



100 Argyle Avenue

Planning Rationale
Site Plan Control
August 16, 2021



Prepared for Colonnade BridgePort

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1.0 Introduction

Fotenn Consultants Inc. originally issued a Planning Rationale in support of an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBLA) for the lands municipally known as 100 Argyle Avenue dated November 22, 2018.

In September 2020, through collaboration with City Planning and Heritage Staff, the Ward Councillor and Community representatives, and additional stakeholders, the proposal was substantially modified, in particular to change the proposed building massing from a 65-metre building height to a 38-metre building height that more effectively establishes a transition from the Catherine Street Corridor to the Museum of Nature lands.

The subsequent OPA (No. 252) and ZBLA (By-law 2021-122) were then approved by Council on April 14, 2021, having the following effects:

- / **OPA 252:** Amended Schedule H2 – Maximum Building Heights of the Centretown Secondary Plan for the 100 Argyle Avenue lands to allow a building height massing equivalent to 10-storeys and;
- / **By-law 2021-122:** Amended the existing “General Mixed Use, Subzone 5, Exception 68, Maximum Floor Space Index 2.0, Maximum Height 18.5 metres (GM5[68] F(2.0) H(18.5))” zone in the City of Ottawa’s Zoning By-law to allow a 38-metre building height, remove the Floor Space Index requirement (FSI) and establish site and project-specific zoning performance provisions. A new zoning of General Mixed Use, Subzone 5, Exception 2694, Maximum Height 38 metres (GM5[2694] H(38)) was therefore established for the site.

The intention of this application is to formalize the development proposal through the Site Plan Control process in confirming technical attributes of the design such as access, landscaping, circulation, refuse collection, amenity locations, and other design nuances.

In formalizing the design of the proposal within the established building envelope approved through the ZBLA, it was determined that a 12-storey high-rise building proves more viable than a 10-storey high-rise building and can be achieved within the established building envelope, maintaining the same overall massing. In rethinking the floor heights within the approved massing, it allowed for increased housing supply while still maintaining the required parking, amenity area, building height, and setback provisions approved through the original Zoning By-law Amendment.

Fotenn has determined that the application is appropriate and represents sound land use planning.

1.1 Subject Site



Figure 1: Site Context



Figure 2: 100 Argyle Street, frontage and building

The subject property is located on an interior lot fronting onto the south side of Argyle Avenue between Metcalfe Street and Elgin Street, and north of Catherine Street and Highway 417 (the Queensway). The lands are legally described as Part 1, Lot 3 and Part of Lot 4, Registered Plan 30 (PIN 041230063). The property has a total area of 1,560 m² (or 0.386 acres). It is a rectangular lot with a frontage of 33.6 metres and a depth of 46.4 metres. Directly across from the site is the Museum of Nature. The Museum, constructed in 1912, is a National Historic Site designed in the Gothic Revival/Scottish Baronial style.

The site is currently occupied by a 2.5 storey, office building which includes surface parking to the side and rear of the property. A heritage survey indicates that it was constructed between 1949 and 1956. The building has been identified as a Group 2 heritage building and is part of the Centretown Heritage Conservation District (CHCD). The building is not a designated heritage structure. While portions of the existing building are proposed for removal upon redevelopment, the front façade will be preserved and incorporated as a defining element for the street frontage.

The site is presently accessed through a right-in/right-out access on Argyle Avenue, currently a one-way street. Annex 1 of the Ottawa Official Plan identifies a right-of-way (ROW) protection of 20-metres for Argyle Avenue. The ROW has been previously widened and therefore no further widenings will affect this property.

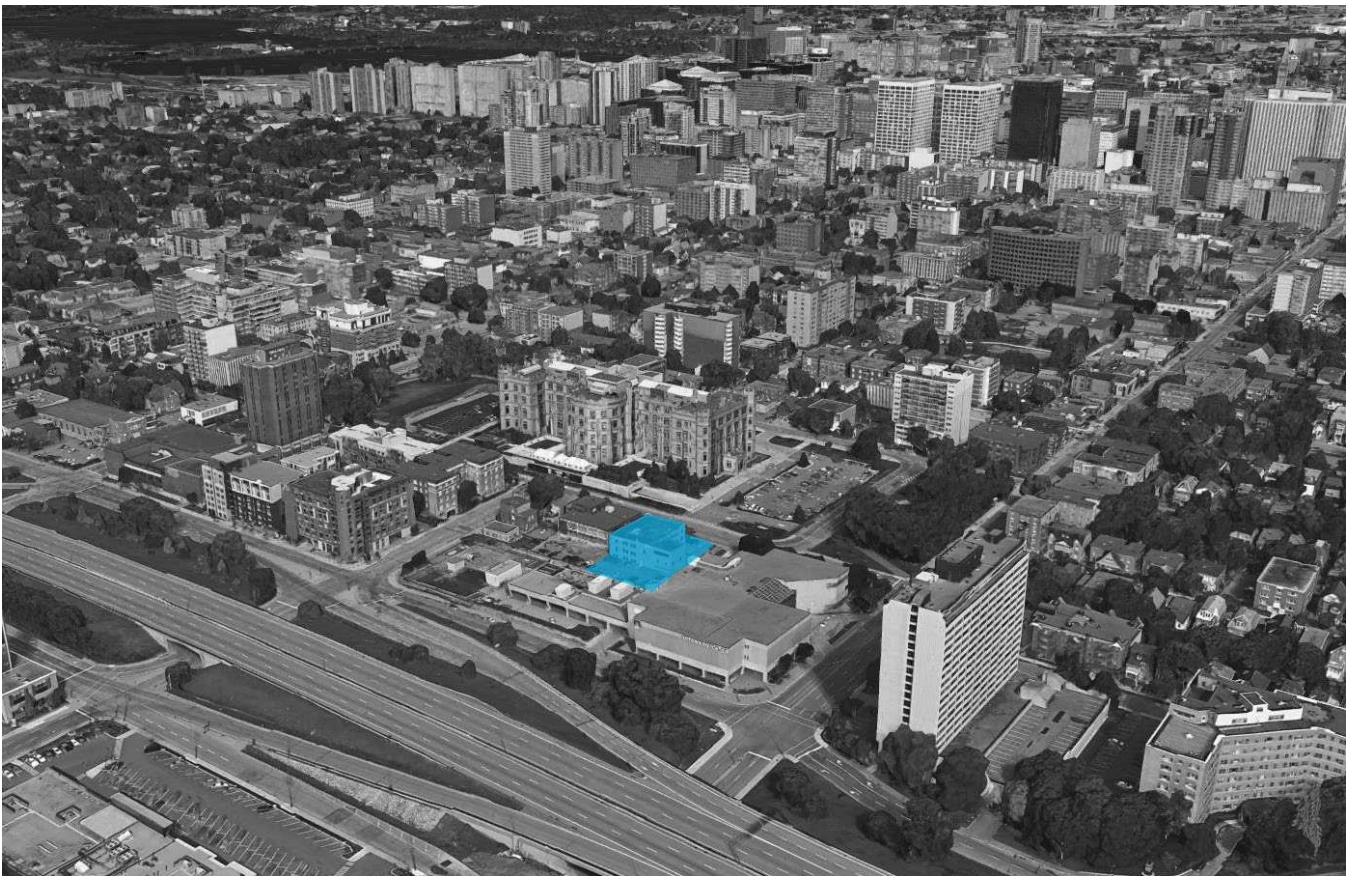


Figure 3: 3D mapping of Site Context (Google Earth)

The surrounding land uses are described as follows:

North: To the immediate north of the subject property is the Canadian Museum of Nature and the surrounding park space. Metcalfe Street is interrupted by the museum building and curves around the east side of the museum and to McLeod Street and then back west to continue north to Parliament Hill. The museum itself is a

four (4) storey building, with higher than typical floor heights and projecting architectural features. The museum is a National Historic Site of Canada and is centred on the axis of Metcalfe Street with the front door facing north. The museum property includes surface parking areas on the east and west sides, park spaces abutting Elgin Street and O'Connor Street and a raised outdoor terrace on the south side. As noted, Metcalfe Street bisects the east edge of the property between the parking area and the greenspace. Further north is generally low-rise residential neighbourhood, with a mix of uses focused along the major arterials and specifically along the Elgin Street Traditional Mainstreet.

East: To the east of the subject property is the Ottawa Police Headquarters. The large property includes an office building, together with associated parking areas. The Ottawa Police property abuts Elgin Street to the east and occupies the entire width of the block between Metcalfe and Elgin Streets on the north side of Catherine Street. Further east is an existing 18 storey mixed-use building with retail and office uses on the ground floor and an eight (8) storey residential apartment building further east along the Queen Elizabeth Driveway. To the northeast is a low-rise residential neighbourhood known as the "Golden Triangle" that transitions to taller buildings as you move north towards the downtown core. Further east is the Rideau Canal.

South: Immediately south of the subject property is the Ottawa Police Headquarters building which abuts the full length of Catherine Street between Metcalfe and Elgin Streets. Catherine Street is a one-way (east to west) arterial street that runs parallel to the Queensway, a controlled access freeway that is elevated adjacent to the subject property. South of the Queensway is a mix of residential and office uses abutting the highway transitioning into the Glebe low-rise residential community further south.

West: West of the subject property is a two (2) storey office building and heritage dwellings converted to office uses and multi-unit dwellings. Further west is the five (5) storey Windsor Arms apartment building and the eight (8) storey Beaver Barracks community housing development. At the corner of Argyle and O'Connor Streets is the 16 storey Taggart Family YMCA-YWCA tower.

1.2 Transportation Network

The subject property is located on a segment of Argyle Avenue classified as an Arterial Road on Schedule F - Central Area/Inner City Road Network of the Official Plan (Figure 4). Argyle Avenue is a two (2) lane wide, eastbound single-direction road with on-street parking immediately in front of the property. The site can be easily accessed from the Ontario 417 Highway and other areas of the City without directing traffic through additional residential neighbourhoods.

The subject property is also located in close proximity to north-south and east-west Transit Priority Corridors, as per Schedule D – Rapid Transit Network of the Official Plan (Figure 5). North-south Transit Priority Corridors include Elgin Street and Bank Street; east-west corridors include Gladstone Avenue and Isabella-Chamberlain Street. This results in considerable transit connectivity for the site. Increased site density can be supported by the future transit capacity.

The site is 1,560 metres walking distance from a rapid transit station on the primary LRT corridor (Parliament). The property is also located approximately 1,400 metres walking distance from the Campus Rapid Transit Station. Although this proximity does not qualify the site to be considered part of the rapid transit network, it is nonetheless a manageable proximity to reach by bicycle or local transit routes along Transit Corridors.

The subject property is located 260 metres from a segregated two-way cycle track on the City's Primary Urban Cycling Network (Figure 6). The property is also near many local routes, and in close proximity to the multi-use pathway network bounding the canal. These routes connect into the remainder of the City's cycling network; both on- and off-road. This cycling infrastructure will also offset the necessity for motor vehicle usage and thereby contribute to a stronger non-vehicular modal distribution associated with the greater density proposed for the site.



Figure 4: Schedule F of the Official Plan, Central Area/Inner City Road Network

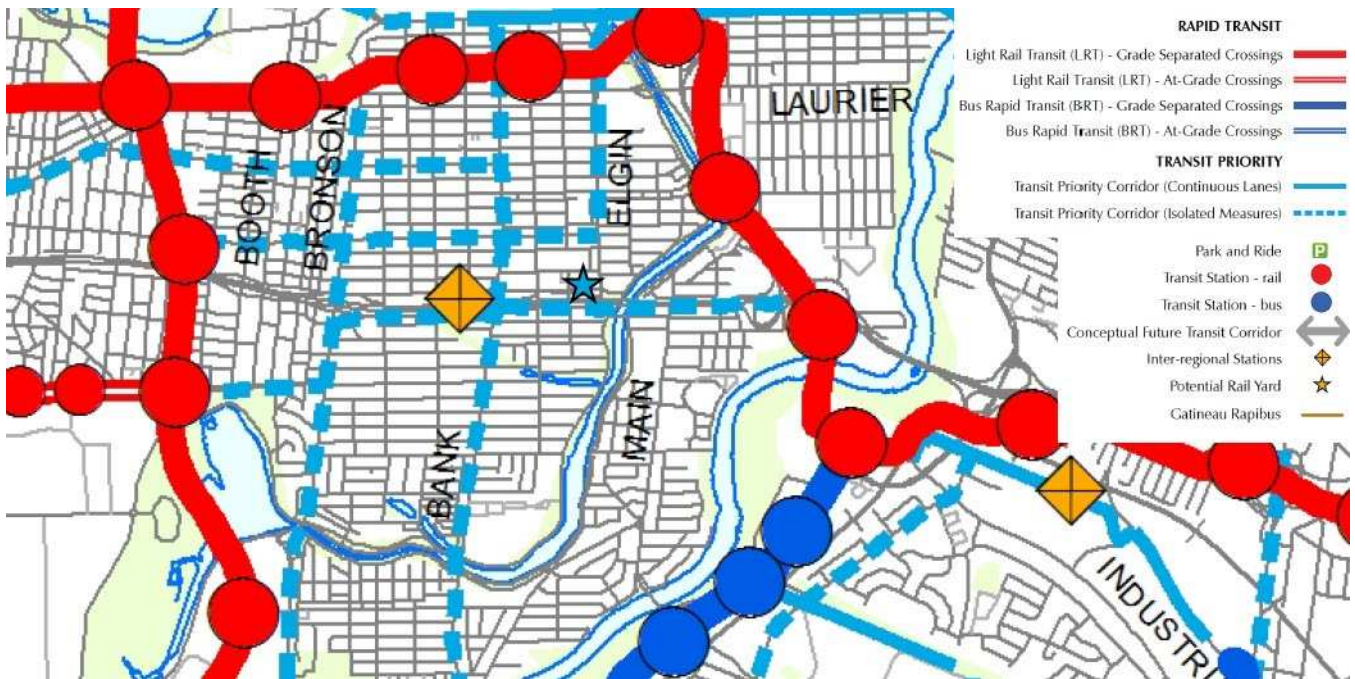


Figure 5: Schedule D of the Official Plan, Rapid Transit Network

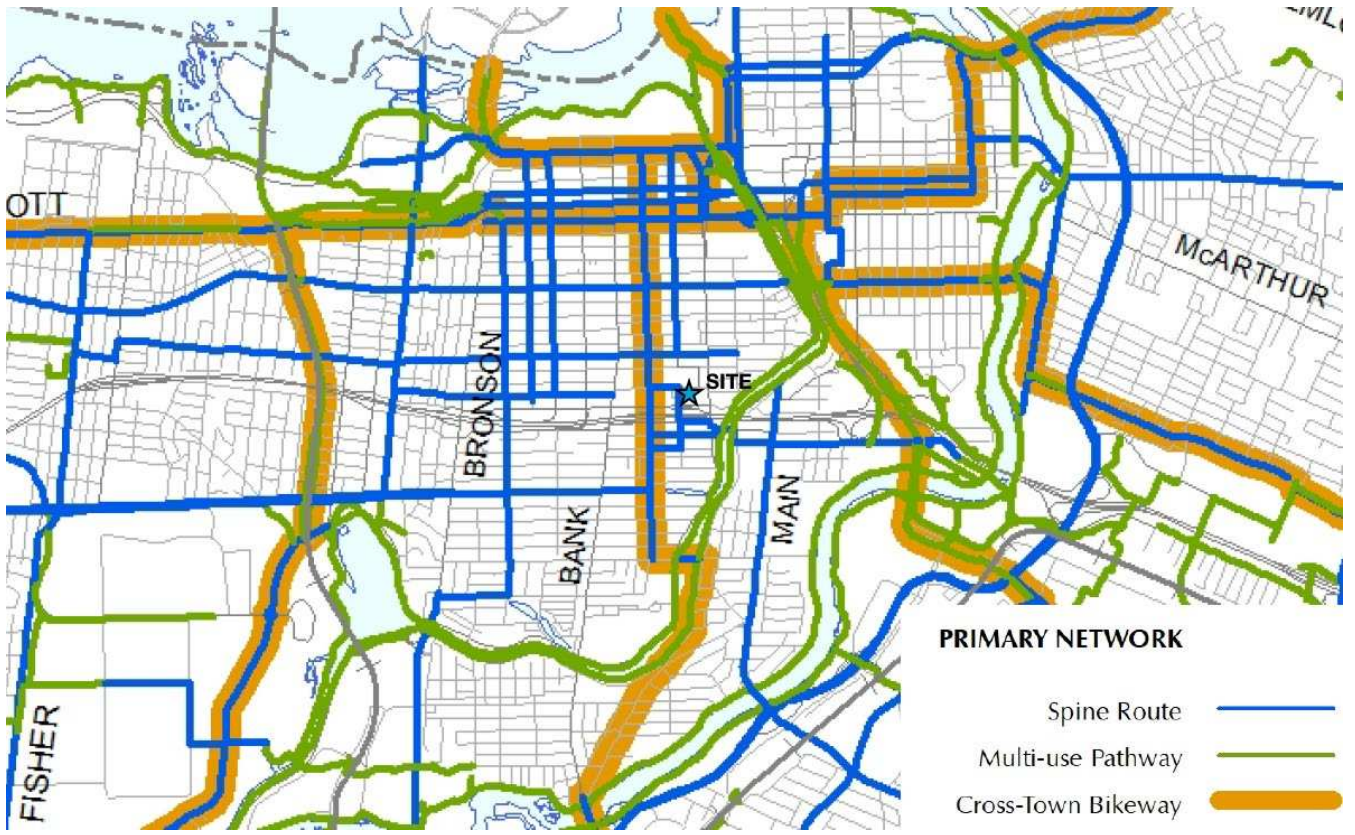


Figure 6: Schedule C of the Official Plan, Urban Cycling Network

2.0 Proposed Development

Colonnade BridgePort is proposing a 12-storey high-rise apartment building consisting of 123 units. Two (2) below-grade parking levels are provided for a total 62 spaces (51 residential, 11 visitor). The garage is accessed by a driveway aisle and door on the west portion of the property. The building integrates the heritage façade of the existing office building as a primary focal point, projecting further forward than the remainder of the building. It will be utilized as an interior lobby/atrium for the building. The balance of the ground floor is identified for amenity area, mechanical and electrical equipment, move-in staging, and refuse storage.

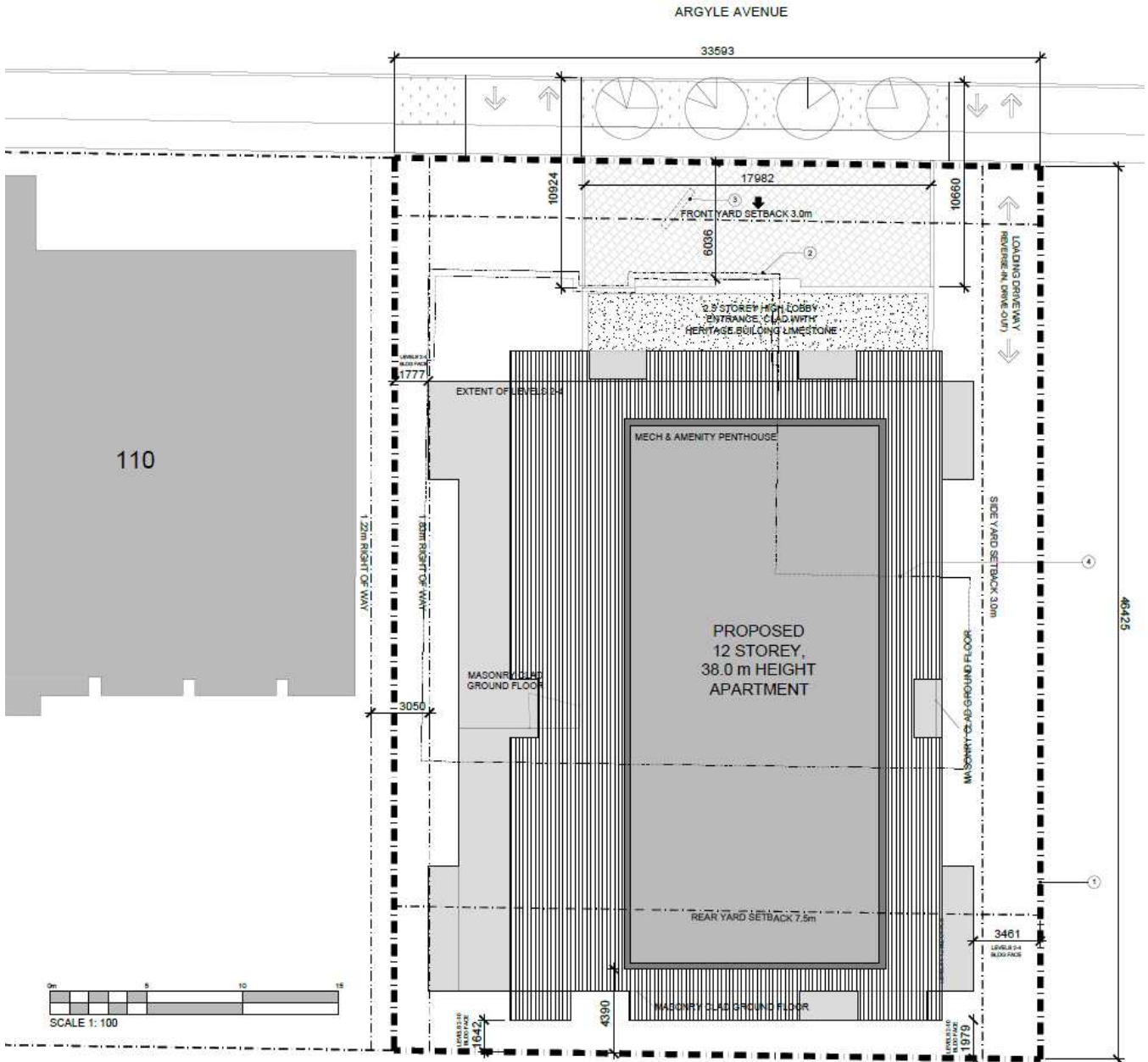


Figure 7: Site Plan

The building employs a “floating form” design by recessing floors 3-4 from the heritage façade whereas floors 6-12 project forward and showcase a brighter materiality which reflects the tone of the heritage façade. This is further accentuated by cantilevered portions of the first floor which draw the viewer to the heritage façade. The units are distributed as follows:

1 bedroom	55
1 bedroom + den	31
2 bedroom	11
Studio	26
Total	123

Additional podium and tower separation to the property to the west (110 Argyle Street) is achieved by recognizing the existing surface access easement (Right-of-Way) of 3m in width, 1.78m from the shared property line. The tower is located 3.4m from the shared east property line, allowing for a loading aisle to be provided. Balconies are proposed throughout the building.

The building includes 921 m² of common amenity area distributed through a groundfloor area in addition to internal and external penthouse spaces. Many units will also incorporate balconies, resulting in a total of 281 m² of private amenity area, and a total 1,202 m² amenity area for the development; which is nearly twice the By-law requirement. The proposal also incorporates 78 bicycle parking spaces within the building.



Figure 8: North Site Elevation



Figure 9: 3D perspective of proposed site massing

3.0 Policy & Regulatory Framework

3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

- 1.1.1 a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 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;
- 1.1.1 c) avoiding development and land use patterns which may cause environmental or public health and safety concerns
- 1.1.1 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;
- 1.1.3.3 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.
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
 - 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; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development is sensitive to surrounding land uses and promotes intensification on an underutilized site in an area which benefits from an active transportation network and is designated for growth. It contributes to a complete array of housing typologies. The proposed development of the subject property is in conformity with the policies of the PPS.

3.2 City of Ottawa Official Plan

The City of Ottawa's Official Plan (OP) provides a vision and a policy framework to guide the future growth of the City of Ottawa. It is a legal document that addresses matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. The applicable policies of the OP have been reviewed below.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

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

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

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) discussed below and 2.5 (Building Liveable Communities), discussed in the Design Brief (4.0).

The proposed development intensifies an under-utilized property within the City's urban area and in an area appropriate for intensification. The compact form of the development will encourage active transportation and transit use. The injection of new residents to the area will support existing regional and community-scale uses in the area. The additional residential units are in very close proximity to Elgin Street, a Traditional Mainstreet intended to function as one of Centretown's main commercial streets. Elgin Street has experienced very limited intensification in the last 20 years, shifting development opportunities onto abutting streets, where well-suited.

3.2.2 Managing Growth

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of

existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Residential intensification is broadly defined in Section 2.2.2, Policy 1 as the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development.

The proposed development meets the definition of residential intensification as defined above and fits well within both the planned and existing context.

Section 2.2.2 provides policies for growth outside of target areas, such as the General Urban Area in the case of the site. They are discussed below:

22. The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area.

The proposed development exemplifies intensification on an underdeveloped site within the urban area.

23. The interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings (as defined in Figure 2.4). The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties. The City will consider these attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications or undertaking comprehensive zoning studies.

The proposed development is not internal to an established low-rise residential neighbourhood. It reflects an edge condition where it is located to transition from the northerly low-rise forms to the southerly high-rise forms framing the Catherine Street corridor. It exemplifies desirable character in its built form and is compatible with the surrounding community in terms of materiality and incorporation of a character-defining heritage façade.

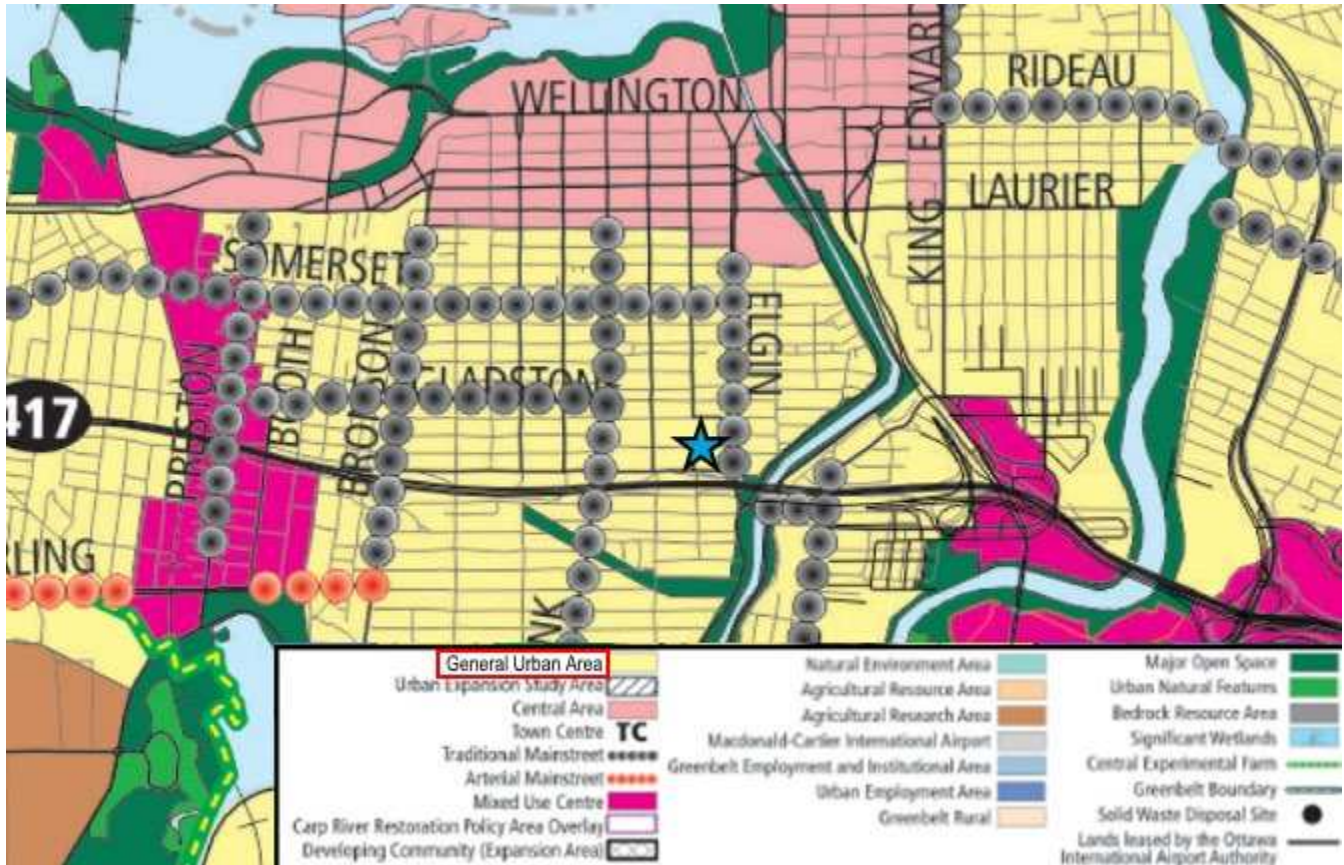


Figure 10: Schedule B of the Official Plan

3.2.3 General Urban Area Designation (Section 3.6.1)

The subject property is designated General Urban Area in the Official Plan. This designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The aspiration is for development in General Urban Areas to contribute to the establishment of complete communities.

Policy 1 notes that the General Urban Area designation permits housing and retail uses, among an array of other uses which contribute to complete communities. This supports the proposed development.

Policy 2 notes that new development will have to be in accordance with Section 2.5.1 and Section 4.11 of the Official Plan. Conformity with these sections will be discussed in Section 4.0 – Design Brief.

Policy 3 states that building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.

The subject property is an example of a site that permits a zoning greater than four storeys.

Policy 4 states the following: Notwithstanding Policy 3, new taller buildings may be considered for sites that:

- a. front an Arterial Road on Schedules E or F of this Plan and which are:
 - i. within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or

- ii. on a Transit Priority Corridor on Schedule D of this Plan. For the purposes of this policy only, the “Transit Street” defined in the Riverside South Community Design Plan is considered an Arterial Road;
- b. are in an area already characterised by taller buildings or sites zoned to permit taller buildings.

The subject property is an example of a site zoned to permit a taller building. The permitted building height is 38 metres, which can facilitate a massing of 12 storeys.

Section 2.2.2 provides further direction and requirements for increased height:

10. Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Low-rise intensification will be the predominant form of intensification in the General Urban Area.
11. The distribution of appropriate building heights will be determined by:
 - a. The location in a Target Area for Intensification identified in policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
 - b. The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.

The City’s Official Plan contains policies for the General Urban Area to permit greater building heights where the site is within proximity of an identified Transit Priority Corridor and where the site is in an area already characterised by taller buildings or sites zoned to permit taller buildings.

The subject property is within 400 metres of two (2) Transit Priority Corridors (Catherine Street and Elgin Street north of Gladstone). While the abutting properties are not zoned for high-rise buildings, the Secondary Plan would permit greater height on those lands.

As noted above, the site is presently zoned for a taller building (38 metres).

The surrounding built-form context of planned and existing high-rise buildings in proximity to the site, including the 18-storey building at 467 Elgin Street, 13-storey apartment building at 201 McLeod Street, 20-storey building being constructed at 203 Catherine Street, and the 16-storey YMCA-YWCA building at 180 Argyle supports the consideration of greater height on lands on the south side of Argyle Street and north of Catherine Street. The proposed building is designed not to detract from the Museum of Nature heritage building and to mitigate other urban design and compatibility impacts (shadowing, separation from adjacent uses, heritage conservation, and more).

The proposed setbacks recognize the development potential of the large police station property to the east and south and the ability of that site to provide separation. To the east, the proposed building would provide separation in the range of 15 to 20 metres, depending on the layout of the abutting property. Note that the adjacent westerly property is considerably smaller than the subject site and the Secondary Plan and Zoning would not currently permit a high-rise building on the lands.

3.2.4 Building Liveable Communities

Section 2.5 of the Official Plan states that Ottawa’s communities should be built on the basics of good housing, employment, ample greenspace, and a sense of history and culture, but also focusing on community design

and by engaging in collaborative community. The Design Brief (4.0) outlines the ways in which this property meets these aspirations.

3.2.5 Centretown Secondary Plan

The Centretown Secondary Plan acts as the Council-approved policy framework for the neighbourhood. The subject property is designated “Residential Mixed Use” under Schedule H1 of the Central Character Area in the Centretown Secondary Plan (Figure 11). This designation applies to portions of the 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. The Residential Mixed-Use designation limits commercial uses and encourages residential uses in the form of detached, semi-detached, townhouses, and apartment buildings.

A variety of mid-rise and low-rise buildings are encouraged in the Central Character Area with buildings up to nine (9) storeys generally permitted. To the east and west along Argyle Street, properties also have permitted heights of 9-storeys, while properties to the south abutting Catherine Street have permitted heights of 25-storeys.

The site is set to a height limit equivalent to 10-storeys under Schedule H2 of the Centretown Secondary Plan. Section 3.9.5.3 of the Secondary Plan notes that the implementing zoning by-law shall establish appropriate maximum building heights within the ranges shown on Schedule H2. These maximum building heights are intended to help ensure compatibility between existing buildings and new development and between areas of different building heights, which together with other applicable zoning provisions ensure new development achieves an appropriate built form transition to adjacent areas of lower height.

The proposed zoning height permissions were established through an Official Plan Amendment to the Secondary Plan. It has been established sufficiently that the prescribed built form and transition objectives of the Secondary Plan can be met at a building height of 38 metres.

The subject property is designated “Residential Mixed-Use” in both the Centretown CDP and the implementing Centretown Secondary Plan and permits a building massing equivalent to ten (10) storeys. Within the Central Character Area of the Secondary Plan, to the east and west along Argyle Street, properties have permitted heights of 9 storeys, while properties to the south abutting Catherine Street have permitted heights of 25 storeys. The site represents a logical transition from the planned and existing high-rise buildings to the east of the site along Elgin Street, and south along Catherine Street, into the Museum property and neighbourhood beyond. The 25-storey buildings along Catherine Street transitioning to a 12-storey building on the subject lands is appropriate.

The “Residential Mixed-Use” designation applies to the majority of lands east and west of the Bank Street and Elgin Street corridors and south of Cooper Street, and north of the mid-block property line with Catherine Street. The 100 Argyle Street lands are separated from the larger area to the north by the Museum lands and have a greater relationship with the lands along the Catherine Street corridor, permitting 25-storey buildings.

The approval of the proposed high-rise building could have had policy implications on the surrounding policy area (mid-rise designation) and on the entire policy direction of the Secondary Plan. For that reason, the approved Secondary Plan Amendment was site-specific and did not have any direct impact on the policy designation. Other properties along the south side of Argyle Street have a more direct interface with the Museum, are smaller in area and potentially less-suited for high-rise building and / or are characterized by residential uses in existing heritage buildings.

The overall height approach for the entire Secondary Plan area reflects the “bowl” approach when looking at the north-south cross-section. The tallest buildings are located in the north, between Gloucester and Lisgar Streets, gradually transitioning down to the 9-storey central area and then rising again to 25-storeys along Catherine Street. The CDP states that appropriate heights should take cues

from the existing built-form context, recent development approvals, providing appropriate transition to lower-rise areas, and creating a varied skyline through building height variation.

Any proposed development, including the proposed high-rise building, needs to demonstrate building transition and compatibility with the surrounding uses. The Design Brief prepared in support of the application demonstrates how this transition is being achieved and assesses the planned and existing context of the wider area to sufficiently demonstrate how impacts are being mitigated.

The design approach of the podium and heritage façade, and the floating residential tower form contribute to minimal shadowing impacts of the east surface parking lot of the Museum lands. The proposed building is not immediately abutting the Museum building, but assists in framing the Museum lands and in particular the void of the parking lot, all contributing to an enhanced streetscape along Argyle Street.

The proposed development incorporates the front façade of the existing 2.5-storey office building, as part adaptive re-use as a residential lobby. The podium, mainly recessed behind the heritage façade fits well into the built-form along Argyle Avenue. The floating form portion of the building incorporates similar materials and proportions as the heritage façade, contributing to a cohesive yet unique building.



LAND USE / UTILISATION DU SOL

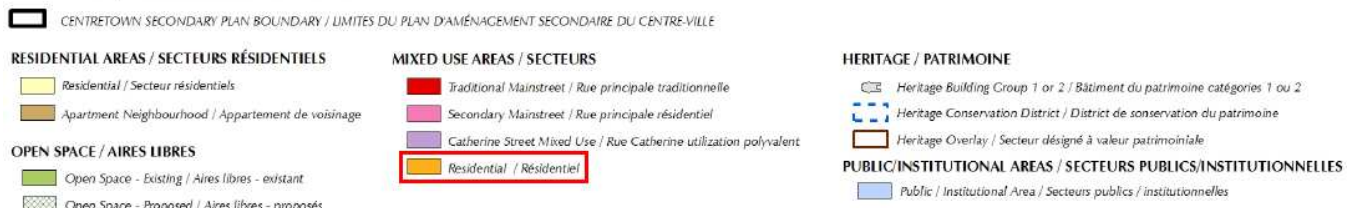


Figure 11: Centretown Secondary Plan Schedule H1 - Land Use

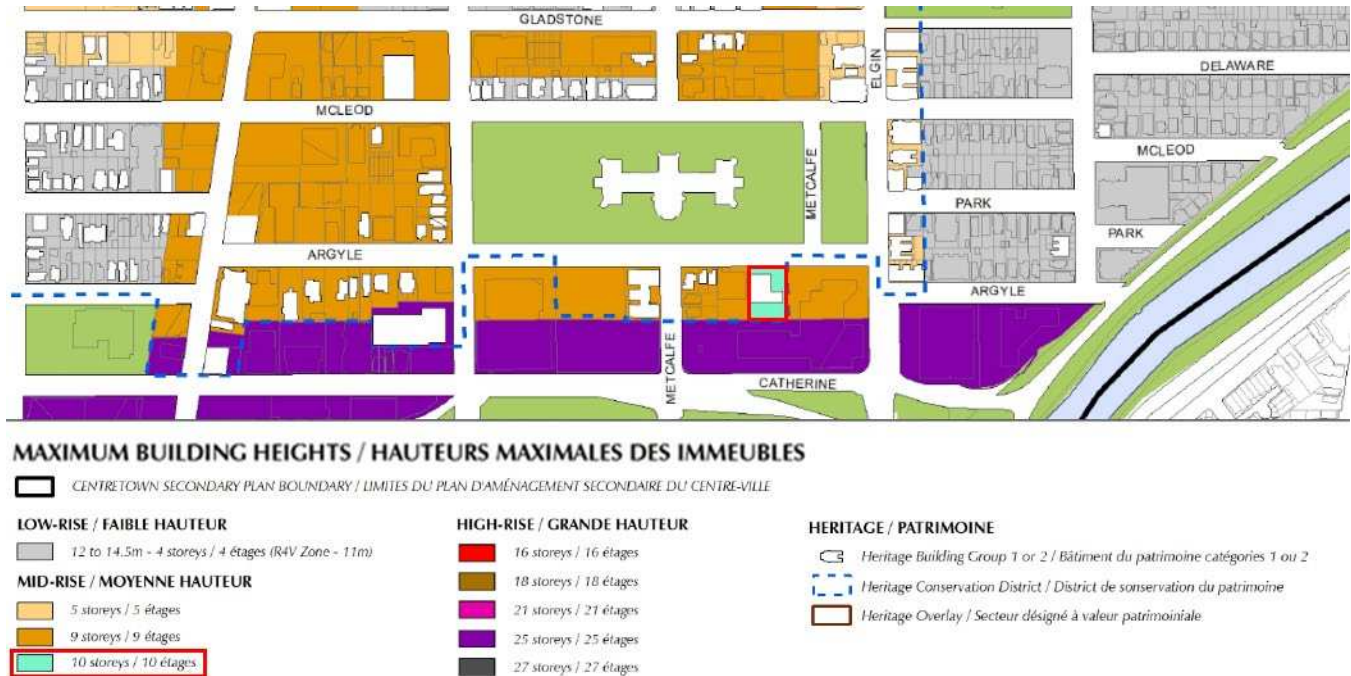


Figure 12: Centretown Secondary Plan Schedule H2 - Maximum Building Heights

The Secondary Plan refers to the built form guidelines found in the Centretown CDP and states that they are meant to be general and may not apply equally in all circumstances. Where a high-rise building is introduced in the Central Character Area, provisions described in Section 3.9.3.3 and 3.9.4.3 apply.

- / Section 3.9.3.3 states that buildings of varying heights are encouraged and that building heights should achieve transition to mid-rise and low-rise areas.
- / Section 3.9.4.3 states that where a building height greater than 6-storeys is proposed adjacent to a significant heritage resource (e.g. the Museum of Nature) a stepping of heights or increased setbacks should be provided to achieve an appropriate transition.

In terms of the above Secondary Plan policies, the proposed building contributes to a transition from the planned, 25-storey building height along the Catherine Street corridor to the context of the Museum of Nature lands, and the area north of McLeod Street designated “Residential Mixed-Use” in both the Centretown CDP and the Centretown Secondary Plan. It contributes to the varying heights envisioned for the Central Character Area. The entirety of the building form is sited behind the heritage façade and fits well into the built form along Argyle Avenue. This design approach further facilitates an effective transition to the Museum lands and building.

Argyle Avenue is identified as a priority streetscape improvement on Schedule H3 of the Secondary Plan as part of the Metcalfe Street corridor. The intent of this designation is to encourage streetscape improvements along these specific key streets.

Section 3.7.2 of the Secondary Plan refers to the integration of heritage assets; specifically noting that the City shall encourage the rehabilitation and re-use of heritage buildings in Centretown.

Preservation, rehabilitation, and coordination with the existing heritage façade is proposed in line with Section 3.7.2 of the Secondary Plan.

3.3 New Ottawa Official Plan (Anticipated 2021-2046)

The City of Ottawa is currently undertaking the preparation of a new Official Plan, to apply to a 25-year planning horizon from 2021 to 2046. The City has released key preliminary policy directions, which are oriented around the “Five Big Moves” that include:

- / Growth Management;
- / Mobility;
- / Urban and Community Design;
- / Climate, Energy and Public Health; and
- / Economic Development.

Preliminary policy directions applicable to the proposed development include:

- / Achieve an intensification target of 60%-70%;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

In summary, the new proposed Official Plan policies trend toward a greater focus on transit-oriented development, intensification, and urban design. The proposed development is consistent with these directions.

4.0 Design Brief

The City of Ottawa ensures high-quality building and site design in key areas of the City through the provision of Official Plan policies and urban design guidelines. These policies and guidelines are intended to ensure compatibility with neighbouring areas, safety, functionality, flexibility, and positive aesthetics as they contribute to the identity of the City. The applicable policies and guidelines are discussed below.

4.1 Design Statement

As discussed throughout this report, the proposed development meets and exceeds the standards for urban design in the City of Ottawa. The proposed development results in a distinct, attractive building which complements and elaborates upon the established and planned neighbourhood context. The building siting establishes a strong, animated streetscape; providing “eyes on the street”. The building suitably addresses impact issues with regard to privacy, shadowing, and wind.

4.1.1 Aesthetic

The proposed building has been designed to a high standard suitable for an area of significant visibility within a desirable and established community. An important element of the overall building design is the approach of establishing a “floating form” of the tower, well elevated and separated from the 4-storey podium and there-constructed 2.5-storey heritage façade. The primary building wall is recessed on the first four floors and then projects again on the upper portion of the tower to create the appearance of a distinct podium and value the heritage faced and residential entrance to the building. The upper form itself employs an articulation cut which breaks up the building massing and allows for the inclusion of recessed balconies.

4.1.2 Materiality

The building design employs a sophisticated combination of exterior materials that results in a varied and expressive building. The original stone heritage façade adds authenticity and character to the ground floor frontage and acts as a defining element of the overall building. This frontage is complemented by recessed, darker-coloured masonry for the remainder of the lower building portion which will provide a backdrop to this feature.

The tower itself provides a contrast to the podium through the use of light-coloured masonry. This provides a cadence which adds prominence to the floating tower element, which will make use of cladding that matches the impression of the heritage façade thereby creating consistency and cohesiveness in the totality of the design.

Glazing is proposed in generous quantities – all the windowing in the heritage façade will be retained. The tower includes substantial windowing on all sides, thereby avoiding blank facades. The windows will provide “eyes on the street” and animation/illumination of the skyline in the evening. The siting of the upper windows is patterned in a manner to create a “shimmering” effect which creates visual interest at night while providing a landmark element and visual distinction from the heritage façade.

4.2 City of Ottawa Official Plan Design Policies

4.2.1 Compatibility (Section 2.5.1)

Section 2.5.1 of the Official Plan provides guidance on how to appropriately incorporate compatible development practices into new building projects. Compatible development is defined in the OP as development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts. It ‘fits well’ within its physical context and ‘works well’ among those functions that surround it. The Official Plan emphasizes that the above objectives are achievable without designing a development to be the same as existing developments.

Within this section, various Design Objectives are outlined to guide development, of which the following principles are considered most applicable to the proposed development:

Define quality public and private spaces through development

The proposed structure defines the street edge with a human-scaled, attractive podium which frames the streetscape with a contextually appropriate building setback. It will include street-fronting pedestrian access and direct parking below the building and away from street view, subordinate to the primary façade.

Create places that are safe, accessible and are easy to get to, and move through

Pedestrian and cyclist access is prioritized in the design of the building, where there is a direct route from the sidewalk to a street-fronting entrance. Automobile traffic and parking is routed away from the pedestrian frontage.

Ensure that new development respects the character of existing areas

The proposed development’s design incorporates the existing building façade to provide architectural interest and familiarity. The design is in keeping with the overall vision for intensification and a “bowl effect” on the Museum of Nature. Its balance of glazing and materials will integrate favourably with the modern infill commercial and residential becoming established within the immediate area.

To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment

The proposed development will be built to modern building and design standards and represents responsible infill development. Its proximity to the street edge promotes a comfortable pedestrian realm.

4.2.2 Urban Design and Compatibility (Section 4.11)

Compatibility is achieved through a design that appropriately addresses impacts generated by infill or intensification. Section 4.11 of the Official Plan provides criteria that can be used to objectively evaluate the compatibility of infill or intensification. The proposed development meets the compatibility objectives established in Section 4.11 in the following ways:

Design Element	Proposed Development
Traffic	A Transportation Impact Assessment was prepared by Novatech Engineering. The existing road network can adequately support the development, and the trip generation can be handled by the existing infrastructure.
Vehicular Access	The access points are reduced to the greatest possible extent given the site context. The parking garage has been designed with acceptable aisle widths to allow for safe use.
Parking Requirements	A total of 63 parking spaces are provided on-site. The demand for vehicle parking can be supported on-site without a risk for overflow onto the abutting residential neighbourhoods.
Outdoor Amenity Areas	The proposed development is transitioned appropriately to the abutting outdoor amenity areas to address privacy and over-looking concerns.
Loading Areas, Service Areas, and Outdoor Storage	“Move-in” loading is accommodated on-site. It is screened from the public realm and integrated into the site. No outdoor storage is proposed.

Lighting	Lighting has been designed and will be installed to provide a safe and secure environment while meeting the City's requirements and ensuring no undue adverse impacts on adjacent properties.
Noise and Air Quality	Any noise or air quality impacts towards or arising from the property will be mitigated within the requirements set out by the City.
Sunlight	A Shadow Analysis was undertaken by RLA Architecture. It demonstrates that the impacts have been sufficiently mitigated through strategic massing efforts as part of the design process.
Microclimate	No microclimate impacts will occur as a result of the proposed development.
Supporting Neighbourhood Services	The proposed development is in close proximity to a range of existing community amenities and services and will be adequately supported by them.

The proposed development will not generate undue adverse impact on the neighbouring properties and fulfills the compatibility objectives and principles outlined in Section 2.5.1 and the criteria outlined in Section 4.11.

4.2.3 Section 4.11 of the Official Plan

The purpose of Section 4.11 is to ensure high quality urban design in all parts of the city and design excellence in design priority areas. The design and compatibility of a development application is to be evaluated in the context of this Section, as well as the design objectives in Section 2.5.1.

Design Element	Proposed Development
Views 2. Enhancing the City skyline 3. Views of the Parliament Buildings from Beechwood Cemetery. 4. Policies to protect views of the Parliament Buildings and other national symbols in the Central Area	The proposal will contribute to this intention by providing an attractive building to frame the Museum of Nature and establish a "bowl" effect. The proposal does not infringe on this vista. The proposal does not infringe on these views.
Building Design 5. Compatibility of new buildings with surroundings 6. Façade, window, and entranceway orientation are towards the street 7. Design of major intersections	The proposed building is compatible with the surrounding areas and is appropriate development, in terms of massing and tower separation. The building steps back on upper floors. The building is oriented towards Argyle Avenue. At-grade entrance treatment for the residential lobby will make a positive contribution to the streetscape. Not applicable.

<p>8. Developments including loading facilities, service areas, and mechanical equipment</p> <p>9. Roof-top mechanical and amenity spaces</p>	<p>The receiving area cannot be seen from the street frontage.</p> <p>All roof-top mechanical equipment is located in a screened, top floor mechanical penthouse.</p>
<p>Massing and Scale</p> <p>10. Building massing; spacing between buildings (setbacks); and transition</p> <p>11. Provide a Shadow and/or Wind Analysis where required</p> <p>12. Transitions where building is taller than planned context</p> <p>13. Methods for addressing significant height changes: Incremental changes in building height; massing; building setbacks and stepbacks</p>	<p>Building massing and transition have been managed through stepbacks and building articulation and respect the intent of the CDP.</p> <p>A Shadow Analysis was prepared by RLA Architecture which demonstrates sufficient mitigation measures to address any sunlight impacts.</p> <p>A Wind Analysis was prepared by Gradient Wind Engineering which demonstrates that no adverse wind impacts arise from the building design.</p> <p>The building acts as an appropriate transition from the Catherine Street corridor, which encourages and demonstrates greater height, to the lower-profile residential areas north of the Nature Museum.</p> <p>Building design includes suitable massing and setbacks to facilitate appropriate transition to adjacent properties.</p>
<p>High-Rise Buildings</p> <p>14. Design which meets the objectives of the Official Plan and avoids/reduces impacts to pedestrians, public views, proximity to heritage attributes, and reduced privacy for nearby occupants.</p> <p>15. Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;</p> <p>a. The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.</p> <p>b. The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate</p>	<p>The proposed design mitigates impacts to pedestrians, public views, and incorporates heritage attributes accordingly. It does not infringe on the privacy of nearby building occupants.</p> <p>Proposed building incorporates a base, middle, and top in its design.</p> <p>Only one tower is proposed for the subject lot. The tower is located strategically to ensure separation from future tower development on nearby parcels.</p> <p>The proposed high-rise building is appropriately oriented and reflects the building separation and setbacks necessary to support its proposed floor plate.</p>

<p>separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context.</p> <p>c. Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.</p> <p>16. Secondary Plans may provide area-specific directions for the design of high-rise buildings.</p> <p>17. The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.</p> <p>18. The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.</p>	<p>The proposal is in line with the design policies of the Secondary Plan and can maintain the intended massing equivalent to 10 storeys.</p> <p>The proposal can adequately mitigate the impacts associated with a high-rise building proposed as such. The 12-storey form is sympathetic to future high-rise buildings to the south and will aid in providing a transition to low and mid-rise areas.</p> <p>The proposal is in line with the Urban Design Guidelines for High-rise Buildings (Section 4.3)</p>
<p>Outdoor Amenity Areas</p> <p>19. Minimize undesirable impacts on the existing private outdoor amenity spaces</p> <p>20. Residential proposals should include well-designed, usable amenity areas that meet the Zoning By-Law Requirements.</p>	<p>Impacts have been minimized through building articulation, massing, and materials.</p> <p>Proposed building includes 1,202 m² amenity space, which exceeds the minimum requirement in the Zoning By-law.</p>
<p>Public Art</p> <p>21. High rise buildings are encouraged to include public art.</p>	<p>Opportunities will be explored where applicable.</p>
<p>Design Priority Areas</p> <p>22(a). First storey should be taller in height. 22(b). Locate front building facades parallel to street 22(c). Include transparent windows at grade 22(d). Use architectural treatments to soften public realm 22(e). Provide sufficient lighting sources for public uses 22(f). Use façade treatments to provide visual interest 22(g). Signage should contribute to character of area</p> <p>23. Portion of development impacting public realm should incorporate:</p>	<p>Reflected in design. Reflected in design. Reflected in design. Reflected in design. Reflected in design. Reflected in design. Signage not presently contemplated.</p> <p>The public realm interface has been designed to act as an extension to the</p>

23(a). weather protection elements 23(b). landscaping 23(c). enhanced pedestrian surfaces 23(d). coordinated furnishings and utilities 23(e). memorials and public art	streetscape. Landscaping is proposed to soften the impact of the building.
24. Massing and scale of development will define and enclose public spaces	Proposal is supportive in defining and enclosing the surrounding area.
First Nations Peoples Design Interests 25. (Not applicable)	Not an identified area of First Nations interest.

The proposed development will not generate undue adverse impact on the neighbouring properties and fulfills the compatibility criteria outlined in Section 4.11.

4.3 Urban Design Guidelines

4.3.1 Urban Design Guidelines for High-rise Buildings

The City adopted urban design guidelines for high-rise buildings in 2018. The guidelines have been discussed below and are summarized below as they pertain to the subject proposal.

1 - Context

- / No views or vistas are affected by this proposal. The proposal is not located within a view plane of any national symbols.
- / The guidelines require distinguishing between landmark and background buildings. This structure can be considered a background building given that it frames, respects, and enhances the existing context of the Museum of Nature without dominating it.
- / A transition to lower-profile development is facilitated through the use of stepbacks and articulation cuts.
- / The lot is above the recommended minimum lot area of 1,350m² for an interior lot.
- / The proposal incorporates the existing heritage façade and compliments nearby heritage assets.

2 – Built Form

- / The proposed building has been designed with a distinctive base, middle, and top.
- / The base of the proposed buildings is appropriately expressed given the width of the abutting ROWs.
- / The ground floor of the base has been designed to be animated and transparent.
- / The middle section will minimize shadow and wind impacts while creating an appropriate fenestration pattern.
- / The top section will integrate machinery into the roof of the building.

3- Pedestrian Realm

- / Main pedestrian entrances are linked with a seamless connection to the sidewalk.
- / Glazing is provided at the pedestrian level
- / Parking is located underground and accessed away from the primary pedestrian realm
- / Loading, servicing, and utilities are screened from view

The proposed development meets the requirements set out in the Urban Design Guidelines for High-Rise Buildings.

5.0 Zoning By-law

5.1 Zoning Description

The property is currently zoned “General Mixed-Use Subzone 5, Exception 2694, Height 38 metres – GM5[2694] H(38)”. The purpose of this zone is to:

- (1) allow residential, commercial and institutional uses, or mixed-use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
- (2) limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- (3) permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- (4) impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

High-rise residential development within the General Urban Area is in keeping with the purpose and objectives of the General Mixed-Use zoning by providing compatible residential uses that complement the surrounding area.

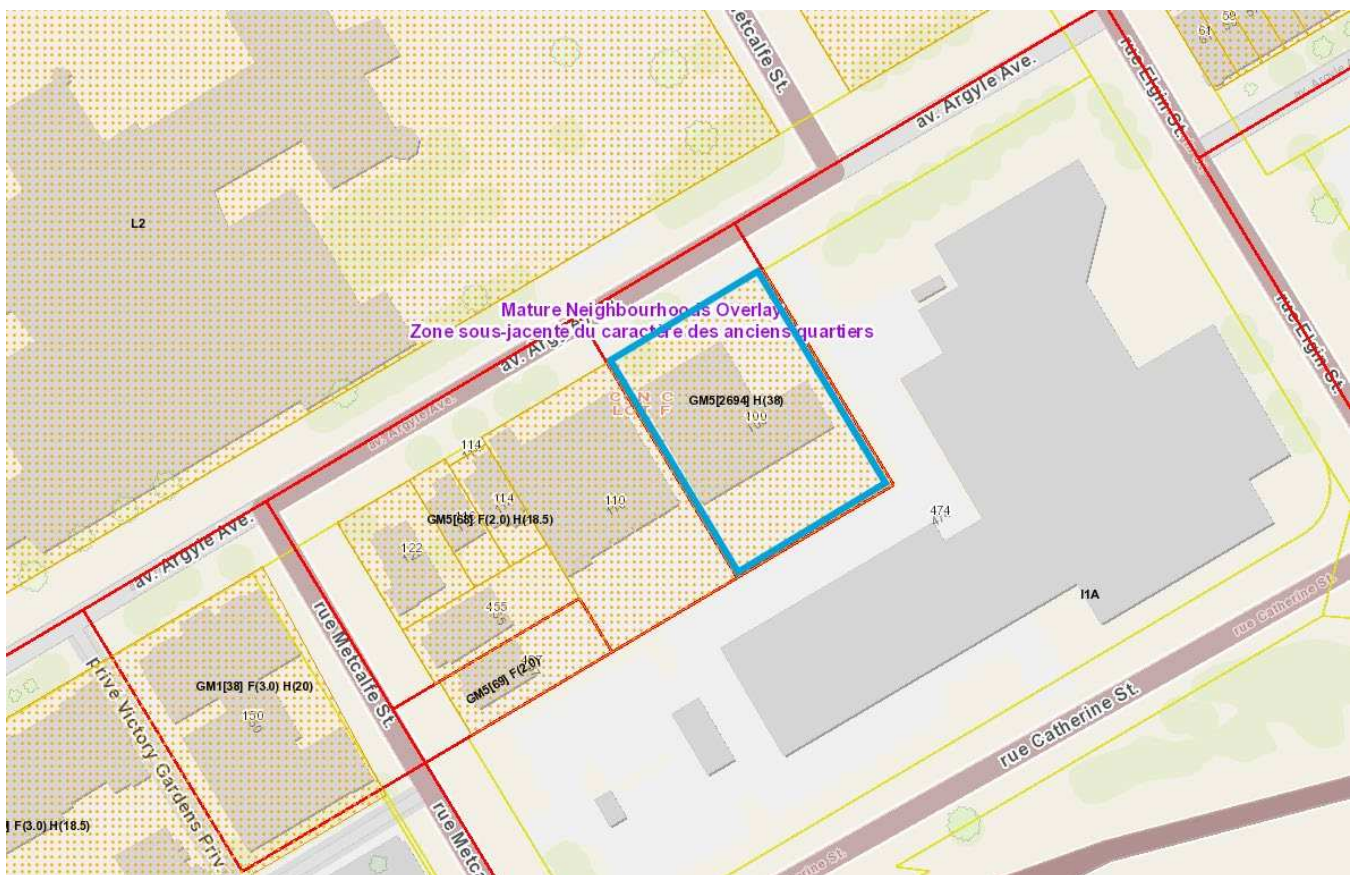


Figure 13: City of Ottawa Zoning By-law Map

The GM5 zone supports the intended “apartment dwelling, mid-rise” residential use. Section 187(6)(v) of the ZBL states that where the zoning on a lot is accompanied by an H suffix, schedule or exception that permits a building height of 10 or more storeys or greater than 30 m, the use “apartment dwelling, high rise” is a permitted use on that lot. Accordingly, the proposed “apartment dwelling, high rise” use is permitted per the H(38) suffix.

The proposed development is compared to the requirements of the GM5 zone below:

Performance Standard	Requirement	Proposed
Minimum Lot Area	No minimum	1,554.6 m ²
Minimum Lot Width	No minimum	33.6 metres
Maximum Building Height	18.5 metres	38 metres
Minimum Front Yard Setback	3m	6.04 metres
Westerly Interior Side Yard Setback	1.7m	1.78m
Easterly Interior Side Yard Setback	3.4m	3.46
Minimum Rear Yard Setback	1.6m	1.64m
Minimum Width of Landscaped Area abutting a residential or institutional zone	3m	None
Front Yard Landscaping Requirements (Exception 2694)	[Does not apply]	

The following zoning provisions also apply to the subject property:

5.1.1 Amenity Area

Amenity Area Type	Required Amenity Area (m²)	Amenity Area Location	Provided Amenity Area (m²)
Communal	369 m ² (50% of total required)	Ground Floor (Interior) – 300 m ² Ground Floor (Exterior) – 63 m ² Penthouse (Interior) – 186 m ² Penthouse (Exterior) – 372 m ²	921 m ²
Private	Up to 369 m ² of required minimum	Private Balconies – 281 m ²	281 m ²
Total	738 m ² (6 m ² /dwelling unit)		1,202 m ²

5.1.2 Parking

The property is within Area X for parking requirements:

Parking Type	Required	Provided
Residential	None for first 12 units, remainder at 0.5/unit, 10% reduction for all below grade = 50 spaces	52
Visitor	None for first 12 units, remainder at 0.1/unit = 11 spaces	11
Bicycle Parking	0.5/unit = 62 spaces	Interior: 78
Aisle and Driveway Provisions		
A single traffic lane providing access to a parking lot	3 metres	N/A
A double traffic lane providing access to a parking garage	6 metres, but no more than 6.7 metres	6 metres
Aisle leading to parking spot at 90 degrees	Parking Garage: 6 metres	6 metres

5.1.3 Heritage Overlay

Section 60 of the zoning by-law refers to the heritage overlay. The subject property is within a heritage overlay as a result of the Centretown HCD (CHCD), which leads to additional provisions to encourage the retention of heritage buildings through zoning incentives.

Generally, the section requires that where a building in an area to which a heritage overlay applies is removed or destroyed it must be rebuilt with the same character and at the same scale, massing, volume, floor area and in the same location as existed prior to its removal or destruction. Additional provisions are also included for additions, projections beyond required yards, and for parking.

Urban Exception 2694 applies to the site and states that Section 60 does not apply to the construction of a 10-storey building. The proposal represents the construction of a building equivalent to the massing of a 10-storey building within the as-of-right zoning.

The proposed development conforms to the intent and provisions for the existing GM5 [2694] H(38) zoning.

6.0 Conclusions

The proposed Site Plan Control application is consistent with the Provincial Policy Statement, conforms to the policy direction of the Official Plan as amended by the previous Official Plan Amendment, and adheres to the design direction of the applicable guidelines as well as the intention of the Zoning By-law. In our opinion, the proposed development represents good planning and is in the public interest.

We look forward to the opportunity to discuss this application with you once you have had an opportunity to review the plans. Please do not hesitate to contact the undersigned should have any questions or require additional information. Please advise us in writing of the timelines for the technical circulation of the application materials at your earliest convenience.

A handwritten signature in black ink that reads "Scott Alain". The signature is written in a cursive, flowing style.

Scott Alain, MCIP, RPP
Planner