



109-115 Dalhousie Street

Planning Rationale & Design Brief
Zoning By-law Amendment, Site Plan Control, and Heritage Permit
February 18, 2022



Prepared for Ethos Developments

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Ethos Developments (“Ethos”) to prepare this Planning Rationale and Design Brief in support of Zoning By-law Amendment, Site Plan Control, and Heritage Permit applications to facilitate the proposed development on the property municipally known as 109-115 Dalhousie Street in the City of Ottawa.

The subject site is located at 109-115 Dalhousie Street between Boteler Street to the north and Bolton Street to the south in the Lowertown neighbourhood in the City of Ottawa, and currently contains a two (2) semi detached contributing heritage buildings containing four (4) units. The proposed development includes the retention of these existing buildings and development of an attached four-storey low-rise residential apartment building containing 27 units in the existing rear yard. The development is proposed to contain a mix of 10 studio units, nine (9) one-bedroom units, and eight (8) two-bedroom units. A total of 230 square metres of amenity space is provided via private balconies, an indoor amenity space, and communal rear yard amenity space. As permitted by the Zoning By-law, no residential parking is proposed for the site, while 12 bicycle storage spaces are provided.

1.1 Required Applications

To facilitate the proposed development, concurrent Zoning By-law Amendment, Site Plan Control, and Heritage Permit applications are being submitted. The Minor Zoning By-law Amendment (ZBLA) proposes to amend the existing zoning applicable to the subject site to accommodate site-specific development details as discussed herein. The Site Plan Control process will address the detailed design of the site and buildings, including such aspects as site servicing, landscaping and building materiality. Finally, the Heritage Permit applications address details related to heritage conservation proposed as part of the new development, which is located within the Lowertown West Heritage Conservation District.

To obtain a more complete understanding of the development proposal and the justification submitted to obtain the necessary planning approvals from the City of Ottawa, this Planning Rationale and Design Brief should be read in conjunction with the Cultural Heritage Impact Statement prepared by Commonwealth Historic Resources Inc and the portfolio of drawings and reports prepared by the architecture and engineering consultants and other specialists as required by the City of Ottawa planning approval process.

1.2 Public Consultation Strategy

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

- / Pre-Application Consultation Meeting
 - o A Pre-Application Consultation Meeting was held with City Staff, a member of the Lowertown Community Association, and the applicant team on July 17, 2020. The applicant team has maintained subsequent correspondence with City Staff leading up to application submission.
- / Notification of Ward Councillor, Councillor Mathieu Fleury
 - o The Ward Councillor was notified of the proposed development for the subject site prior to the applications being submitted.
- / Notification of the Lowertown Community Association
 - o The Lowertown Community Association was notified of the proposed development for the subject site prior to a Zoning By-law Amendment application being submitted.

- A meeting was held with a member of the Lowertown Community Association and a member of the City's Heritage Staff on January 24, 2022, to discuss the proposed development prior to application submission.
- / Community Information Session #1
 - An online community information session was organized and held by the Ward Councillor on December 7, 2021.
 - Notice to residents was provided via the ward website and newsletter, Facebook, and Twitter.
- / Community "Heads Up" to local registered Community Associations
 - A 'heads up' notification to local registered community associations will be completed by City of Ottawa during the application process.
- / Urban Design Review Panel
 - A formal review of the proposed development will be undertaken by the Urban Design Review Panel as part of the development application process.
- / Community Information Session #2
 - If requested by the Ward Councillor, the applicant team will participate in a second community information and comment session to discuss the proposed development.
 - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
 - Due to ongoing COVID-19 restrictions on public gatherings, it is anticipated that the community information session would be held via an online format such as a Zoom webinar or another similar platform.
- / Built Heritage Sub-Committee Meeting Advertisement and Report Circulation
 - Notification for the public meeting will be undertaken by the City of Ottawa.
- / Public Meeting for Heritage Permit Application.
 - The public meeting will take place at the City of Ottawa Built-Heritage Sub-Committee.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee.

Subject Site & Surrounding Context

2.1 Subject Site

The subject site is a rectangular shaped lot with a total area of approximately 614.4 square metres located in the Lowertown neighbourhood and Rideau-Vanier Ward in the City of Ottawa (Figure 1). The subject site has 20.31 metres of frontage along the eastern side of Dalhousie Street and a depth of 30.3 metres. The site currently contains two (2) buildings; a two-storey semi-detached brick building municipally addressed as 109 and 111 Dalhousie Street, and a one-and-a-half-storey semi detached building municipally addressed as 113 and 115 Dalhousie Street. The rear yard of the subject site contains an accessory structure and landscaped outdoor area. The two existing building on-site have been included as contributing properties within the Lowertown West Heritage Conservation District (LWHCD).



Figure 1: 109-115 Dalhousie Street, subject site indicated

2.2 Surrounding Context

North: Immediately north of the subject site are two-storey residential buildings with frontage along Dalhousie Street and Boteler Street. Further north of this are institutional buildings, including the Embassy of the United Arab Emirates, and Global Affairs Canada and National Research Council of Canada along Sussex Drive. The Macdonald-Cartier Bridge is accessed via King Edward Avenue and provides access across the Ottawa River into Gatineau, Quebec. This bridge provides access onto Dalhousie Street just north of the subject site. Further north are additional commercial and institutional buildings as well as federally and publicly owned lands through to the Ottawa River.

East: Immediately east of the subject site are generally low-rise residential buildings, including detached, semi-detached, townhouse, and low-rise apartment buildings. The Embassy of Korea is located approximately 20 metres east of the subject site, while Cathcart Park and Cumberland Park are located less than one block further. This condition continues through

to King Edward Avenue, beyond which are lands along the Rideau River owned by the National Capital Commission (NCC). Further east across the Rideau River is the Lindlea-New Edinburgh neighbourhood of the City of Ottawa.

West: Immediately west the subject site across Dalhousie Street are two (2) high-rise residential apartment buildings of 12-storeys and 14-storeys in height. South of this is Bingham Park, which contains greenspace and outdoor recreational facilities and the Hospital Elisabeth Bruyere Hospital. Further east is a mix of low-rise residential buildings, high-rise apartment towers, and institutional or office uses, including the High Commission of Malaysia and the Embassy of Japan. This condition continues through to Sussex Drive, across which are the Royal Canadian Mint and additional NCC lands along the Ottawa River.

South: Immediately south of the subject site are low-rise residential buildings, with some commercial and mixed-use buildings are located along Dalhousie Street. Further south through the ByWard Market neighbourhood, land uses are generally more varied where both stand alone residential and commercial buildings exist, as well as mixed-use buildings containing commercial and retail at-grade along street frontages and residential units above. This condition continues further south through to Rideau Street, with building heights generally increasing in proximity to rapid transit and Downtown Ottawa.



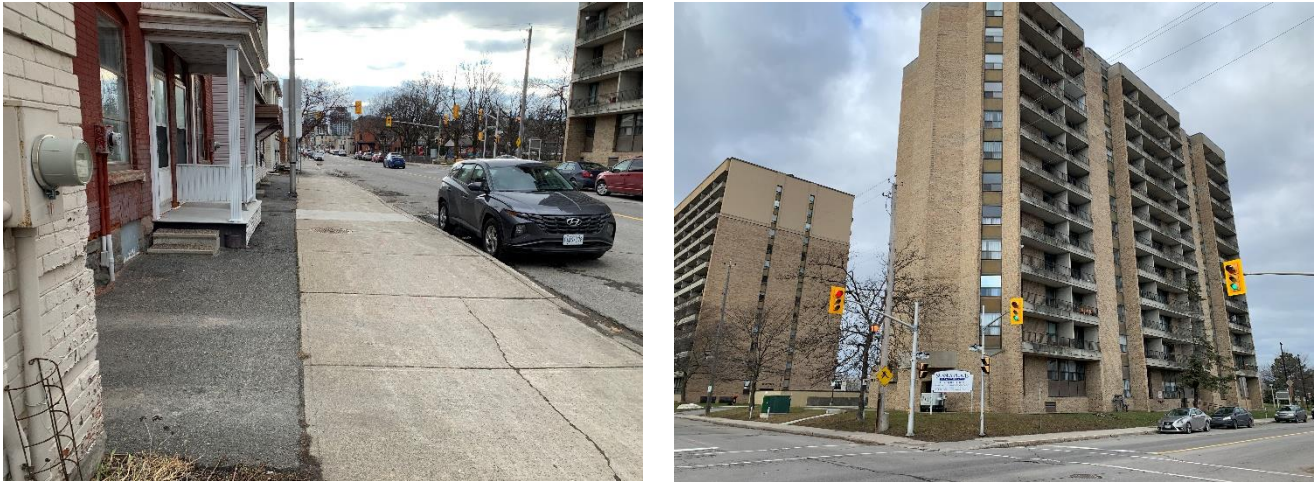


Figure 2: Top Left, looking southeast towards the subject site; Top Right, looking east towards the subject site; Centre Left, looking northwest towards the corner of Dalhousie Street and Boteler Street; Centre Right, looking northwest towards the corner of Dalhousie Street and Bolton Street; Bottom Left, looking south along Dalhousie Street along the front property line of the subject site; Bottom Right, looking northwest across Dalhousie Street

2.3 Road Network

The subject site is located along Dalhousie Street, which is designated a Collector road on Schedule F (*Central Area / Inner City Road Network*) of the Ottawa Official Plan (Figure 3). The portion of Dalhousie Street north of Boteler Street is designated an Arterial road through to the Macdonald-Cartier Bridge. Nearby streets, including Boteler Street west of Dalhousie Street, King Edward Avenue, Sussex Drive, St. Patrick Street, and Murray Street, are all designated Arterial roads.

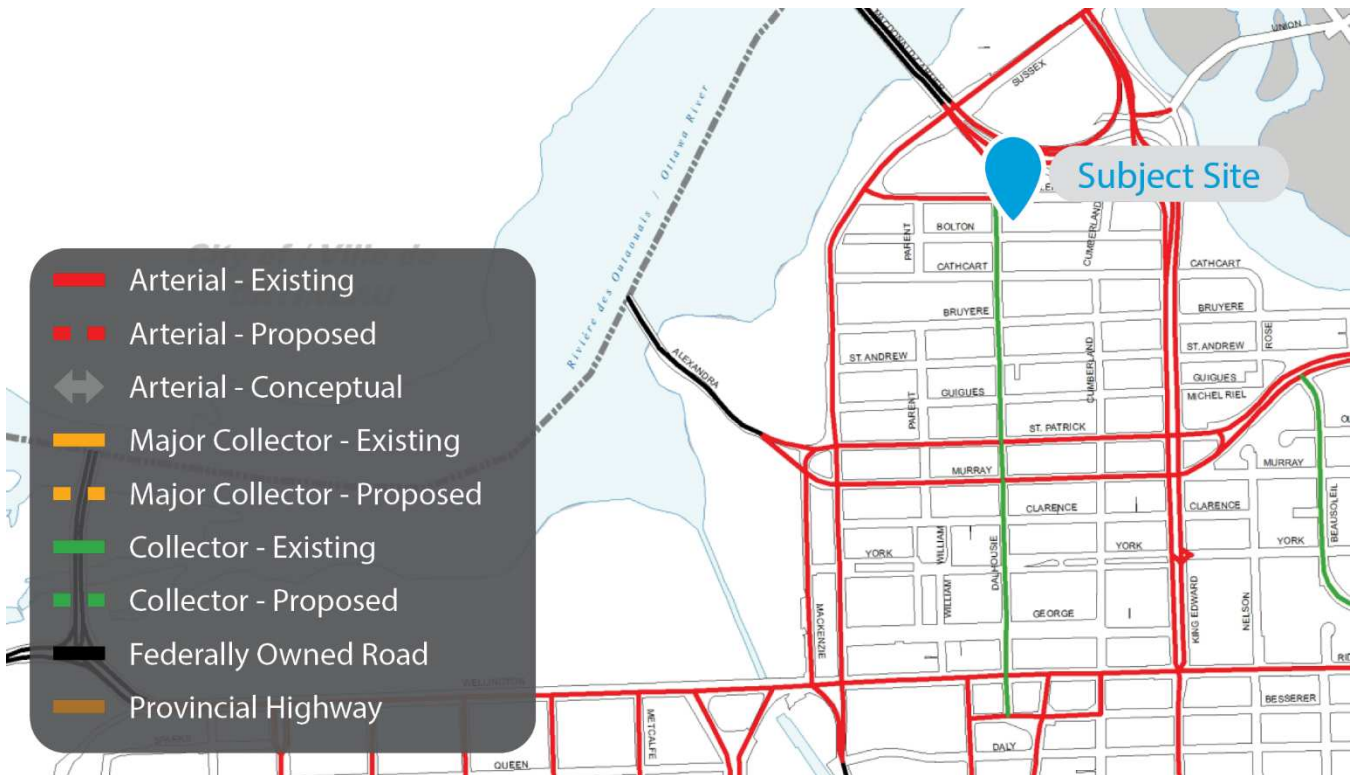


Figure 3: Schedule F, *Central Area / Inner City Road Network*, City of Ottawa Official Plan subject site indicated

Collector roads are intended to function networks which serve neighbourhood travel between local and Arterial roads, providing vehicle connections and accesses to adjacent lands. Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops. The subject site is well served by the existing road network due to its frontage along a Collector road, which provides connections to Arterial roads along multiple nearby streets and into the greater urban road network of the City of Ottawa.

2.4 Transportation Network

The subject site is well-connected with respect to bus rapid transit, cycling, and the pedestrian network as indicated on Schedule D (*Rapid Transit Network*) of the Official Plan. The subject site is located approximately 300 metres west of King Edward Avenue and 500 metres north of Murray Street, both designated Transit Priority Corridors. Further, the subject site is located approximately 900 metres north of the Rideau Light Rail Transit (LRT) Station (Figure 4). Similarly, OC Transpo serves the site with Route 9 running adjacent to the site along Dalhousie Street (Figure 5). An OC Transpo bus stop is located within close proximity to the subject site at the corner of Dalhousie Street and Boteler Street. This route connects the subject site to the greater transportation network, through to the Hurdman LRT Station. The subject site is served by routes which connect through the ByWard Market, Lowertown, Sandy Hill, and Downtown Core neighbourhoods.



Figure 4: Schedule D, *Rapid Transit Network*, City of Ottawa Official Plan, subject site indicated

The subject site is served by the City of Ottawa's urban cycling network (Figure 6). Dedicated bicycle lanes, designated Spine Routes by Schedule C (*Urban Cycling Network*) of the Official Plan, are located along Mackenzie Avenue, Sussex Drive, Murray Street, St. Patrick Street, and Cumberland Street, each providing access to the greater cycling network. The subject site further benefits from close proximity to Multi-use Pathways along either side of the Rideau River, and east along the Ottawa River. These cycling accesses allow bicycle connections to various other routes throughout the city and rapid transit, promoting multi-modal transportation.

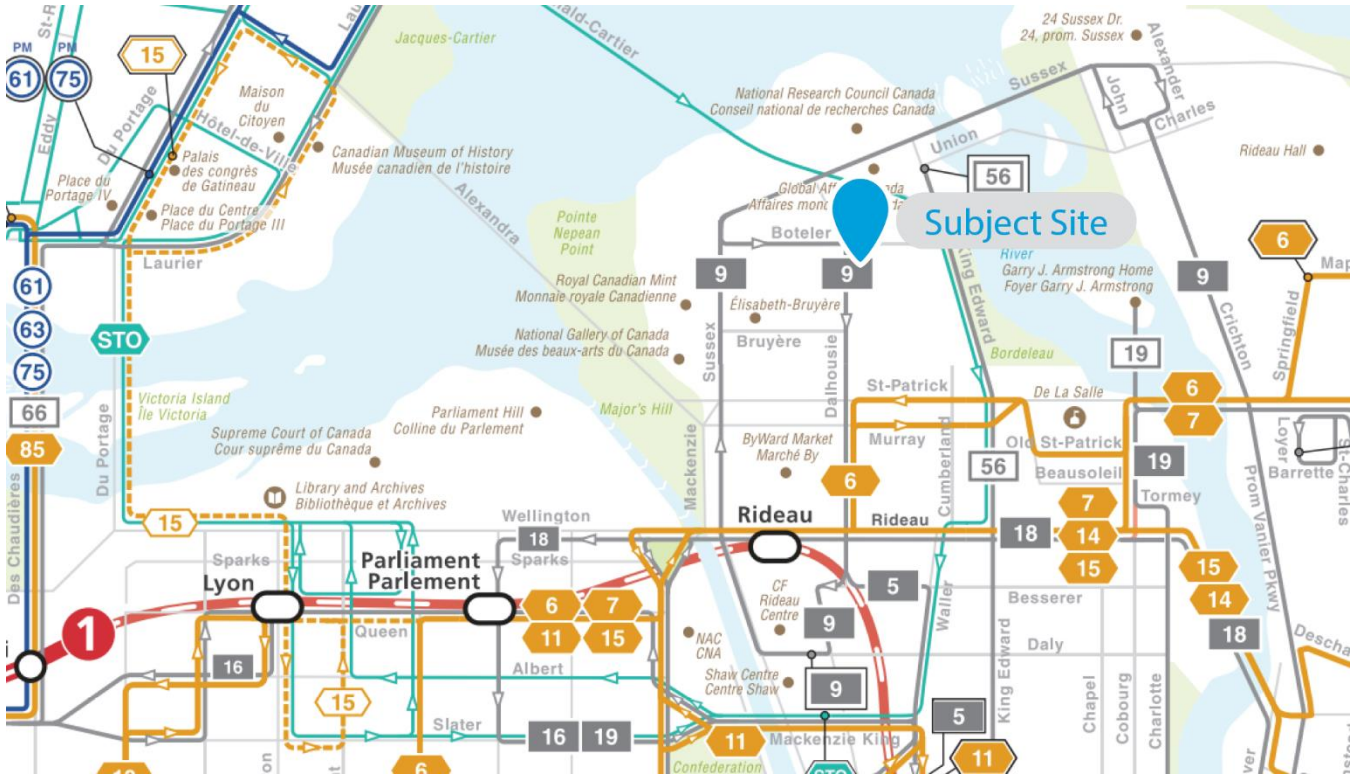


Figure 5: OCTranspo Network Map, subject site indicated



Figure 6: Schedule C, Urban Cycling Network, City of Ottawa Official Plan, subject site indicated

2.5 Neighbourhood Amenities

Due to its location in the established Lowertown neighbourhood, the subject site enjoys close proximity to many nearby amenities including a variety of commercial uses such as restaurants, retail shops, community services, tourist attractions, and greenspaces. The site is located within walking distance of the ByWard Market Hall, Majors Hill Park, Confederation Park, the National Gallery of Canada, the Royal Canadian Mint, and Notre-Dame Cathedral.

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

- / Parks including Majors Hill Park, Confederation Park, Stanley Park, and several other local parks including Bingham Park, Cathcart Park, Cumberland Park, and Bordeleau Park, as well as greenspace along the Rideau Canal and Rideau River;
- / Major commercial, restaurants, and retail business in all directions, however primarily south throughout the ByWard Market neighbourhood;
- / Recreational facilities including private gyms, community fitness spaces, and community services such as the Routhier Community Centre and Lowertown Community Resource Centre;
- / Libraries and public schools such as the Ottawa Public Library (Rideau Branch), York Street Public School, and De La Salle Public High School; and,
- / Tourist destinations or heritage buildings such as the National Gallery of Canada, the Royal Canadian Mint, ByWard Market Hall, Rideau Falls, Rideau Hall, the Rideau Shopping Centre, and Parliament Hill.

3.0

Proposed Development & Design Brief

3.1 Project Overview

The proposed development includes the retention and restoration of the two (2) existing heritage buildings at 109 and 115 Dalhousie Street and development of a four-storey low-rise residential building containing apartment units in the existing rear yard. The proposed development will contain a total of 27 units; two (2) units within the existing two-storey dwelling to the north, and 25 units within the proposed addition. The development is proposed to contain a mix of 10 studio units, nine (9) one-bedroom units, and eight (8) two-bedroom units. A total of 230 square metres of amenity space is provided via private balconies, an indoor amenity space, and communal rear yard amenity space. As permitted by the Zoning By-law, no residential parking is proposed for the site, while 12 bicycle storage spaces are provided within the rear yard.

3.2 Massing and Scale

The primary intent for the proposed development is to provide additional housing options and a new mix of unit types in a desirable area of the city which is well served by transit and neighbourhood amenities. The Zoning By-law currently permits a four-storey apartment building on the subject site. The proposed massing of the apartment building was carefully selected and refined to reduce its visual impact on the street while retaining visual emphasis on the existing heritage buildings, all while conforming to the general intent of the Zoning By-law. In determining the massing of the proposed development, three-dimensional modeling was used to capture street views and to understand the visual impact.



Figure 7: Rendering of proposed development, looking southeast

The low-rise building height of the proposed development is considerate of the existing two-storey context immediately surrounding the subject site, while setbacks from the interior side yard and rear yard, as well as within the upper floors from the front yard allow an appropriate transition to abutting properties. Considering the mix of uses, building types, and varied heights within the surrounding area, including the high-rise residential towers west across Dalhousie Street, the proposed building height and scale of the development is appropriate for the site and is consistent with the surrounding neighbourhood.



Figure 8: Elevations of the proposed development

3.3 Building Design

The building is designed to suit the context and to contribute to the neighbourhood by using quality design and detailing while maintaining visual emphasis on the heritage buildings along the Dalhousie Street frontage. The building will be clad in stucco with no change of material on the sides or rear. The stucco will be a very light grey, where a mansard and contemporary design elements complement the heritage buildings. Contemporary detailing on the balconies and the use of paneled highlights will balance this mix of traditional and contemporary design. The cottage will be adapted as indoor amenity space that flows into the entrance and elevator foyer. The second-storey interior structure within the cottage is proposed to be removed, eliminating the original low ceilinged second-storey space. This space will contain bright, lofty amenity space with cathedral ceiling intended to be well used by residents and will animate the space next to the street. The accessible entrance court to the apartment has been designed to welcome residents into a safe and material rich semi-private space; traditional cottage on the left, stone wall at the base of the new building straight ahead, metal fence and colourful bushes on the right. A new small tree planting is proposed to arch over the entrance court to frame the space and provide summer shade. The stone wall at the base of the apartment building will continue past the glassy doors to the interior, allowing the court to feel bigger, and inviting residents inside. The existing semi-detached structure to the north is in very good condition and will be retained in its present location and residential use.

3.4 Public Realm

The existing heritage buildings are proposed to occupy the majority of frontage along Dalhousie Street. As such, their relationship to the public realm will remain largely unchanged. The existing two-storey building to the north will remain a residential use, while the existing entrances will remain as the primary entrance for these units. The one-and-a-half storey existing cottage style building will be adapted to be used as amenity space for the new apartment, with the front entrances accommodating an amenity space entrance and stairwell access.



Figure 9: Pedestrian level view of the proposed development, looking northeast

The remaining frontage along Dalhousie Street at the southern corner of the subject site will allow access to the main accessible entrance to the apartment. This area has been carefully designed as a safe, well-lit, and landscaped area for residents to easily access the building. All areas of this entrance court are proposed to be visible from the street, unencumbered by blind corners or columns. The entrance court will be enhanced with new lighting, landscaping, and secured by a metal fence.



Figure 10: Rendering of entrance to residential apartment dwellings, looking east

3.5 Heritage

The proposed development seeks to retain the existing heritage buildings on site, adaptively reusing these properties as part of the entire building while maintaining the streetscape along Dalhousie and heritage character of the neighbourhood. The existing heritage buildings are located in a manner which does not allow new dwelling units to be feasibility added to the subject site while meeting site specific requirements. As such, the proposed development seeks to relocate the existing southern heritage building slightly north to abut the northern two-storey semi-detached building.

The existing semi-detached building at the northern portion of the subject site is in good condition and will remain in-situ, proposed to contain townhouse style units. To accommodate the proposed apartment building, a structural post will be added to support the above storeys, with the location of this support designed to have minimal impact to the interior layout. Although the rear siding clad portion of this building is proposed to be demolished, repairs and restoration of the exterior will be undertaken as necessary.



Figure 11: Pedestrian level rendering of the proposed development, looking east

The existing one-and-a-half “cottage style” semi-detached building cottage is in fair condition. This building is located on an eroding foundation with the exterior extensively modified, covered in layers of cladding. To accommodate its restoration and conservation, this building is proposed to be moved off site to remove the exterior cladding while constructing a new foundation. This building is proposed to be reclad in wood lapped siding and wood trim, painted in a three tone colour palette referential of historic photographs and documentation. Although the rear portion of the cottage will be removed, the roofline of the rear portion will remain clearly visible on the southern facade. Following restoration of the cottage, the building is proposed to be returned to the subject site, placed next to the existing northern semi-detached building with their walls touching.



Figure 12: Pedestrian level rendering of the proposed development, looking northeast

3.6 Sustainability

The proposed development provides additional housing types and options, where unit sizes are typically more compact in. The proposed development is located in an area which is highly walkable, with many easily accessible cycling routes, and well-served by public transit. As such, no vehicle parking is provided at the subject site with the required bicycle parking provided, encouraging residents to utilize the City's bicycle routes. Further, engineering best practices and City of Ottawa policies require that development be designed to manage stormwater, which prevents contribution to flash flooding and ensures the safety of surrounding properties. These features of the proposed development encourage a more sustainable lifestyle and are generally more environmentally friendly.

4.0 Policy & Regulatory Review

4.1 Provincial Policy Statement (2020)

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

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

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
 - o Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing (1.1.1.b);
 - o Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1.e);
- / 1.1.3: Identifies settlement areas as the focus of growth and development, with land use patterns in settlement areas to be based on densities and a mix of land uses which efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion (1.1.3.2).
 - o Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities
- / 1.4.3: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs or current and future residents of the regional market area by:
 - o Permitting and facilitating:
 - All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities (1.4.3.b.1); and
 - All types of residential intensification, including additional residential units, and redevelopment (1.4.3.b.2);
 - o Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (1.4.3.d);
- / Policies in Section 1.6 of the PPS provides direction related to infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.
- / 1.7.1: Long-term economic prosperity should be supported by:
 - o Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (1.7.1.b).

- / 1.8.1: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
 - o Promote compact form and a structure of nodes and corridors (1.8.1.a);
 - o Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b); and
 - o Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1.e).

Section 2.6 of the PPS provides policy direction related to Cultural Heritage and Archeology and states:

- / 2.6.1: Significant built heritage resources and significant cultural heritage landscapes shall be conserved.
- / 2.6.3: 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.

The proposed development is consistent with the Provincial Policy Statement, 2020. The proposed development achieves the vision of the PPS by providing an efficient development and land use pattern, accommodating an appropriate range and mix of residential types to meet long-term needs of the municipality, promoting cost-effective development patterns, and supporting multi-modal, active transportation. Further, the proposed development responds to policies which direct development to locations identified for intensification and redevelopment by the municipality. As a site located in a well-established urban neighbourhood and within close proximity to the multi-modal transit options, the proposed redevelopment advances provincial goals of healthy, liveable and safe communities that efficiently utilizes existing infrastructure, improves the range and mix of housing types, supports transit use, and conserves built cultural heritage resources.

The design of the new building and especially those portions directly interacting with the heritage building contain complementary and appropriate materials and design choices. The proposal ensures the heritage building remains as a prominent feature on the site while maintaining the original orientation to the street and relationship to other heritage buildings in the immediate context. This establishes a strong functionality for the site while ensuring the height, form, and massing of the new building do not detract from the existing heritage attributes. A Cultural Heritage Impact Statement addressing heritage conservation in more detail has also been filed in support of the submitted applications.

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

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

4.2.1 Managing Growth

Section 2.2 of the Official Plan describes how growth is to be managed within the City of Ottawa, including the urban area, within village boundaries, managing intensification, and employment area policies. This section recognizes residential intensification as the most efficient pattern of development and is broadly defined in Section 2.2.2, 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 subject site is located along a Traditional Mainstreet and is identified as a target area for intensification (Policy 3). Intensification is encouraged within the Traditional Mainstreet designation, and other areas, to be expressed through a

variety of built forms with the greatest density and building heights supported in proximity to Rapid Transit and Transit Priority Corridors (Policy 10). Intensification in this area should correspond with and meet the guidelines for Heritage Conservation Districts (Policy 9). To ensure appropriate design, transitions, and compatibility with surrounding existing context and planned function, new buildings should be clustered with other buildings of similar height (Policy 11).

The proposed development represents residential intensification through the redevelopment of an underutilized lot within a target area for intensification. The proposed development has been carefully designed to ensure compatibility with surrounding lots and existing heritage structures on site. Located along a Traditional Mainstreet, the subject site represents significant opportunity for new residential intensification. The proposed development is in keeping with land use designation policies and guidelines within the Lowertown West Heritage Conservation District Study.

4.2.2 Land Use Designation

The subject site is designated Traditional Mainstreet, as described in the Schedule B of the Official Plan (Figure 13). Urban designation policies are described in Section 3.6 of the Official Plan, with policies related to Traditional Mainstreets located in Section 3.6.3.



Figure 13: Schedule B, *Urban Policy Plan*, City of Ottawa Official Plan, subject site indicated

Traditional Mainstreets are typically set within a tightly-knit urban fabric, with buildings that are small-scale, with narrow frontages and set close to the street. Traditional Mainstreets offer significant opportunities for intensification through medium-density and mixed-use development with a pattern generally containing commercial or retail at-grade and residential uses located on the upper floors. As these streets are well-served by transit, parking is generally on-street, with limited on-site parking, and the area is generally accessed by foot, cycling, and public transit. Focusing intensification on Traditional Mainstreets allows for less disruption, more efficient use of transit, and access to neighbourhood services for nearby communities, which is supported by more dense and mixed-use development.

The Traditional Mainstreet designation applies to lots fronting onto the road, generally to a depth of 200 metres (Policy 3). A broad range of uses are permitted on Traditional Mainstreets, including commercial, residential, and institutional uses, either located within mixed-use buildings or side by side in separate buildings (Policy 5). Redevelopment and infill development along Traditional Mainstreets is encouraged to optimize land uses through intensification, generally provided in a compact built form with active street frontages (Policy 10). While the Official Plan supports mid-rise development along Traditional Mainstreets, the Zoning By-law may establish as-of-right building heights of a lower scale (Policy 11).

The proposed development implements the policy directions described in the Traditional Mainstreet designation. The proposed infill development achieves the efficient use of municipal services, public transit, and neighbourhood amenities while providing a more intensive use in a target area of intensification. The subject site is located within proximity to Transit Priority Corridors and represents a significant opportunity for redevelopment of an underutilized property. By retaining and conserving the existing heritage structures on site, the proposed development contributes to the existing character of the area, enhancing the streetscape along Dalhousie Street while supporting the planned function of the Traditional Mainstreet. Through including no vehicle parking on-site, the proposed development has further been designed in a manner that will support increased pedestrian, cycling, and public transit infrastructure in the area.

The proposal includes design elements and treatments that define the street edge. The retained heritage buildings and ground floor interface features large amounts of glazing and opportunities for direct access from internal spaces to the pedestrian sidewalk.

4.2.3 Designing Ottawa

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

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

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

Traditional Mainstreets are recognized as ‘Design Priority Areas’ (Policy 2), which are required to participate in an enhanced review by the Ottawa Urban Design Panel (Policy 4) to understand how the proposed development will contribute to the Design Objectives and achieve good urban design.

The proposed development addresses the Design Objectives through a design that retains and conserves two cultural heritage resources on Dalhousie Street while introducing a more intensive residential use to the site. The proposed development will enhance the pedestrian environment while respecting the existing character in the area. The proposed development provides a new, compact built form which contributes to the range of housing choices in the area. As a development is located within a Design Priority Area, the Urban Design Review Panel will review and provide comments on the proposed development with respect to urban design, including the built form, public realm and heritage.

4.2.4 Urban Design and 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 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
1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development.	This Planning Rationale and Design Brief satisfies the requirement for a Design Brief for the proposed development.
Building Design	
5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: <ul style="list-style-type: none"> • Setbacks, heights and transition; • Façade 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. 	The proposed development achieves compatibility with adjacent existing buildings and the public realm by providing adequate transitions through setbacks, stepbacks, building articulation, placement, and at-grade elements. The proposed addition is setback from all property lines as required by the Zoning By-law, and provides increased setback from the front property line of 3.75 metres to ensure conservation of existing heritage structures on site. Architectural elements, including materiality, fenestration, articulation, and rooflines have been carefully considered to complement the existing heritage fabric of the neighbourhood while providing a distinct and contemporary built form.
6. Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	The principal façade and entrances have been oriented towards the public realm, with entrances and window patterns conserved on the existing heritage structures to maintain a historic streetscape pattern.
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. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.	All utilities and mechanical equipment have been internalized within the proposed development and do not interfere with the public realm, streetscape, or at-grade amenity spaces throughout the site.
Massing and Scale	

Policy	Proposed Development
<p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>	<p>The proposed development is a low-rise residential apartment building which is slightly greater in height than its immediate surroundings, however through setbacks, stepbacks, building placement, and articulation, the proposed development provides appropriate transition to abutting properties. The proposed development is located across Dalhousie Street from high-rise residential apartment buildings and will not result in a greater negative impact on the surrounding properties.</p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down); b) massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); c) Building setbacks and stepbacks. 	<p>The proposed development contains incremental changes in building heights along the front elevation to conserve the existing heritage buildings on site while maintaining a streetscape pattern and rhythm along Dalhousie Street. Ground oriented units and active entrances are maintained along this façade within the heritage buildings, while appropriate setbacks and stepbacks have been incorporated into the design of the low-rise addition.</p>
Outdoor Amenity Areas	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(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>An appropriate rear yard setback of 6.95 metres is maintained to ensure adequate transition and mitigate negative impacts on existing amenity spaces of adjacent residential buildings. The proposed development provides a low-rise built form which incorporates setbacks, stepbacks, and other architectural elements to ensure transition measures are achieved. The introduction of landscaping elements, including the planting of three new trees in the rear yard, further provides additional transition from adjacent properties. Shrubs, perennials, and grasses are provided throughout the site to enhance outdoor spaces. Further, the retention of mature trees within the side and rear yards will additionally mitigate the transition between the proposed development and abutting properties.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as:</p>	<p>The proposed development contains both private and communal amenity spaces, where communal spaces are locked both indoors and at-grade within the rear yard. Amenity spaces provided throughout the site include private balconies, outdoor at-grade landscaped spaces, and an indoor communal amenity room within the ground floor of the building.</p>

Policy	Proposed Development
balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards).	
Design Priority Areas	
22. The portion of the building which is adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features.	The proposed development incorporates several design features where the property is adjacent to the public realm. Existing heritage buildings are conserved on site, which will maintain the streetscape character and public realm along Dalhousie Street. These structures are proposed to be restored with materials and architectural elements reflective of their history while maintaining active entrances. The use of a historic window pattern, door openings, continuous lines, awnings, and materiality will maintain a high-quality public realm along Dalhousie Street. Lighting is proposed to be introduced where the proposed development interfaces with the public realm, while landscaping and other elements are proposed at-grade to enhance the pedestrian experience. The proposed low-rise addition is setback beyond the existing heritage buildings to maintain a pedestrian scale and minimize perceived impacts on surrounding properties.
23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.	The proposed development provides weather protection elements, including enclosed entrances, awnings, and landscaping features throughout the site. Shade trees and plantings have been incorporated throughout the site and will enhance the public realm and pedestrian amenity spaces throughout the site. The streetscape along Dalhousie Street will be enhanced through the retention and conservation of the existing heritage buildings. Further, the proposed development does not include curb cuts or vehicle access points which ensure the public realm remains continuous, undisrupted, and safe for pedestrians.
24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).	The massing and scale of the retained heritage buildings will define the streetscape along Dalhousie Street. The adaptive reuse of these heritage resources will enhance the public realm, while the overall development defines the public space through landscaping and fenestration along the streetscape.

The proposed development conforms to the policy direction of Section 4.11. The proposed development positively contributes to the existing neighbourhood character through adaptive reuse of existing cultural heritage resources, ensuring the streetscape and public realm are maintained. The proposed development incorporates a high-quality building design which minimizes impacts to surrounding properties through appropriate transition measures.

4.3 New City of Ottawa Official Plan (anticipated 2022)

Ottawa City Council approved the City's new Official Plan on October 27th, 2021 which was the culmination of a multi-year review process. The final adoption by Council occurred on November 24, 2021. Currently, the final new Official Plan is under review by the Ministry of Municipal Affairs and Housing (MMAH) prior to final approval, anticipated in Spring 2022. While the new Official Plan is not yet in force, the policy directions approved by City Council on October 27, 2021, have been reviewed as they relate to the subject site.

Policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / 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.

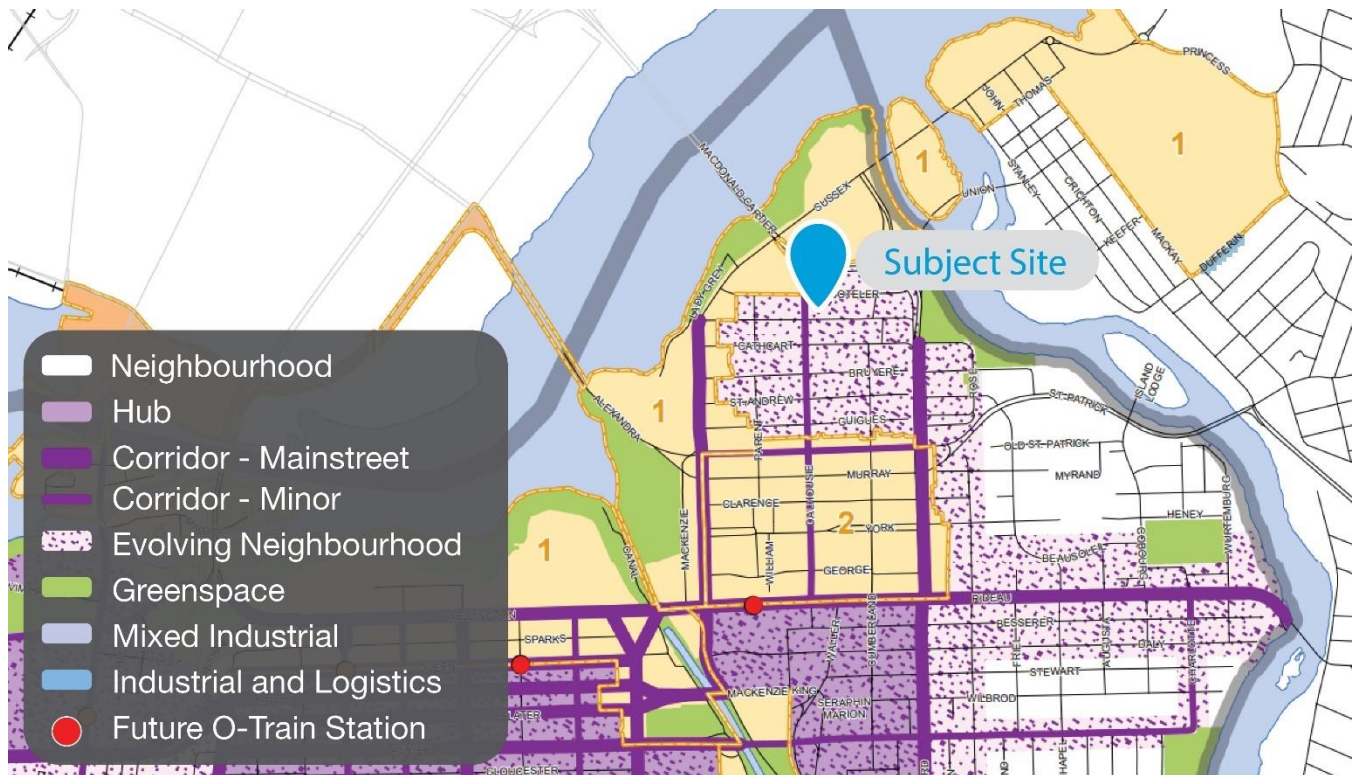


Figure 14: Schedule B1, *Downtown Core Transect*, subject site indicated

4.3.1 Downtown Core Transect and Minor Corridors

The subject property at 109-115 Dalhousie Street is located within the Downtown Core Transect area, designated “Minor Corridor” with the “Evolving Overlay” applied, as shown in Schedule B1 (Figure 14).

The new Official Plan recognizes the Downtown Core as the historic, geographical, physical, cultural, symbolic and employment hub of the National Capital Region. This transect area contains a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced. The Downtown Core’s established and intended built form is urban, and all development shall maintain and enhance the urban pattern of built form and site design (Policy 5.1.1.1). The Downtown Core shall continue to develop

as healthy 15-minute neighbourhoods within a highly mixed-use environment, where Corridors provide a full range of services, existing and new cultural assets are supported, and residential densities are sufficient to support the full range of services (Policy 5.1.1.2). The Downtown Core is planned for higher-density, urban development forms where no onsite parking is required to be provided (Policy 5.1.1.6) and new automobile-oriented land uses and development forms are prohibited (Policy 5.1.2.1). Minor Corridors within the Downtown Core Transect are required to provide generally a minimum two-storey building height to a maximum four-storey height, with all buildings along Minor Corridors should have active entrances facing the Corridor (Policy 5.1.4.4).

The Minor Corridor sub-designation applies to any lot abutting the Corridor to a maximum depth of 120 metres from the centreline of the street (Policy 6.2.1.1a). The planned function of this designation combines a higher density of development, a greater degree of mixed-uses, and a higher level of street transit service than abutting Neighbourhoods. Policies for development along Minor Corridors permit both a mix of uses and residential only buildings (Policy 6.2.2.2). Development within the Corridor designation shall establish buildings that locate the maximum permitted heights and densities closest to the Corridor and shall ensure appropriate transitions in height, land use, site design and development character (Policy 6.2.1.2a).

The proposed development conforms to the Downtown Core Transect and Minor Corridor policy direction of the new Official Plan. The proposed development provides a dense, urban built form through intensification of an area within the Downtown Core. Existing cultural heritage assets are maintained while new residential densities are introduced, supporting the new Official Plan goals related to 15-minute neighbourhoods. The proposed development provides a built form and site design which conforms to the building height and active entrance policies of the new Official Plan.

4.3.2 Evolving Overlay

The Evolving Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to “allow new built forms and more diverse functions of land”. Intended to provide opportunities to reach the City’s growth management framework for intensification through the Zoning by-law by providing:

- / Guidance for a gradual change in character
- / Allowance for new building forms and typologies, like the missing middle
- / Provide direction to built form and site design that support more urban built form patterns and applicable transportation mode share goals.
- / Provide direction to govern the evaluation of development.

The new Zoning By-law shall provide development standards for the built form and buildable envelope within the Evolving Neighbourhood Overlay and will apply minimum density targets. In the Inner Urban Transect area covered by the Evolving Overlay, substantial increases of density are planned and building form and massing is anticipated to change significantly from existing context. Form-based regulation will provide for built form and site development characteristics that are urban (as opposed to suburban).

The proposed development adheres to the direction of the Evolving Overlay by providing a more urban built form and site design. The proposed development has been designed in a manner which contemplates the transitioning character of the area and considers its context along a Minor Corridor within the Downtown Core Transect. The proposed development provides a density, unit mix, and building typology supported by new Official Plan policy direction for the Evolving Overlay.

4.4 Lowertown West Heritage Conservation District Study (1994)

The Lowertown West Heritage Conservation District Study was prepared in 1994 and provides guidance related to heritage buildings within the Lowertown West area. The Study contains a series of recommendations and design guidelines related to conservation and new development within the Study area and recommended HCD Plan area (Figure 15).

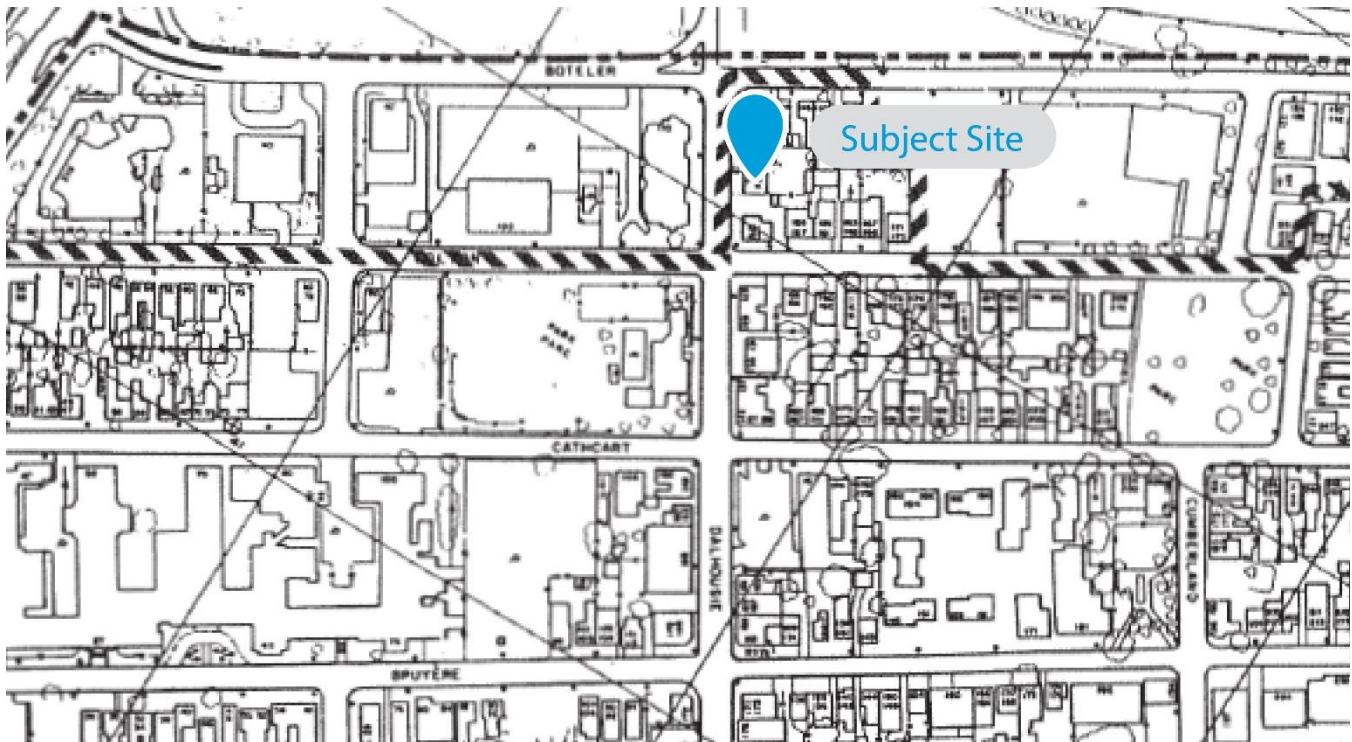


Figure 15: Lowertown West Heritage Conservation District Study Area, boundaries indicated by hatched lines, subject site indicated

Section 7.4.2 provides recommendations for new development related to the streetscape along Dalhousie Street. Applicable recommendations include:

- / For new construction, including additions and alterations, the front building setback line established by the existing buildings on Dalhousie Street should be maintained as a consistent build-to line down the length of the street; and,
- / Parking for the buildings on Dalhousie Street should be located on the street or to the rear (Recommendation 5).

Section 7.5.2 through 7.5.5 contain recommendations related to renovations, restoration, demolition, and infill development. Applicable recommendations include:

Recommendations for Working with Very Altered Buildings

- / Historical documentation on the building should be reviewed to appreciate what the original appearance of the building might have been. A careful examination of the building itself may reveal much about its earlier character; and,
- / Removal of claddings, details and finishes which obscure the original building should be encouraged.

Recommendations for Working with Slightly Altered Buildings

- / Historical documentation on the building should be reviewed to evaluate the extent to which the building has been altered. A careful examination of the building itself may reveal much about its earlier character; and,
- / Restoration should be encouraged if adequate documentation exists.

Guidelines for Demolitions

- / Partial demolitions required for renovations may be acceptable if they do not remove significant original fabric of the building.

Guidelines for Infill Buildings

- / Infill buildings must respect the scale, set-backs, architectural design and materials of neighbouring buildings;
- / Small scale development, working within existing lot divisions should be encouraged;
- / Contemporary design should contribute to and enhance the continuing architectural evolution of the District. Infill buildings should not attempt to appear older than they are; and,
- / Infill buildings should contribute to the streetscape as outlined in Section 7.4.

The proposed development adheres to several of the recommendations from the Lowertown West Heritage Conservation District Study. Through the conservation of the existing two-storey heritage structures, the proposed development conserves the streetscape character along Dalhousie Street. The exclusion of parking further ensures the streetscape is maintained along the full frontage of the subject site. As detailed in the Cultural Heritage Impact Statement (CHIS) submitted as part of this application package, the conservation of the existing heritage buildings is undertaken using historic documentation and a review of conservation guidelines and best practices. The proposed infill development is of a scale, setback, and architectural design which complements the heritage buildings on and surrounding the subject site, while providing a contemporary design distinct from the heritage fabric of the area. It should be further noted that the guidelines within the Lowertown West Heritage Conservation District Study are currently undergoing an update, with a new HCD plan for this and the ByWard Market HCD area to be drafted into 2022.

4.5 Urban Design Guidelines for Development along Traditional Mainstreets

Approved in 2006, the Urban Design Guidelines for Development along Traditional Mainstreets provides guidance at the planning application stage to assess, promote, and achieve appropriate development along Traditional Mainstreets, with the objective of:

- / Promoting development that will enhance and reinforce the recognized or planned scale and character of the streets;
- / Promoting development that is compatible with, and complements its surrounding;
- / Achieving a high-quality built form and strengthening building continuity along Traditional Mainstreets;
- / Fostering compact, pedestrian-oriented development linked to street level amenities; and,
- / Accommodating a broad range of uses including retail, services, commercial uses, offices, residential and institutional uses.

The document contains several guidelines which have been applied to the proposed development and redevelopment of the subject site, including:

- / Aligns the streetwall building with existing built form or average setback of adjacent buildings (Guideline 1);
- / Uses periodic breaks in the streetwall and minor variations in building setback to create visual interest (Guideline 4);
- / Provides a building design rich in architectural detail and respect the rhythm and pattern of existing or planned buildings on the street (Guideline 8);

- / Ensures sufficient light and privacy for institutional and residential properties to the rear by ensuring new development is compatible with adjacent uses regarding maximizing light and minimizing overlook (Guideline 9);
- / Provides building heights which correspond to adjacent road corridors (Guideline 10);
- / Uses clear windows and doors, to make the pedestrian level façade of walls facing the street highly transparent, and locate active pedestrian-oriented uses at-grade (Guideline 11);
- / Sets back upper floors to achieve human scale and allow more light on sidewalks (Guideline 12); and,
- / Provides pedestrian weather protection such as colonnades, individual canopies, awnings and balconies (Guideline 17);

The proposed development implements many of the Urban Design Guidelines for Development along Traditional Mainstreets. By retaining and restoring the existing heritage structures along Dalhousie Street, the proposed development maintains a streetwall and built form which complements the existing character of the neighbourhood. The proposed addition is setback beyond the streetwall to maintain a pedestrian scale along Dalhousie Street and to mitigate potential impacts on the public realm. Active entrances along Dalhousie Street provide a consistent streetscape rhythm to the Lowertown neighbourhood.

4.6 City of Ottawa Zoning By-law (2008-250)

The subject site is zoned Traditional Mainstreet (TM), Subzone 12 with a defined maximum height limit of 14.5 metres (TM12 H (14.5)). The purpose of the Traditional Mainstreet zone is to accommodate a broad range of uses such as retail, service commercial, office, residential and institutional uses, including mixed-use buildings. The TM zone is intended to foster and promote compact, mixed-use, pedestrian-oriented development that prioritizes access by pedestrian, cycling, and transit.

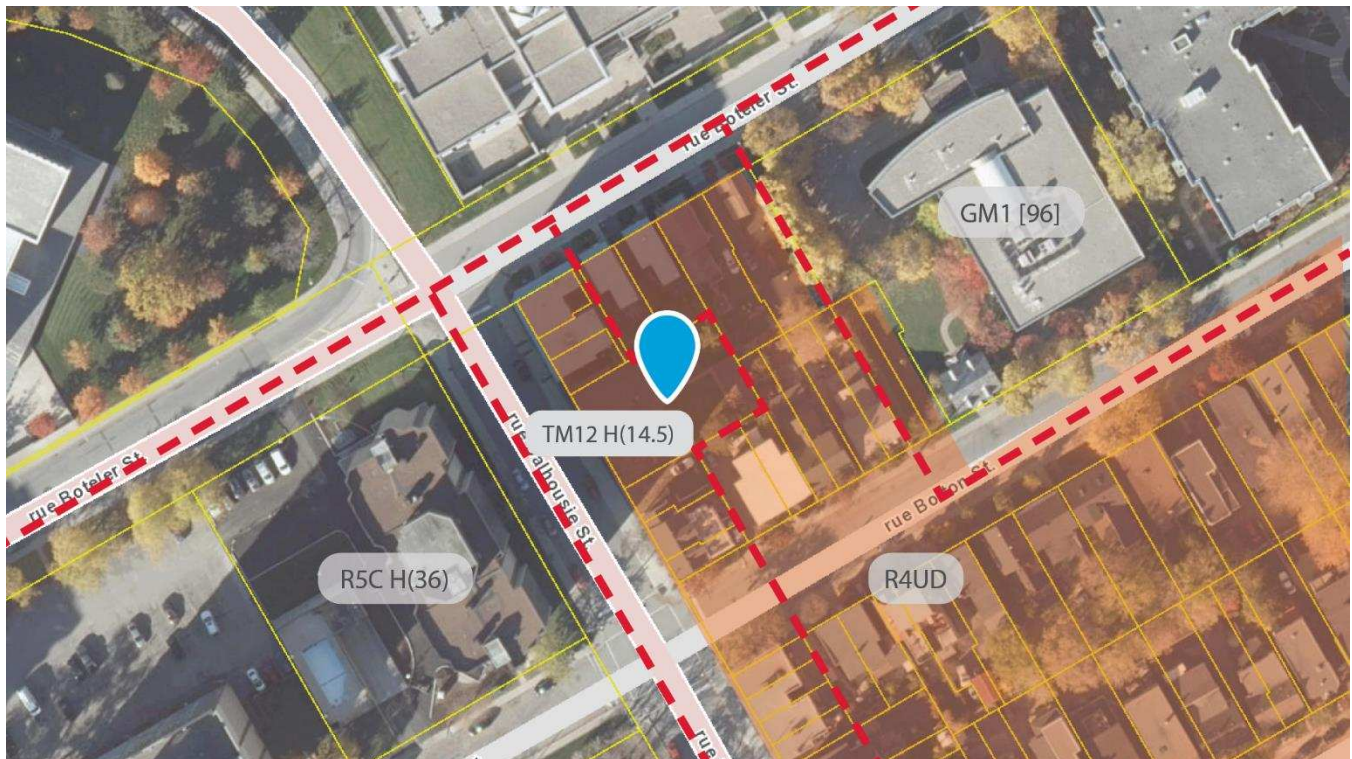


Figure 16: Zoning Map for the subject site and surrounding context, Heritage Overlay indicated in orange

Table 1 below describes a non-exhaustive list of residential and non-residential uses permitted by the TM12 H(14.5) zone at the subject site.

Residential Uses	Non-Residential Uses
<p>apartment dwelling, low rise, bed and breakfast, dwelling units, group home, home-based business, home-based day care, retirement home, rooming house</p> <p>TM, Subzone 12 additionally permits: detached dwelling, duplex dwelling, semi-detached dwelling, three-unit dwelling, townhouse dwelling</p>	<p>animal hospital, artist studio, bank, catering establishment, cinema click and collect facility, community centre, community health and resource centre, convenience store, day care, diplomatic mission, emergency service, hotel, instructional facility, library, medical facility, municipal service centre, museum, office, park, personal brewing facility, personal service business, place of assembly, place of worship, post office, recreational and athletic facility, research and development centre, residential care facility, restaurant, retail food store, retail store, school, service and repair shop, storefront industry, theatre, training centre, urban agriculture</p>

Table 2 below describes detailed zoning provisions applicable to the subject site and indicates the compliance of the proposed development to these provisions.

Provision	Required	Provided	Compliance
Minimum Lot Area	No minimum	614.39m ²	Yes
Minimum Lot Width	No minimum	20.31m	Yes
Front Yard Setback	No Minimum Maximum: 2 metres	0m – 0.69m at-grade (existing heritage buildings) 3.75m + to the addition	Yes No
Interior Side Yard Setback	Minimum 1.2 metres for a residential use building	1.27 metres +	Yes
Minimum Rear Yard Setback	Where the rear lot line abuts a residential zone, 7.5 metres	6.95 metres	No
Building Height	Minimum: 6.7 metres for a distance of 20 metres from the front lot line Maximum 14.5 metres	14.5 metres	Yes
Active Entrances	The façade facing the main street must include at least one active entrance serving each residential use occupying any part of the ground floor	Active entrances are maintained along Dalhousie Street	Yes
Minimum Width of Landscaped Area	Abutting a residential zone: 3 m; may be reduced to one metre where a	1.27 metres to south, with a fence provided	Yes

Provision	Required	Provided	Compliance
	<p>minimum 1.4 metre high opaque fence is provided</p> <p>All other cases: no minimum</p>		
Permitted Projections into Required Yards	<p>Covered or uncovered balcony, porch, deck, platform and verandah front yard and corner side yard: the greater of 2m or 50% of the required front yard or corner side yard, but no closer than 1m</p> <p>Canopies and Awnings not closer than 0.6 m to a lot line</p>	<p>The existing covered porch and stairs for the two-storey heritage building project over the front lot line and from the building by 1.48 metres</p> <p>The canopies on the front of the cottage building projects 0.9 metres over the front lot line</p>	<p>No</p> <p>No</p>
Amenity Area	<p>6m² per dwelling unit, with a minimum of 50% required to be provided as communal</p> <p>6.0m² x 27 units = 162m², with 81m² required as communal</p>	<p>Total: 230m² (32.5m² private, 197.5m² communal)</p> <p>Private Balconies: 32.5m² Indoor Communal: 32.5m² Outdoor Communal: 165m²</p>	Yes

Table 3 below describes vehicle and bicycle parking zoning provisions applicable to the subject site and indicates compliance of the proposed development to these provisions.

Provision	Required	Provided	Compliance
Residential Vehicle Parking (Area Y, Schedule 1A).	Section 101 (4) states: where a residential use is located within a building of four or fewer storeys, no off-street motor vehicle parking is required to be provided under this section for the residential use	0 spaces	Yes
Visitor Parking	0.1 spaces / dwelling unit, less the first 12 units: 15 x 0.1 = 2 spaces required	0 spaces	No
Bicycle Parking	0.5 / dwelling unit 23 x 0.5 = 12 spaces required	12 spaces provided	Yes
Bicycle Parking Space Dimensions	Horizontal: 0.6m x 1.8m	0.6m x 1.8m	Yes
Bicycle Parking Aisle Dimension	Minimum width: 1.5 metres.	1.5 metres +	Yes

Table 4 below describes zoning provisions described in Section 60 of the Zoning By-law related to the Heritage Overlay applicable to the subject site.

Zoning Provision	Proposed	Compliance
General		
(1) 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.	Rear portions of the heritage buildings are proposed to be demolished to accommodate the proposed development. The cottage style building will be relocated off-site and reinstated on the property in a slightly different location on the subject site.	No
(2) In Areas A or B on Schedule 1, Subsection (1) does not apply to the use of a lot that was vacant prior to April 19, 1978 and, instead, the provisions of the underlying zone apply to the use of that vacant lot.	The lot which contains the heritage resource is not vacant, therefore this provision does not apply.	N/A
Additions		
(3) An addition to a building in an area to which a heritage overlay applies is permitted only if: <ul style="list-style-type: none"> a) the height of the walls and the height and slope of the roof of the addition do not exceed those of the building b) <ul style="list-style-type: none"> i. the side yard setback of the addition is at least 60 cm. greater than that of the wall of the building located closest to the side lot line ii. it is located entirely within the rear yard, or in the interior yard abutting the rear yard and complies with the rear yard setback of the underlying zone, except where the building has a non-complying rear yard setback the addition may be built to that rear yard setback, but in no case may be less than 3.0 metres c) it is not located within the front yard 	<ul style="list-style-type: none"> a) The height of the addition exceeds that of the existing heritage building b) <ul style="list-style-type: none"> i. The side yard setback of the addition where it adjoins to the south does not provide a 60cm setback ii. The addition is located completely in the rear yard and the proposed development complies with rear yard setback requirements c) The addition is not located in the front yard 	<p>No</p> <p>No</p> <p>Yes</p> <p>N/A</p>
(4) Projections are not permitted into the front, corner side yard or side yard in an area to which a heritage overlay applies	No projections are proposed into the front or side yards	N/A
Parking		
(5) Parking <ul style="list-style-type: none"> a. Despite the provisions of Section 101 (<i>Minimum Parking Space Rates</i>), parking is not required for any use within a building: 	The provisions related to parking requirements do not impact the proposed development, as no parking is proposed at the subject site.	N/A

<p>i. that is designated under Part IV of the Ontario Heritage Act, R.S.O.1990; or</p> <p>ii. that is classified as Category 1 or 2 in the City of Ottawa Heritage Reference List, in an area to which a heritage overlay applies.</p> <p>b. Subsection (5)(a) does not apply to a use created in an addition to a Category 1 or 2 building, and parking for any use located within such an addition must be provided in accordance with the provisions of Section 101.</p> <p>c. Nothing in this subsection applies so as to permit the elimination of a parking space required on the day prior to the enactment of this by-law except for the exemption provided in subsections 100(7) and 100(10). (By-law 2009-302)</p>		
<p>(6) A parking lot is prohibited in a front yard or corner side yard abutting a street in an area to which a heritage overlay applies</p>	<p>The provisions related to parking requirements do not impact the proposed development, as no parking is proposed at the subject site.</p>	<p>N/A</p>
<p>(7) A parking garage in an area to which a heritage overlay applies must be setback from a front or corner side lot line a minimum of:</p> <p>i. the same distance as the building to which it is an addition; or</p> <p>ii. the equivalent of the setback required for the underlying zone, whichever is greater.</p>	<p>The provisions related to parking requirements do not impact the proposed development, as no parking is proposed at the subject site.</p>	<p>N/A</p>

4.6.1 Relief Required

To facilitate the proposed development, relief from the Zoning By-law is requested as follows:

- / **Front Yard Setback:** The Traditional Mainstreet zone requires a maximum front yard setback of 2.0 metres to maintain a consistent streetwall and frame the public realm. To accommodate the proposed low-rise addition, relief from this provision is requested to accommodate a 3.75 metre setback from the front property line to the third and fourth storeys. By permitting relief from this zoning provision, the proposed development can accommodate the retention and conservation of the existing heritage buildings at the subject site while facilitating the development of additional residential units to the rear. This setback will further allow the heritage buildings to remain prominent from the public realm with the proposed addition secondary to this condition.
- / **Rear Yard Setback:** A rear yard setback of 7.5 metres is required by the Zoning By-law, however a 6.95 metre setback is proposed for three select portions of the rear facade. Through the design process, traditional bay windows were considered at the rear façade as a permitted projection of 0.6 metres, however these projections cannot be considered bay windows as they are not self supported and extend to the basement level. By permitting relief from this zoning provision, the proposed development provides varied rear façade and accommodates a modern architectural interpretation of a bay window, complementary to the heritage character found throughout the surrounding area.
- / **Permitted Projections:** The existing heritage buildings contain covered porch and canopy projections which encroach beyond the front yard property line. An amendment is sought to permit the existing projections of the two-storey building at 109 Dalhousie Street and to permit the existing canopies of the relocated cottage building

at 115 Dalhousie Street to project beyond the front property line. Permitting these projections will allow the restoration and conservation to the front facades of the existing heritage buildings on site based on archival research and recommendations as detailed by the Cultural Heritage Impact Statement and discussion with City Heritage Planning Staff.

- / **Visitor Parking:** The Zoning By-law requires two (2) visitor parking spaces be provided at the subject site. The proposed development has been designed in a manner which will enhance the public realm and streetscape along Dalhousie Street at the subject site, where pedestrian access and circulation is prioritized over internal vehicle circulation. In order to reduce curb cuts and driveway access which would interrupt the public realm and maximize the communal outdoor space at-grade, relief from the visitor parking requirement is sought. In addition to improving the public realm interface, the proposal will fit within the existing context and facilitate a reduction in reliance on private vehicle trips and ownership in favour of conveniently available and reliable active and rapid transportation options.
- / **Section 60 – Heritage Overlay:** Relief from Section 60 of the Zoning By-law is sought as part of this application to permit the proposed development, which seeks demolition of a rear portions of each of the existing buildings to the east of the site to permit an addition where the overlay applies. Although the proposed development does not meet provisions of the heritage overlay related to building location, side yard setbacks, and building heights, relief from these provisions is appropriate in accommodating the restoration and conservation of the existing cultural heritage resources.

5.0 Supporting Studies

The following reports and studies have been prepared in support of the Zoning By-law Amendment, Site Plan Control, and Heritage Permit applications.

5.1 Assessment of Adequacy of Public Services

An Assessment of Adequacy of Public Services was prepared by Arch-Nova Design Inc., dated February 2022. The purpose of this report is to determine the adequacy of existing water, sanitary sewer, and stormwater servicing for the subject site and provide recommendations related to the proposed development. The report has determined that the water supply demand and sanitary sewer outflows of the proposed development can be sufficiently supported by the existing capacity. Further, stormwater management measures, including a catch basin, roof storage, and other measures have been implemented for sufficient stormwater management for the proposed development. The report concludes that the proposed development can be sufficiently serviced by the existing municipal services and will not overload these conditions following construction.

5.2 Cultural Heritage Impact Assessment

A Cultural Heritage Impact Assessment (CHIS) was prepared by Commonwealth Historic Resource Management, dated January 2022. The purpose of the CHIS is to identify the cultural heritage resources and values that may be impacted by the construction of a low-rise infill apartment building at the subject site. The CHIS includes a detailed review of the neighbourhood and subject site history, streetscape and neighbourhood character, and other relevant information related to the cultural heritage value of the property. The CHIS concludes that the proposed infill development respects the neighbourhood character and demonstrates a sympathetic handling of the two existing buildings on the site. The proposed development acknowledges the predominant form of buildings within the block as low-rise in height and maintains existing buildings via a setback to reduce the visual impact on the streetscape. The report further acknowledges the proposed development as a fitting addition to the conservation efforts within the Lowertown neighbourhood.

5.3 Noise and Vibration Study

A Noise and Vibration Study was prepared by Arch-Nova Design Inc., dated February 2022. The purpose of this report is to investigate the potential impact of environmental noise and vibration on the proposed development, including a review of existing and future noise and vibration sources as they relate to provincial guidelines and municipal standards. The study has determined that the main environmental noise which may have potential impact on the subject site are motor vehicle traffic noise along Dalhousie Street, Bolton Street, and Boteler Street. No additional environmental noise sources which may significantly impact the proposed development were identified through this study. A vibration impact assessment was conducted, however concludes that vibration levels are expected to be insignificant. Recommendations related to noise mitigation have been provided, including providing forced air ventilation systems in lieu of window or through-wall air conditioning, building materials which provide sound insulation, and warning clauses to be included on property and tenancy agreements.

5.4 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group, dated July 31, 2020. The purpose of the Phase I ESA is to research the past and current use of the subject site and area and to identify any environmental concerns with the potential to have impacted the property. The study identifies that the subject site was developed prior to 1912 and has generally remained unchanged since that time. Based on the review, the study did not identify any potentially contaminated areas or areas of potential environmental concern. As such, the Phase I ESA satisfies the requirements of the application, and a Phase II ESA is not required for the subject site.

5.5 Tree Conservation Report

A Tree Conservation Report (TCR) was prepared by Dendron Forestry Services, dated May 2, 2021. The TCR describes all trees over 10 cm on the site, recording their species, size, and current health condition, including trees on adjacent property whose roots extend onto the subject site. The TCR further evaluates the impact of the trees by the proposed development and what the recommended action is (retain or protect), and provides recommendations on how to mitigate damage to retained trees during construction. The TCR provides a description of the five (5) trees identified on site and recommends that two of the trees be removed to accommodate the proposed development. The TCR further provides recommendations to ensure the protection of the remaining trees, including protective fencing and other mitigation measures.

6.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment, Site Plan Control, and Heritage Permit applications to permit a low-rise residential building on the subject site constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing an efficient development and land use pattern, accommodating an appropriate range and mix of residential types to meet long-term needs of the municipality, promoting cost-effective development patterns, and supporting multi-modal, active transportation. The proposed development provides a more intensive housing form and type in a location identified for intensification by the municipality while conserving built cultural heritage resources.
- / The proposed development will allow greater intensification and the addition of residential density by providing an infill development, helping to achieve and implement the growth management policies of Section 2.2. of the Official Plan, while also conforming to the policies for urban design and compatibility by maintaining the streetscape by conserving existing heritage buildings along Dalhousie Street.
- / The proposed development conforms to the policies for Traditional Mainstreets by provides a low-rise, infill development which enhances and complements the existing characteristics and planned function of the area. The proposed development is designed in a manner which is complementary to the existing neighbourhood and streetscape along Dalhousie Street while contributing a new housing type and unit mix to the area.
- / The proposed development conforms to the policies within the new City of Ottawa Official Plan by providing an urban residential built form along a Minor Corridor within the Downtown Core Transect. The proposed development supported by its proximity to multi-modal transit options and broad range of services and amenities in the area. The proposed development provides a built form consistent with the existing and planned context of the site, within the described building height range and densities supported by the new Official Plan policies, and ensures appropriate transitions to nearby properties through a site and architectural design which complements the character of the area.
- / The proposed development applies many of the streetscape, restoration, infill, and conservation guidelines of the Lowertown West HCD Study. The proposed development conserves the streetscape character and rhythm along Dalhousie Street through the conservation of the existing heritage buildings, undertaken using historic documentation and a review of conservation guidelines and best practices. The infill development provides a scale, setback, and architectural design which complements the heritage buildings on and surrounding the subject site, while ensuring a contemporary design distinct from the heritage fabric of the area.
- / The proposed development implements many of the Urban Design Guidelines for Development along Traditional Mainstreets by maintaining existing heritage structures, providing a streetwall and built form which complements the existing character of the Mainstreet, and ensuring a pedestrian scale along Dalhousie Street through active entrances and a high-quality low-rise design.
- / The proposed development has been designed in a manner which conforms to all applicable provisions of the City of Ottawa Zoning By-law. The proposed Zoning By-law Amendments are appropriate in accommodating the development and do not result in undue negative impacts on the subject site or surrounding properties.
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Nathan Petryshyn, M.PI
Planner



Tim Beed, MCIP RPP
Senior Planner