



330 McLeod Street

Planning Rationale + Design Brief
Zoning By-law Amendment and Site Plan Control
November 18, 2021



Prepared for Smart Living Properties

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

November 2021

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1.0 Introduction

Fotenn Planning + Design has been retained by Smart Living on McLeod Street Inc. to prepare this Planning Rationale and Design Brief in support of concurrent Zoning By-law Amendment and Site Plan Control Applications to facilitate the proposed additions on the lands municipally known 330 McLeod Street in the City of Ottawa.

1.1 Application Overview

Smart Living on McLeod Street Inc. intends to develop a rear addition to the property located 330 McLeod Street. There are also applications being filed to seek approval for an addition to 233 Argyle Avenue. It is important to note that these properties are directly abutting, sharing a rear lot line. The two projects have been designed together and will ultimately be built and managed as one development under the Smart Living Properties umbrella. The property located at 233 Argyle Avenue is a Category 2 property and is considered a 'contributing' property to the cultural heritage value of the Centretown Heritage Conservation District (HCD). The property located at 330 McLeod Street is identified as a Category 4 property and is considered a 'non-contributing' property.

The proposed development for the property located at 233 Argyle Avenue consists of a three (3) storey rear addition along the north face of the existing three (3) storey office building located on the subject property. A total of 13 bachelor suites are proposed with a main entrance along the east face accessed from Argyle Avenue. The development also provides for a total of 15 enclosed bicycle parking spaces within the basement level.

The proposed development for the property located at 330 McLeod Street consists of a four (4) storey rear addition along the south face of the existing four (4) storey residential use building located on the subject property. A total of 30 rooming units are proposed with a main entrance along the north face accessed from McLeod Street. The development also provides for 36 enclosed bicycle parking spaces within the basement level.

To facilitate the development of the proposed additions, concurrent Zoning By-law Amendment and Site Plan Control Applications are being submitted. Both properties are currently zoned Residential Fourth Density, Subzone UD, site-specific exception 479 (R4UD[479]). The Zoning By-law Amendment proposes to amend the zoning of the subject properties with site-specific zoning provisions to permit the built form of the development as proposed. City of Ottawa Staff have confirmed that the requested zoning amendments for each property can be captured within one Zoning By-law Amendment application. However, two separate Site Plan Control applications are required. For the purposes of clarity, a Planning Rationale has been prepared for each property.

The intent of this Planning Rationale and scoped Design Brief is to assess the proposed development at 330 McLeod Street against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City's applicable design guidelines, including appropriate building form within the established neighbourhood and near two (2) transit priority corridors.

2.0 Site Context and Surrounding Area

2.1 Subject Property

The subject property, municipally known as 330 McLeod Street, is located on the south side of McLeod Street between Bank Street to the west and O'Connor Street to the east in Somerset (Ward 14). The subject property has frontage of approximately 20.7 metres along McLeod Street, with a lot depth of approximately 53 metres and a total site area of approximately 1,056.3 square metres (Figure 1).

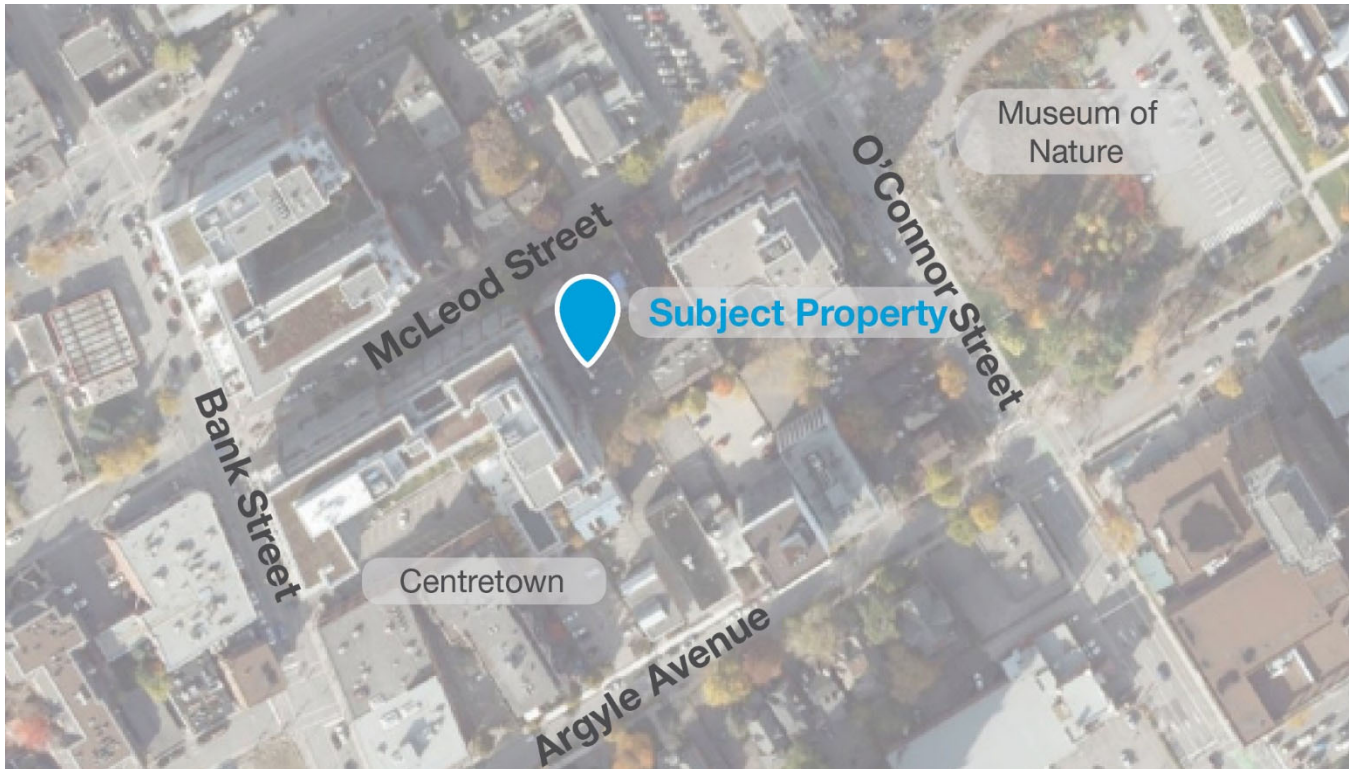


Figure 1: Subject Site

The subject property is currently developed with one low-rise residential use building that is five (5) storeys in height. The existing 5-storey building is setback approximately 2.2 metres from the front lot line along McLeod Street. The principal entrance to the building is accessed by a walkway off of McLeod Street. The subject property shares a rear lot line with the property located at 233 Argyle Avenue. The subject property is also located within the Centretown HCD and is designated under Part V of the Heritage Act. As mentioned above, the property is further identified as a Category 4 property and is considered a 'non-contributing' property to the cultural heritage value of the Centretown HCD.

A surface parking lot located at the rear of the building. Vehicular access to the property is located along McLeod Street. An existing private right-of-way runs along the western periphery of the property providing access to the surface parking lot.

A sidewalk is provided along McLeod Street. Elevated hydro distribution lines are present in the public right-of-way along the frontage. The wooden pole also features a light standard.

The front yard of the property is landscaped with both hardscape and softscape materials including pavers, shrubbery and grass.



Figure 2: Existing building located on the subject property

2.2 Surrounding Area

As an interior lot, the property only has frontage on McLeod Street, in the established community of Centretown. The property is located approximately 86 metres west of O'Connor Street, approximately 100 metres north of Catherine Street and approximately 130 metres east of Bank Street, which are all identified as major arterial roads. The area surrounding the property is characterized by a broad mix of uses and building typologies including low-, mid- and high-rise residential and mixed-use buildings, commercial buildings, and institutional uses, such as the Centretown United Church, the YMCA as well as the Museum of Nature. Bank Street, O'Connor Street and Catherine Street are designated as Arterial Roads, with a range of daily goods and services while also providing more specialized functions and destinations that serve the needs of others living beyond the borders of the immediate neighbourhood. The property also benefits from close access to two (2) identified Transit Priority Corridors including approximately 130 metres east of Bank Street and approximately 200 metres south of Gladstone Avenue.

The adjacent land uses can be described as follows:

North: Immediately north of the property along the north side of McLeod Street is a collection of low-, and mid-rise residential and mixed-use buildings. Gladstone Avenue is also located north of the property featuring a wide range of mainstreet uses including retail, restaurants, personal services and other uses typically found in a downtown core.

East: Directly east of the subject property is a low-rise residential use building that is three (3) storeys in height with frontage along McLeod Street. The property directly to the east also features a row of low-rise townhomes along the rear lot line. Further east is a mid-rise residential use building that is nine (9) storeys in height located at the southwest corner of McLeod Street and O'Connor Street. Further east, across O'Connor Street are several mid-rise institutional buildings including the Museum of Nature and the Taggart Family YMCA. Several parks are also located east of the property along the east and west side of Elgin Street including Jack Purcell Park and St. Luke's Park. Further east of the site is the established low-rise Ridgeview neighbourhood. Moreover, the Rideau Canal is also found further east of the site.

South: Immediately south of the subject property is the rear yard of a low-rise office-use building with frontage along Argyle Avenue (233 Argyle Avenue). Argyle Avenue features several low-, mid- and high-rise residential, institutional and office buildings. Catherine Street is also located south of the property. As a designated arterial roadway on Schedule F of the Official Plan, Catherine Street features mixed-uses and low-, mid- and high-rise developments including the recently completed SoBa high-rise residential building. The 417 Provincial Highway is approximately 550 metres south of the site and can be accessed directly from O'Connor Street.

West: Immediately west of the property is a mid-rise residential building use which is eight (8) storeys in height located at the southeast corner of McLeod Street and Bank Street. Bank Street features a wide range of mainstreet uses including retail, restaurants, personal services and other uses typically found in a Downtown core.

2.3 Road Network

The subject property is between Bank Street to the west, and O'Connor Street to the east which are both designated as Arterial roads pursuant to Schedule F (Inner City Road Network) in the City of Ottawa's Official Plan. Bank Street is a two-way street, with four lanes of north-south travel, while O'Connor Street is a one-way street, with two lanes for southbound travel. Arterial Roadways are roads within the City intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification.



Figure 3: Excerpt from Schedule F of the Official Plan - Central Area/Inner City Road Network

2.4 Transit Network

The subject property is well served by public transit options. Pursuant to Schedule D (Rapid Transit and Transit Priority Network) of the Official Plan, both Bank Street (approximately 130 metres west of the property) and Gladstone Avenue (approximately 150 metres north of the property) are identified as Transit Priority Corridors.

The nearest bus stop is located along Bank Street directly west of the property and services OTranspo Bus Routes #6 and #7. Moreover, there are bus stops located 150 metres south of the property along the north and south side of Catherine Street servicing OTranspo Bus Routes #55. There are also bus stops located 150 metres north of the site along the north and south side of Gladstone Avenue servicing OTranspo Bus Routes #14 and #114.

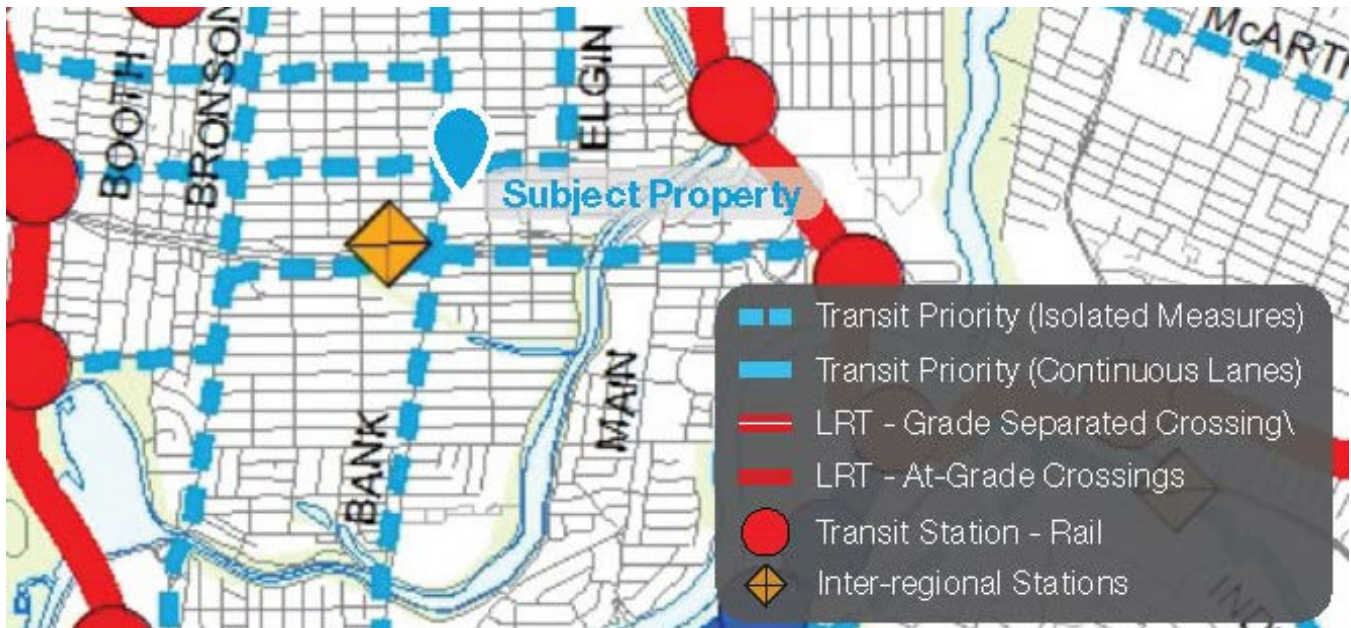


Figure 4: Excerpt from Schedule D of the Official Plan - Rapid Transit Network

2.5 Active Transportation Network

The subject property is served by the greater cycling network. Pursuant to Schedule C (Primary Urban Cycling Network) of the Official Plan, O'Connor Street is identified as a cross-town bikeway and cycling spine route, while Gladstone Avenue is identified as a cycling spine route. Cycling infrastructure currently exists along O'Connor Street providing increased access and connections to the greater cycling network. This allows cyclists to connect to various other routes throughout the city and rapid transit, promoting multi-modal transportation. Cycling infrastructure does not currently exist along Gladstone Avenue, but planned networks will provide increased access and connections to the greater cycling network.

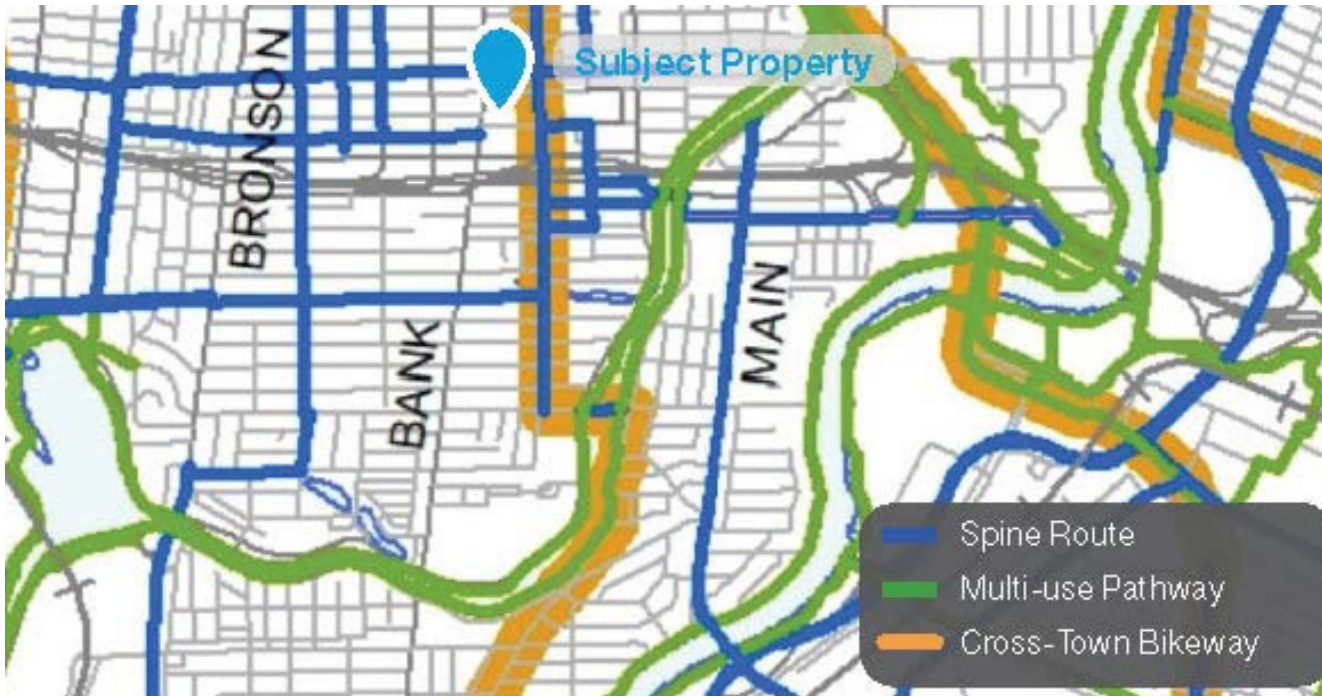


Figure 5: Excerpt from Schedule C of the Official Plan - Primary Urban Cycling Network

2.6 Neighbourhood Amenities

As a site located in the established Downtown core, the subject property enjoys close proximity to many neighbourhood amenities including a variety of small and locally oriented commercial uses such as restaurants, retail shops, and coffee shops. The surrounding neighbourhood also benefits from access to two (2) large grocery stores within a 10-minute walk – Loblaw’s at 64 Isabella Street and Independent Grocer at 296 Bank Street. The neighbourhood also benefits from access to several specialty grocery stores within a 10-minute walk – Arum Korean Market at 508 Bank Street and Arya Food Market at 508 Gladstone Avenue. The site is well-served with respect to parks and community facilities being within walking distance of Jack Purcell Park to the east, the YMCA to the east, and the Rideau Canal to the east.

A detailed list of neighbourhood amenities including a wide range of uses is listed below:

- / Recreational facilities including private gyms, community centres and the YMCA;
- / Parks including Jack Purcell Park, St. Luke’s Park, as well as greenspace along the Rideau Canal;
- / Institutional uses such as the Museum of Nature, Centretown United Church, Church of Christ and the Afghanistan Embassy; and
- / Public Schools including Glashan Public School and Elgin Street Public School.

3.0 Proposed Development

Smart Living on McLeod Street Inc. is proposing to construct a four (4) storey low-rise, residential, rear addition with a total of 30 rooming units and a total of 36 bicycle parking spaces. The addition follows the rectangular shape of the property and has a total height of 15 metres (Figure 6).



Figure 6: Site Plan

The development proposes to maintain the existing residential use building located on the property and construct a four (4) storey residential use addition. A building connection is proposed along the south face of the existing four (4) storey building. The existing building contains a total of 48 rooming units in a total of four (4) storeys, while the proposed addition contains a total of 30 rooming units in four (4) storeys. The proposed addition will replace the existing surface parking lot in the rear of the property. As a result, the proposed development does not include any vehicular parking spaces. A total of 36 stacked bicycle parking spaces are proposed. Bicycle parking is proposed to be located within the basement of the existing addition and accessed through a proposed secondary entrance located along the eastern interface of the addition. To access this entrance, the development proposes to maintain the private laneway at the eastern boundary of the property and access continues to be provided via McLeod Street. This private laneway will provide pedestrian access as well as vehicular service access for waste collection. Storage, including waste removal for the proposed development will be contained within the building to minimize any disruption to adjacent properties.

The main entrance to the rooming units within the existing building from McLeod Street will be maintained and will also be the main entrance for the new units of the proposed addition.

A common outdoor amenity area is proposed through a courtyard space within the rear yard which can be accessed from the private laneway providing the opportunity for more intimate outdoor space for all users. The courtyard space will provide a visual continuation to the existing soft landscape buffer to the east as well as the proposed courtyard space at the rear of 233 Argyle Avenue. The intention is to design this courtyard in conjunction with that of 233 Argyle Avenue, as both spaces will be managed together. Private balconies are also proposed for building residents. Lastly, an outdoor rooftop amenity space is proposed along the entirety of the building. A total of 337 square metres of amenity space is provided which conforms to the Zoning By-law.

3.1 Building Design

In designing the proposed development, many components were considered to respond to the existing and planned context, and to ensure liveability for future residents of the development. The following sections outline and describe these considerations.

3.1.1 Building Massing and Scale

In response to neighbourhood context the proposed addition maintains the four (4) storey height of the existing building on the subject property. The built form of the proposed development complements the existing building as well as the surrounding neighbourhood.



Figure 7: Perspective view looking northwest

In addition to the use of various strategically placed setbacks, the mass of the building is further broken up through the use of differing materiality, fenestration and balconies. An increased interior side yard setback than what the existing building currently displays is being proposed along the western face of the addition. This ensures that the addition is further recessed from the neighbouring existing mid-rise building located at 340 McLeod Street. It is important to note that the rear yard of the neighbouring properties to the east is partially occupied by a surface parking lot, thereby mitigating overlook impacts. It is also important to note that balconies are not proposed along the eastern interface of the addition to mitigate overlook impacts on existing properties to the east of the property.



Figure 8: East Elevation of the proposed addition



Figure 9: West Elevation of the proposed addition

3.1.2 Views

Views along McLeod Street demonstrate how the building addition provides a continuation of the existing built form. The proposed outdoor rooftop terrace adds visual interest to the existing and proposed roofline. The residential nature of the building allows for balconies, creating visual interest and architectural articulation, while providing private amenity space for residents.



Figure 10: North Elevation

The building design includes a range of materials and colours intended to create a unique and recognizable character for the development. Specifically, the materiality has been chosen to carefully break up the building façade and create a contrast between the existing and proposed building. Facades are generally fenestrated to create a positive relationship and interface between the building and the public realm while increasing natural light for its residents.

3.2 Pedestrian Experience and Public Realm

The proposed development does not include any renovations to the existing building thereby ensuring that the character of the Centretown Heritage Conservation District is preserved along McLeod Street. The proposal includes the introduction of a walkway that extends from the property line to bicycle entrance provided within the addition. Pavers will extend from the new walkway along the eastern interface of the building creating a uniform path for residents and delineating the bicycle storage entrance into the proposed addition. These elements will work together to enhance the public realm and pedestrian experience along McLeod Street. The development will also create a link between McLeod Street and Argyle Avenue through the hard landscaping components of the design. This connection will allow residents to traverse via walking or cycling to either roadway.



Figure 11: Perspective of the proposed addition looking north

3.3 Amenities

An important consideration in the design of the proposed development was the inclusion of a rear amenity space that will maximize the liveability for residents of both the proposed addition and some neighbouring existing developments. A deliberate attempt was made in the design to link this rear amenity space to the ‘green’ corridor that currently runs along the rear of the neighbouring properties and interact with the adjacent space that is to be created in the rear of 233 Argyle Avenue.

The proposed development includes a combination of a communal amenity area (at grade and roof top) along with private balconies for building residents.

Heritage Considerations

The subject property is located within the Centretown Heritage Conservation District (HCD), which was established by the City of Ottawa under Part V of the Ontario Heritage Act by By-law 269-97. The subject property is designated as Category 4 building, and a ‘non-contributing’ property. While the HCD does not have a Plan prepared under 2005 legislative requirements, a series of associated Guidelines were prepared through the 1997 Centretown Heritage Conservation District Study. The City of Ottawa is in the process of establishing a new Centretown Heritage Conservation District Plan. However, this Plan has not yet been approved and By-law 269-97 remains in full force and effect and applicable to this application.

The Study contains a Statement of Heritage Character for the District, concluding that “this area is unique both as an early residential suburb and as the temporary and permanent home of many of those who have governed and shaped the nation.” The statement implies that the District’s character is both physical and associative, with architectural elements playing a supportive, but not dominant, role.

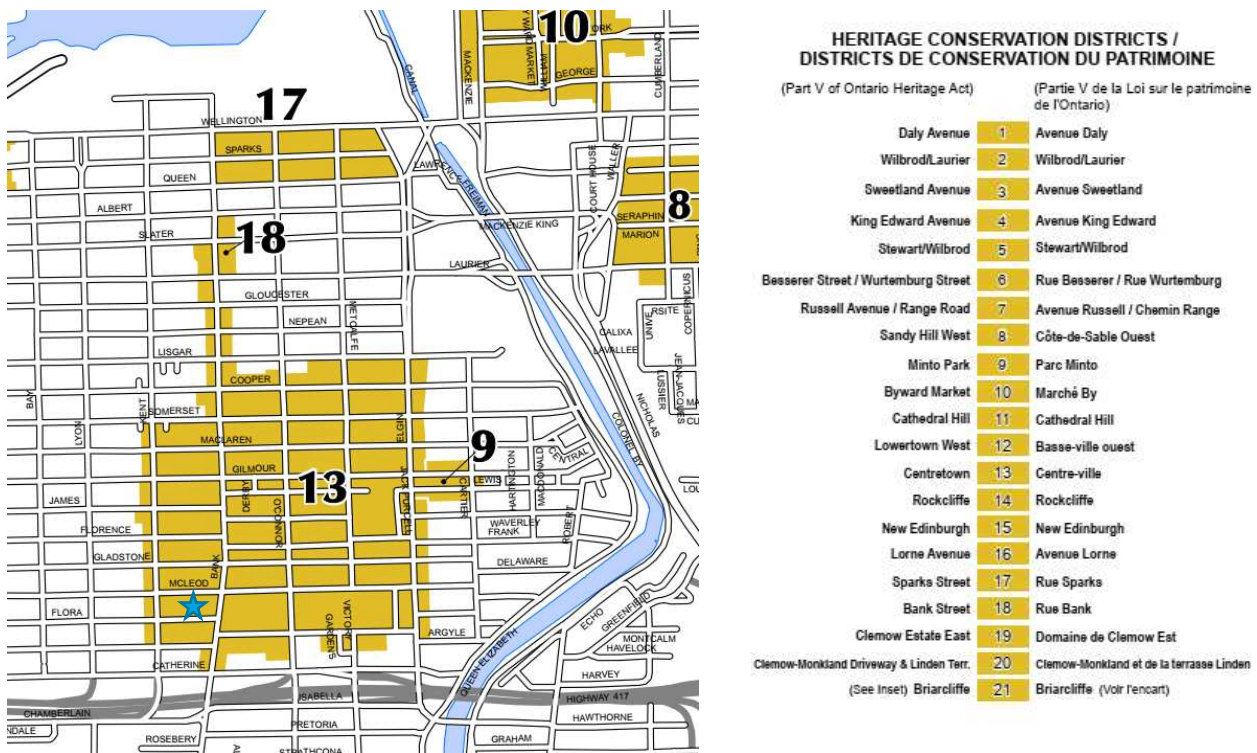


Figure 12. Centretown Heritage Conservation District.

Some of the heritage characteristics identified in the Centretown HCD include:

- / The layout of the streets and block sizes in a grid pattern established by Colonel By in the 1820s.
- / Public and private green spaces and mature tree canopy.
- / The unique scale of streets and properties reflecting a configuration that falls somewhere between 18th century and mid 20th century style development.
- / An abundance of streetscape elements such as street trees, boardwalks which later became sidewalks, and unique streetlights.
- / Early examples of road infrastructure and municipal servicing as well as other services such as utility poles for telegraphs, horse drawn streetcars and later electric streetcars.
- / High architectural quality of residential buildings and commercial buildings along Bank Street.

Section VII.5 of the HCD guidelines (Building Conservation and Infill Guidelines) specifically encourages infill development within the HCD study area. Further, design which enhances existing building types and re-establishes streetscape continuity is supported. The HCD guidelines recommend brick veneer as the primary cladding for infill development.

Section VII.5.3 (The Conservation and Restoration of Heritage Residential Properties) provides further guidance on proper restoration of building elements.

Some of the recommendations within this section include:

- / The identification of existing and early features.
- / The conservation of original and early features through regular maintenance
- / The consideration of façade restoration including reconstruction of porches and verandahs, reinstatement of decorative trim, and repainting.

By proposing infill through the proposed rear addition, the development conforms to the HCD guidelines. Furthermore, the proposed materials ensure that the addition is distinguishable, secondary and complimentary to the existing building. The intentional design of the roofline has ensured that any impacts on the streetscape along McLeod Street are minimized.



Figure 13: South Elevation of the proposed addition from Argyle Avenue

5.0 Policy and Regulatory Framework

5.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The PPS supports the goal of enhancing the quality of life for residents of Ontario, including the protection of public health and safety, the quality of the natural and built environment, and resources of provincial interest. The PPS also recognizes that the “long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages...”. The policies of the PPS support building strong healthy communities, wise use and management of resources, and protecting public health and safety. The following PPS policies are applicable to the proposed development.

5.1.1 Section 1.0 – Building Strong Healthy Communities

Section 1.0 of the PPS recognizes that “efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities...” and provides policies to achieve these healthy communities throughout Ontario. Within this section, the policies applicable to the site and proposed development are as follows:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
 - (a) promoting efficient development and land use patterns...;
 - (b) accommodating an appropriate affordable and market-based range and mix of residential types, employment,..., and other uses to meet long-term needs;
 - (e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns...; and
 - (g) ensuring that necessary infrastructure and public service facilities are or will be available....
- / 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - (a) efficiently use land and resources;
 - (b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available...;
 - (e) support active transportation; and
 - (f) are transit-supportive, where transit is planned, exists or may be developed.
- / 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.
- / 1.5.1: Healthy, active communities should be promoted by:
- (a) planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;
- / 1.7.1: Long-term economic prosperity should be supported by:
- (b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
 - (d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
 - (e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.
- / 1.8: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- (a) promote compact form and a structure of nodes and corridors;
 - (b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
 - (e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.
- / Section 2.6 of the PPS provides policy direction related to Cultural Heritage and Archeology and states:
- a. Significant built heritage resources and significant cultural heritage landscapes shall be conserved (2.6.1); and,
 - b. Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved (2.6.3).

The proposed development is consistent with the Provincial Policy Statement. As a property located in an established neighbourhood and within proximity of two (2) identified Transit Priority Corridors, the redevelopment of the subject property advances the provincial goals of healthy, livable, and safe communities that efficiently use infrastructure, improve the range and mix of housing types, and support transit use. This property possesses development potential in an area where infrastructure and public service facilities are available and abundant.

5.2 City of Ottawa Official Plan

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network and specifically the rapid transit network. Section 2.2.2 addresses 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. Consequently, the Plan directs growth to locations with significant development potential.

Policy 1 of Section 2.2.2 defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

The proposed development represents the residential intensification as defined by Section 2.2.2, policy 1 of the Official Plan.

Policy 10 of Section 2.2.2 states that intensification may occur in a variety of built forms provided urban design and compatibility objectives are met. **Policy 11** states that the distribution of appropriate building heights will be determined by:

- / The location in a target area for intensification or by proximity to a rapid transit station or transit priority corridor, with the greatest height and the tallest building heights being located closest to the station or corridor; and,
- / The design and compatibility of the development with the surrounding context and planned function as detailed in **Section 4.11** (discussed below), with buildings clustered with other buildings of similar height.

While the Official Plan identifies specific land use designations as target areas for intensification, **Policy 22 of Section 2.2.2** states that the City also supports compatible intensification in other locations 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**, discussed in further detail below.

Policy 23 of Section 2.2.2 states that the interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings. 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 proposed development comprises of residential intensification and infill development, which contributes to the objectives of the Urban Design and Compatibility sections of the Official Plan as detailed below. Though not located within an identified Target Area for Intensification under Section 2.2.2, the subject property can support the proposed addition due to the unique context, configuration and size of the property. The subject property is located within a community characterized by a wide variety of land uses and building heights in the General Urban Area. The site is located near Bank Street and Gladstone Avenue which are both identified as Transit Priority Corridors, per Schedule D, providing an opportunity for higher-density, transit-oriented development within Ottawa's urban core. The development provides a design compatible with adjacent existing development and presents an appropriate building height and form as further discussed herein. With both side lots occupied by existing building this presents a unique opportunity to successfully integrate an addition, while minimizing impacts on neighbouring properties. As discussed in greater detail below, the proposed development has been diligently designed with respect to the urban design of the site and impacts on the surrounding community to provide an appropriate transition and to reduce impacts on the surrounding area.

The proposed use for the site conforms to the intent of the Official Plan policies on managing growth within the City, where intensification in the General Urban Area is to relate to the existing community character and contribute to a balance of housing types and tenures. The proposed development is consistent with the existing and planned scale and character of development in the area.

5.2.1 Land Use Designation

The property is designated **General Urban Area** on Schedule B (Urban Policy Plan) in the City of Ottawa Official Plan. The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The intent of the General Urban Area is to contribute to the formation of healthy and complete neighbourhoods.

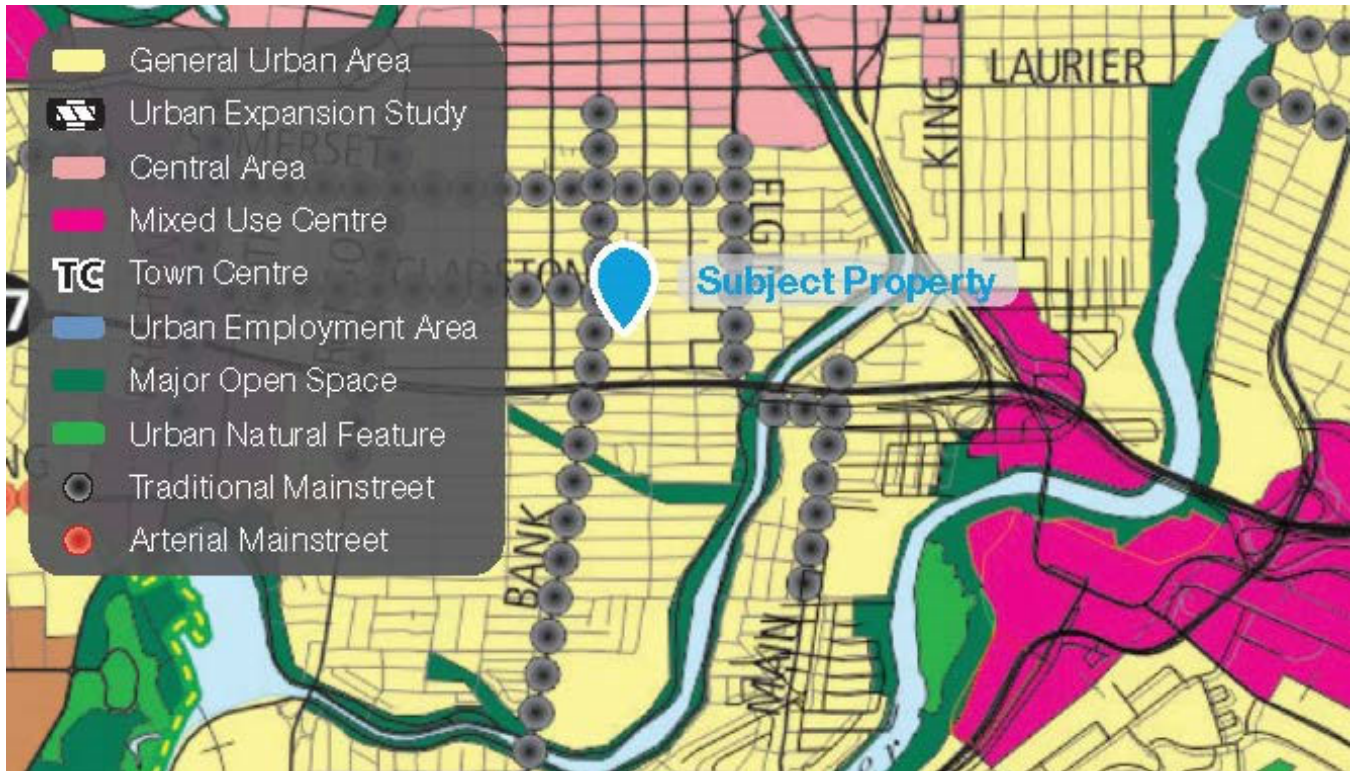


Figure 14: Excerpt of Schedule B of the Official Plan - Urban Policy Plan

Policy 1 of Section 3.6.1 notes the General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses.

Policy 2 states that new development must follow the design and compatibility directives included in Section 2.5.1 and Section 4.11 of the Official Plan.

Policy 3 states that building height in the General Urban Area will continue to be predominantly low-rise (up to four (4) storeys).

Policy 5 states that intensification within the urban area is supported where it complements the existing pattern and scale of development and planned function of the area. When considering a proposal for residential intensification in the urban area, the City will:

- / Assess the compatibility of the new development as it relates to the existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- / Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles.

The proposed development seeks to redevelop the subject property with a compatible built form that fits well within the existing community through its mid-rise built form and materiality. The proposed development builds on the desirable characteristics of the community and will contribute to the variety of housing types and tenures in a desirable location that is walkable to many amenities and services within the downtown and in proximity to rapid transit.

The proposed addition contributes to the existing built form while preserving the heritage character in the Centretown HCD. The design is sensitive to the uses adjacent to the property and maintains the mid-rise nature of the existing use on the subject property. The proposal recognizes that the rear lot line directly interacts with the rear lot-line of the neighbouring property to the south located at 233 Argyle Avenue creating the opportunity for a continuous and fluid green corridor between both properties. An increased interior side yard setback than what the existing building currently displays is being proposed along the western face of the addition. This ensures that the addition is further recessed from the neighbouring existing mid-rise building located at 340 McLeod Street. The building and site design have also been considered to minimize any adverse impacts to the abutting buildings, in terms of shadowing and loss of privacy. There is a proposed walkway along the east face of the existing building and the proposed addition maintains a maximum building height of four-storeys.

The proposed residential addition provides for additional rooming units to the community increasing the range and mix of housing supply to the area. Further, due to the property's proximity to the identified Bank Street and Gladstone Avenue Transit Priority Corridors, the proposed development assists in promoting transit uses and contributes to a greater supply of transit users. Given its location within the Central Area, the proposed development provides an ideal location for sensitive and site-specific intensification that will support existing and future services in the neighbourhood.

5.2.2 Urban Design, Livable Communities

Section 2.5 of the Official Plan describes the basics of liveable communities – good housing, employment, ample greenspace, and a sense of history and culture – and proposes to create more liveable communities by focusing on community design and collaborative community building. Community design engages with the details of how buildings and landscapes relate. The Official Plan states that compatible development is 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 on surrounding properties. It is development that fits well and works well with its surroundings. Broadly applicable design objectives are outlined in **Section 2.5.1** of the Official Plan, while more specific compatibility criteria are set out in **Section 4.11** of the Official Plan.

The proposed development responds to the design objectives of **Section 2.5.1** in the following ways:

1. It enhances the sense of community and creates a sense of identity:

- / The architectural design of the proposed mid-rise residential addition exhibits high quality materials and interesting architecture within the established Centretown urban fabric.
- / The proposed materiality ensures that the unique identity of the Centretown Heritage Conservation District is maintained, protected and celebrated.

2. It defines quality public and private spaces through development

- / The development proposes an addition to the existing building with a well-designed and architecturally interesting mid-rise residential building.
- / The development proposal uses architectural elements such as building massing, the introduction of a new walkway, as well as landscape features such as trees and planters to accentuate the bicycle entrance to the proposed addition.
- / The proposed development provides occupants with quality amenity space in the shared outdoor amenity spaces and private balconies.

- / Undesirable overlook impacts on existing properties are minimized by setbacks. Communal and private balconies have been strategically located such that there are minimal overlook impacts on the adjacent properties.

3. It creates places that are safe, accessible, and are easy to get to, and move through

- / Lighting for the proposed development will be strategically located and oriented to ensure safety for building residents at all points of ingress and egress.
- / The proposal is in proximity to existing pedestrian, cycling, and transit facilities encouraging active transportation and transit use.
- / The proposal will introduce an additional pedestrian/cycling connection through the site, linking Argyle Avenue and McLeod Street for residents of both 330 McLeod and 233 Argyle.

4. It respects the character of existing areas

- / The development proposal creates a sense of human scale through architectural massing and detailing to provide greater visual interest.
- / The proposal maintains a built form consistent with the surrounding streetscape and proposes to incorporate complimentary landscaping and materials to better relate to the existing street character.
- / The proposal respects the character of the Centretown Heritage Conservation District by proposing an addition that is distinguishable and secondary to the existing heritage building on the property.

5. The proposal considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice

- / The proposed development helps to achieve a more compact urban form by developing within the built-up downtown core.
- / The proposed development contributes to the variety of housing types and tenures available within the community.


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

The proposed development addresses the Design Objectives through a design which proposes a more intensive residential use to the site. The proposed built form is distinctive from the existing mid-rise residential building on the property yet is complementary contributing to a sense of place along McLeod Street. As a development is located within a Design Priority Area, the Urban Design Review Panel will further review and provide comments on the proposed development with respect to urban design, including the public realm and heritage.

5.2.3 Urban Design, Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to **Section 2.5.1** of the Official Plan, **Section 4.11** outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for noise, spillover of light, accommodation of parking and access, microclimatic conditions, views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of **Section 4.11**.

Policy	Proposed Development
Building Design	
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> / Setbacks, heights and transition; / Facade and roofline articulation; / Colours and materials; / Architectural elements including windows, doors and projections; / On site grading; and / Elements and details that reference common characteristics of the area. 	<p>The architectural articulation and building facades create visual interest and are compatible with the built form of the surrounding context. Intentional setbacks along the west interface of the addition ensures sufficient separation from the existing neighbouring mid-rise building. Intentional rear yard setbacks and a fluid outdoor amenity space along the south ensure appropriate separation between the low-rise addition is maintained.</p> <p>Architectural treatments such as materiality, colours, and projections articulate the facades and add visual interest, and are compatible with the materiality common throughout the neighbourhood.</p>
<p>6. Orient the principle facade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>The principal entrances remains unchanged and is oriented towards McLeod Street.</p>
<p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>Servicing, loading areas, and mechanical equipment are generally located internal to the site and away from the public realm.</p>
<p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.</p>	<p>Service equipment has been incorporated into the building.</p>
Massing and Scale	
<p>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.</p>	<p>The Centretown Secondary Plan provides general policies that encourage a mix of low- and mid-rise mixed-use development within the Central Area of Centretown, including the subject property. The proposed development respects the intended scale of development for the area. The Secondary Plan and CDP are discussed in greater detail below.</p>
Outdoor Amenity Areas	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of</p>	<p>Balconies in the development are sensitively located to mitigate issues of overlook and privacy. Additional outdoor amenity area for residents is being provided in the rear yard and is proposed</p>

<p>adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>to be connected to the rear yard space being proposed for the addition at 233 Argyle Avenue. This shared space will further mitigate any impacts related to overlook and privacy.</p> <p>There is also roof-top amenity space being provided, which has been designed considering issues of overlook and lighting.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.</p>	<p>Amenity space is provided via a combination of private balconies, outdoor rear yard and roof-top spaces. By replacing the existing surface parking lot on the subject property, the proposed rear yard space provides amenity space for residents of the existing building, the proposed addition, and the property located to the south at 233 Argyle Avenue.</p> <p>The new at grade outdoor amenity space in the rear will reinforce and enhance the “green corridor” existing midway between Argyle Avenue and McLeod Street.</p>
	

The proposed development conforms to the policy direction of Section 4.11. The proposed development will positively contribute to the established surrounding neighbourhood through sensitive intensification and high-quality design. The addition has been designed in a manner that will minimize impacts to surrounding properties by providing an appropriate height, internalizing any traffic and waste and introducing landscaped amenity spaces.

5.3 Centretown Secondary Plan and Community Design Plan

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

The CDP envisions Centretown as continuing to be an attractive and liveable urban community, based on principles outlined in the City of Ottawa Official Plan, with a wide mix of uses including employment

neighbourhood services and facilities, range of housing types and choices, excellent transit service and well designed, compact and inclusive development that will enhance the area's diversity and vibrancy.

The Secondary Plan outlines seven (7) core principles which form the foundation for the Secondary Plan. The proposed development will contribute to achieving these principles and objectives as discussed below:

Principle	Discussion
Maintain and Respect the Character of Centretown's Neighbourhoods	The proposed development respects the character of the surrounding area in its architecture and materiality, including the existing heritage designated properties on the property as well as surrounding heritage designated buildings. The four (4) storey building maintains a pedestrian scale.
Accommodate Residential Growth	The proposed development includes 30 new rooming units that will support intensification in Centretown and proposes an addition on a portion of the property that is currently mostly used as a surface parking area with a well-designed, residential-use development featuring a rear yard amenity space that will be open and accessible to residents. The impact of the proposed development on the surrounding community has been thoroughly reviewed and discussed above with steps taken to mitigate any impacts.
Accommodate a Diverse Population	The proposed development is a rooming house that will add needed rooming house stock to the Centretown neighbourhood. The development will add to the diversity of housing options in the neighbourhood and allowing more people to live in proximity to the jobs, services and amenities in the downtown core.
Reinforce and Promote Commercial Activity	The proposed development will bring new residents to the neighbourhood who will support existing commercial businesses along the Bank and Elgin mainstreets.
Enhance the Public Realm	The proposed development includes a gathering place in the rear yard. This space will be designed to allow for a potential green connection to neighbouring properties including 233 Argyle Avenue. The proposal also includes the introduction of a new walkway thereby enhancing the public realm and interface with McLeod Street while connecting through to Argyle Avenue.
Encourage Walking, Cycling, and Transit Use	The proposed development does not include any parking spaces, but ensures that ample bike parking spaces are proposed. This will encourage cycling and will integrate with the existing pedestrian network in Centretown. The site is also located in close proximity to two (2) transit priority corridors on Bank Street and Gladstone Street. The proposal is also located near at-grade separated bicycle lanes along O'Connor Street. Further, the proposed building is located just south of the City's downtown core and Central Business District, allowing residents to walk and cycle to meet their day-to-day needs.
Promote Design Excellence	The proposed development has been thoughtfully designed to create a project that fits well within its surroundings and respects the character of the surrounding community. The choice of materials reflects the heritage of Centretown while also providing a modern building.

5.3.1 Heritage

Section 3.7 of the Secondary Plan highlights that Centretown is rich in heritage. Historic buildings are central to Centretown's existing character and the intent of policies within the Secondary Plan are to ensure that the most

significant aspects of Centretown's heritage are protected, maintained and celebrated. Redevelopment should be sensitive and complementary to the character of neighbouring heritage assets.

Policy 3.7.2.1 specifies that the City shall encourage the rehabilitation and re-use of heritage buildings in Centretown. More specifically, Policy 3.7.2.2 specifies that any development is subject to built form guidelines within **Section 6.5** of the Centretown CDP.

Section 6.5 of the CDP specifies the following guidelines for building additions to existing heritage buildings:

- / Use compatible materials;
- / Use setbacks, front and side, to appropriately transition with adjacent building heights;
- / Minimize the use and height of blank walls;
- / Inform new development with adjacent building ground floor heights and heritage character to enhance the public realm;
- / Modulate façades through the use of vertical breaks and setbacks in a manner that is compatible with the surrounding heritage structures;
- / Cultural Heritage Impact Statements may be required for developments within or adjacent to the CHCD or the Minto Park HCD;
- / If a development proposal comes forward that is in excess of the zoning permission on a parcel containing a heritage building, a full rezoning will be required.

The proposed development has been informed by the Built Form Heritage Guidelines of the CDP and by the other applicable design guidelines. As discussed above, the building materiality and height of the proposed addition ensure that it is secondary to the existing building. Facades have been carefully designed to be compatible and complimentary to the existing structure such that the heritage character of Centretown neighbourhood is protected and maintained.

5.3.2 Land Use Designation

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

The **Central Character Area** includes several land use designations. Schedule H1 of the Secondary Plan identifies the subject property as **Residential – Mixed Use**. The CDP envisions these areas as including generally low to mid-rise residential, small scale office, minor retail, open spaces, institutional and public uses. Residential uses are intended to be the predominant use within this designation.

Per **Policy 3.9.4.3** of the Secondary Plan, low and mid-rise building heights are generally encouraged within the Central Character Area. Per Schedule H2, buildings up to nine (9) storeys are permitted on the subject property. Lands to the north, south, and east are all also intended to be development with up to nine (9) storeys. The Secondary Plan also specifies that commercial uses are limited to the first two floors of buildings.

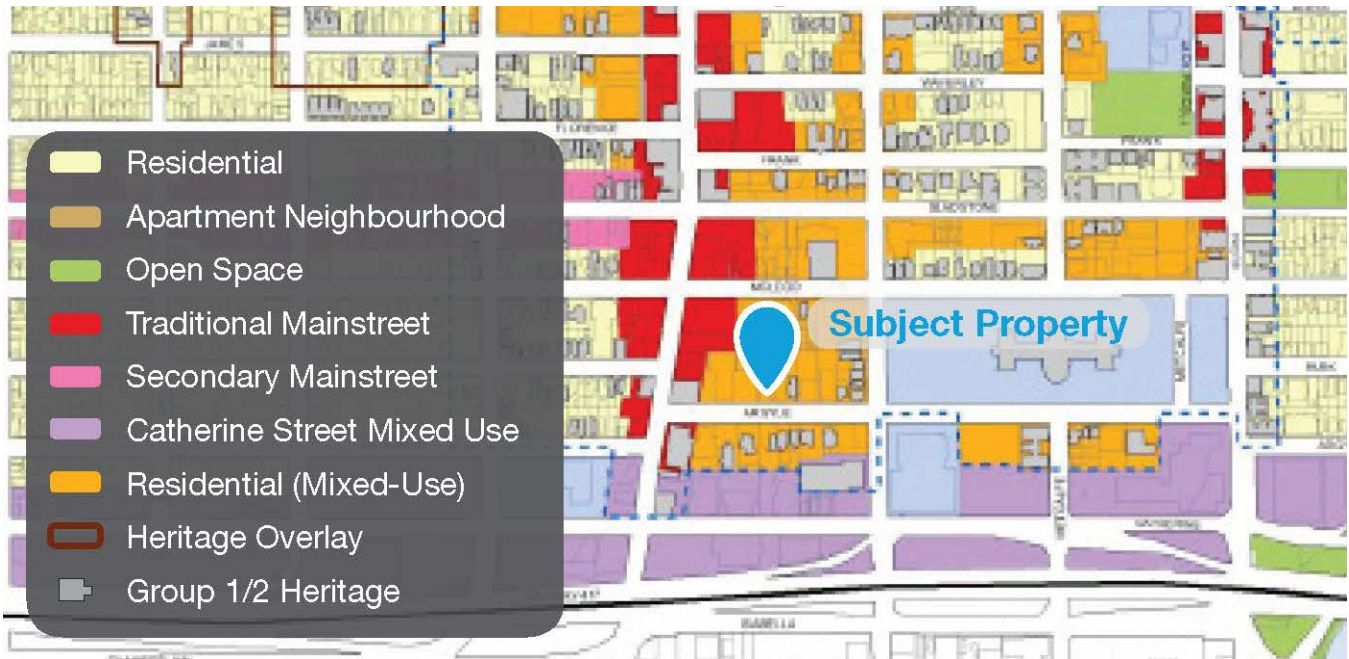


Figure 15: Excerpt from Centretown Secondary Plan - Schedule H1 - Character Areas

Policy 3.9.5.3 of the Secondary Plan notes that the Zoning By-law should establish appropriate maximum building heights within the ranges shown on Schedule H2. The Zoning By-law stipulates a maximum building height of 14.5 metres on the subject property as per the R4UD zoning.



Figure 16: Excerpt from Centretown Secondary Plan - Schedule H2 - Maximum Building Heights

The proposed addition includes uses that are permitted within the specified land use designation. The proposal is also well within the maximum built height limit of nine (9) storeys that is specified in the Secondary Plan.

As discussed in detail in Section 5.2.2 of this report, the proposed development conforms to the City's high-level urban design objectives and is compatible with the surrounding context, supporting the proposed building design and massing. Careful attention has been paid to creating an appropriate relationship with the existing building on the property. The policies of the Official Plan recognize the intensification potential of the property.

5.4 New Ottawa Official Plan (Anticipated 2021-2046)

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

- / Most of the draft Plan was released on November 20th, 2020. The City received many comments in regards to this draft.
- / A second draft of the OP has recently been released for review before it is considered by the Joint Committee in October 2021.
- / The new Official Plan is scheduled to go to Council for endorsement on October 27th, after which the Ministry of Municipal Affairs and Housing will review/approve the document (with or without modifications). The Ministry's review could take several months, which could extend into 2022. When the new Official Plan is approved, the current Official Plan will be repealed.

For the most part the policies within the Centretown Secondary Plan are proposed to be carried over in the Central & East Downtown Secondary Plan and will have precedence over the underlying new Official Plan.

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

5.5 Urban Design Guidelines for low-rise Infill Housing (2012)

The City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing is a series of design guidelines for infill housing to help fulfill some of the design strategies for Ottawa as outlined in the Official Plan. It is intended as a basic framework for the physical layout, massing, functioning and relationships of infill buildings to their neighbours.

The objectives of these Infill guidelines are to:

- / Enhance streetscapes;
- / Support and extend established landscaping;
- / Be a more compact urban form to consume less land and natural resources;
- / Achieve a good fit into an existing neighbourhood, respecting its character, and its architectural and landscape heritage;
- / Provide new housing designs that offer variety, quality and a sense of identity;
- / Emphasize front doors and windows rather than garages;
- / Include more soft landscaping and less asphalt in front yards;
- / Create at grade living spaces that promote interaction with the street;
- / Incorporate environmental innovation and sustainability.

These objectives are achieved by meeting the various guidelines, including the following that are applicable to the proposed development:

- / Reflects the desirable aspects of the established streetscape character **[Guideline 2.2]**;
- / Landscapes the right-of-way to blend with the landscape pattern and material of surrounding homes **[Guideline 3.1]**
- / Located in a manner that reflects the existing or desirable planned neighbourhood pattern of development in terms of building height, elevation, and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections **[Guideline 4.1.2]**;
- / Oriented so that amenity spaces do not require sound attenuation walls and so that noise impacts are minimized. **[Guideline 4.1.4]**;
- / Respects the grades and characteristic first floor heights of the neighbourhood by not artificially raising or lowering grades **[Guideline 4.1.11]**;
- / Designed in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes **[Guideline 4.2.1]**;
- / Provides similar level of quality and detail on all sides of the building **[Guideline 4.3.1]**;
- / Provides rich detail that enhances public streets and spaces, while also responding to the established patterns of the street and neighbourhood **[Guideline 4.3.2]**;
- / Provides primary building entrances that are inviting and visible from the street **[Guideline 4.3.3]**;
- / Limits the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard **[Guideline 5.1]**; and,
- / Limits the width of driveways in the front yard in order to maximize the amount of soft surface area remaining in the front yard **[Guideline 8.3]**.

The proposed development is consistent with the Urban Design Guidelines for Infill Housing.

5.6 Zoning By-law 2008-250

The subject property is currently zoned “Residential Fourth Density, Subzone UD, Exception 479 (R4UD [479])” in the City of Ottawa’s Comprehensive Zoning By-law 2008-250. The R4 zone permits a wide range of residential uses including low-rise apartment dwellings, townhouses, three-unit dwellings and stacked dwellings. Subzone UD identifies specific subzone provisions for development in this zone. Exception 479 stipulates that dwelling units are an additional permitted use on the subject property.

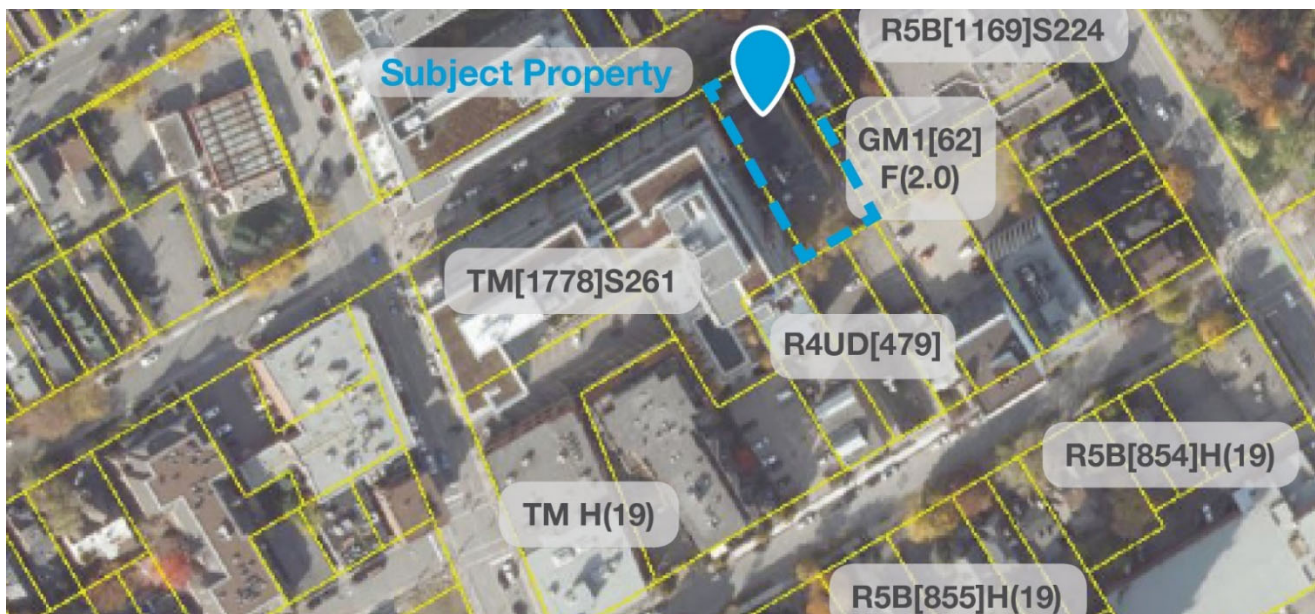


Figure 17: Zoning Map

The R4UD zone permits **low-rise, apartment buildings**.

In 2012, the City of Ottawa approved the “Infill 1” By-law (2012-147) which introduced Section 139 and 140 to the Zoning By-law containing provisions related to the character of infill developments. The original by-law was approved, but subsequently appealed to the OMB. Through the resolution of the appeal in 2014, low-rise apartment buildings were included in these provisions as “buildings of four or fewer storeys”. The appeals were resolved in May 2015. The new provisions included transition provisions, which have been incorporated within the below zoning table.

A subsequent by-law, “Infill 2” was approved in 2015 (By-law 2015-228) but a site-specific exception excludes these provisions from applying to the subject property.

As noted above, the property is located within a Heritage Overlay. The existing building is classified as a Category 4 property and is considered a ‘non-contributing’ property to the cultural heritage value of the Centretown HCD. The proposed rear addition will compliment the existing building while maintaining the Centretown Heritage Character ensuring that it conforms to the identified heritage overlay.

The proposed development is located within the boundaries of the Mature Neighbourhoods Overlay, which includes zone provisions intended to ensure that new infill development complements and reinforces the established neighbourhood character as seen along each street. The Mature Neighbourhoods Overlay generally regulates development or additions within the front or corner side yard. The Overlay is therefore not applicable to the proposed rear addition.

The following table provides a summary of the Residential Fourth Density, Subzone UD as detailed in Zoning By-law 2008-250. The table demonstrates how the development meets the provisions and highlights where relief is being sought. As discussed with staff while separate Site Plan Control applications are required for the two projects (330 McLeod and 233 Argyle) the zoning amendment will cover both addresses.

Table 1: Zoning Summary

Zoning Mechanism	Requirement	Provided	Compliance
Minimum Lot Area	450m ²	1058.8m ²	✓
Minimum Lot Width	15m	20m	✓
Minimum Front Yard Setback	0.75m	4.5m (existing)	✓
Minimum Interior Side Yard Setback (Argyle)	1.5m	West: 0.75m East: 1.5m	✗ ✓
Minimum Interior Side Yard Setback (McLeod)	1.5m	West: 0.3m (proposed rear addition) East: 3.7m (proposed rear addition)	✓ ✗
Minimum Rear Yard Setback	15.4m (Minimum rear yard setback is 30% of the lot depth which must comprise at least 25% of the area of the lot)	4.2m	✗

Zoning Mechanism	Requirement	Provided	Compliance
Maximum Building Height	14.5m	15m (proposed rear addition)	✘
Minimum Landscaped Area	30%	31%	✓
Minimum Area of Soft Landscaping in Rear Yard	50% of the rear yard (must comprise of at least one aggregated rectangular area of at least 25m ² and whose longer dimension is not more than twice its shorter dimension, for the purposes of tree planting).	60%	✓
Principal Entrance	At least one principal entrance to a ground-floor unit or to a common interior corridor or stairwell must be located on the facade and provide direct access to the street	Principal entrances are provided for ground-floor units	✓
Amenity Area	7.5 m ² for first 8 rooming units, 3 m ² for any rooms in excess of 8 rooming units 48 existing units = 180 m ² 30 new units = 126 m ² Total: 306 m ²	337 m ²	✓
	Must be located at grade, in rear yard	87 m ² Located at grade in rear yard	✘
	Must have 80% soft landscaping	>80% soft landscaping	✓

The property is considered as within **Area X** as shown in Schedule 1A in the City of Ottawa Zoning By-law.

Zoning Mechanism	Requirement	Provided	Compliance
Vehicle Parking Spaces Area X Residential: 0.25rooming /unit after the first 12 units	5 spaces	0 spaces	✘
Bicycle Parking Spaces	0.25 spaces per rooming unit = 8 spaces	36 spaces	✓

The proposed development generally complies with the provisions of the R4UD[479] zone.

5.6.1 Proposed Zoning By-law Amendment

The Zoning By-law Amendment proposes to maintain the Residential Fourth Density, Subzone UD (R4UD) zoning of the site and to introduce new site-specific provisions to address rear yard setback, interior side yard setback, rear yard amenity area, maximum building height and the proposed number of vehicle parking spaces. The following is appropriate for the proposed development:

- / **Minimum Rear Yard Setback:** The zoning provisions require that a minimum 15.4 metre rear yard setback is provided. However, the proposed development requires relief to decrease the setback to 4.2 metres. It is important to note that the rear yard of 330 McLeod Street will have a direct interface with the rear yard space proposed at 233 Argyle Avenue providing a 'green' corridor. The requested relief from the required minimum rear yard setback is minor and, efforts have been taken to reduce impacts on adjacent properties. The requested reduction is therefore appropriate.
- / **Minimum Number of Vehicle Parking Spaces:** The developer is seeking a reduction of the minimum resident parking from the required minimum of 5 spaces to 0 spaces. Considering the subject property's proximity to amenities on Bank Street, its location within the heart of Centretown, and its proximity to two (2) identified Transit Priority Corridors, this amendment is minor in nature. Efforts have also been taken to encourage active transportation by proposing a total 36 stacked bicycle parking spaces, which doubles the Zoning By-law requirement.
- / **Maximum Building Height:** Per the Zoning By-law, the maximum permitted building height in the R4UD zone for a low-rise apartment building with 9 or more units is 14.5 metres, while the applicant is seeking a building height of 15 metres. The subject property is highly suitable for this building height considering the existing and planned mid-rise context surrounding the subject property. It is also important to note that the permitted height within the Centretown Secondary Plan for this site is nine (9) storeys. The proposed four (4) storey addition is therefore minor in nature and complimentary to the existing and planned built context.

Interior Side Yard Setback: The Zoning By-law requires a side yard setback of 1.5 metres, whereas the proposal seeks a reduced setback on the east side yard setback to 0.3 metres. The proposed reduction of this setback requirement is appropriate to allow the feasible intensification of the subject site and provide a condition consistent with the built form context along McLeod Street and within the Centretown neighbourhood. The proposed development has been designed in a manner which maintains the low-rise condition, mitigating any potential impacts on abutting properties, streetscape, and public realm. Lastly, it is important to note that the interior side yard setback along the eastern property line is 3.7 metres, which is more than double of what is required as per the Zoning By-law. Balconies are accommodated only on the east façade not projecting into the setback line, and the no windows are on the western wall.

- / **Location of Amenity Space:** The Zoning By-law requires that all the proposed amenity space be located at grade in the rear yard, while the proposal provides 87 square meters (35%) of amenity space in the rear yard and a total 250 square meters of rooftop amenity space. It is important to note that rear yard amenity space is proposed to be connected to rear yard amenity space at 233 Argyle Avenue (62% of rear yard is amenity space), thereby increasing the amenity space available to residents. Given that these spaces are designed to act as one larger amenity space, the requested amendment is minor in nature. Further, it is important to note that the total proposed amenity space exceeds what is required in the Zoning By-law. Therefore, this amendment is appropriate and minor in nature.

6.0 Supporting Studies

6.1 Site Servicing Report and Erosion and Control Plan

McIntosh Perry prepared the Site Servicing Report and Erosion Control Plan report to outline the required services, including water, stormwater, and wastewater needed to support the redevelopment of the subject property.

The report identifies that the existing watermain service lateral can provide an adequate domestic water supply and the existing municipal hydrants can satisfy the fire flow requirement of 9,000 L/min for the subject site.

Based on the wastewater servicing details, it is anticipated that the existing sanitary service is sufficient to provide sanitary servicing for the existing building as well as the proposed addition. The detailed storm and stormwater servicing as well as the proposed grading will meet the allowable release rates of 3.56 L/s for the Argyle Avenue outlet. Excess runoff will be contained by means of rooftop storage. 7.90 m³ of rooftop storage will be required to attenuate flow to the established release rate. Quality control are not required for this site as the development due to the combined sewer outlet.

It is recommended that the proposed site servicing and stormwater management design be approved for implementation.

6.2 Geotechnical Study, prepared by EXP Services Inc., dated April 20th, 2021

EXP Services Inc. prepared a Geotechnical Study for the subject property as part of the current application. The study concludes that the site is underlain by fill to depths of 1.8 m and 2.3 m below existing grade (Elevation 68.4 m and Elevation 67.8 m) followed by native stiff to very stiff clay. Based on the dynamic cone penetration test (DCPT) results from Borehole No.21-1, cone refusal was met on inferred boulders or bedrock at a 21.7 m depth (Elevation 48.5 m). The site is underlain by limestone bedrock of the Ottawa or Eastview formations. The groundwater level is at 2.4 m and 3.5 m below the existing ground surface (Elevation 67.8 m and Elevation 66.7 m).

Based on a review of the borehole information, it is considered that the proposed new building addition may be supported by strip footing having a maximum width of 1.5 m and square pad footings having a maximum width and length of 2.0 m founded on the surface of the undisturbed native clay contacted at approximately 1.8 m and 2.3 m depths (Elevation 68.4 m and Elevation 67.8 m). The footings may be designed for a bearing pressure at serviceability limit state (SLS) of 150 kPa and factored geotechnical resistance at ultimate limit state (ULS) of 210 kPa. The basement floor of the proposed building addition may be designed as a slab-on-grade set on the native clay or on a minimum 300 mm thick engineered fill pad placed on the native clay and should consist of Ontario Provincial Standard Specification (OPSS) Granular B Type II compacted to 98 percent standard Proctor maximum dry density (SPMDD).

It is anticipated that excavations may be undertaken using conventional equipment capable of removing cobbles, boulders and construction debris within the fill (such as concrete pieces). All excavation work should be completed in accordance with the Occupational Health and Safety Act (OHSA), Ontario, Reg. 213/91. Based on the definitions provided in OHSA, the subsurface soils at the site are considered to be Type 3 soil. As per OHSA, the sidewalls of open cut excavations undertaken within Type 3 soil, must be sloped back at 1H:1V from the bottom of the excavation. Within zones of persistent seepage, the excavation side slopes are expected to slough and eventually stabilize at 2H:1V to 3H:1V from the bottom of the excavation.

The site classification for seismic site response is Class D and the subsurface soils are not susceptible to liquefaction during a seismic event.

6.3 Noise Control Detailed Study

A Noise Study was conducted by Gradient Wind Engineers. Results of the calculations indicate that building design for 330 McLeod Street should consider the need for occupants to keep windows and doors closed at their discretion to maintain a comfortable living environment. Therefore, 330 McLeod Street should be designed with forced air heating and the provision to accommodate the installation of central air conditioning at the occupant's discretion. A Warning Clause will also be required on all Lease, Purchase and Sale Agreements for units of 330 McLeod Street. Exterior noise levels at 233 Argyle Avenue are expected to fall below 55 dBA, therefore, noise mitigation and warning clauses are not required. No spaces requiring consideration as outdoor living areas were identified.

With regards to stationary noise impacts from the building on the surroundings and itself, noise can be controlled by judicious selection of the mechanical equipment and its placement on a high roof or in a mechanical penthouse. Where necessary noise screens, silencers, or acoustic louvers can be incorporated into the design to ensure compliance with the ENCG sound level limits. A stationary noise study will be performed once mechanical plans for the proposed building become available. This study will include recommendations for any noise control measures that may be necessary to ensure noise levels meet ENCG criteria.

6.4 Landscape Plan and Tree Conservation Report

J.L. Richards and Associates Ltd. prepared a Tree Conservation Report for the proposed development by highlighting the condition of any existing trees on site, the impact of the proposed development and measures recommended to preserve and minimize impact. The report makes several recommendations for the construction of any redevelopment on the lands.

The methodological approach evaluates trees of 10 centimetres in diameter or greater. The report recommends the retention of four (4) trees on the subject property. A total of four (4) trees are proposed to be removed on the property, while a total of one (1) tree is proposed to be planted along the McLeod Street frontage. All removals will require a permit, in accordance with the City of Ottawa tree By-law No. 2020-340.

In accordance with the Tree Protection By-law No. 2020-340, a protection fence is to be erected at vegetation that is to be preserved. The protection fence shall be maintained throughout all phases of the development. No work is to be done within the tree protection fence.

6.5 Phase I Environmental Site Assessment

Paterson Group completed the Phase I Environmental Site Assessment (ESA) for the subject property, researching the past and current use of the site and study area to identify any environmental concerns. Based on a review of available historical information, the subject site was first developed with residential uses, circa 1896.

Based on the review, evaluation, and interpretation of the information obtained from the records review, interviews and site reconnaissance, one historical PCA that results in an APEC identified in the form of an underground storage tank used for heating purposes, previously located to the south of the residential apartment building.

Based on the results of this assessment, it was concluded that a Phase II –Environmental Site Assessment was required for the subject site.

6.6 Phase II Environmental Site Assessment

Further to the identification of Areas of Potential Environmental Concern (APEC) on the site as per the Phase I ESA, Paterson Group completed the Phase II ESA for the subject property.

The Study recommended that when the site is to undergo future re-development, the contaminated soil beneath the subject structure and along the western and northern remediation excavation walls and the encountered groundwater be removed. The most practical methodology would be to transfer the contaminated soil and groundwater to a registered waste disposal facility under the guidance of a member of this firm. It should also be noted that if soil, which has to be removed for construction purposes and which contains contaminant concentrations that meet the subject property standards but exceed the MOECC Table 1 (background) standards, it will have to be disposed of at an approved waste disposal facility at a premium.

Public Consultation Strategy

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


- / Pre-Application Consultation Meeting
 - o A Pre-Application Consultation Meeting was held with City Staff and the applicant team on February 10, 2021. A member of the local community association was present and provided comments.
- / Notification of Ward Councillor, Councillor Catherine McKenney
 - o The Ward Councillor will be notified of the proposed development for the subject site shortly after submission of the Zoning By-law Amendment application.
- / Community “Heads Up” to local registered Community Associations
 - o A ‘heads up’ notification to local registered community associations was completed by City of Ottawa during the application process
- / Community Information Session
 - o If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
 - o It is anticipated that, due to current COVID-19 restrictions, the community information session would be held in an online webinar format organized and moderated by the Ward Councillor and their staff members.
- / Urban Design Review Panel Consultation
 - o An informal review of the proposed development was undertaken by the Urban Design Review Panel on April 9th, 2021 as part of the development application process.
 - o A Formal review of the proposed development will be undertaken by the Urban Design Review Panel as part of the development application process.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - o Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - o The statutory public meeting will take place at the City of Ottawa Planning Committee.

8.0 Conclusions

It is our professional opinion that the proposed Zoning By-law Amendment, Site Plan Control and Heritage Permit Applications to permit the proposed development on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing residential development that will provide increase choices for housing within an existing and established neighbourhood that is close to transit.
- / The proposed development confirms to the Official Plan's vision for managing growth in the urban area and meets the policies for infill and intensification in the General Urban Area. The proposal responds to its context by proposing a low-rise addition in a central area characterised by an eclectic mix of uses and heights. The proposal also responds to its context by proposing a low-rise addition to ensure the compatibility with the low-rise existing heritage building located on the property.
- / The proposed development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development responds strongly to the Centretown CDP and Secondary Plan by proposing a mid-rise addition that compliments, preserves and enhances the existing heritage property.
- / The proposed development meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development will allow the redevelopment of a vacant portion that is currently used as a surface parking lot within the property.
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Ghada Zaki, RPP, MCIP
Planner

Lisa Dalla Rosa, RPP, MCIP
Associate