 of the Official Plan defines the Transit Priority Network as "corridors where frequent street transit is provided and are equipped with a set of coordinated transit priority measures that give transit vehicles preferential treatment over other vehicles".

Figure 12: Official Plan Schedule C5 Excerpt. (Source: City of Ottawa Official Plan).

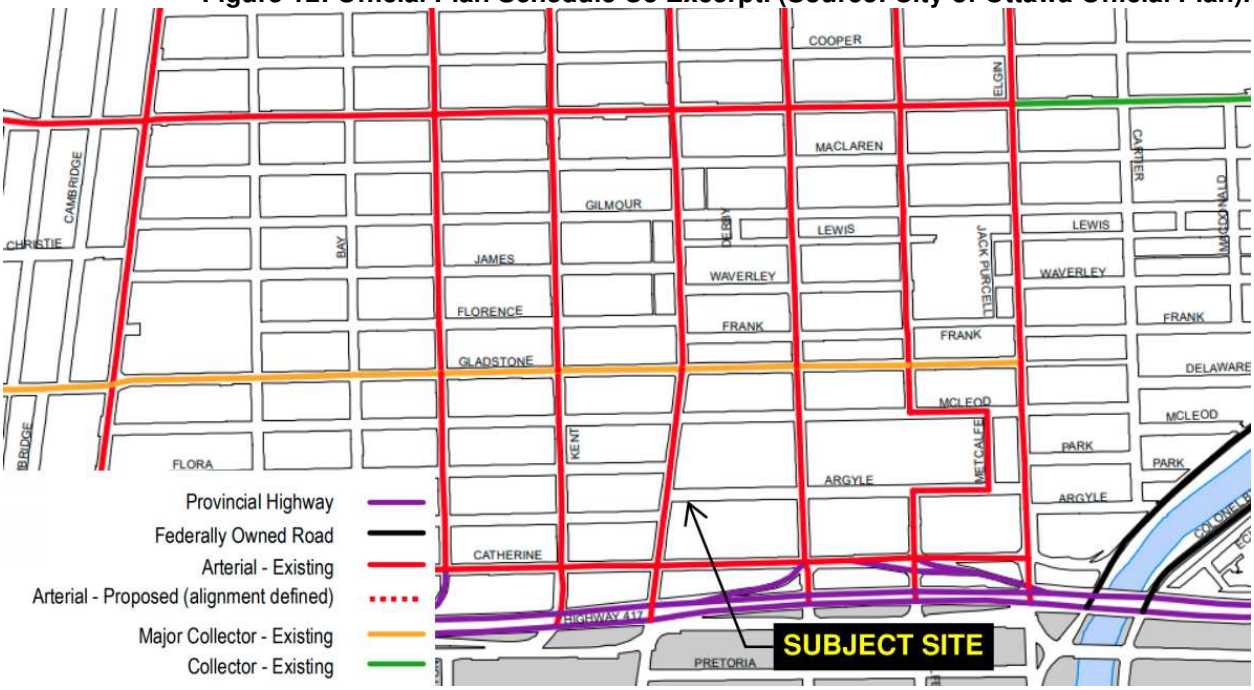
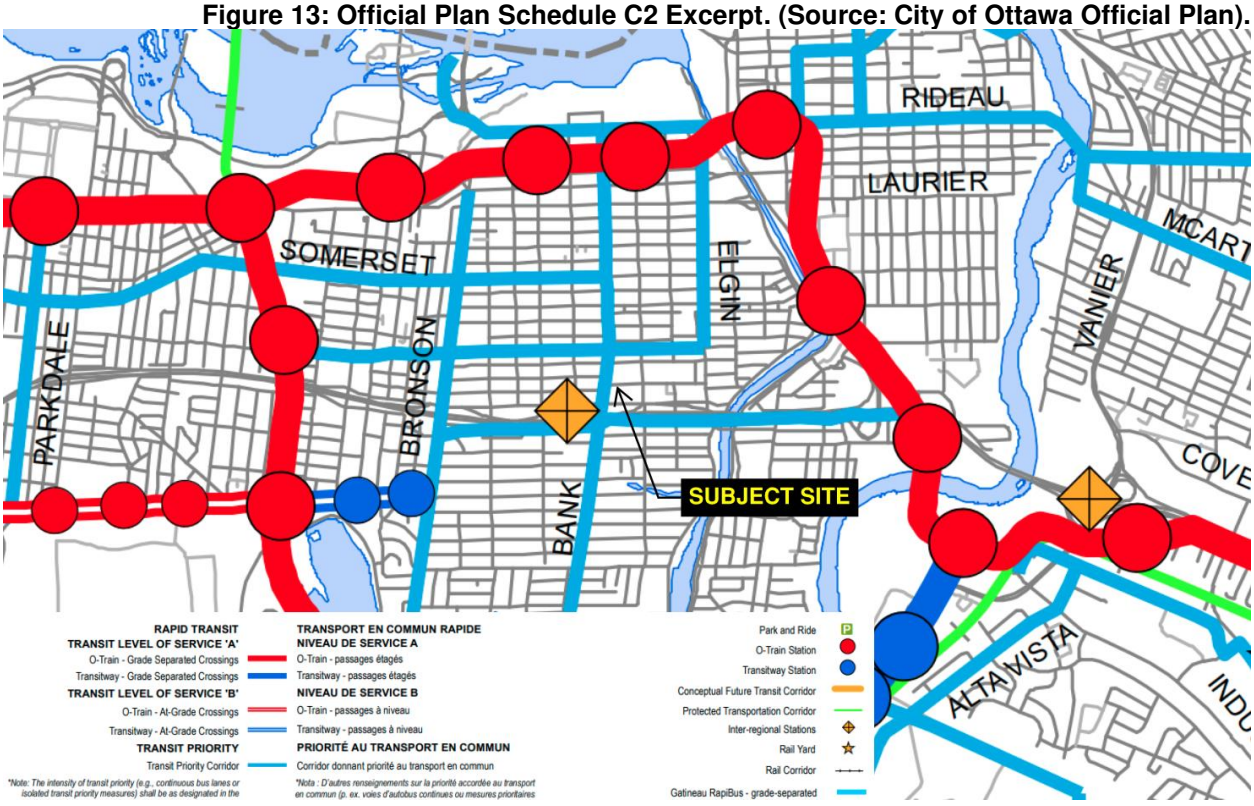


Figure 13: Official Plan Schedule C2 Excerpt. (Source: City of Ottawa Official Plan).



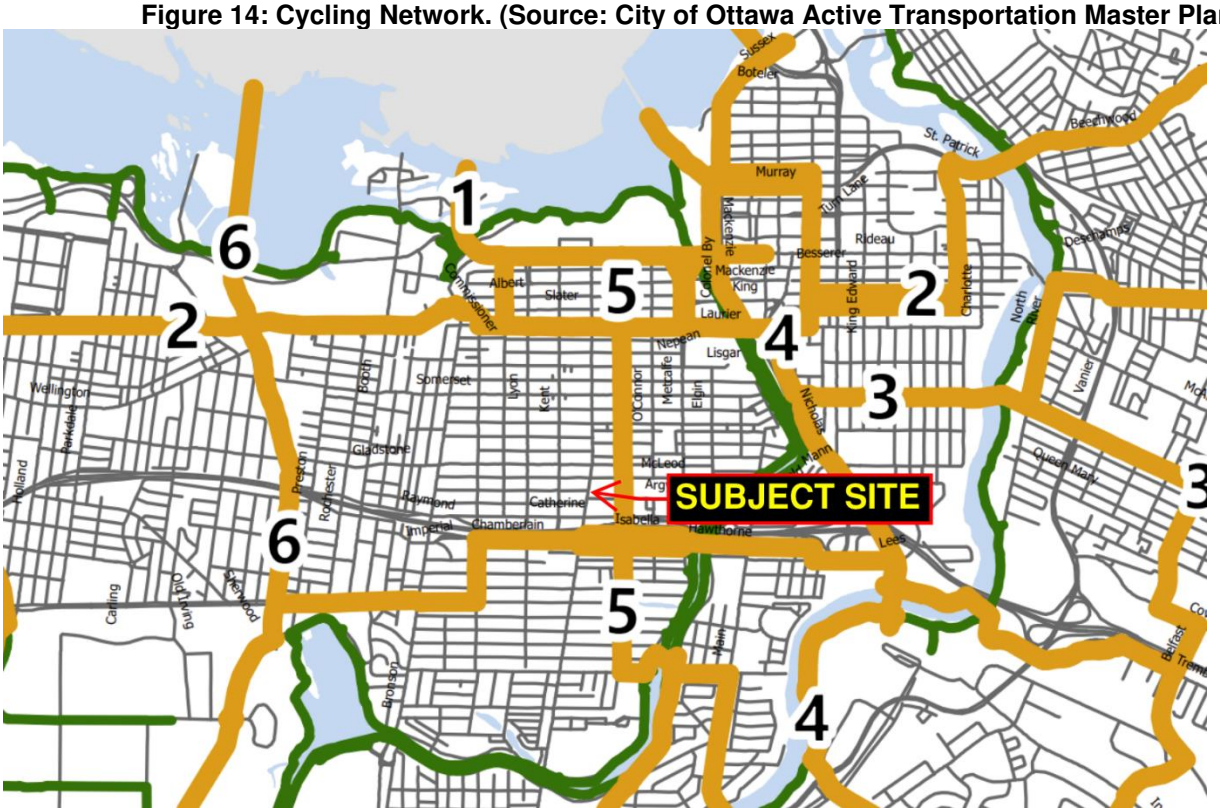
Argyle Avenue is a one-way street with one lane of travel in an eastbound direction towards O'Connor Street. On-street parking is provided on the north side of Argyle Avenue between Bank Street and O'Connor Street. On-street parking is provided on both sides of Argyle Avenue

between O'Connor Street and Metcalfe Street. East of Metcalfe Street to its terminus at Elgin Street, Argyle Avenue is a two-lane road, with on-street parking on the south side of the street.

Bank Street, which is located 63 metres from the Subject Site, is a four-lane road with two lanes of travel in each direction. On-street parking is provided on both sides of Bank Street. O'Connor Street is 142 metres from the Subject Site.

O'Connor Street is a one-way street with two lanes of vehicular travel in a southbound direction. O'Connor Street has a separated bike lane on the east side of the street which provides one lane of travel in each direction (see Figure 14). On-street parking is provided on one side of O'Connor Street.

Figure 14: Cycling Network. (Source: City of Ottawa Active Transportation Master Plan).



The O'Connor Street separated bike lane runs between Laurier Avenue West and Pretoria Avenue. Between Pretoria Avenue and Holmwood Avenue, on-road bicycle lanes are provided on both sides of O'Connor Street. The Subject Site has access to active transportation infrastructure, being in close proximity to the protected bike lane on O'Connor Street, which connects to the broader active transportation network.

3.0 DEVELOPMENT PROPOSAL

The proposed development is to construct a 9-storey mid-rise apartment building with 84 units on the Subject Site. The proposed mid-rise apartment building will have a mix of studio, one-bedroom, two-bedroom units, and three-bedroom units. An underground parking garage will provide 35 parking spaces, with 27 spaces for residents and 8 visitor parking spaces. Two of the

27 resident parking spaces will be car-share spaces and two will be electric vehicle (EV) parking spaces. The first level of the underground parking garage will contain a garbage room. The second level of the underground parking garage will contain a bicycle parking room with 33 spaces and a bicycle parking room with 32 spaces. Access to the parking garage is provided by a parking ramp which connects to a 3.6-metre-wide driveway. In addition to the 35 vehicular parking spaces, a total of 85 bicycle parking spaces will be provided. Twenty bicycle parking spaces will be provided on the ground floor accompanied by a bike workshop and 65 bicycle parking spaces will be provided in the underground parking garage.

The ground floor of the proposed development will incorporate the existing church building, which will be relocated close to the front lot line of the Subject Site. The ground floor of the church building will be used as a wine bar, a lounge, and a co-working space. It will be integrated with the new construction, which will include bike parking, a bike workshop, and four units. The mezzanine level (1B) above will include the upper level of three of the ground floor units, two of which will be three-bedroom units. A second mezzanine level (1C) will include a gym, providing common amenity space. The second storey of the new construction will sit atop the church building, allowing for more of the church to be incorporated into the building and supporting the functional integration of the church space into the building design.

The second, third, fourth, and fifth storeys will each have 11 units. The sixth, seventh, eighth, and ninth storeys will have nine units per floor. Above the ninth storey, there will be a rooftop terrace along with a mechanical penthouse. Space will be provided in the rear yard for private amenity. Two elevators and a stairway will provide access between each floor of the proposed building.

The building is designed to incorporate the church building into the appearance and function of the development. The front wall, east side wall, and the part of the west side wall of the church are proposed to be retained, ensuring that a meaningful three-dimensional portion of the church is retained. By relocating the church to the front of the property, the heritage building will dominate the streetscape. At grade, the church element will be the predominant feature of the front façade of the building. The church will be the closest part of the building to the front lot line. The entrance to the parking garage will be set back from the front wall of the church by 3.4 metres and from the front entrance of the church by 7.4 metres, ensuring that the massing of the ground level will be dominated by the church building.

The design of the building allows for the side walls of the church to be maintained and provides a view of the east side of the church from the public realm and from the interior side yard. Glass and backpainted glass is used on the front façade above the church and below the new construction. The front façade of floors 2-9 will be a mix of aluminum cladding, glazing, and backpainted glass. The facades of the new apartment construction (floors 2-9) will feature a “woven basket” design, with horizontal rails acting as the “warp” and warm-toned aluminum sheet acting as the weft. This reduces the visual mass of the new construction above the church and ensures that the prominence of the church building and the silver-coloured spire is maintained.

A major Zoning By-law Amendment application is required to permit a reduced minimum lot width, an increased building height, a reduced front yard setback, a reduced interior side yard setback, a reduced rear yard setback, and a reduced parking space rate. Zoning relief is also required from the Heritage Overlay and to include two mezzanine levels as part of the first storey.

Figure 15: Proposed Site Plan. (Source: Spice Design and CSV Architects).

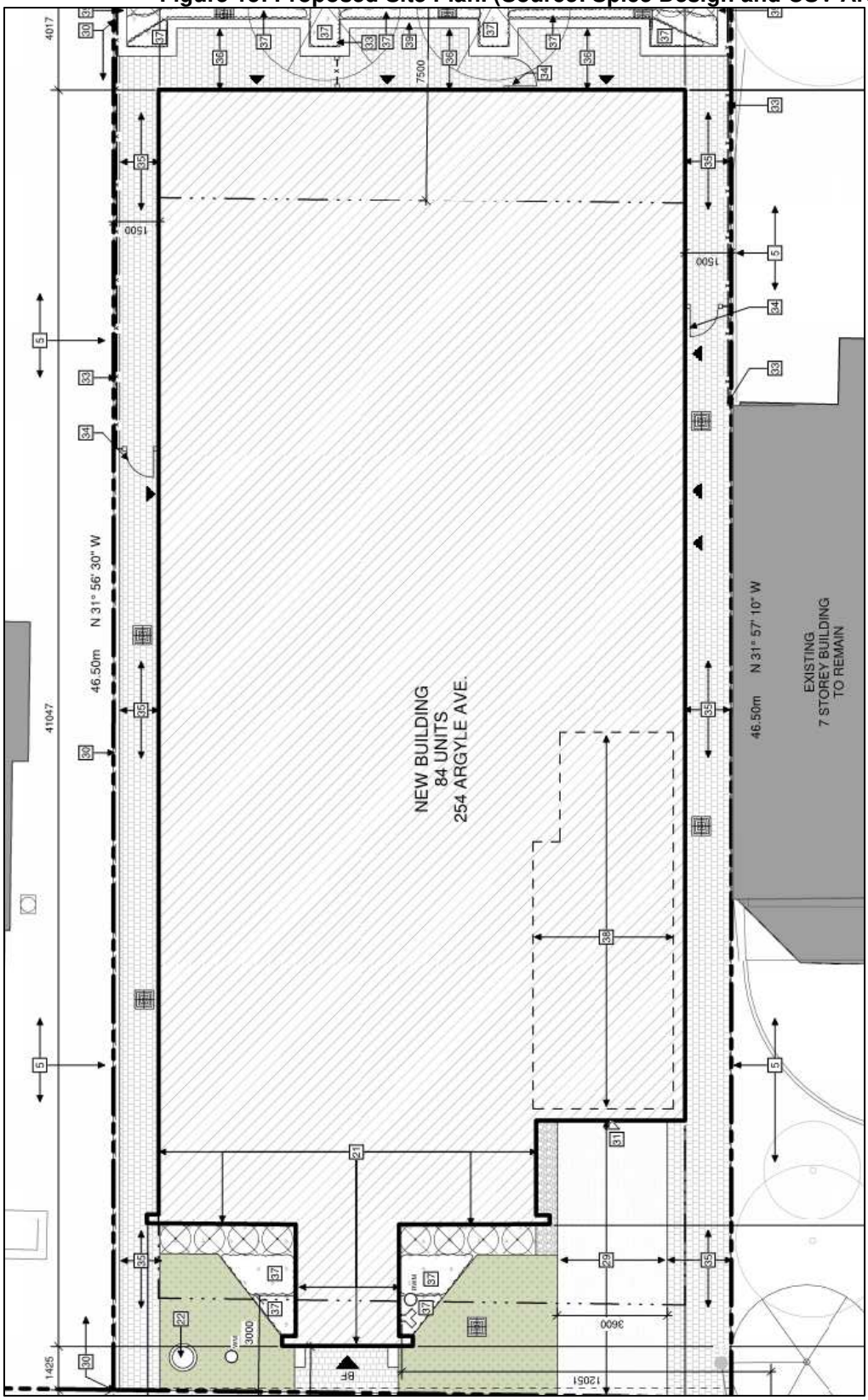


Figure 16: Ground Floor Plan. (Source: Spice Design and CSV Architects).

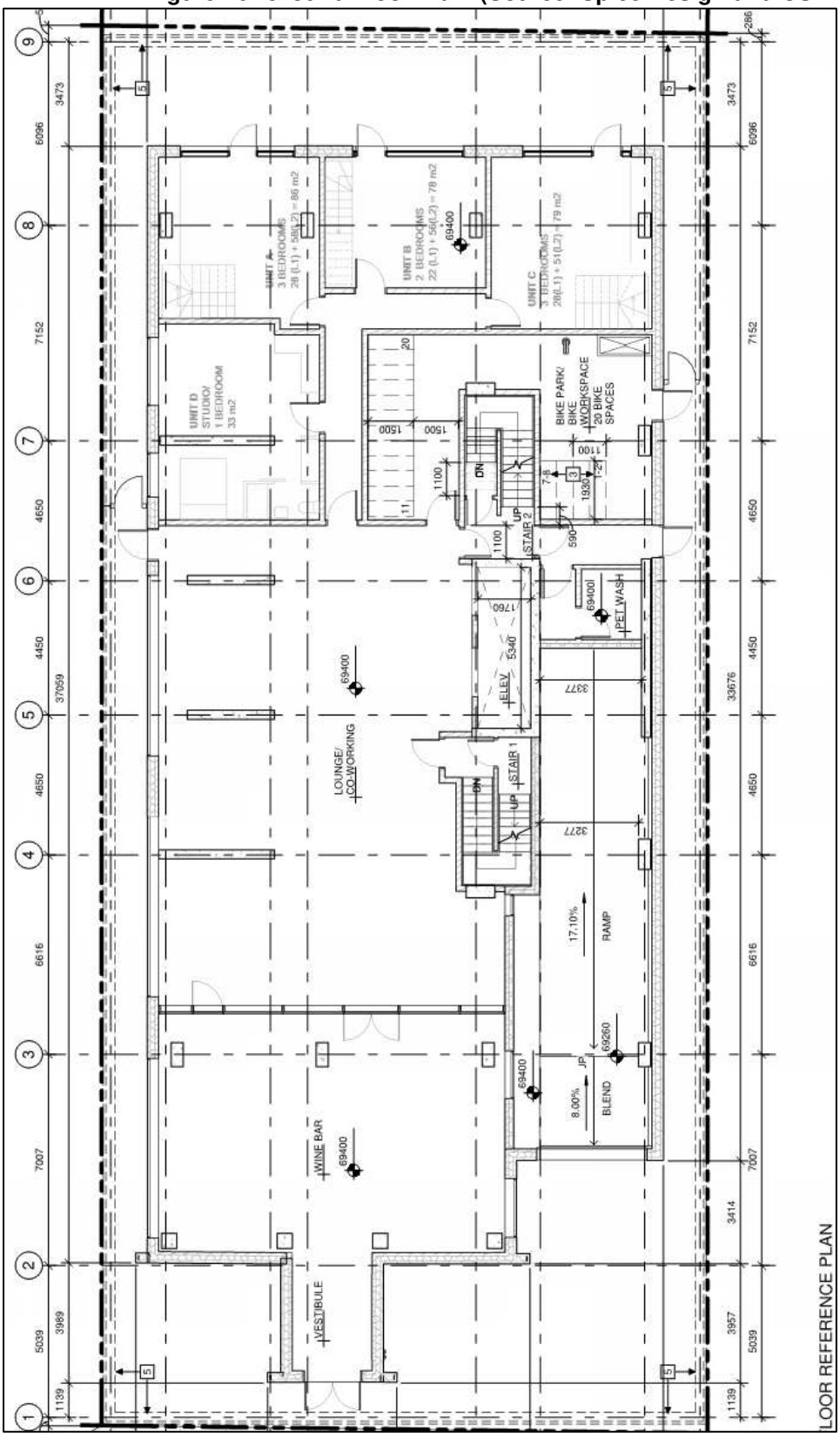


Figure 17: Front Building Elevation. (Source: Spice Design).

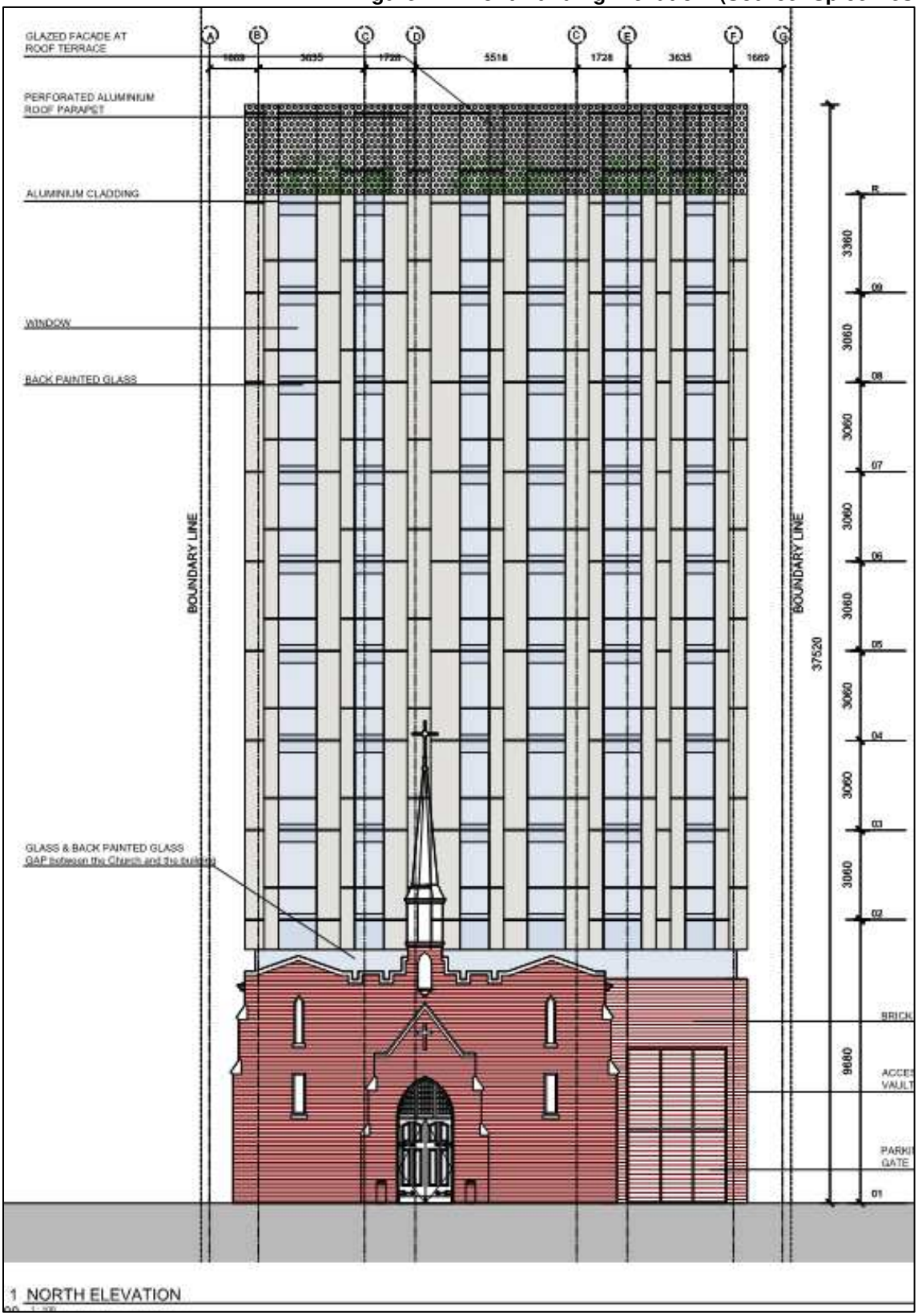


Figure 18: Rear Building Elevation. (Source: Spice Design and CSV Architects).

Figure 19: West and East Building Elevations. (Source: Spice Design and CSV Architects).

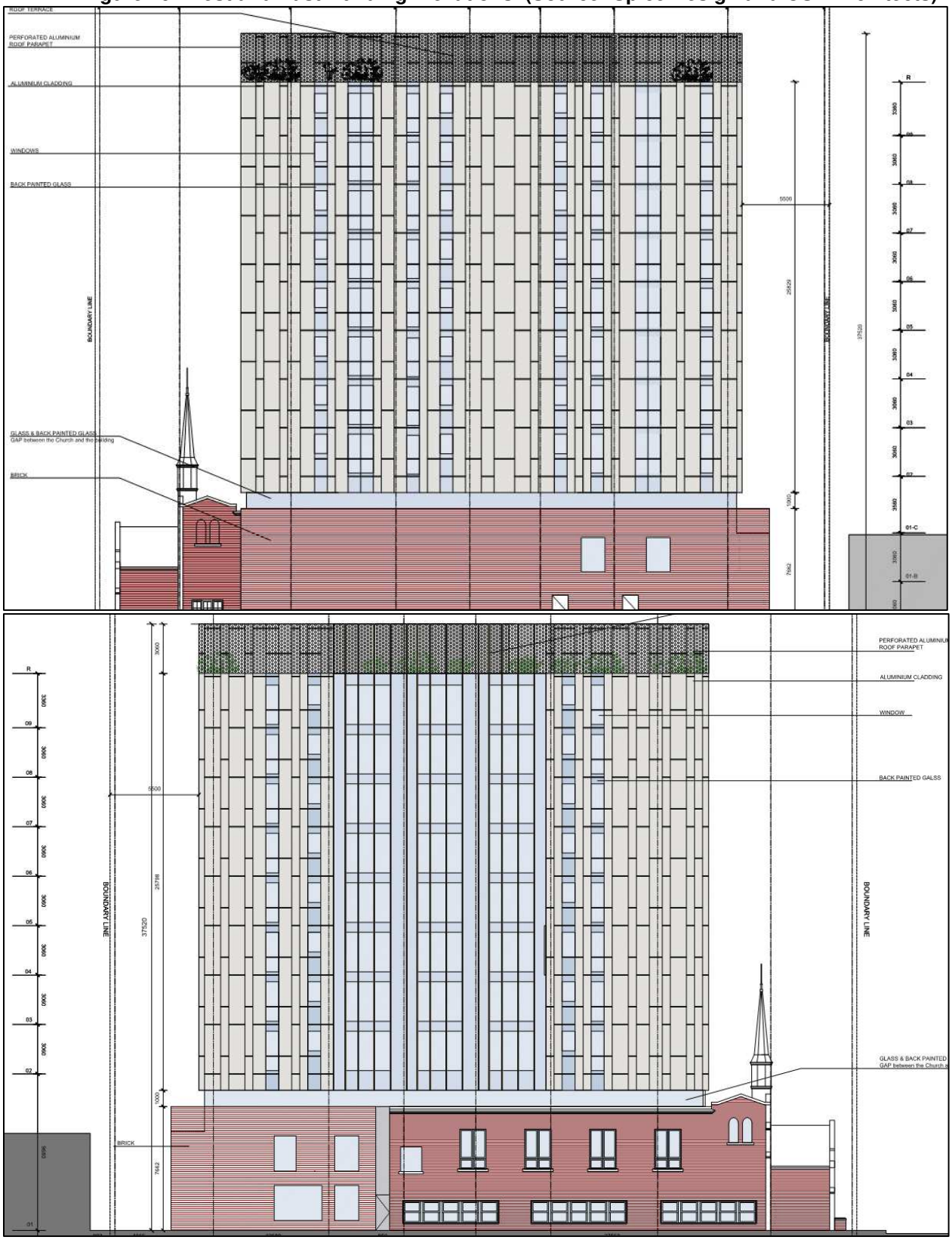
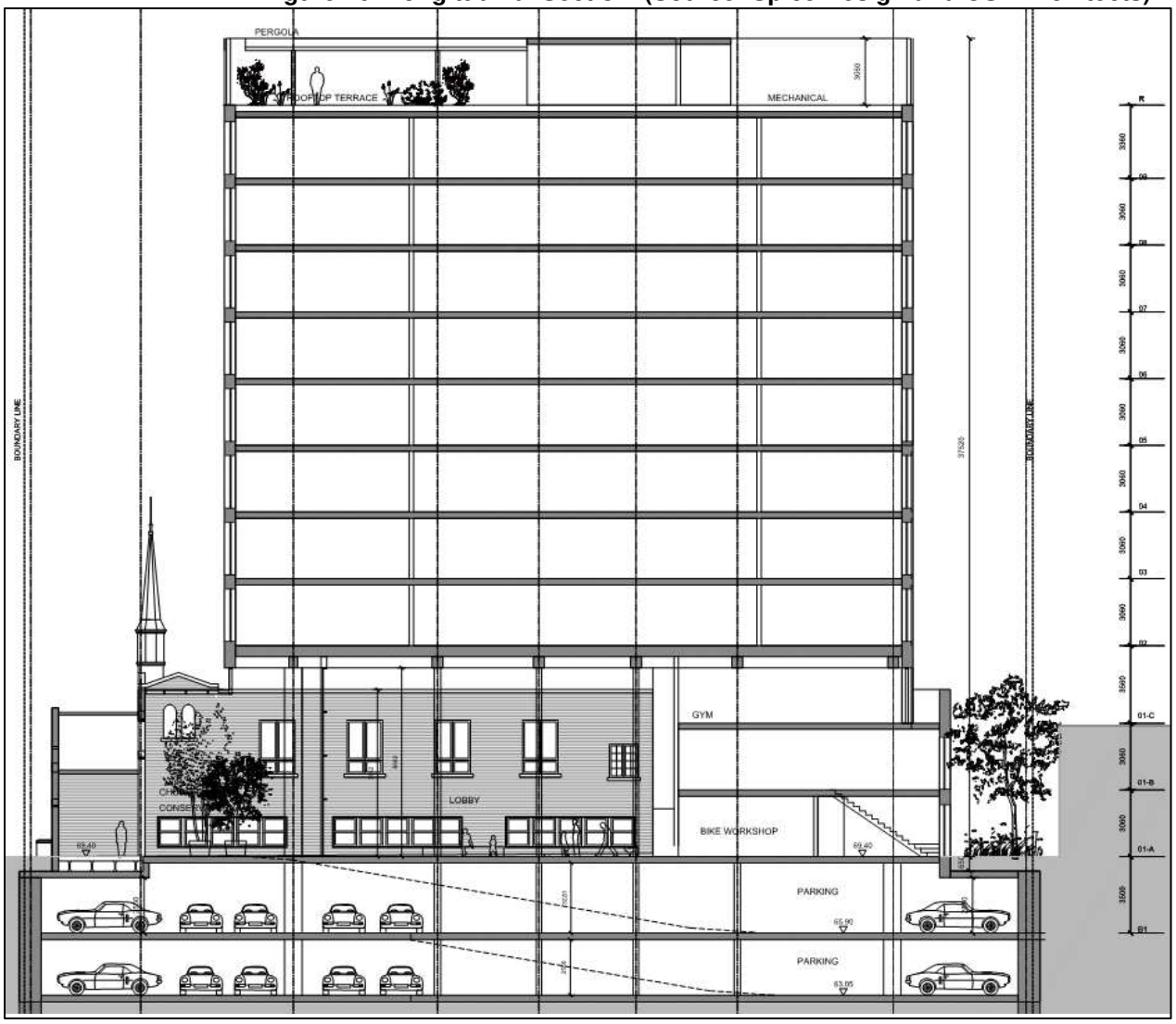


Figure 20: Longitudinal Section. (Source: Spice Design and CSV Architects).



4.0 PLANNING POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement

The Provincial Policy Statement (2020) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters "shall be consistent with" policies issued under Section 3 of the Planning Act.

Section 1.1 of the PPS provides policies to manage and direct land use to achieve efficient and resilient development. Policy 1.1.1 states:

> *"Healthy, liveable and safe communities are sustained by:*
> *a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
h) promoting development and land use patterns that conserve biodiversity; and
i) preparing for the regional and local impacts of a changing climate"

The PPS defines "intensification" as:

"*the development of a property, site or area at a higher density than currently exists through:*
a) redevelopment, including the reuse of brownfield sites;
b) the development of vacant and/or underutilized lots within previously developed areas;
c) infill development; and
d) *the expansion or conversion of existing buildings*"

The proposal meets the definition of intensification as outlined in the Provincial Policy Statement. The Subject Site is located less than 70 metres from Bank Street, which has frequent bus routes connecting to the Confederation Line LRT at Parliament Station and bus rapid transit at Billings Bridge Station. The Subject Site is within 150 metres of protected bike lanes along O'Connor Street. Residents of the proposed development will have access to commercial uses along Bank Street, Gladstone Avenue, and Elgin Street within walking distance. Public transit and active transportation infrastructure is located within walking distance of the Subject Site. The Subject Site is an ideal location for intensification.

Section 1.1.3 of the PPS sets out policies for settlement areas. Policy 1.1.3.2 states:

"Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
d) prepare for the impacts of a changing climate;
e) support active transportation;
f) are transit-supportive, where transit is planned, exists or may be developed; and
g) are freight-supportive."

The PPS defines "transit-supportive" as:

> *in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.*

The proposed development is consistent with Policy 1.1.3.2 and the definition of "transit-supportive" as it results in additional density near existing public transit and active transportation infrastructure. Frequent bus routes are provided along Bank Street, with the closest stop being less than 100 metres from the Subject Site. Protected bike lanes along O'Connor Street are located less than 150 metres from the Subject Site, supporting the use of active transportation to and from the development. The proposed development provides a level of density which supports existing public transit and active transportation infrastructure. The Subject Site is a fully serviced property. The development supports the efficient use of existing City infrastructure investments.

Policy 1.1.3.3 states:

> *"Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs."*

The proposed development adds to the supply and range of housing options through intensification of the Subject Site. The development is a conversion of the existing institutional use of the Subject Site to a high-density residential use. The proposal conserves an existing heritage building and repurposes it as part of the residential development of the site. The proposed development is transit supportive as it provides 84 new units within 70 metres of frequent transit service along the Bank Street Transit Priority Corridor.

Section 1.4 of the PPS sets out policies for housing. Policy 1.4.3 states:

"Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b) permitting and facilitating:
   1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
   2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) 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;

d) 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;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;"

The proposed development of a nine-storey mid-rise apartment dwelling contributes to the housing options in the area, which includes low-rise, mid-rise, and high-rise apartment dwellings. The development is appropriately located where there are adequate levels of infrastructure and supports the efficient use of active and public transportation. The Subject Site is located less than 70 metres from the Bank Street Transit Priority Corridor, where there are frequent bus routes and is less than 150 metres from protected bike lanes along O'Connor Street. The site is an ideal location for residential intensification.

Section 1.6.7 of the PPS sets out policies for transportation systems. Policy 1.6.7.4 states:

"A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation."

The proposed development is an example of intensification within walking distance of public transit service and commercial amenities. The proposed development will contribute to reducing the number of vehicle trips required while supporting transit and active transportation.

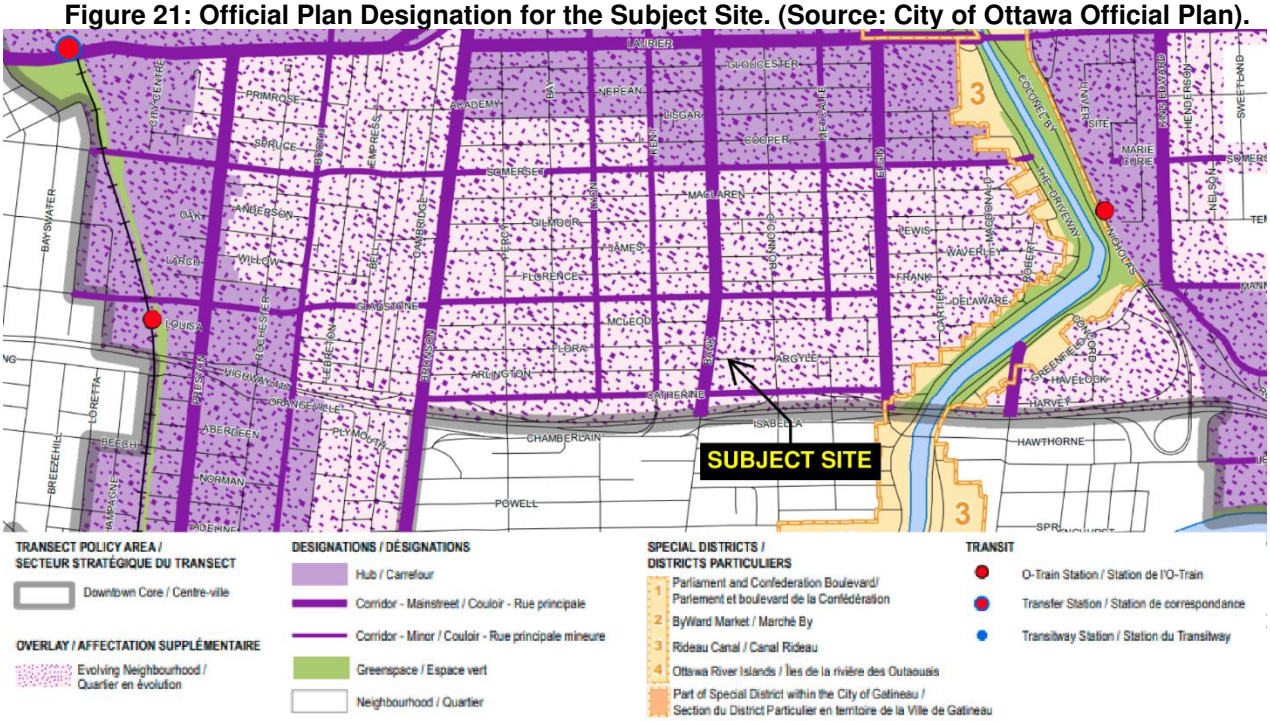
The Major Zoning By-law Amendment application is consistent with the policies of the Provincial Policy Statement.

4.2 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan (2022) was adopted by City Council on November 24th, 2021. The Official Plan was subsequently approved by the Minister of Municipal Affairs and Housing on November 4, 2022.

The Subject Property is designated Neighbourhood in the Downtown Core Transect on *Schedule B1 – Downtown Core Transect* of the Official Plan and is subject to the Evolving Neighbourhoods Overlay (see Figure 21).

Figure 21: Official Plan Designation for the Subject Site. (Source: City of Ottawa Official Plan).



4.2.1 Strategic Directions

Section 2 of the Official Plan outlines the Strategic Directions of the Official Plan, which are underpinned by the Five Big Policy Moves. The Five Big Policy Moves are:

1. *Achieve, by the end of the planning period, more growth by intensification than by greenfield development.*
2. *By 2046, the majority of trips in the city will be made by sustainable transportation.*
3. *Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*
4. *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
5. *Embed economic development into the framework of our planning policies.*

The Official Plan identifies six cross-cutting issues which are essential to the achievement of a liveable City. The six cross-cutting issues are:

1. *Intensification*
2. *Economic Development*
3. *Energy and Climate Change*
4. *Healthy and Inclusive Communities*
5. *Gender and Racial Equality*
6. *Culture*

The policy intent for intensification speaks to directing residential growth to support 15-minute communities, provide housing options for larger households, and improving public amenities and services.

Comment: The proposed development supports the accommodation of residential growth within a 300-metre radius of public transit service, active transportation infrastructure, schools, and commercial uses and within a 600-metre radius of parks. The development provides housing options for a variety of household sizes with studio units, one-bedroom units, two-bedroom units, and three-bedroom units. The proposal supports the improvement of public amenities and services by contributing to the variety of housing types in the area, improving the public realm with new landscaping and the revitalization of a heritage building, and supporting existing public and active transportation infrastructure.

The policy intent for economic development speaks to enhancing quality of life and creating conditions for small business growth.

Comment: The proposed development supports the enhancement of quality of life by adding new housing units within a walkable, vibrant, mixed-use area. The development contributes to new housing units in the area, supporting the growth of small businesses in the area which are located 300-metres from the Subject Site.

The policy intent for energy and climate change speaks to planning a compact, connected city, applying sustainable site design as part of development, prioritizing a shift towards energy efficient transportation modes, and protecting the tree canopy.

Comment: The proposed development supports the creation of a compact City and the shift towards energy efficient transportation modes by adding 84 new residential units with 85 bike parking spaces. The development contemplates a reduced parking rate that results in 35 parking spaces in total, while providing more bicycle parking spaces than the zoning requirement. The development supports the use of more sustainable and energy efficient transportation modes such as walking, cycling, and public transportation. The proposal contributes to sustainable building design by supporting the adaptive reuse of the existing heritage building on the property. The development provides indoor bike parking spaces on the ground floor and in the underground parking garage, enabling active transportation use in all weather conditions.

The policy intent for healthy and inclusive communities speaks to encouraging the development of 15-minute communities and designing for all ages.

Comment: The proposed development provides new housing units that contribute to housing choice in the neighbourhood. The development is within a five-minute walking distance of commercial uses, schools, public transit, and active transportation infrastructure, allowing most daily and weekly needs to be met within a short walk of the site. The proposed development provides bicycle parking in an accessible location on the ground floor of the building and in the underground parking garage. The location of the development supports aging in place and allows residents of all ages, including older adults, to live a car-light or car-free lifestyle, which promotes healthy living.

The policy intent for gender and racial quality speaks to applying a gender and racial equity lens to housing needs, improving mobility options for women, and improving access to amenities.

Comment: The proposed development supports gender and racial equality by providing communal amenity areas, including a gym, a co-working space, and bicycle parking within the building. The development is located near public transit facilities, which supports improved mobility options for women, who tend to rely on public transit more than men, as stated in the Official Plan. The development is close to parks, shopping, schools, and recreational uses which supports individuals who frequently handle household and care tasks.

The policy intent for culture speaks to creating spaces for cultural growth and reinforcing neighbourhood identity through design.

Comment: The proposal conserves and integrates the heritage church building on the Subject Site into the overall development. The development proposes to shift the church closer to the front lot line, increasing its prominence on the site. The proposed building will be located behind and above the church building, allowing the church to integrate with the new development. The church will be revitalized and the focal area of the ground floor communal amenity area and publicly accessible wine bar in the building. Views of the heritage building will be predominantly of the front and east side of the building. The wine bar will invite guests to visit the church building, contributing to the preservation of built heritage and the overall neighbourhood identity on Argyle Avenue.

4.2.2 Growth Management Framework

Section 3 of the Official Plan provides a Growth Management Framework for the City of Ottawa.

Section 3 states that:

> *"Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon."*

Section 3 further states that:

> *"Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments."*

Comment: The Subject Site is located within the urban area within the Greenbelt, where most new growth is anticipated to occur. The proposed development will introduce 84 new apartment dwelling units to the area through infill development.

Section 3.2 encourages intensification within the built-up area and provides policy direction for future infill growth.

Policy 4 of Section 3.2 states that:

> *"Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water."*

Comment: The Subject Site is located within the urban area and has access to municipal water and sewer services. The proposed 9-storey apartment dwelling conforms to the appropriate transect and land use designation policies, as well as the Central and East Downtown Core Secondary Plan.

Table 3b of the Official Plan sets out the density targets for Neighbourhoods within the Downtown Transect. The target residential density range for Neighbourhoods within the Downtown Transect is 80 to 120 dwelling units per net hectare.

Comment: The proposed development results in a density of approximately 895 units per hectare. The development contributes to achieving the density targets outlined in Table 3b.

Policy 13 of Section 3.2 states that:

> *"Where development occurs on properties designated under the Ontario Heritage Act, intensification targets and minimum density requirements are encouraged to be met through context-sensitive infill that conserves cultural heritage attributes. This development shall respect Statements of Cultural Heritage Value and be consistent with applicable Heritage Conservation District guidelines."*

Comment: The property subject to the proposed development is designated under Part IV of the Ontario Heritage Act. The development integrates the existing heritage building into the overall functional design of the site. The proposal results in context sensitive infill of the Subject Site that conserves the cultural heritage attributes of the heritage resources on the property, as outlined in the Heritage Impact Assessment prepared in support of the development.

4.2.3 City-wide Policies

Section 4 of the Official Plan provides direction that applies to the whole City.

Section 4.1 provides direction for land use and transportation.

Policy 8 of Section 4.1.4 states that:

> *"Proposals that include significant reductions in on-site parking below what is required in the Zoning By-law may be required to provide active transportation facilities beyond the minimum requirements in the Zoning By-law or as specified in City policy adopted by Council outside of this Plan."*

Comment: The proposed development provides 35 parking spaces, including 27 resident parking spaces and 8 visitor parking spaces. The Zoning By-law requires 32 resident parking spaces and

7 visitor parking spaces to be provided. In support of the reduced resident vehicular parking proposed, the development will provide 85 bicycle parking spaces, which is 43 spaces more than the required 42 bicycle parking spaces.

Section 4.2 provides direction for adequate, safe, and affordable housing that meets needs across ages, incomes, and backgrounds.

Policy 1 of Section 4.2.1 states that:

> *"A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:*
>
> *a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;*
>
> *b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;*
>
> *c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;*
>
> *d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and*
>
> *e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans"*

Comment: The proposed development contributes to the diversity of unit sizes, densities, and tenure options within a neighbourhood by providing 84 units, comprised of studios, one-bedroom units, two-bedroom units, and three-bedroom units.

Section 4.5 of the Official Plan provides policy direction on conserving cultural heritage resources, including built heritage resources such as individually designated properties.

Policy 1 of Section 4.5.2 states that:

> *"When reviewing development applications affecting lands and properties on, or adjacent to a designated property, the City will ensure that the proposal is compatible by respecting and conserving the cultural heritage value and attributes of the heritage property, streetscape or Heritage Conservation District as defined by the associated designation bylaw or Heritage Conservation District Plan and having regard for the Standards and Guidelines for the Conservation of Historic Places in Canada."*

Comment: As demonstrated in the Heritage Impact Assessment completed in support of the development, the proposal respects and conserves the cultural heritage value of the Subject Site.

Policy 6 of Section 4.5.2 states that:

> *"If retaining a building or structure designated under the Ontario Heritage Act in its original position in place does not support the ongoing conservation of the designated resource, the City may consider relocation provided that:*
>
> *a) It is clearly demonstrated within a HIA that retention is not appropriate, or not possible;*
>
> *b) The resource is retained on site, but moved to another part of the property for integration into the new development, or, if that is not possible;*
>
> *c) The resource is relocated to a site appropriate to its cultural heritage value outside the proposed development or property."*

Comment: As demonstrated in the Heritage Impact Assessment completed in support of the development, the proposed relocation of the heritage church increases the prominence of the church façade and steeple on the Subject Site, bringing it closer to the street and increasing its contribution to the historic context, whereas the current siting largely conceals the church between the close neighbouring buildings. Positioning the church closer to the front of the street is a more traditional siting of institutional architecture in Centretown.

Section 4.6 of the Official Plan provides policy direction on urban design.

Policy 3 of Section 4.6.5 states that:

> *"Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm."*

Comment: The proposed development provides an underground parking garage that is accessed by a single driveway on the west side of the building. The main pedestrian entrance is in the middle of the building, with the principal entrance to the church building being repurposed as the main building entrance. A walkway connecting to the bicycle parking connects directly to the street, providing unimpeded access for both pedestrians and cyclists to the building. The cistern, water entry, garbage room, storage, two bicycle parking rooms containing 57 total spaces, and parking are located within the building in the underground parking garage to minimize impact on residents and pedestrians.

Policy 2 of Section 4.6.6 states that:

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

Comment: The proposed development is located within a Neighbourhood where there are a variety of building heights. The abutting property to the west is a seven-storey mid-rise apartment

building. The property across the street is a four-storey low-rise apartment building. The abutting property to the east is a three-storey building that was formerly the church rectory. The abutting property to the south is a 23-storey high-rise apartment building. As per the Central and East Downtown Core Secondary Plan, the Subject Site is designated for building heights of nine storeys. As discussed in the Urban Design Brief, the development is an appropriate height for the Neighbourhood designation in the immediate area, which is comprised of a variety of building heights and which is anticipated to redevelop with buildings up to nine storeys in height.

Policy 4 of Section 4.6.6 states that:

> *"Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential*
>
> *a) Provide protection from heat, wind, extreme weather, noise and air pollution; and*
>
> *b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies."*

Comment: The proposed development provides a variety of communal amenity areas totalling square metres which exceed the Zoning By-law requirement. The Zoning By-law requires a total amenity area of 504 square metres, with at least 50% (252 square metres) being communal amenity area. The proposed rooftop amenity area will provide residents with outdoor communal space. The proposed gym on the second mezzanine level and the common room, co-working space, lounge, and pet wash on the ground floor will provide amenity areas which serve the needs of all age groups. Since the gym, common room, pet wash, co-working space, and lounge are located inside the building, they will be adequately protected from weather while still having access to natural light. The proposed amenity areas provide a variety of spaces that cater to a wide range of age groups and support active lifestyles (gym) and working from home (co-working space).

Policy 7 of Section 4.6.6 states that:

> *"Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:*
>
> *a) Frame the street block and provide mid-block connections to break up large blocks;*
>
> *b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;*
>
> *c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and*
>
> *d) Provide sufficient setbacks and step backs to:*
>
> *i) Provide landscaping and adequate space for tree planting;*
>
> *ii) Avoid a street canyon effect; and*
>
> *iii) Minimize microclimate impacts on the public realm and private amenity areas."*

Comment: As discussed in the Urban Design Brief, the proposed mid-rise building is designed to respond to the existing context. The heritage building on the Subject Site will be moved closer to the front lot line, allowing the church to be the most prominent feature of the building from the street and increasing its prominence on the lot. The church will form the base of the building at grade, with the new construction of the first storey including the mezzanine space tucked behind the church. Floors 2 to 9 will be above the church but will be stepped back from the front façade of the church to retain the visual prominence of the church and the church spire. The proposed sod and plantings in the front yard will contribute to the landscaped setting of the church and provide continuity with the lawn of the former rectory to the east.

The Subject Site is located within the Downtown Core Transect. The proposed building height of 34.5 metres is for a nine-storey building, which is permitted in the Central and East Downtown Core Secondary Plan. The approximately 3.85-metre step back of Floors 2 to 9 will ensure that most of the building height is setback 9.17 metres from the front lot line, ensuring the building height does not overwhelm the street and retaining the prominence of the church.

4.2.4 Downtown Core Transect

Section 5.1 of the Official Plan (2022) sets out general policies and guidance for proposed development within the Downtown Core Transect.

Policy 2 of Section 5.1.1 states:

> *"The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:*
> *a) Hubs and a dense network of Corridors provide a full range of services;*
> *b) A high concentration of employment is maintained and increased;*
> *c) Existing and new cultural assets are supported, including those that support music and nightlife; and*
> *d) Residential densities are sufficient to support the full range of services noted in Policy a)."*

Comment: The proposed development contributes to 15-minute neighbourhoods by adding residential density in proximity to a range of services and amenities. The development will add 84 dwelling units to the neighbourhood which will support commercial uses along Bank Street, Gladstone Avenue, and Elgin Street, which are all located within a 15-minute walk of the Subject Site. The development provides transit-supportive density within 70 metres of Bank Street, which is a Transit Priority Corridor and has frequent transit access. The development supports 15-minute communities and supports access to daily needs via walking, cycling, and public transit.

Policy 6 of Section 5.1.1 states that:

> *"The Downtown Core is planned for higher-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:*
> *a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:*

i) Is generally discouraged; and

ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.

b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes and front yard space for trees and intensive landscaping, is given priority over private approaches;

c) Further to the above, development applications may be required to

i) Reduce the number and/or width of private approaches on a site;

ii) Re-use existing private approaches; or

iii) Relocate and/or combine existing private approaches with no net increase in number or width.

d) In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible."

Comment: The proposed development provides a total of 35 underground vehicular parking spaces, including 8 visitor parking spaces for an 84-unit building. The proposed parking rate of 0.38 parking spaces per dwelling unit (after the first 12 units) is less than the by-law requirement of 0.5 parking spaces per dwelling unit (after the first 12 units). To compensate for the reduced vehicular parking, 85 bicycle parking spaces are provided at a rate of more than one space per dwelling unit, which exceeds the zoning requirement of 0.5 spaces per dwelling unit. The underground spaces are accessed by a 3.6-metre-wide driveway, ensuring that the size and number of private approaches is minimized.

Policy 3 of Section 5.1.2 states:

"Motor vehicle parking in the Downtown Core shall be managed as follows:

a) Motor vehicle parking shall not be required in new development, other than visitor parking for largescale residential development;

b) New surface parking lots, and expansions to existing surface parking lots, shall be prohibited in the Downtown Core;

c) Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;

d) The City shall encourage car share parking and electric charging facilities in larger parking lots and parking garages; and

e) When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking."

Comment: The proposed development includes 27 resident parking spaces and eight visitor parking spaces. All 35 parking spaces will be located in a two-level underground parking garage. The proposed parking rate of 0.38 spaces per unit (after the first 12 units) is less than the zoning requirement of 0.5 parking spaces per dwelling unit (after the first 12 units). To compensate for the reduced vehicular parking spaces, an increased number of bicycle parking spaces will be provided, with 85 spaces proposed. The proposed number of bicycle parking spaces equates to a rate of more than one space per dwelling unit, which exceeds the zoning requirement of 0.5 spaces per dwelling unit. The increased number of bicycle parking spaces and the proximity of

public transit and active transportation infrastructure will mitigate the reduced number of vehicle parking spaces.

Policy 2 of Section 5.1.3 states:

> "*The Zoning By-law shall set out permissions, maximum building heights and appropriate density thresholds within Neighbourhoods to allow:*
>
> *a) Building types that provide for high-density development while maintaining a low-rise form from a minimum of 2 storeys to a maximum of 4 storeys; and*
>
> b) *New built forms on collector streets that accommodate additional housing units and are of a larger scale, provided those built forms include a mix of complementary non-residential uses, as permitted in Subsection 6.3.1, Policy 4), and regulate the extent to which large dwelling units shall be integrated to meet the objectives of Subsection 3.2, Policies 10) through 12) and Table 3*."

Comment: The Subject Site is designated Neighbourhood. The Subject Site is part of the Central and East Downtown Core Secondary Plan, which permits a maximum of nine storeys on the Subject Site. The proposed nine-storey building aligns with the Official Plan direction for building height as identified in the Secondary Plan.

Policy 1 of Section 5.1.5 states:

> "*Neighbourhoods located in the Downtown Core shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the following:*
>
> *a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;*
>
> *b) The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;*
>
> *c) Provides for a Low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher density Low-rise residential development;*
>
> *d) Building on Table 6, provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and*
>
> e) *In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies*."

Comment: The proposed development provides 84 units within walking distance of commercial amenities and frequent street transit on a Transit Priority Corridor. The development contributes to the City's density targets and supports housing choice in the neighbourhood. The development provides a nine-storey, mid-rise built form, which conforms with the direction of the Central and East Downtown Core Secondary Plan.

4.2.5 Neighbourhood Designation

Section 6.3 provides policy direction for potential development in the Neighbourhood designation.

Policy 2 of Section 6.3.1 states:

> *"Permitted building heights in Neighbourhoods shall be Low-rise, except:*
> a) *Where existing zoning or secondary plans allow for greater building heights; or*
> b) *In areas already characterized by taller buildings."*

Comment: The proposed development is a nine-storey, mid-rise building. The proposed building height aligns with the maximum height permitted by the Central and East Downtown Core Secondary Plan. The proposed building height fits within the existing height context, which is comprised of a mix of building heights, ranging from two storeys to 23 storeys.

Policy 3 of Section 6.3.1 states that:

> *"Development in the Neighbourhood designation which seeks additional height beyond 4 storeys:*
> a) *May be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions; and*
> b) *In all other cases, require an area-specific policy through an amendment to this Plan."*

Comment: The Subject Site is designated Local Mixed Use and has a maximum permitted building height of nine storeys in the Central and East Downtown Core Secondary Plan. The Zoning By-law permits a maximum height of 19 metres for the Subject Site. A Zoning By-law Amendment application is required to bring the maximum height permitted by the Zoning By-law in line with the direction of the Secondary Plan.

Policy 4 of Section 6.3.1 states that:

> "*The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:*
> a) *Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;*
> b) *Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);*
> c) *In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.*
> d) *To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:*

i) Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
ii) Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
iii) Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
iv) May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
v) May restrict or prohibit motor vehicle parking in association with such uses; and
vi) Limits such uses to prevent undue diversion of housing stock to non-residential use.

e) Limited large-scale non-residential uses and include office-based employment, greenspace, large-scale institutions and facilities and other smaller institutional functions; and
f) *Parks, open spaces and linkage areas meant to serve as public space*."

Comment: The proposed development will consist of a nine-storey mid-rise apartment building with 84 units. The increased density on the Subject Site will help meet the goals of Table 2, Table 3b, and the City's Growth Management Framework. The Subject Site is an appropriate location for infill development as it is less than 70 metres from Bank Street, which is a Transit Priority Corridor that has frequent transit service. The proposed development supports the City's 15-minute neighbourhood objectives as it is within walking distance of commercial uses along Bank Street, Elgin Street, and Gladstone Avenue.

Policy 5 of Section 6.3.1 states that:

"The Zoning By-law will distribute permitted densities in the Neighbourhood by:
a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b)."

Comment: The Subject Site is located less than 70 metres from Bank Street, which is identified as a Mainstreet Corridor and is a Transit Priority Corridor. The Subject Site is less than 300 metres from Gladstone Avenue, which is a Minor Corridor and is less than 600 metres from Elgin Street, which is a Mainstreet Corridor. Bank Street, Gladstone Avenue, and Elgin Street have a variety of commercial uses, including restaurants, drug stores, and grocery stores. Glashan Public Elementary School on Bank Street and the Taggart Family YMCA on O'Connor Street are both located within 300 metres of the Subject Site. The proposed development proposes increased density near frequent public transit service, Corridors, and neighbourhood amenities, supporting the proposed building height of nine-storeys.

Policy 1 of Section 6.3.2 states that:

> *"The Zoning By-law and approvals under the Planning Act will allow innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15- minute neighbourhoods. Innovative building forms include, but are not limited to: adaptive reuse of existing buildings into a variety of new uses; development of existing shopping centres; co-location of housing above City facilities including those facilities on land dedicated by parkland (libraries and recreation centres) as per Subsection 4.4.6, Policy 3), City-owned or other; development of a single lot or a consolidation of lots to produce missing middle housing; and by providing air-rights for housing above City infrastructure and facilities, including transit facilities."*

Policy 2 of Section 6.3.2 states that:

> *"The City will establish form-based regulation through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for:*
>
> *a) Local context and character of existing development;*
> *b) Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees;*
> *c) Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability;*
> *d) Proximity to Hubs, Corridors and rapid-transit stations;*
> *e) Transition in building form to and from abutting designations*
> *f) The intended density to be accommodated within the permitted building envelope; and*
> *g) The provisions of Subsection 4.2 Policy 1)(d).*"

Comment: The proposed development utilizes an innovative building form by conserving and revitalizing the existing church building on the Subject Site. The proposal integrates the heritage building into the program and functional design of the development, allowing for residents and the public to appreciate the heritage attributes of the church while repurposing it as an amenity space for residents. The proposed nine-storey, mid-rise built form conforms with the Secondary Plan and is compatible with the surrounding buildings, which range widely in height and include a three-storey building to the east, a seven-storey building to the west, a four-storey building to the north, and a 23-storey building to the south. From the second storey and up, the building is stepped back 3.85 metres from the front wall of the church, ensuring that the church and the church spire are the prominent features of the public realm.

Policy 3 of Section 6.3.2 states that:

> "*Further to Policy 2), form-based regulation will provide for built form and site development characteristics that are:*
>
> *a) In the Downtown Core Transect, urban as described in Table 6;*
> *b) In those parts of the Inner Urban, Outer Urban and Suburban Transects covered by the Evolving Overlay where substantial increases of density are planned and where building form and massing is anticipated to change significantly from existing context, urban as described in Table 6; and*

c) *In all other cases, may provide for a mix of urban and suburban characteristics as described in Table 6, provided that such development does not unreasonably preclude evolution to more urban character over the life of this Plan.*"

Comment: The Subject Site is located within the Downtown Core Transect. The proposed development includes several characteristics of an urban built form, including shallow front yard setbacks, a minimum of two functional storeys, and parking that is concealed from the street.

Policy 7 of Section 6.3.2 states that:

"Sites that are underutilized or convert from non-residential uses, for example golf courses, school sites or churches, may convert to residential, provided all of the following are met:

a) The proposed development includes the majority of its site as low-rise missing middle housing typologies;
b) The intent of the growth management requirements of Section 3 are met;
c) The proposed development includes an affordable housing component meeting Subsection 4.2 and provides a non-residential component in order to contribute to 15-minute neighbourhoods, preferably an underserved non-residential component such as community infrastructure or local retail and commercial services and
d) Industrial or commercial sites, such as shopping centre redevelopments, that are located within the Neighbourhood designation do not fall under this policy and must rely on the direction of Subsection 3.2, Policy 6)."

Comment: The proposed development results in the conversion of the existing church into a residential use as part of a redevelopment of the site with a nine-storey mid-rise apartment building. The development is for a mid-rise building typology, which is permitted in the Secondary Plan. The proposal meets the intent of the growth management requirements of Section 3 by accommodating residential growth within the urban area through intensification and contributing to the density targets for Neighbourhoods within the Downtown Core Transect. The development provides an affordable form of housing and provides a wine bar that will be open to the public and attract visitors to the heritage church building.

4.2.6 Evolving Neighbourhoods Overlay

Section 5.6.1 of the Official Plan provides policy direction for development within the Built Form Overlays, including the Evolving Neighbourhoods Overlay.

Policy 1 of Section 5.6.1.1 states:

"*The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals*

of its Growth Management Framework for intensification through the Zoning By-law, by providing:

a) *Guidance for a gradual change in character based on proximity to Hubs and Corridors,*
b) *Allowance for new building forms and typologies, such as missing middle housing;*
c) *Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and*
d) *Direction to govern the evaluation of development*."

Comment: The Subject Site is located less than 70 metres from the Bank Street Mainstreet Corridor. The proposed development supports a gradual change in the area through intensification and increased density. The proposed development is for a nine-storey, mid-rise apartment building. The proposal has urban built form patterns and site design that supports an evolution towards public and active transportation mode share by providing reduced vehicle parking and more bicycle parking than the zoning requirement. The development is designed to be compatible with the varied built form character of the area while supporting a gradual evolution towards the planned density and built form typology permitted by the Central and East Downtown Core Secondary Plan.

Policy 2 of Section 5.6.1.1 states:

"*Where an Evolving overlay is applied:*

a) *The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and*
b) *The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.*"

Comment: The proposed development provides a built form that is consistent with the varied built form character of the neighbourhood and conforms with the direction of the Central and East Downtown Core Secondary Plan. The development has 84 units, resulting in a density of approximately 895 units per hectare. The proposed density exceeds the density target of 80 to 120 dwelling units per net hectare and supports accommodating growth through intensification.

4.3 Central and East Downtown Core Secondary Plan

The Central and East Downtown Core Secondary Plan provides more specific strategic direction for the Central and East Downtown Core. The Central and East Downtown Core replaces several former secondary plans, including the Central Area, Sandy Hill, Centretown, and Uptown Rideau Street Secondary Plans. The Subject Site is designated Local Mixed-Use.

Figure 22: Secondary Plan Designation for the Subject Site. (Source: Central and East Downtown Core Secondary Plan, Schedule B).

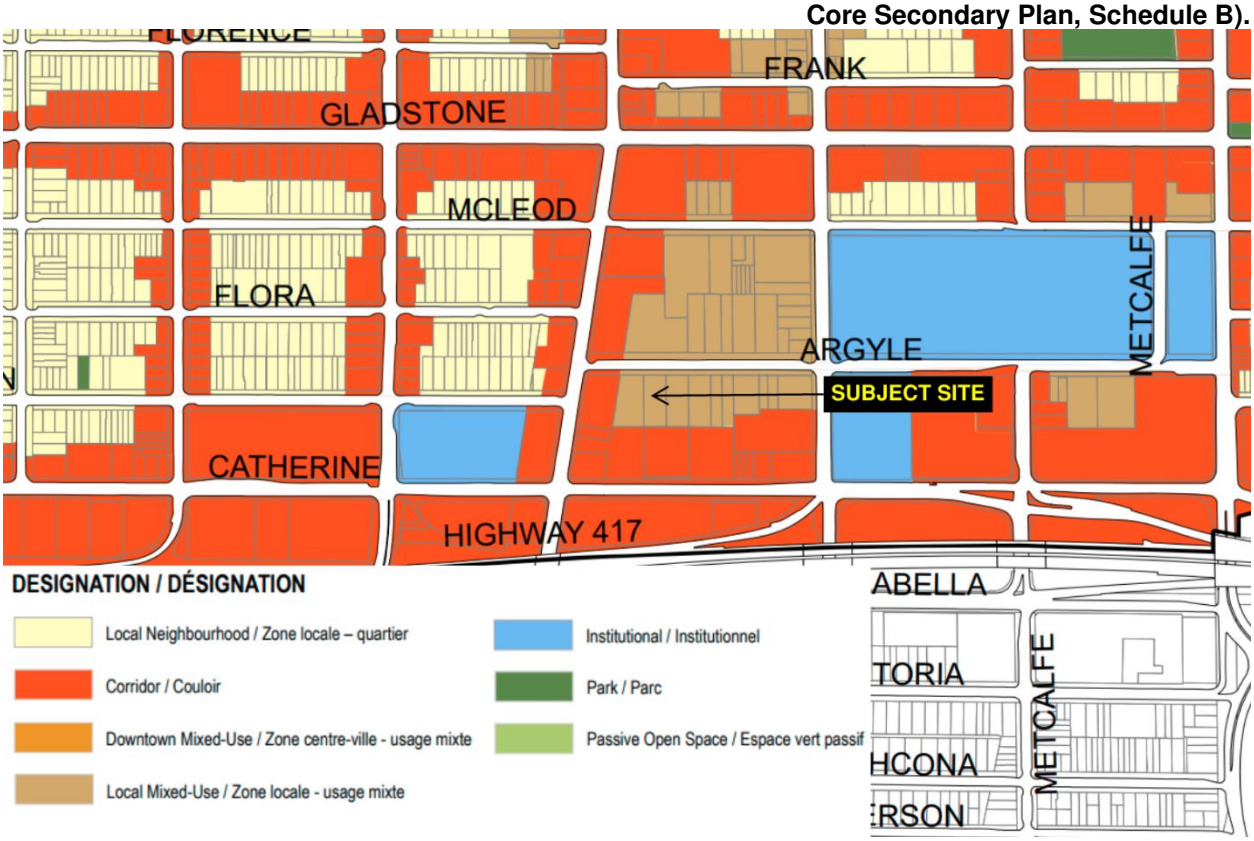
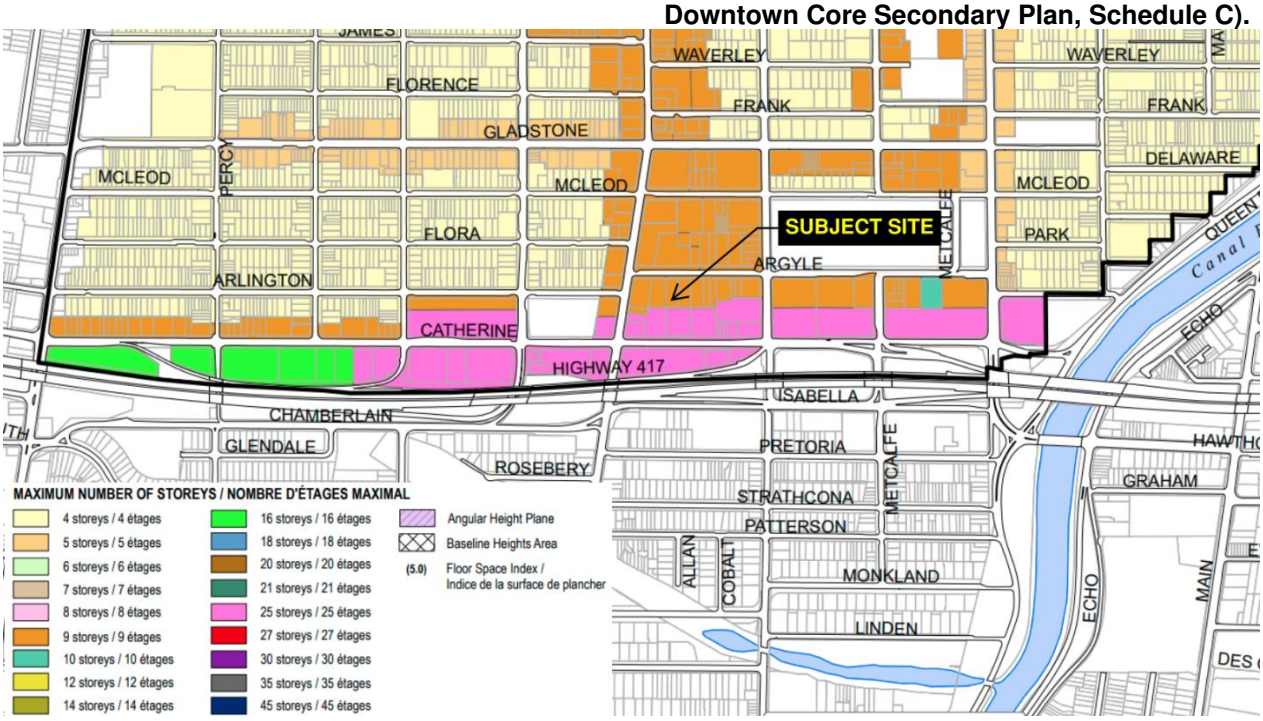


Figure 23: Secondary Plan Permitted Height for the Subject Site. (Source: Central and East Downtown Core Secondary Plan, Schedule C).



Section 2.2 states that:

> *"2) Non-residential uses will be restricted to small-scale commercial uses. Uses such as restaurants, retail stores and retail food stores, more appropriately located on Corridors, as designated on Schedule B1 – Downtown Core Transect of the Official Plan, will not be permitted, except within landmark buildings, as described in Subsection 4.4.9, of this secondary plan.*
> *3) Permitted non-residential uses shall be restricted to the first two floors and the basement and will not occupy more than half of the gross floor area of the building."*

Comment: The proposed development does not provide a restaurant, retail store, or retail food store that is inconsistent with small-scale commercial uses. The development provides a publicly accessible wine bar within the church conservatory. The wine bar will not function as a restaurant, retail store, or retail food store, instead operating within the conservatory space as part of its intended function to highlight the heritage church building.

Policy 1 of Section 3.1 states that:

> *"Development will contribute positively to the entire adjacent public realm. It should maximize the activity visible from the public realm and the activity easily accessible to it. Measures include but are not limited to:*
> > *a) Functional main entrances directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail and commercial units.*
> > *b) Usable indoor and/or outdoor amenity areas where possible. These amenities are meant to encourage people to linger in or within view of the public realm. Examples include patios, porches, atria, stoops, etc.*
> > *c) Lower floor articulation with a high degree of transparency and functional permeability.*
> > *d) Notwithstanding Section 3.1 - Built Form, Policies 1) b) and f), residential units at or near the ground floor and their private outdoor amenity spaces should provide a comfortable degree of privacy, while also accommodating easy interaction with the public realm.*
> > *e) A lack of blank walls, or designs which do not contribute to the activity of the public realm. In particular, retail stores shall not be permitted to block or cover any windows or transparent doorways with posters, opaque glass, the backs of shelves, or anything that obstructs the full and clear view of the interior of the store from the sidewalk, other than up to 10 per cent window coverage by temporary posters or advertisements.*
> > *f) Visual and functional variety from the sidewalk. Street-level frontage widths for individual non-residential units should be narrow.*
> > *g) The inclusion of art in the public realm where possible.*
> > *h) Buildings must front onto all their adjacent streets.*
> > *i) Vehicular facilities must minimize all visual and functional impacts on the public realm.*
> > *j) Further to Section 3.1 - Built Form, Policy 1) i), surface parking and surfaces likely to be used as surface parking in front of buildings are prohibited.*

> *k) Increased setbacks in front of buildings occupying a large portion of a block should be provided. The setback will be dedicated to widened pedestrian and public realm facilities."*

Comment: The church building, which is proposed to be brought closer to the front lot line, provides a main entrance that is directly accessible from the public realm. The proposed development includes a publicly accessible wine bar at grade in the church conservatory and amenity area at grade for residents including the lounge and co-working space which will be located within the heritage church building.

While views of the amenity space from the public realm will be limited owing to the existing façade of the church, useable amenity is still provided and the increased prominence of the church contributes positively to the public realm. The prominence of the church contributes to visual and functional variety from the sidewalk and the entrance to the underground parking garage is set back from the front of the building, reducing its visual prominence and reducing impacts to the public realm. Ground floor units are located at the rear of the building to preserve privacy and the amenity areas located closer to the front of the building within the church.

Policy 15 of Section 3.3.2 states that:

> *"The City will ensure the provision of ample protected bicycle parking for residents, visitors and commuters. For further clarification, protected facilities do not include outdoor spaces. Measures include but are not limited to the following:*
>
> > *a) At time of redevelopment, collaborating with private owners and other stakeholders to add protected bicycle parking in existing facilities. An example may include the conversion of motor vehicle parking spaces."*

Policy 18 of Section 3.3.2 states that:

> *"Development will minimize the provision of motor vehicle parking. Alternatives should be prioritized over increases in the parking supply. Examples of alternatives include the sharing of existing facilities within walking distance and various transportation demand management strategies. Zoning By-laws should review the maximum limit on parking spaces to support the City's Transportation Master Plan's modal targets for the area."*

Comment: The proposed development includes 85 bicycle parking spaces at a rate of more than one space per unit, which exceeds the zoning requirement of 0.5 bicycle parking spaces per unit. The proposed bicycle parking will be provided inside the building on the ground floor (20 spaces) and in the underground parking garage (65 spaces), with a pathway providing direct access to the street. Fewer vehicular parking spaces are provided than the zoning requirement. The proposed number of parking spaces is 35, with 8 visitor spaces and 27 resident parking spaces. The reduced number of parking spaces and the correspondingly greater number of bicycle parking spaces supports alternative transportation modes to private vehicles.

Policy 21 of Section 3.4 states that:

> *"The Central and East Downtown Core is distinguished by its high concentration of heritage buildings, districts and landscapes, including those designated under Part IV and Part V of the Ontario Heritage Act, the Federal Heritage Buildings Review Office, or listed*

on the City's Heritage Register. Development will respect the area's heritage character and where located on or adjacent to a built heritage resource, will be in accordance with the policies found in Section 4.5 – Cultural Heritage and Archaeology, of Volume 1 of the Official Plan."

Policy 22 of Section 3.4 states that:

"Development on properties designated under Part V of the Ontario Heritage Act, including alterations to existing properties and new construction, shall be consistent with the policies and guidelines of the following Heritage Conservation District Plans, as applicable: Bank Street, Besserer-Wurtemburg, Cathedral Hill, Centretown, Daly Avenue, King Edward Avenue, Minto Park, Russell-Range, Sandy Hill West, Sparks Street, Stewart-Wilbrod and Sweetland Avenue. Heritage applications will be required for any development on properties located within a Heritage Conservation District."

Comment: As indicated in the Heritage Impact Assessment, the proposed development is consistent with the policies of the Centretown and Minto Park Heritage Conservation District Plan. The development brings the church forward and allows the new apartment to sit back from the front façade, presenting a distinguishable front façade and ensuring the new building is subordinate to the heritage church. A grass lawn and low plantings contribute to the landscape setting of the Church and provides visual continuity with the lawn of the former Rectory to the east. The front steps will be removed to provide barrier free access, with the stone steps being repurposed as entrance pavers. The proposed development is consistent with the policies of the Heritage Conservation District Plan.

Principle 2 of Section 4.4.4 states that, within the central area of Centretown (where the Subject Site is located), "growth will also continue to occur through the development of mostly mid-rise buildings".

Comment: The proposed development meets the intent of accommodating growth through mid-rise buildings.

Policy 29 of Section 4.4.7 states that:

"The City shall encourage the rehabilitation and re-use of heritage buildings in Centretown and shall consider new financial incentives in the context of a Community Improvement Plan to further this objective."

Comment: The proposed development includes the rehabilitation and conservation of the existing church building on the Subject Site. The development proposes to move the church closer to the front lot line of the Subject Site, increasing the prominence of the church. The proposed development will integrate the church functionally and aesthetically into the new construction of a mid-rise apartment building. The church will function as a ground floor amenity area and will be the principal entrance to the building. The new construction will be located behind and above the church, with floors 2 to 9 being stepped back 3.85 metres from the front wall of the church. The development proposal allows the church to be rehabilitated and repositioned to be more prominent on the site, while repurposing the building as an amenity area for residents.

Policy 44(c) of Section 4.4.9 states that:

> *"Local Mixed-Use – This applies to portions of the Centretown Central Character Area historically occupied by houses and other low-rise housing forms that have been partially converted to commercial uses and to adjacent neighbouring properties where such conversions are appropriate. Non-residential uses shall be restricted to small-scale commercial uses such as personal services, medical facilities, offices and small-scale institutional uses, such as licensed childcare centres. Uses such as restaurants, retail stores and retail food stores, more appropriately located on a Corridor, will not be permitted, except within landmark buildings. Permitted non-residential uses shall be restricted to the first two floors and the basement and shall not occupy more than 50 per cent of the gross floor area of the building, with the exception of those existing buildings containing legally established non-residential uses existing at the date of adoption of the Official Plan. The expansion of legally established non-residential uses shall be subject to appropriate limits. The Local Mixed-Use designation also permits low-rise residential buildings and apartment buildings that do not contain non-residential uses."*

Comment: The proposed development provides a small-scale non-residential use on the ground floor, which features a wine bar. The wine bar does not function as a restaurant, retail store, or retail food store, taking up only a small portion of the ground floor in concert with the church conservatory. The scale of the wine bar is smaller than personal services, medical facilities, office, and small-scale institutional uses such as licensed childcare centres. The entire conservatory, which includes the wine bar, takes up less than half of the ground floor and approximately 2% of the overall gross floor area of the building, which is well within the intent of limiting non-residential uses to small-scale uses. The proposed development is consistent with the Local Mixed-Use designation.

Policy 46 of Section 4.4.9 states that:

> *"A variety of mid-rise and low-rise buildings shall be encouraged in the Centretown Central Character Area. Schedule C - Maximum Building Heights identifies maximum heights of up to nine storeys as permitted. Where a buildinggreater than six storeys is proposed adjacent to a property where the maximum height is four storeys or adjacent to built heritage resources, a stepping of heights or increased setbacks should be provided to achieve an appropriate transition. Buildings shall be restricted to five storeys along Elgin Street."*

Comment: The Subject Site is designated under Part V of the Ontario Heritage Act. The church building on the property is proposed to be conserved and integrated into the function and aesthetic design of the development. Floors 2 to 9 are proposed to be setback 3.85 metres from the front wall of the heritage building, increasing the prominence of the church and the church spire. At and above the second mezzanine level, the building will be set back an additional 1.7 metres from the rear building wall at grade, providing a 5.5-metre rear yard setback.

4.4 Centretown Community Design Plan

The Centretown Community Design Plan provides detailed policy on managing growth within Centretown. The Community Design Plan (CDP) area is bounded by Elgin Street to the east, Kent Street to the west, Highway 417 to the south, and Gloucester Street to the north.

The Subject Site is part of the Central Character Area. Section 2.2.2 provides direction for the Central Character Area, which is the area between MacLaren Street and Argyle Avenue and between Kent Street and Elgin Street. The Central Character Area is generally characterized by smaller-scale low and mid-rise buildings with a fine-grained development pattern.

Section 2.3 discusses the existing uses in the neighbourhood. Section 2.4 discusses heritage conservation. Section 2.4.2 discusses the Heritage Overlay, identifying that "development proposals that the City of Ottawa deems to fit the character of the Heritage Conservation District can be granted relief from the provisions of the Heritage Overlay.

Comment: The proposed development contemplates the relocation of the existing heritage church building on the Subject Site as part of a redevelopment of the property. The church building will be restored and moved closer to the front lot line, improving the prominence of the building on the site. The proposed mid-rise building will be stepped back 3.85 metres from the front wall of the church. The church will be integrated into the ground floor of the building, promoting the reuse of the building. The front and east side of the church will be visible, ensuring that it remains a key part of the streetscape and overall character of the area.

Section 3.1.2 sets out the vision for the Central Character Area, which includes the Subject Site. The future of the Central Character Area is envisioned as a low-to-mid-rise mixed-use neighbourhood. Applicable policies include:

- *Residential uses are predominant.*
- *Commercial uses including office and retail should be directed towards Mainstreets. Professional services, small scale office, small scale institutional and limited retail should be permissible within certain internal locations*
- *Considering the context and the size of available sites, this area is suitable for low- to mid-rise infill, generally not taller than nine storeys in height.*
- *Stepbacks in mid-rise buildings are encouraged to avoid overshadowing and unpleasant pedestrian corridors.*
- *Existing heritage buildings must be protected (with a priority on Group 1 and Group 2). Depending on the site context and the characteristic of the existing heritage buildings, these buildings could also be integrated into new proposals on a case-by-case basis. As per City of Ottawa's Official Plan policies, it should be noted that demolition of cultural heritage resources and the rebuilding on a facsimile of all or part of the building is not considered to be heritage conservation.*

Comment: The proposed development contemplates a mid-rise residential building within 70 metres of Bank Street. Floors 2 to 9 are stepped back 3.85 metres from the front façade of the church building. At and above the second mezzanine level, the building is stepped back 1.7 metres from the rear building wall of the first floor. The proposed step backs ensure that the building mass is adequately separated from abutting properties, avoiding overshadowing and contributing to a more human-scale pedestrian environment. The proposal integrates a heritage building into new development, helping conserve the heritage attributes of the building while providing additional density to accommodate growth within the CDP area.

Section 4.2 sets out policies for the cycling network. Suggested strategies to improve the cycling network within the CDP include:

- *Pursue provision of cycling infrastructure (parking, lockers/showers) as part of the development approvals process for new developments proposed in the Centretown area.*

Comment: The proposed development includes the provision of 85 bicycle parking spaces, which is more than the zoning requirement of 42 bicycle parking spaces. The development provides a bike workshop which is integrated into the ground floor bike parking room and allows residents to have an area to make basic repairs to their bikes, supporting cycling infrastructure.

Section 4.5 provides targeted streetscape recommendations. For Local Streets (including Argyle Avenue), design strategies include:

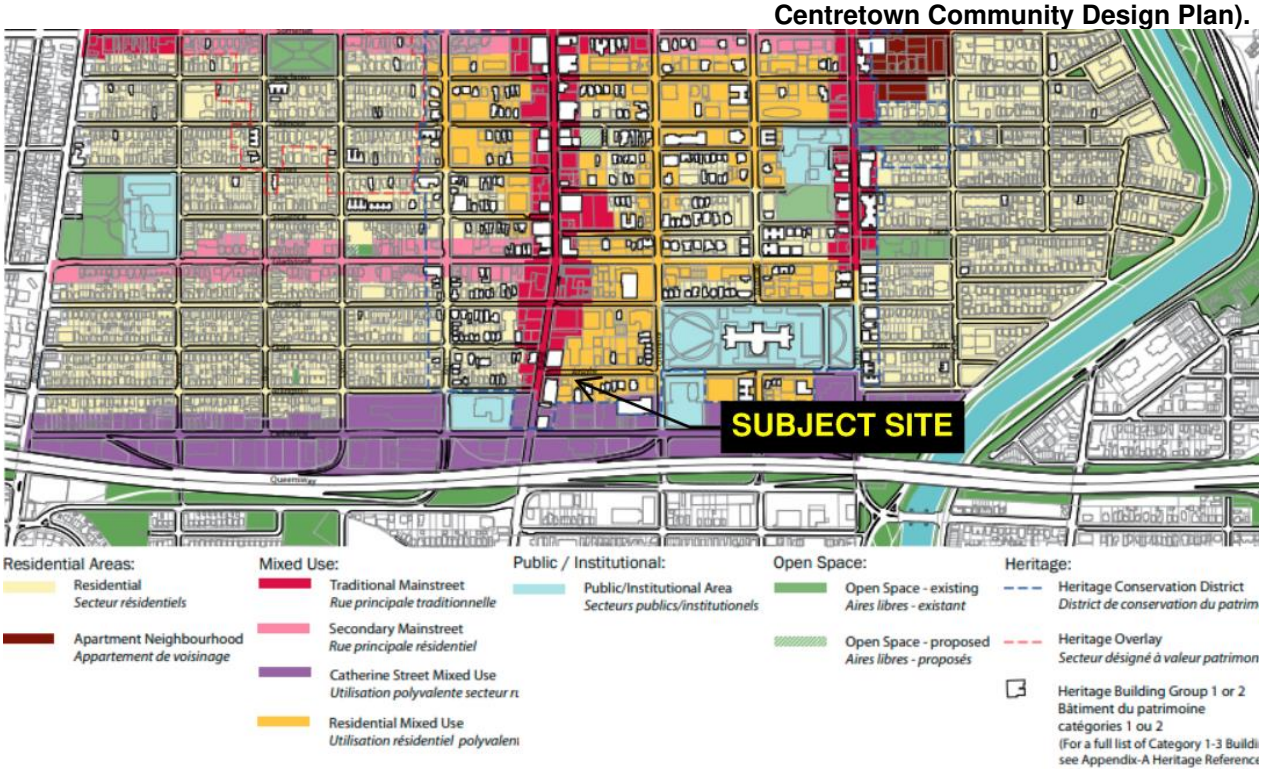
- *General streetscape strategies such has elimination of parking encroachments should be pursued across all local residential streets.*
- *As sidewalk and infrastructure get upgraded, lane width reductions and planting opportunities should be explored.*

Comment: As discussed in the Urban Design Brief, the proposed development will include new landscaping in the front yard, while proposing a building design that better addresses the street than the existing development on the site.

Section 6.1 discusses land use. The land use designation for the Subject Site is Residential Mixed Use. Residential Mixed Use areas include low-rise and mid-rise residential, small-scale office, minor retail, open spaces, institutional, and public uses. Ground floor commercial uses are not mandatory. Section 6.2 discusses building height. The Subject Site is designated mid-rise up to 9 storeys/30 metres.

Comment: The proposed development is a nine-storey mid-rise apartment building with 84 units. The proposed building height is 34.5 metres. The development integrates the existing heritage church into the design and function of the proposed building. The building height is appropriate as it supports the integration of the heritage church building into the ground floor program of the site. The height of the church results in a taller ground floor level. The proposed height is mitigated by step backs of the front portion of the building at and above the second storey and the rear portion of the building at and above the second mezzanine level.

Figure 24: Land Use Schedule (proposed update to Centretown Secondary Plan). (Source: Centretown Community Design Plan).



Section 6.3 provides policies on built form. Section 6.3.2 states that "except for main streets and Metcalfe Street, buildings should generally be setback 3 m from the street ROW. A reduced setback can be considered if a curb to building face dimension is 7.0 to 7.5 m to permit proper landscaping and tree planting and if it doesn't negatively impact the overall character of the street."

Comment: The proposed development provides a front yard setback of 1.42 metres and is approximately 7 metres from the curb. The proposal involves relocating the heritage building closer to the front lot line, ensuring that the heritage church building contributes to the streetscape and the overall character of the CDP.

Section 6.4.2 provides guidelines for mid-rise infill development. The applicable guidelines are:

- *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 (1.5 to 3 m) and sideyard (minimum 3 m) 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.*
- *Existing Heritage Conservation District guidelines should be considered for new infill development occurring within the boundaries of the conservation district.*
- *Mid-rise buildings must have a 2.5 to 3.0 m setback from the side property line when:*
    - *The new building is adjacent to a heritage property;*
- *Mid-rise buildings of a typical building depth is permitted to be built with a 0m side setback when:*
    - *Future adjacent development is anticipated;*
    - *The new building is adjacent to a building built to the sideyard property line with openings; or*
    - *The new building is adjacent to a blank wall.*

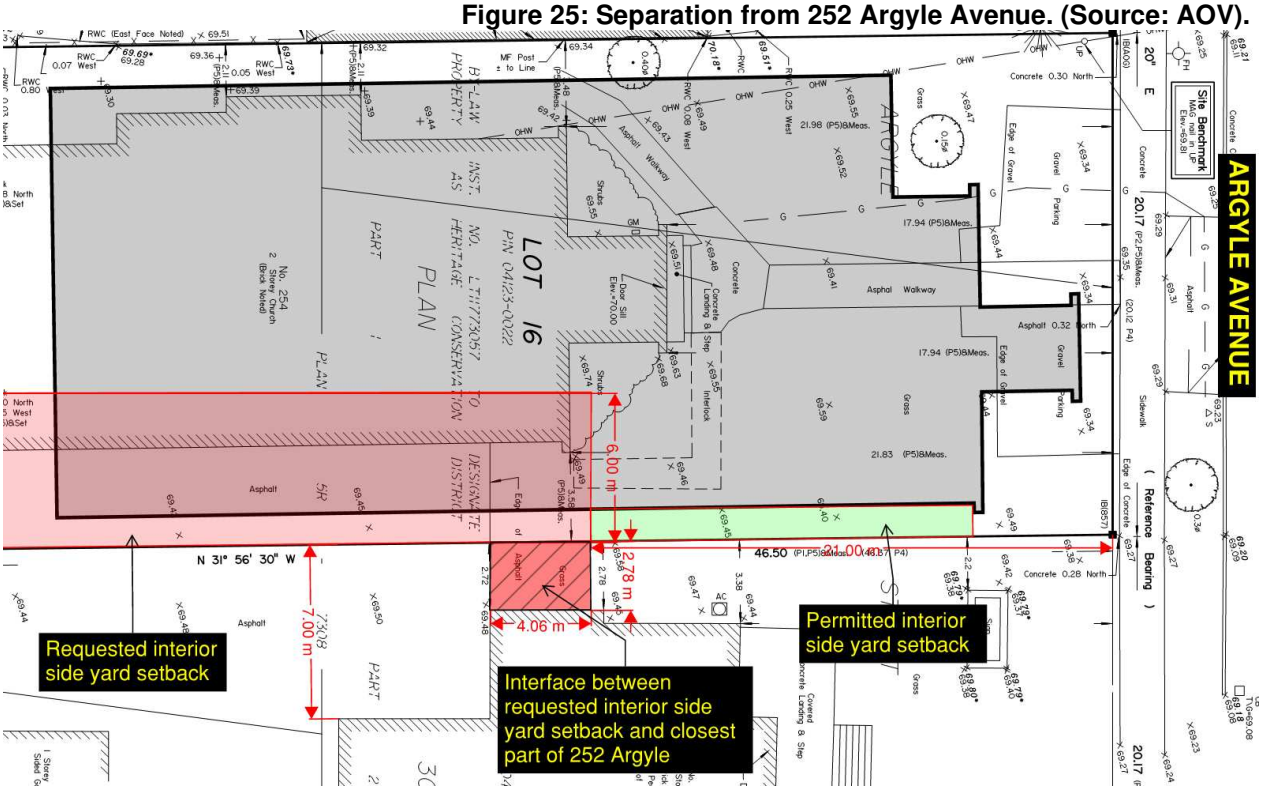
Comment: The proposed development aligns with the overall mixed setback context. As discussed in the Urban Design Brief, visual and architectural interest is created by relocating the existing heritage building closer to the street, allowing it to better frame the street presence of the property and contribute to the heritage character of the area. A 3.85-metre step back of the front wall at and above the second storey is provided from the front wall of the heritage building, reducing the impact of the building height.

Appropriate interior side yard setbacks of 1.5 metres are provided. The building to the west (seven-storey apartment building) is a non-contributing property within the Centretown and Minto Park Heritage Conservation District Plan and has a blank wall along its eastern building façade. The building to the west is built to the property line.

The building to the east (three-storey dwelling/former rectory) does not provide a blank wall condition and is a contributing property within the Centretown and Minto Park Heritage Conservation District Plan. The building to the east has a 2.72-metre setback from the interior lot line. The proposed development provides a zoning compliant interior side yard setback of 1.5 metres within 21 metres of the front lot line. Further than 21 metres from the front lot line, the proposed development provides a 1.5-metre setback that does not comply with the required 6 metres. There is a limited interface of only 4 metres between the proposed building and the building to the east beyond 21 metres (see Figure 25).

Furthermore, above the ground floor, a portion of the proposed building is setback 2.5 metres from the interior lot line. The development maintains appropriate setbacks in line with the direction in the CDP.

Figure 25: Separation from 252 Argyle Avenue. (Source: AOV).



Section 6.5.1 sets out policies for a design-led solution to heritage. The applicable guidelines for integrating a heritage structure into a mid-rise building project are:

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

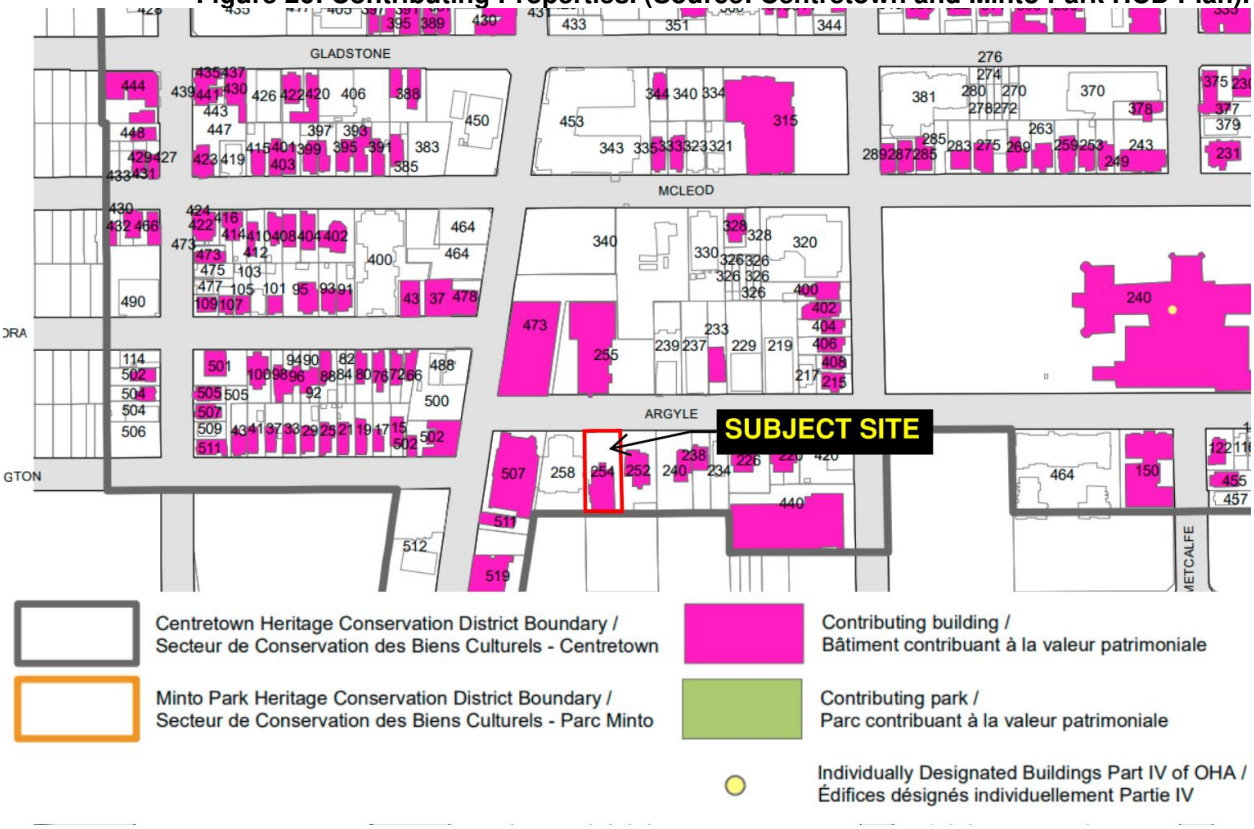
Comment: As identified in the Heritage Impact Assessment, the proposed development respects the heritage church building. The additional setback of the new construction above the heritage building and the relocation of the church building closer to the front lot line ensures that the apartment building is subordinate to the heritage church. The new development addresses key heritage attributes found in the Heritage Conservation District including retaining the materials and finishes of the church, landscaping in the front yard, and using materials, finishes, and colour palettes that are distinguishable from and do not detract from the heritage features.

4.5 Centretown and Minto Park Heritage Conservation District Plan

The Centretown and Minto Park Heritage Conservation District Plan provides for the conservation of cultural heritage resources in the plan area. It describes the Heritage Conservation District's cultural heritage value, heritage attributes, and significance and provides policies and guidelines to achieve the conservation objectives of the Plan.

The Subject Site is identified as a Contributing Property in Appendix B of the HCD Plan.

Figure 26: Contributing Properties. (Source: Centretown and Minto Park HCD Plan).



Section 9.2 sets out policies for incorporating contributing buildings into new construction. The applicable policies are:

- *Given that the conservation of Contributing properties is one of the goals of this Plan, this type of proposal must meaningfully retain and incorporate existing Contributing buildings and their attributes in order to be considered. Meaningful retention allows for the continued understanding of the building's original three dimensional form and elements that convey how the property contributes to the HCD. To achieve this, the project must consider*
    - *Height, width and depth;*
    - *Shape and arrangement of volumes;*
    - *Original roof form and roof lines;*
    - *Character-defining elements and features such as chimneys, porches and other architectural details.*

- *Projects that necessitate dismantling and reconstructing existing Contributing buildings in order to incorporate them into larger development are not appropriate. Consideration of such proposals will be informed by the applicable policies in Section 5 for Demolition and Relocation*
- *When a project incorporates existing Contributing building(s) into a larger development, those existing buildings will continue to be featured prominently on the lot and within the streetscape. The proposed development will complement the existing structure[s] through the use of compatible materials, fenestration pattern, relationship to the street or other measures.*
- *If a Contributing building is to be retained and incorporated into a development, retain it in its original location during the construction process. Where retention of the resource in situ is determined to pose unacceptable risks, as determined by an engineer or architect specialized in heritage conservation, the City may permit the temporary removal of the resource during the construction process, followed by its restoration after reinstatement in its entirety on the original site.*
- *Avoid moving or permanently relocating existing Contributing properties. If relocation is determined to be necessary, the building must remain on its current site and retain its historic relationship with the same street.*

Comment: As identified in the Heritage Impact Assessment, the proposed development retains the front façade, foyer, steeple, and the bank of windows along the east façade. The retained portion of the former church will be featured prominently on the lot and within the streetscape and compliment the retained structure through the use of compatible materials, fenestration patterns, relationship to the street, and landscape treatment. A conservation strategy will be developed to address the approach to relocating the building.

The proposed Major Zoning By-law Amendment conforms to the policies of the City of Ottawa Official Plan.

5.0 CITY OF OTTAWA ZONING BY-LAW 2008-250

The Subject Site is zoned R5B[854] H(19) – Residential Fifth Density, Subzone B, exception 854 with a maximum permitted height of 19 metres in the City of Ottawa Zoning By-law 2008-250. The Subject Site is part of the Mature Neighbourhoods Overlay and the Heritage Overlay.

The purpose of the R5 zone is to:

1. *allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;*
2. *allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;*
3. *permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size ;*
4. *ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses;*
5. *regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and (By-law 2009-392)*

6. *permit different development standards identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*

A nine-storey, mid-rise apartment dwelling is proposed for the Subject Site. The proposed development will support additional density on the Subject Site while aligning with the maximum height permitted in the Central and East Downtown Core Secondary Plan. Section 163(1) includes *apartment dwelling, mid rise* as a permitted use. A mid-rise apartment building is permitted in the R5 Zone.

Table 1 below summarizes the applicable zoning provisions for the Subject Site.

Table 1: Zoning Provisions for the Subject Site

Zoning Table (254 Argyle Avenue)		
Provision	**Required – R5B[854] H(19) (Apartment, mid-rise)**	**Provided**
Minimum Lot Width	22.5 m	20.17 m
Minimum Lot Area	675 m2	937.6 m2
Maximum Building Height	19 m	35 m
Minimum Front Yard Setback	3 m	1.4 m 9.17 m (at and above the 2nd storey)
Minimum Corner Side Yard Setback	3 m	N/A
Minimum Rear Yard Setback	25% of lot depth (11.625 m) No more than 7.5 m	3.75 m 5.5 m (at and above second mezzanine level)
Minimum Interior Side Yard Setback	1.5 m (if located within 21 m of the front lot line) 6 m (if located further than 21 m from the front lot line)	West: 1.5 m beyond 21 m from the front lot line East: 1.5 m beyond 21 m from the front lot line
Minimum Landscaped Area	30% of the lot area (281.12 m2)	28.5% of the lot area (267 m2)
Minimum Resident Parking	32.4 spaces (0.5 spaces per dwelling unit after the first 12 units) (minus 10% for underground parking)	27 spaces (including 2 car share and 2 EV spaces)
Minimum Parking (Wine Bar)	Restaurant: 5.2 spaces No parking required where located on ground floor and 200 m2 or less in area.	0 spaces
Minimum Visitor Parking	7.2 spaces (0.1 spaces per dwelling unit after the first 12 units)	8 spaces

Minimum Bicycle Parking	42 spaces (0.5 per dwelling unit)	85 spaces
Driveway Width (single-wide)	3 m (minimum) 3.6 m (maximum for less than 20 spaces) 6.7 m (maximum for 20 or more spaces)	3.6 m
Drive Aisle Width	6 m	6.2 m
Maximum Walkway Width	1.8 m	1.5 m
Total Amenity Area	504 m2 (6 m2 per dwelling unit (93))	706 m2 (8.4 m2 per dwelling unit)
Communal Amenity Area	252 m2 (50% of total amenity area)	630 m2

Section 60 of the Zoning By-law regulates land uses within the heritage overlay. The intent of Section 60 is to encourage the retention of existing heritage buildings by offering zoning incentives to reuse the building and to limit the size and location of additions to preserve the heritage character of the original building. Section 60(1) states that:

> *"Where a building in an area to which an 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."*

Section 60(3) further states that:

> *"Despite the provisions of the underlying zone, an addition to a building in an area to which an heritage overlay applies is permitted only if:*
>
> *a) the height of the walls and the height and slope of the roof of the addition do not exceed those of the building;*
>
> *b) In Areas A, B and C on Schedule 1,*
>
> *i) 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, except in the case of shared lot lines between dwelling units that are permitted to be vertically attached where the required side yard setback is 0 metres, (By-law 2015-190)*
>
> *ii) it is located entirely within the rear yard, or in the interior yard abutting the rear yard and complies with the rear yard setback of the underlying zone, except where the building has a non-complying rear yard setback the addition may be built to that rear yard setback, but in no case may be less than 3.0 metres; and*
>
> *c) it is not located within a front yard. (By-law 2014-289)"*

The proposed development contemplates relocating the existing heritage church building to the front of the property, which will increase its prominence on the site. The proposed development includes the repair and restoration of the church building while integrating it into the redevelopment of the Subject Site with a nine-storey mid-rise apartment building. The heritage

building will be repurposed as a wine bar and will function as a conservatory and the main entryway to the apartment building. The apartment building will be designed to permit views of the east side wall and front wall of the heritage building.

Since Section 60 requires a building in the heritage overlay area to be rebuilt in same location if it is removed or destroyed and for an addition to a heritage building to have a height that does not exceed the heritage building's height, the proposed development would require relief from the Heritage Overlay and Section 60 of the Zoning By-law.

Section 54 of the Zoning By-law defines a mezzanine as "*a storey that forms a partial level of a building, such as a balcony*". Section 54 of the Zoning By-law defines a storey as "*a level of a building included between the surface of a floor and the ceiling or roof immediately above it, and includes a mezzanine but does not include a basement*". The proposed development includes two mezzanine levels to within the taller first storey, which allows the second storey to project above the church building. The proposed development requires the mezzanine levels to be considered as part of the first storey for zoning purposes.

The proposed development provides adequate amenity area that exceeds the Zoning By-law. The number of bicycle parking spaces proposed exceeds the requirement of the Zoning By-law and compensates for the reduced number of vehicle parking spaces. The development is designed to provide an urban built form pattern and site design while still providing appropriate landscaping and setbacks.

The proposed development requires relief from the Zoning By-law to permit a reduced lot width, a reduced front yard setback, reduced interior side yard setbacks, a reduced rear yard setback, increased permitted building height, reduced landscaped areas, and reduced parking spaces. The proposed Zoning By-law Amendment is also requested for relief from the Heritage Overlay and to permit the two mezzanine levels to be considered part of the first storey.

The proposed development is consistent with the purpose of the Residential Fifth Density zone and is generally consistent with the relevant provisions of the City of Ottawa Zoning By-law 2008-250.

6.0 PROPOSED ZONING BY-LAW AMENDMENT

254 Argyle Avenue is currently zoned R5B[854] H(19) – Residential Fifth Density, Subzone B, urban exception 854 with a maximum height of 19 metres. The following site-specific zoning provisions are requested through the Zoning By-law Amendment application.

Proposed Site-Specific Provisions

The following site-specific relief is requested on the Subject Site.

- To permit a reduced lot width of 20.17 metres, whereas the Zoning By-law requires a minimum lot width of 22.5 metres. (Section 164, Table 164A).
- To permit an increased maximum height of 35 metres, whereas the Zoning By-law permits a maximum height of 19 metres. (Height Exception).

- To permit a reduced front yard setback of 1.4 metres from the front entrance of the church, whereas the Zoning By-law requires a minimum front yard setback of 3 metres. (Section 164, Table 164A).
- To permit a reduced rear yard setback of 3.75 metres, whereas the Zoning By-law requires a minimum rear yard setback of 7.5 metres. (Section 164, Table 164A).
- To permit reduced interior side yard setbacks of 1.5 metres, whereas the Zoning By-law requires a minimum interior side yard setback of 6 metres more than 21 metres from the front lot line. (Section 164, Table 164A).
- To permit a reduced landscaped area equal to 28.5% of the lot area (267 square metres), whereas the Zoning By-law requires a minimum landscaped area equal to 30% of the lot area (281.28 square metres). (Section 163(9)).
- To permit a reduced parking rate for residents of 0.38 spaces per dwelling unit after the first 12 units, whereas the Zoning By-law requires a minimum of 0.5 spaces per dwelling unit after the first 12 units. (Section 101, Table 101).
- To exclude the Subject Site from the Heritage Overlay.
- To permit the two mezzanine levels as part of the first storey.

Reduced Lot Width

The proposed Zoning By-law Amendment requests a reduced lot width of 20.17 metres, whereas a minimum lot width of 22.5 metres is required. The proposed lot width constitutes a reduction of 2.33 metres. The reduction recognizes the existing lot width. The abutting properties to the west and to the east both have lot widths that are less than 22.5 metres.

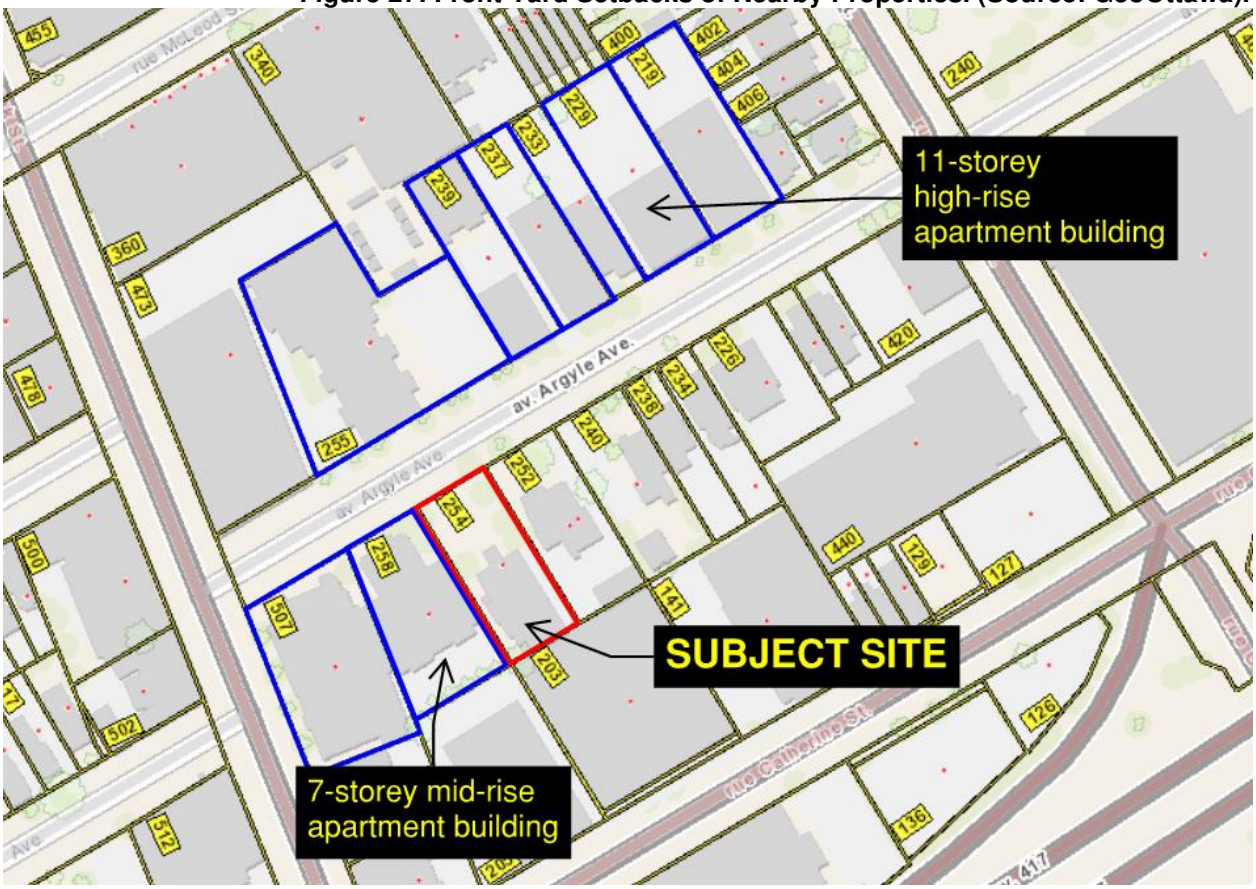
Increased Building Height

The proposed Zoning By-law Amendment requests an increased building height of 35 metres, whereas the maximum permitted building height is 19 metres. The proposed building height of 34.5 metres supports the construction of a nine-storey building, as permitted in the Central and East Downtown Core Secondary Plan. The increased building height supports the retention of the full height of the church building and meets the maximum number of storeys permitted in the Central and East Downtown Core Secondary Plan.

Reduced Front Yard Setback

The proposed Zoning By-law Amendment requests a reduced front yard setback of 1.4 metres to the front entrance of the church, whereas a minimum front yard setback of 3 metres is required. The front wall of the church is setback a further 3.9 metres from the front lot line than the front entrance. The front wall of the church is setback 5.38 metres from the front lot line. The proposed front yard setback results from moving the church building forward on the Subject Site, increasing its prominence on the site. The reduced front yard setback is a general characteristic of urban built forms and aligns with the front yard setback character along Argyle Avenue. The two properties to the west of the Subject Site (258 Argyle Avenue and 507 Bank Street) both have shallow front yard setbacks, with the existing buildings being located at or near the front lot line. Most of the properties across the street on the north side of Argyle Avenue between Bank Street and O'Connor Street have similarly shallow front yard setbacks, as shown in Figure 27 (properties with similar setbacks outlined in blue).

Figure 27: Front Yard Setbacks of Nearby Properties. (Source: GeoOttawa).



The proposed front yard setback aligns with the existing character of front yards and is exemplary of an urban built form characteristic. The proposed front yard setback increases the prominence of the church relative to the new construction, promoting the church building heritage attributes within the Centretown and Minto Park Heritage Conservation District.

Reduced Rear Yard Setback

The proposed Zoning By-law Amendment requests a reduced rear yard setback of 3.75 metres, whereas a minimum rear yard setback of 7.5 metres is required. The proposed rear yard setback supports the retention of the heritage building, which will be relocated to the front of the Subject Site. Above the second mezzanine level, the building will be set back 5.5 metres from the rear lot line, ensuring that adequate separation is provided for the building's height.

Adequate amenity area will be provided in the building despite the reduced rear yard setback. In addition to the private outdoor amenity area in the rear yard, the building will have a rooftop outdoor amenity area, providing residents additional outdoor space to mitigate the reduced rear yard.

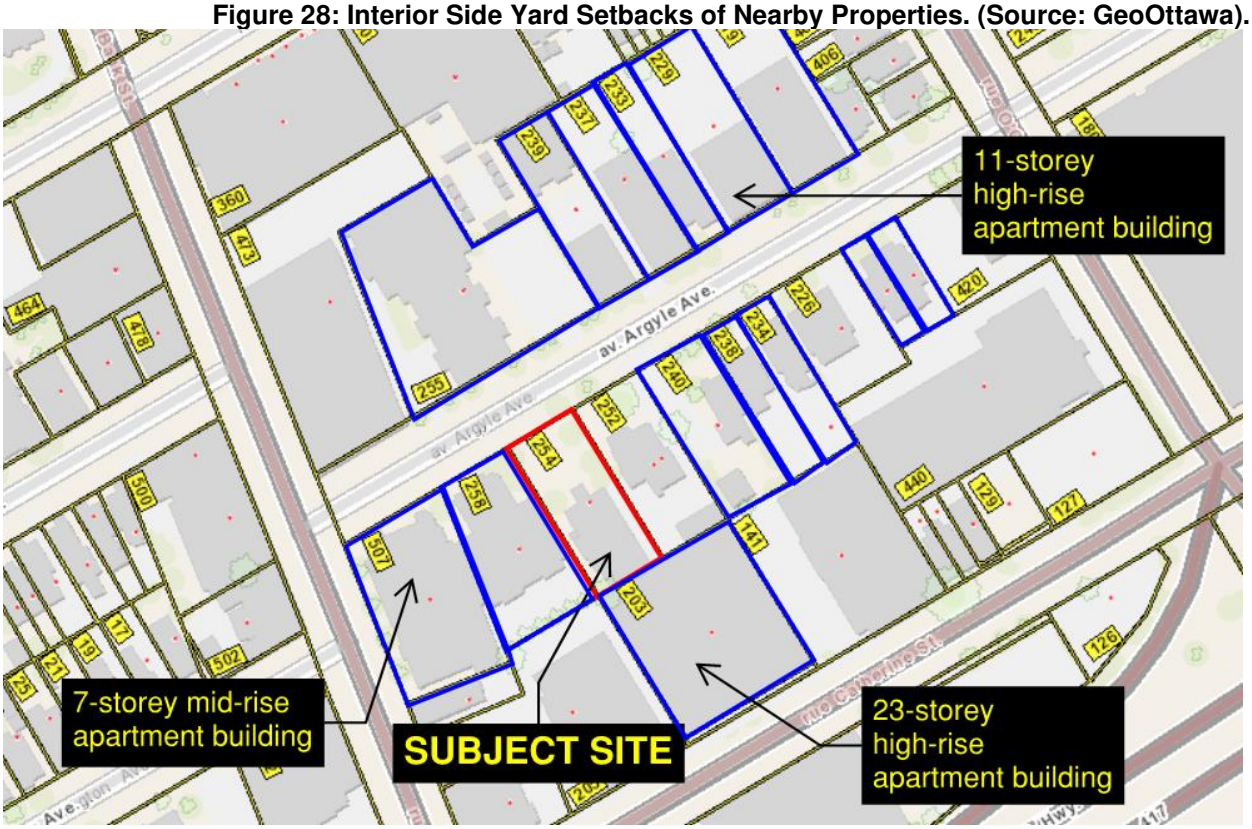
The reduced rear yard represents an increased setback over the existing condition, where the church building abuts the rear lot line. The reduced rear yard will not adversely impact privacy and overlook on the abutting property to the west, which has a parking lot located in the rear yard. The reduced rear yard will not adversely impact privacy and overlook on the abutting property to

the east, which has a parking lot located in the rear yard. The reduced rear yard setback is greater than the rear yard setback of the building to the south (203 Catherine Street), which is setback less than 4 metres from the rear lot line.

Reduced Interior Side Yard Setbacks

The proposed Zoning By-law Amendment requests reduced interior side yard setbacks of 1.5 metres, whereas 1.5 metres is required 21 metres from the front lot line, and 6.0 metres is required more than 21 metres from the front lot line. The proposed interior side yard setbacks provide adequate space for access between the front yard and the rear yard of the property. Adequate space is provided between the building and the westerly interior lot line to provide a walkway to the street from the pet wash and the bike parking area. Sufficient space is provided for light and air between buildings, with 4.2 metres of separation between the proposed building and the existing building on the abutting property to the east. Numerous other properties near the Subject Site have similar sized interior side yard setbacks as the proposed development as shown in Figure 28 (properties with similar setbacks outlined in blue).

Figure 28: Interior Side Yard Setbacks of Nearby Properties. (Source: GeoOttawa).



The seven-storey mid-rise apartment building on the abutting property to the west has a 0-metre interior side yard setback. The 23-storey high-rise apartment building on the abutting lot to the rear has 0-metre interior side yard setbacks from both interior lot lines. The proposed interior side yard setbacks are thus representative of an existing condition within the neighbourhood and are a general characteristic of urban built forms, as identified in Section 5 of the Official Plan.

Reduced Landscaped Areas

The proposed Zoning By-law Amendment requests a reduced landscaped area of 267 square metres, which is equivalent to 28.7% of the lot area. The required landscaped area is 30% of the lot area, which is equivalent to approximately 280 square metres. The proposed landscaped area constitutes a reduction of only 1.1%, which equates to approximately 10 square metres. Areas of hardscaping devoted to parking and driveways have been minimized. The driveway is proposed to be single-wide which will reduce the area of the Subject Site that is dedicated to driveways. Sufficient space is provided to plant trees despite the reduced landscaped area.

Reduced Resident Parking Rate

The proposed Zoning By-law Amendment requests a reduced resident parking rate of 0.38 spaces per dwelling unit (12 spaces) after the first 12 units, whereas 0.5 spaces per dwelling unit after the first 12 units is required (36 spaces – 10% reduction for underground spaces = 32.4 spaces). The proposed reduction in resident parking spaces is mitigated by the number of bicycle parking spaces provided, which is more than one space per dwelling unit (85 spaces), whereas 0.5 spaces per dwelling unit (42 spaces) is required.

The Subject Site is located close to active transportation infrastructure, including on-road protected bike lanes along O'Connor Street, which connects the site to the Downtown Core. The Subject Site is within 70 metres of Bank Street, which is a Transit Priority Corridor and has frequent bus routes. The Subject Site is within 300 metres of Gladstone Avenue, which has frequent bus routes. Local bus routes are provided along Catherine Street, which is less than 300 metres from the Subject Site. The Subject Site has a Walkscore and a Bikescore of 99, indicating that most daily needs can be met by short walking or bike trips. The number of bike parking spaces proposed, the proximity of the site to commercial uses, parks, and schools, and the proximity of public transit mitigates the impact of the reduced resident parking rate.

Relief from Heritage Overlay

The proposed Zoning By-law Amendment requests relief from the Heritage Overlay. Section 60 of the Zoning By-law limits the size and location of additions to heritage buildings. Section 60 limits the location, scale, massing, and floor area of new construction where a building in the Heritage Overlay is removed or destroyed. The proposed development contemplates the relocation of the heritage church building on the property from the rear of the lot to the front of the lot, increasing its prominence on the site and supporting the rehabilitation and reuse of the building. The provisions of the Heritage Overlay require a building to be rebuilt in the same location as it existed prior to the removal or destruction of the building.

Section 60 regulates the size and location of additions to heritage buildings. The proposed development does not constitute an addition to a heritage building, which will be removed and rebuilt in a different location on the site. Relief is required from the Heritage Overlay to permit the relocation of the church to the front of the Subject Site.

Include Two Mezzanine Levels as Part of the First Storey

The proposed Zoning By-law Amendment requests the mezzanine levels to be included as part of the first storey. The Zoning By-law defines a storey as including a mezzanine level, meaning that the proposed mezzanine levels would count as a separate storeys. The mezzanine levels are

proposed to accommodate the integration of the heritage church building into the ground floor of the building. The mezzanine levels will provide a unique unit arrangement with three units having ground floor entrance areas and bedrooms on the first mezzanine level. The second mezzanine level will have a gym common amenity area. The mezzanine levels allow the building from the second storey and above to be constructed above the heritage church. The mezzanine levels and the first storey are accommodated within the full ground floor height of the existing church building, with the second storey being constructed above the church. This design supports the retention of more of the church building, permits views of the east side of the church from the street, and allows the church building to integrate into the ground floor program of the new building.

Conclusion

In order to facilitate the development of the proposed nine-storey mid-rise apartment building on the Subject Site, site-specific zoning relief is requested to permit a reduced lot width, increased building height, a reduced front yard setback, a reduced rear yard setback, reduced interior side yard setbacks, reduced landscaped area, and reduced residential parking rate. The Zoning By-law Amendment is proposed to include relief from the Heritage Overlay to permit the building to be relocated on the Subject Site. Inclusion of the mezzanine levels as part of the first storey is proposed as part of the requested Zoning By-law Amendment.

The proposed development allows for intensification of the Subject Site, which is within walking distance of a variety of land uses, public transit, and active transportation infrastructure. The development supports the rehabilitation and reuse of an existing heritage building and increases its prominence on the site, enlivening the streetscape and contributing to the heritage character of the area. The development encourages alternative transportation modes, provides sufficient soft landscaping, and plentiful outdoor and indoor community amenity areas that support the objectives of the Official Plan.

The Zoning By-law Amendment and Site Plan Control applications are appropriate for the development of a nine-storey mid-rise apartment building on the Subject Site.

7.0 PUBLIC CONSULTATION STRATEGY

Prior to Submission

A formal pre-application consultation meeting was held with City staff on June 14th, 2023. A representative from the Centretown Community Association was present at the pre-consultation meeting. Comments from the Centretown Community Association were received and incorporated into the overall design of the building and the preparation of this application.

Upon Submission

The public will be consulted regarding the proposed development through the legislated public consultation requirements. This includes a signed posted on the site and the posting of the application on the City's 'DevApps' website. At this time, neighbours will have the opportunity to comment on the proposal.

A meeting was held with the Centretown Community Association on September 3rd, 2024.

8.0 CONCLUSION

This Planning Rationale has been prepared in support of a Major Zoning By-law Amendment and Site Plan Control applications for a nine-storey mid-rise apartment building at 254 Argyle Avenue. The proposed development will consist of 84 dwelling units, 27 resident parking spaces, 8 visitor parking spaces, and 85 bicycle parking spaces. The development will result in the relocation of the existing heritage church building on the Subject Site to the front of the property, integrating it functionally and aesthetically into the new construction.

The Subject Site is designated Neighbourhood in the Downtown Core Transect and is subject to the Evolving Neighbourhoods Overlay in the City of Ottawa Official Plan. The Subject Site is designated Local Mixed Use in the Central and East Downtown Core Secondary Plan. The Subject Site is identified as a Contributing Property in the Centretown and Minto Park Heritage Conservation District Plan. The Subject Site is zoned R5B[854] H(19) – Residential Fifth Density, Subzone B, urban exception 854 with a maximum height of 19 metres in the City of Ottawa Zoning By-law 2008-250.

The proposed development supports intensification within a settlement area. The development contributes additional housing units near public transit service, active transportation infrastructure, and commercial uses. The proposal supports the reuse of a heritage building in a contextually appropriate manner that contributes to the heritage character of the district.

The proposal meets the housing and intensification goals of the Provincial Policy Statement and the Official Plan by adding 84 dwelling units to the urban area. The development is located within 70 metres of Bank Street, which is a Transit Priority Corridor, and within 300 metres of O'Connor Street, where there are on-road protected bike lanes. Commercial uses, schools, and parks are located within walking distance of the Subject Site. The Subject Site is well located to accommodate increased density.

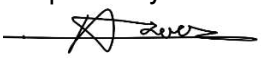
The Zoning By-law Amendment and the proposed development conforms with the policies of the Official Plan and the Central and East Downtown Core Secondary Plan. The development conforms with the maximum building height of nine storeys permitted by the Secondary Plan. The development aligns with the Centretown and Minto Park Heritage Conservation District Plan as identified in the Heritage Impact Assessment. The requested Zoning By-law Amendment establishes appropriate zoning provisions for the proposed mid-rise apartment building and supports development that is compatible with the surrounding uses and meets the intent of the Zoning By-law.

The Major Zoning By-law Amendment and Site Plan Control applications are appropriate for the development of the Subject Site and represent good land use planning.

Yours truly,

NOVATECH

Prepared by:



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