



DESIGN BRIEF

SITE PLAN CONTROL

315 + portion of 321 Chapel St, Ottawa,
ON K1N 7Z2

10 OCTOBER 2024

315-321 CHAPEL STREET - ALL SAINTS

Project Location: 315-321 Chapel Street

A LOOK INSIDE

Here is what you will find in this document:

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P R O J E C T D E S C R I P T I O N

- Project Rendering



DESIGN DIRECTIVES

- Compiled comments received to date related to Urban Design and Architecture

No.	Comment	Response
1	Heritage	
1.1	<p>Treatment of the apse.</p> <p>The initial package sent by the applicant included a proposal to remove the roof of the apse. The applicant clarified that this is not an intention anymore. The entire apse wall will remain and will be exposed both to the interior lobby and from the exterior. The applicant is still working with structural engineers to comply with Building Code and build in a way that the fire wall does not rely on the existing apse roof (potential additional structure around). The roof won't necessarily be visible from hotel site as a result of this intervention, but the intention is to keep the stone wall visible.</p>	Agreed.
1.2	<p>Lobby facing Blackburn Avenue</p> <p>Previous proposal had the visibility from Laurier, and the applicant confirmed that this visibility will be maintained with the revised proposal.</p>	Acknowledged.
1.3	<p>Process</p> <p>Heritage application will have to go to Planning and Housing Committee and City Council. Heritage Impact Assessment is required, both for the impacts and changes to the church building and impact on the Russel Range HCD. Plus, the strip of land along Blackburn Avenue (portion of 321 Chapel): the plan has a note about lot consolidations and severances need to be accompanied by Heritage Impact Assessment. The Heritage Impact Assessment should speak to this too. It all can be combined in one document.</p>	Acknowledged, a Heritage Impact Assessment (HIA) has been prepared and is included as part of this submission.
2	Urban Design	
2.1	UDRP	

No.	Comment	Response
3	Planning	
3.1	<p>Question why the community hub on ground-level floors is not part of the revised proposal</p> <p>The applicant anticipates developing the site with mass timber construction and it is not feasible anymore to provide community space with anticipated construction model, sustainability and heritage considerations. The synergy between the restaurant, the hotel, micro-mobility as a hub (conference spaces etc.), small retail/commerce, condos, and using the existing church as a community space provides better feasibility model for the project to move forward.</p>	<p>Acknowledged.</p>
3.2	<p>Transition to the south</p> <p>It was advised to explore how south façade and especially balconies can work better as a transition to the neighbouring low-rise residential properties to the south.</p>	<p>We have maintained the massing of the zoning in that area save for the structure and green roofed section over the parking ramp. The balconies on the South façade are within the zoning requirements. The balcony guards are in keeping with the heritage nature of the neighbourhood, favouring pickets over a more transparent glass guard. This will aid with any privacy concerns for neighbouring properties. Shape and size is still under consideration and these comments will be considered during any revisions.</p>
3.3	<p>Portion of property at 321 Chapel Street</p> <p>How this strip will be developed? Will it be maintained as a landscaped buffer? Or will it be included as part of the building?</p> <p>The building won't be extended but it helps to plan the parking garage and opens more of the ground</p>	

No.	Comment	Response
7	Urban Design	
7.1	The site is within a Design Priority Area and the proposal is subject to review by the City's Urban Design Review Panel prior to the application being deemed complete. Please contact udrp@ottawa.ca for details on submission requirements and scheduling.	Acknowledged and actioned.
7.2	We appreciate the presentation material provided at the Pre-consultation meeting and have the following design comments: <ul style="list-style-type: none"> - We recommend additional exterior detail be provided for the UDRP meeting. - We recommend caution be taken regarding the relationship of the southern facade to the residential neighbourhood to the south, including the overhanging balconies. - We recommend the project team review the UDRP recommendations from Dec, 2017 as many of the issues remain relevant. 	Acknowledged and actioned.
7.3	A scoped Design Brief is a required submittal (and separate from any UDRP submission) for all Site Plan/Re-zoning applications. Please see the Design Brief Terms of Reference provided and consult the City's website for details regarding the UDRP schedule. <ul style="list-style-type: none"> - Note. The Design Brief submittal should have a section which addresses these pre-consultation comments. 	Acknowledged and actioned. Design Brief is being prepared for our ZBLA submission.

No.	Comment	Response
1	<p data-bbox="180 221 1693 252">Planning</p> <p data-bbox="180 252 1693 292">Policy 128) in Section 4.7.8 – Building Heights of the Central and East Downtown Core Secondary Plan:</p> <p data-bbox="180 312 1693 413">128) Within the Sandy Hill Character Area, any maximum building heights permitted in the Zoning By-law that exceed the heights indicated on Schedule B as of the date of adoption of this Secondary Plan will continue to apply. Any increases beyond these maximum heights will require an Official Plan Amendment.</p> <p data-bbox="180 413 1693 473">Since there is no additional storey proposed and there is a sufficient planning rationale for the over 2 metres increase in height, we can consider the policy 128) in Secondary Plan as met and there is no need for an OPA.</p> <p data-bbox="180 473 466 504">Transition to the South:</p> <ul data-bbox="180 504 1693 604" style="list-style-type: none"> • Please, further integrate the parking garage access ramp into the building mass and shift away from the neighbouring building to the south. Incorporate a landscape buffer along the southern property line to mitigate impacts to the low-rise residential to the south, specifically the two-storey building directly abutting the site. 	<p data-bbox="1703 221 3070 292">Acknowledged and agreed that an OPA is not required.</p> <p data-bbox="1703 473 3070 534">The driveway/ramp to parking has been moved further North and now accommodates a 2m walkway using pavers between properties. The garage door is hidden below grade and guard rails surrounding the ramp opening will be in</p>

No.	Comment	Response
4	<ul style="list-style-type: none"> • Clear path width for garbage leading to the street is likely insufficient. Additionally, it appears to have a structural column in the middle of the path. Waste Collection Services will likely request a pathway of a min 2 metres wide to the street. Please consult Solid Waste Management (By-law No. 2012-370) City of Ottawa https://ottawa.ca/en/living-ottawa/laws-licences-and-permits/laws/laws-z/solid-waste-management-law-no-2012-370 	<p>Structure has been adjusted to avoid interference with garbage removal.</p> <p>A clear path of 2 m has been provided for garbage removal - building structure has been adjusted accordingly.</p>
5	<p>Vehicle and Bicycle Parking</p> <ul style="list-style-type: none"> • Insufficient space for the 6.7m wide parking space shown on B1 & B2. • Please confirm that a minimum of 50% of the bicycle parking spaces required by this by-law are horizontal spaces located at floor level. • 8)(b) Despite Table 111B, in the case of stacked bicycle parking, the minimum width of a bicycle parking space is 0.37 metres. • Outdoor bike lockup area should be well lit for security. 	<p>This has been adjusted on the plans - there is a small amount of interference on one corner. Please confirm this is acceptable.</p>

No.	Comment	Response
12	Transition <ul style="list-style-type: none"> • Look for ways to provide a better transition to the southern neighbour on Blackburn and open up the space more. One consideration would be to remove the drive aisle roof or supporting posts. 	Balconies have been reduced in scale and simplified on the South façade. The drive aisle supporting posts are structurally required.
13	Heritage Impact Assessment <ul style="list-style-type: none"> • Please refer to the attached Heritage Impact Assessment for comments that need to be addressed in the next round. 	<i>Ashley provided comments in a marked up PDF of the HIA.</i>

No.	Comment	Consultant	Response
Planning			
Deficiencies:			
1	Drive aisle on B2 is less than 6m for a small portion. Please, review and accommodate the requirement; the parking space impacted should be still compliant with ZBL despite this change. Please submit the plan for review prior to formal application.	Linebox, Fotenn	Acknowledged and adjusted.
Comments:			
3	Please, accommodate more prominent front entrance to the ground floor amenity to shift the focus from emergency exit on the front façade.	Linebox	Acknowledged and adjusted.
Urban Design			
Comments:			
4	We have reviewed and appreciate the applicant's responses to the UDRP recommendations, however, there were a number of recommendations that are being postponed until the Site Plan Application phase. We do not have any concerns about this, however, in order to keep record, they will be brought forward at the initial stages of the SPA process. We have no additional urban design comments at this time.	Fotenn, Linebox (FYI)	Acknowledged.

No.	Comment	Consultant	Response	
	Planning			
	Comments:			
	<u>Procedural</u>			
5		A Maintenance and Liability Agreement for the proposed landscaping elements will be required as well.	Fotenn, Windmill	Noted.

Interaction with public realm along Laurier Avenue Minor Corridor				
9	Prominent entrance along Laurier is still not accommodated. Laurier is a minor corridor, please treat the frontage of the building accordingly. More prominent front entrance to the ground floor amenity is beneficial to shift the focus from emergency exit on the front façade. Additionally, the area allows to design an inviting outdoor amenity to be used by residents and their guests that will in turn contribute to animation of public realm along Laurier corridor. Please, consider only minor alterations to glazing and maintaining transparency and coloured glass element.		Linebox	Many revisions have been made to respond to city comments to make the entrance off of Laurier Ave. more prominent. These include: the removal of the 2nd floor dwelling unit and amenity space to fully expose the apse to the public, the centralization of the doorway on the facade and on the path to Laurier Ave, the incorporation of coloured glass to accentuate the entrance and make it more prominent, the removal of any articulation of the facade of the exit stair, and the creation of a welcoming landscaped area off of Laurier Ave. No other changes are proposed.

No.	Comment	Consultant	Response
	Level B1 Basement Plan:	Linebox	A Standard parking space beside exit stairs provided with no measurement inconsistencies or interferences.
	Additionally, the drive aisle seems to be narrower than 6 metres here:	Linebox	Acknowledged. Modifications to the plans will be made to maintain 6m aisle throughout.
11	Please, ensure that aisles for accessing bicycle parking spaces are 1.5 metres in width as per requirements of the Zoning By-law (Section 111).	Linebox	Acknowledged. Modifications to the plans will be made to maintain 1.5m aisle throughout.
Urban Design			
Submission Requirements:			
14	An Urban Design Brief is required. Please see attached customized Terms of Reference to guide the preparation of the submission.	Linebox	Acknowledged
14(a)	The Urban Design Brief should be structured by generally following the headings highlighted under Section 3 – Contents of these Terms of Reference.	Linebox	Acknowledged

No.	Comment	Consultant	Response
14(b)	Please note that the Urban Design Brief will also serve as the submission to the Urban Design Review Panel (see notes below) if required.	Linebox	Acknowledged
15	Additional drawings and studies are required as shown on the ASPIL. Please follow the terms of reference (Planning application submission information and materials City of Ottawa) to prepare these drawings and studies. These include (ie. The UDRP drawings). https://ottawa.ca/en/planning-development-and-construction/residential-property-regulations/development-application-review-process/development-application-submission/planning-application-submission-information-and-materials Urban Design Review Panel Review and Report	Linebox	Acknowledged
16	The site is located within a Design Priority Area and is subject to review by the Urban Design Review Panel. UDRP review occurs within the Preconsultation stage. To proceed with a UDRP review, please contact udrp@ottawa.ca .	--	

No.	Comment	Response
8	Key Recommendations	
8.1	The Panel appreciates the overall massing of the project and the material selection.	Acknowledged.
8.2	The Panel appreciates the reuse of the stone and the decision to construct using mass timbre which can be exemplary for the Ottawa area going forward.	Acknowledged.
8.3	The Panel appreciates that the treatment around the apse of the church is trending in the right direction.	Acknowledged.
8.4	The Panel recommends giving greater consideration to making the area around the apse entirely public space.	The building amenity space and lobby surrounds the apse and is necessary to the functionality and security of the building. The apse remains visible to the exterior from Laurier Ave. and the Blackburn St entrance for the entire height of the apse until its soffit. The apse will be visible from both entrances through the large windows.
8.5	The Panel recommends giving more thought to the exterior lighting in public spaces.	Exterior lighting has been considered by an electrical consultant and a lighting plan has been prepared, available under a separate cover.
8.6	The Panel has concerns with the projected balconies, especial around the corners and as an overlook issue on the buildings to the south.	The balcony locations on the south façade have been carefully reviewed. The proposed balconies respect all zoning requirements and do not exceed the maximum allowable depth. Their shape, size, and concept has also been simplified, as per city comments.
8.7	The Panel strongly recommends reconsidering the parking garage ramp as proposed and integrating it into the building.	Understood. The parking ramp has been partially covered by the building but cannot be completely covered.
8.8		

No.	Comment	Response
9.4	The Panel encourages pursuing a joint parking area with pervious paving and plantings.	
9.5	The Panel recommends removing the angled parking nearest to church if possible and providing plantings.	
9.6	The Panel recommends pursuing the opportunity for strong exterior lighting on the church to highlight its heritage aspect as well as lighting on the apse.	The lighting of the apse will take place on the interior of the new building and within the existing windows of the apse. The exterior of the church outside of the new building is not part of this project's scope.
9.7	Consider making it more installation-like.	Agreed - we intend to design the lighting and treating the apse windows with care
9.8	The Panel strongly recommends enclosing the parking ramp under the building and within the building footprint to allow for it to be covered rather than wrapping the ramp around the exterior of the footprint as is proposed.	Understood. The parking ramp has been partially covered by the building but cannot be completely covered.
10	Sustainability	
10.1	The Panel appreciates the reuse of materials.	Acknowledged.
10.2	Consider applying more use of existing materials in the design.	Acknowledged. During construction, the stone will be assessed to determine to what extent it can be re-used in the project.
10.3	The Panel appreciates the integration of green elements on the roof terrace.	The stone will be re-used in the landscaping of the property and depending on its condition, opportunities to explore re-use in other ways will be explored.
10.4	Explore ways to push this further (e.g., biodiversity, water retention, heat island reduction, etc.).	Acknowledged.

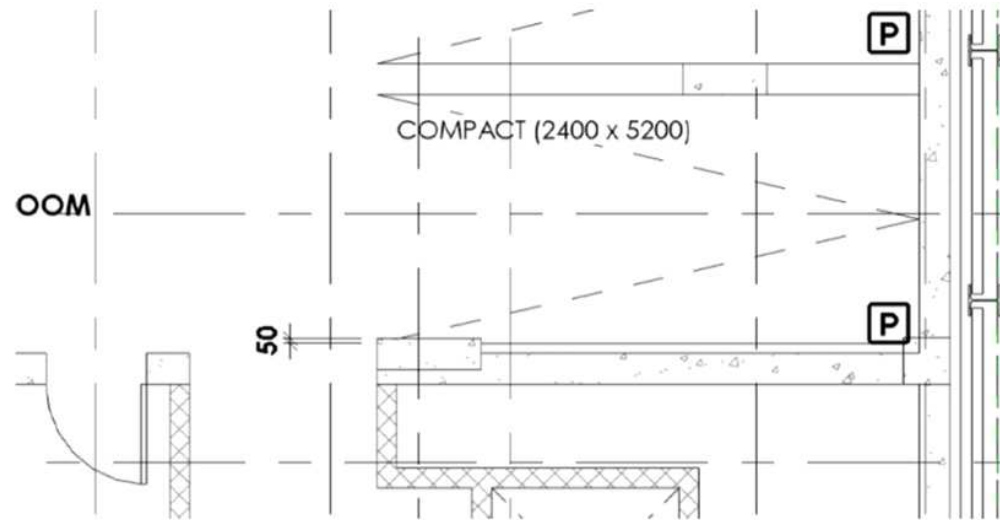
No.	Comment	Response
11.7	The Panel has concerns with the metal paneling as a background to the heritage church because it matches too closely with the colour of the church stone and does not provide a contrast.	Agreed - we aim to be in the same colour family of the church but in a champagne, metallic tone. We intend to select a colour/tone that is either lighter or darker than the stone of the church so that the church is not lost in the new background façade.
11.8	Ensure that there is a distinction between the church stone material and the backdrop material at its connection with the heritage building in order to highlight the heritage of the church.	Agreed - we aim to be in the same colour family of the church but in a champagne, metallic tone. We intend to select a colour/tone that is either lighter or darker than the stone of the church so that the church is not lost in the new background façade.
11.9	The Panel has concerns with the amount of metal paneling on the upper volumes and its durability long-term.	Metal panels will be the direction we move forward with as there are weight constraints associated with the CLT wall system we are using. The panels will nonetheless be robust and durable throughout the lifespan of the building
11.10	The Panel encourages the applicant to pursue more robust materials and design solutions for the upper volumes.	Metal panels will be the direction we move forward with as there are weight constraints associated with the CLT wall system we are using. The panels will nonetheless be robust and durable throughout the lifespan of the building
11.11	The Panel appreciates how the vertically fluted panels add rigidity and texture to the façade.	Acknowledged.
11.12	Consider more texture and more verticality in the materiality of the upper volumes.	Agreed - we intend to increase the amount of textured panels in that region
11.13	The Panel strongly recommends extending the brick volume further west along Laurier Avenue to at least 2/3 of the building façade rather than 1/3. The masonry provides a complementary contrast with the stone church and an elegant design solution.	

No.	Comment	Response
11.23	The Panel recommends considering how to best articulate the west façade to create a quiet background for the church.	Agreed - we aim to be in the same colour family of the church but in a champagne, metallic tone. We intend to select a colour/tone that is either lighter or darker than the stone of the church so that the church is not lost in the new background façade.
11.24	The Panel is unsure whether the extruded floating element above the church is successful.	This item was discussed at later meetings with the city. We noted the alterations and addition of detail elements (guard rails, texture façade) and there was agreement that it was much improved.
11.25	The Panel recommends relocating the mail room in the ground floor plan (perhaps behind elevators) to allow for more public uses surrounding the church apse and allow for the apse to be viewed in the round completely.	The lobby has been greatly modified since UDRP. The entire volume of the apse has been left exposed for two full storeys. All constructed program has been moved away from the heritage structure to leave it exposed.
11.26	The Panel appreciates the skillfully designed lobby space.	Acknowledged.
11.27	The Panel appreciates the windows with arched mullions, but integrating operable windows is necessary.	Acknowledged. The arched mullions have been removed from the design.
11.28	Consider adding mullions to help with the proportions of this large piece of glass.	Acknowledged. Mullions and operability has been integrated into the design and elevations.

No.	Comment	Response
Next Steps		
1	As per the provincial Bill 185, Cutting Red Tape to Build More Homes Act, applicants are no longer required to partake in pre-consultation, but they may choose to participate. Should your team wish to continue with the pre-consultation process, pre-consultation fees still apply. Staff encourage further pre-consultation steps to take place as there are a number of deficiencies noted below.	
2	Alternatively, should your team wish to skip any further pre-consultation steps, and proceed directly to applying for the required applications, please be advised that upon application, the City will assess whether the submission is “complete” or “incomplete”. Staff will review the submission to ensure all the material outlined on the Study Plan and Identification List (SPIL) is provided and that this material meets the City’s Terms of Reference. Should it be deemed “incomplete” the submission will be put on hold.	
3	In your next pre-consultation submission or application submission, please ensure that all comments detailed herein are addressed. A detailed cover letter stating how each comment has been addressed must be included with the submission materials. Please coordinate the numbering of your responses within the cover letter with the comment number(s) herein.	Acknowledged, this table provides responses to comments received.

Planning
Deficiencies:

1

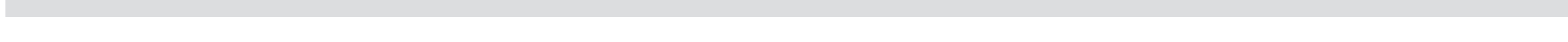


No.	Comment	Response
Urban Design		
Deficiencies:		
Submission Requirements		
4	Although all the components for a complete application have been provided, the terms of the Urban Design Brief REPORT (see terms of reference link below) have NOT been followed. The current report reads as an Urban Design Brief instead. Please resubmit following the directions below.	
5	Urban Design Review Panel Review and Report The submission of a UDRP report is a requirement for deeming an application complete. Please follow the instructions provided in the Terms of Reference available here: Urban Design Review Panel Report (https://documents.ottawa.ca/sites/documents/files/udrp_report_tor_en.pdf)	
Comments:		
6	We have no additional urban design comments.	Noted.
Engineering		
Plans:		
1	<ul style="list-style-type: none"> How does drainage work on North raised patio for entrances to units? Grades are 70.58 at building and at retaining walls. <p>How will water escape and ensure it does not enter building at lowest openings? n8 0 :</p>	Proposed grading is to route the water away from the building towards the access ramp and out to the street

No.	Comment	Response
4	<ul style="list-style-type: none"> • Drainage Plan to show drainage within the surrounding area with existing public infrastructure, not just site. This plan is to correspond with Site Servicing and SWM Report. 	Drainage areas applicable to the Sanitary sewer design have been properly identified.
5	<ul style="list-style-type: none"> • Please show existing water services and label appropriately. Also note whether they are to be kept or abandoned & blanked at main. 	Will update drawings accordingly.
6	<ul style="list-style-type: none"> • Please add note regarding adhering to City Sewer and Water Guidelines, By-laws, Standard Detail Drawings, Approved Products (all as amended) and MECP regulations and e-laws (as amended). • Please add note regarding contractor requirement to regularly clean debris and keep dust down on all roadways affected by 	Note will be added.
7	<ul style="list-style-type: none"> • Please add note regarding contractor requirement to regularly clean debris and keep dust down on all roadways affected by 	Note will be added.
8	<p>Roof Plan is required, including ponding contours and table with roof drain numbers, corresponding flow rates and weir openings (even if it is a green roof system). This is a requirement, prior to SPC approval. Please also refer to Arch. Dwg A2-</p>	

No.	Comment	Response
Transportation		
- TIA Scoping Report – CGH, Dated February 04, 2024 - Signage Plan 001, Revision #2, Dated April 24, 2024		
Deficiencies:		
Transportation Engineering		
Site and Floor Plans:		
9	A direct path (i.e., with stairs) to the amenity entrance from Laurier Avenue next to the accessible ramps is recommended.	Please refer to updated Landscape and Site Plan - an accessible path and direct staircase has been provided from Laurier Avenue.
10	The site plan's "zoning matrix" states that the development proposes 85 bicycle parking spaces. TES counts 143 bicycle parking spaces including 58 stacked spaces (58 x 2 = 116), 13 vertical spaces, and 14 outdoor spaces. It appears that the 58 stacked spaces weren't counted twice when identifying the total as 85 (143-58 = 85). Recommend fixing the zoning matrix to identify the correct number of bicycle parking spaces provided.	Revised
11	The exterior bicycle parking located at the northwest corner of the proposed building is labeled as having five spots, when it has four. Please revise.	Revised
12	Note the following outstanding items:	

No.	Comment	Response
General comments:		
19	The Project Manager is asked to contact the City of Ottawa Traffic Management Unit Pagamo Amade (pagamo.amade@ottawa.ca) to discuss the potential traffic impacts of the project.	The Preliminary Construction Management Plan was shared with Mr. Pagamo Amade on August 28, 2024. On August 29, 2024, Mr. Amade confirmed that he had no concerns with the Plan.
20	If the proposed work requires the closure of traffic lanes (at any time) the contractor must submit a Traffic Management Plan to the City of Ottawa Bylaws, Permits & Inspections Unit.	No traffic lanes closure is required, please refer to attached The Preliminary Construction Management Plan for more info and details.
21	If the proposed work will interfere with pedestrian access to/from a transit stop, the contractor must contact OC Transpo at least 10 working days prior to starting construction to arrange for the temporary relocation of the affected transit stop(s) as	Sidewalks to remain open during construction, based on the project needs, Local Authorities will be contacted. Please refer to attached The Preliminary Construction Management Plan for more info and details.
22	Coordinate the temporary removal of on-street parking, (if required) through the City Traffic Management Inspector.	No street parking removal required, please refer to attached The Preliminary Construction Management Plan for more info and details.
23		



No.	Comment	Response
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34 The design approved in the heritage permit included detailed brickwork around the windows within the brick-clad portions of the building. This detail seems to have been lost in this SPC submission. While subtle in nature, this detail elevated the design of the new construction to harmonize with that of the former All Saints Anglican Church. Please revisit this design detail.

Our project Heritage Consultants have provided responses below:

Barry Padolsky: "I concur with the staff comment that brick surrounds framing the windows add interest and contribute to promoting a visual focus on the lower scale brick-clad podium portion of the overall massing. I also note that (in the rendering) a livelier overall brickwork pattern and colour is suggested. If the final brick selection contains a rich coursing pattern and lively colour range, this revision may achieve the same objective of elevating the visual design. I recommend that this alternative be explored."

John Stewart: "In our analysis, features that were identified as defining heritage attributes include the dressed and rusticated limestone, along with the church's buttresses and gothic windows. It was also noted that the neighbouring residences with their elaborate brickwork, use of stone details and corbelling help define the neighborhood and maintain the distinction between institutional (limestone) and residential (Rideau redbrick). The use of the salvage masonry material used at the terraces provides texture and visual appeal. Similarly, the



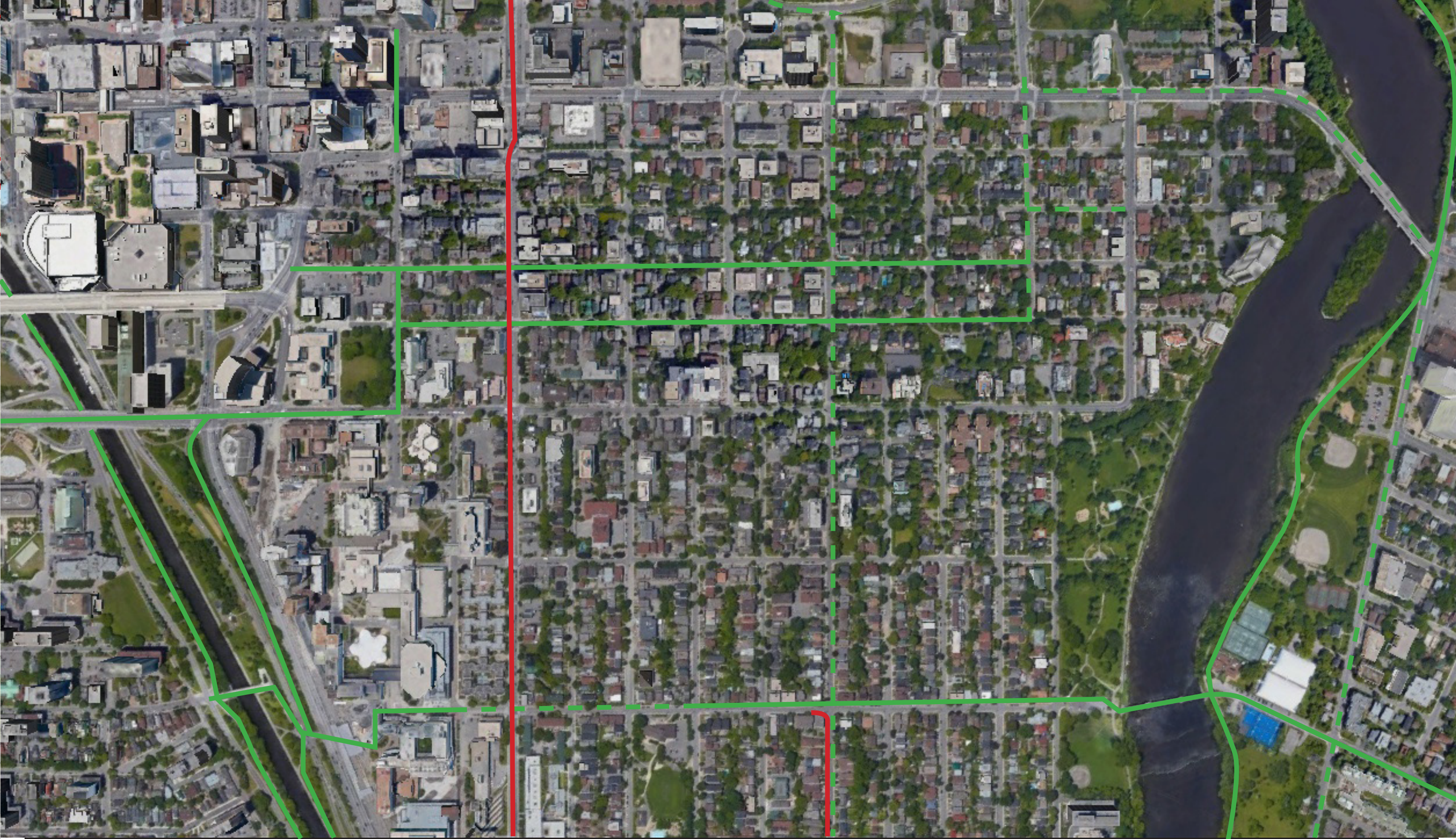
No.	Comment	Response
Community Association Comments		
41	There is nothing I can see in the proposed redevelopment plan concerning the white pines to the east of All Saints Church. One of these trees appears to be 80 years old or more. Both appear healthy and in good condition. Please let me know what the plans are to save these trees.	Per the Tree Conservation Report, Tree #12 is a White Pine. This is proposed to be removed as it is located in the approved building area for the new building.
42	High rise buildings are known to create microclimates. Two high rises on the north side of Laurier Av and another on the south side are known to create changes in the local air currents. For example, the gap between 373 Laurier and its neighbour to the west creates an air canyon on windy winter days and areas of turbulence around the south facing entries of the high rises on the north side. Adding a fourth high rise in the same area may increase these disturbances. Are there plans to address the possible effects of wind currents should a fourth high building be added to the existing three?	While windier conditions may occasionally occur in the area, the assessment of wind comfort conditions is based on winds that occur 80% of the time, per the City of Ottawa Terms of Reference. The pedestrian level wind study found conditions to be suitable for the intended pedestrian uses throughout the year, following the introduction of the proposed development.

Survey Plan

43

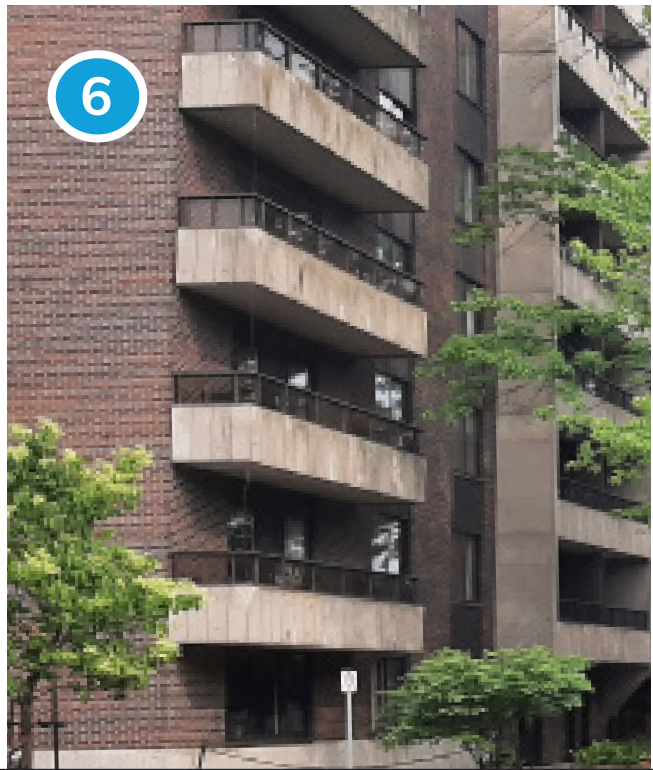
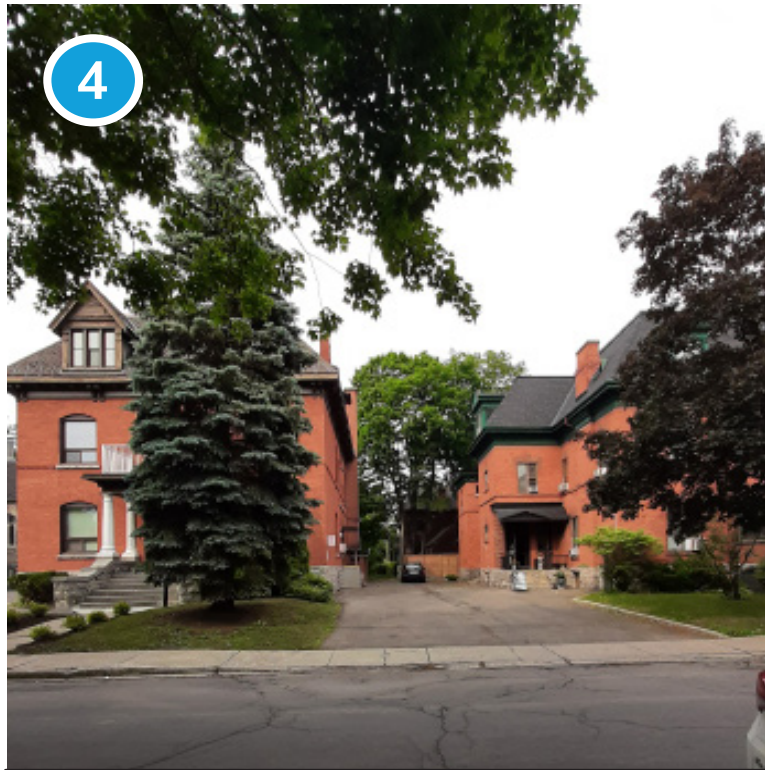
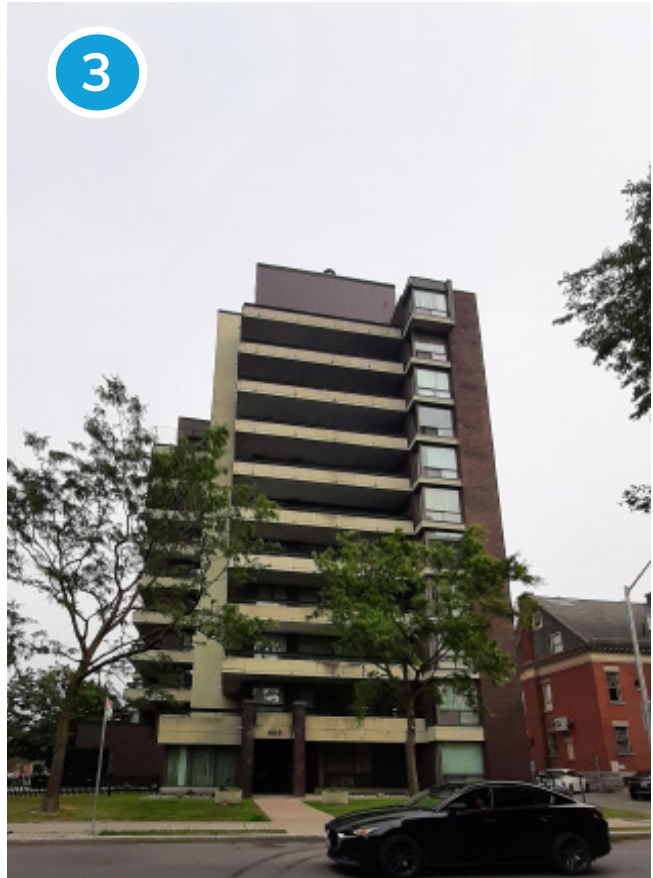
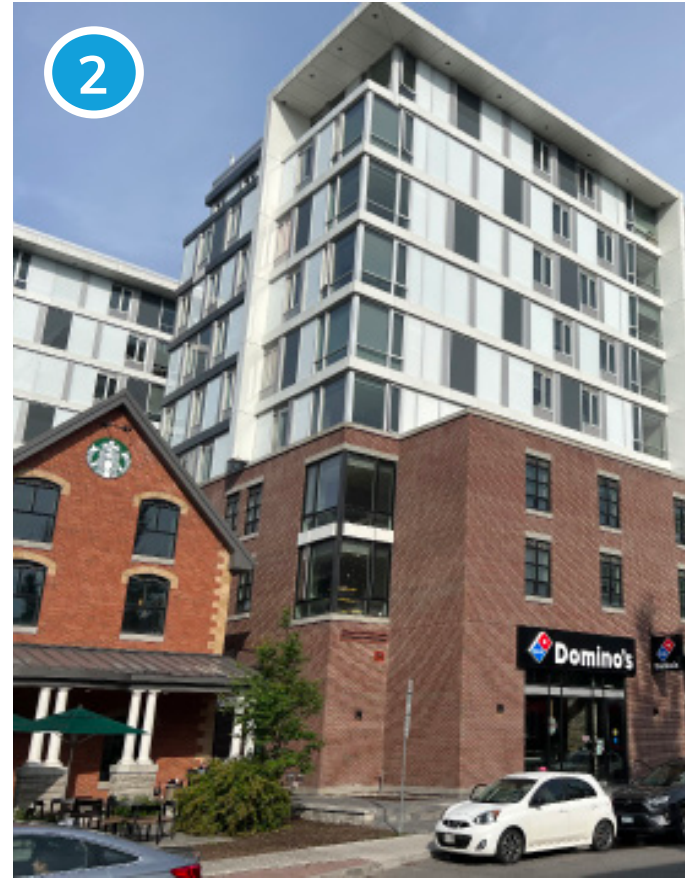
S I T E , C O N T E X T , & A N A L Y S I S

- Perspective images to and / or from the site
- Built and natural heritage assets on site and adjacent area



SITE CONTEXT: CONTEXT PLAN

X | SURROUNDING SITE.





345 LAURIER AVE



373 LAURIER AVE



408 LAURIER AVE



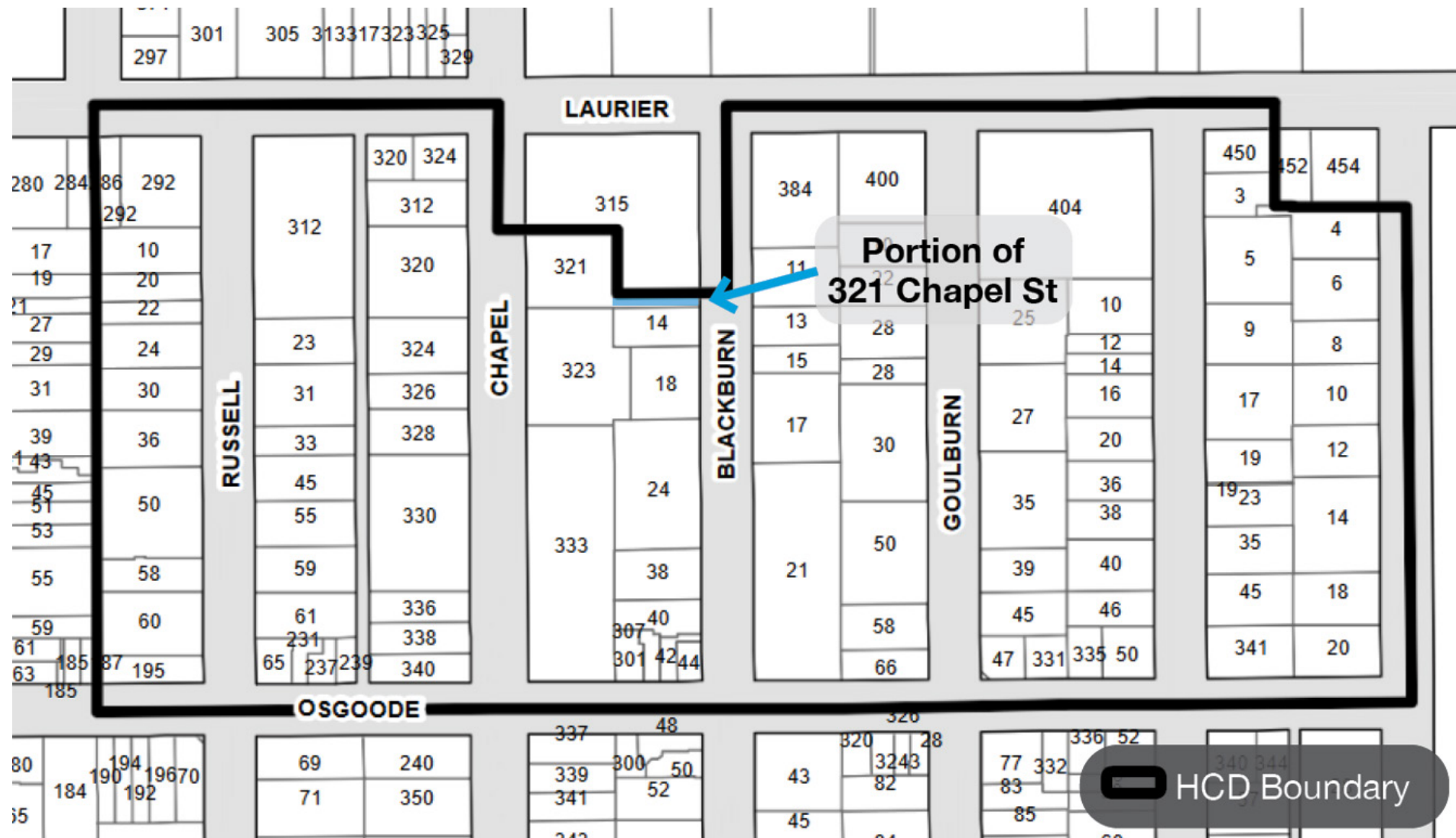
260-275 LAURIER AVE



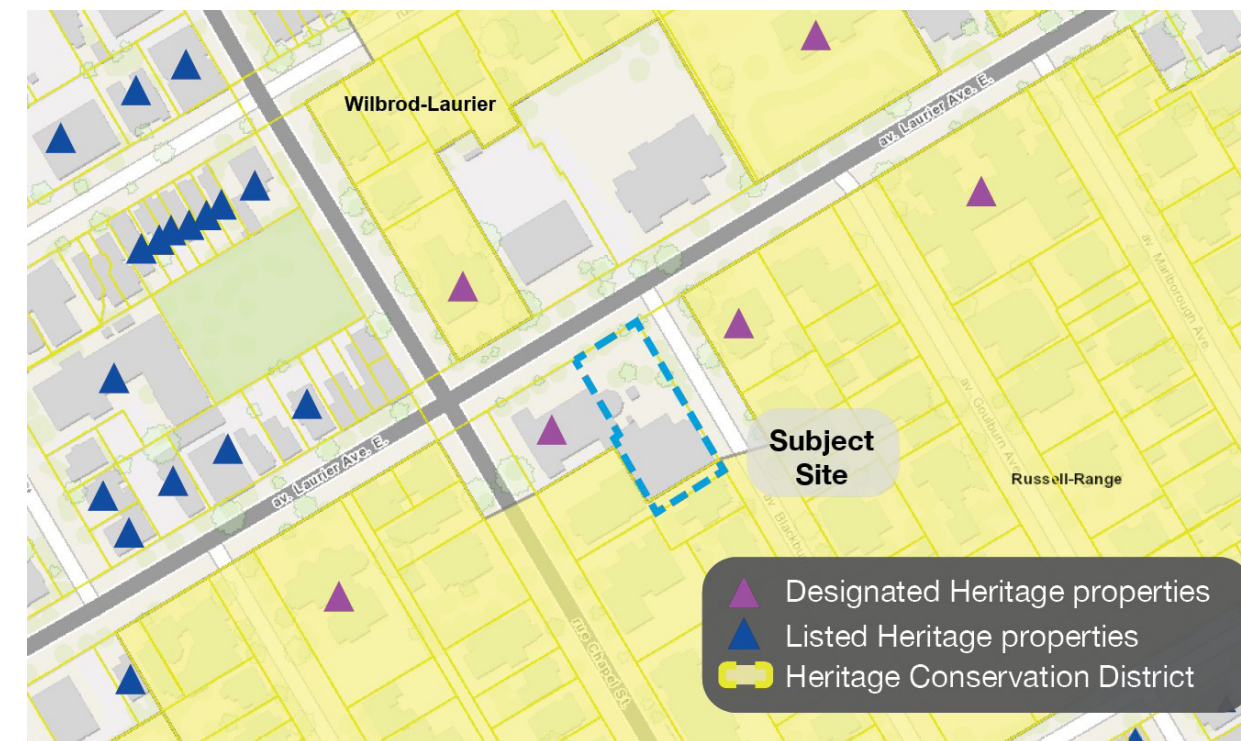
404 LAURIER AVE

X | BUILT & NATURAL HERITAGE ASSETS ON SITE & ADJACENT SITES.

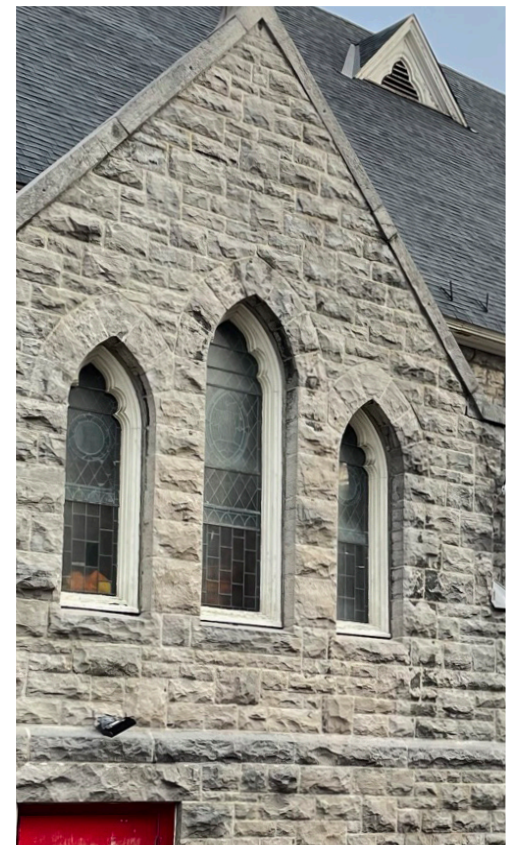
All Saints Anglican Church is a designated heritage resource under Part IV of the Ontario Heritage Act. However, Bate Memorial Hall is not. The Statement of Significance references the grounds as an important component of the site's heritage. The majority of the subject site is located directly north of the Russell-Range Heritage Conservation District (HCD); the sliver of land proposed to be assembled from 321 Chapel Street is located within the Russell-Range HCD. Additionally, the Wilbrod-Laurier Heritage Conservation District is located across the street on the north side of Laurier Avenue East. The Russell-Range HCD was designated as part V of the Ontario Heritage Act in 2018 as part of the Sandy Hill Heritage Study Phase II.



A Heritage Permit was issued on May 1, 2024, to alter 315-321 Chapel Street.



X | CHURCH HERITAGE ARCHITECTURE.



X | SURROUNDING HERITAGE ARCHITECTURE & CONTEXT.

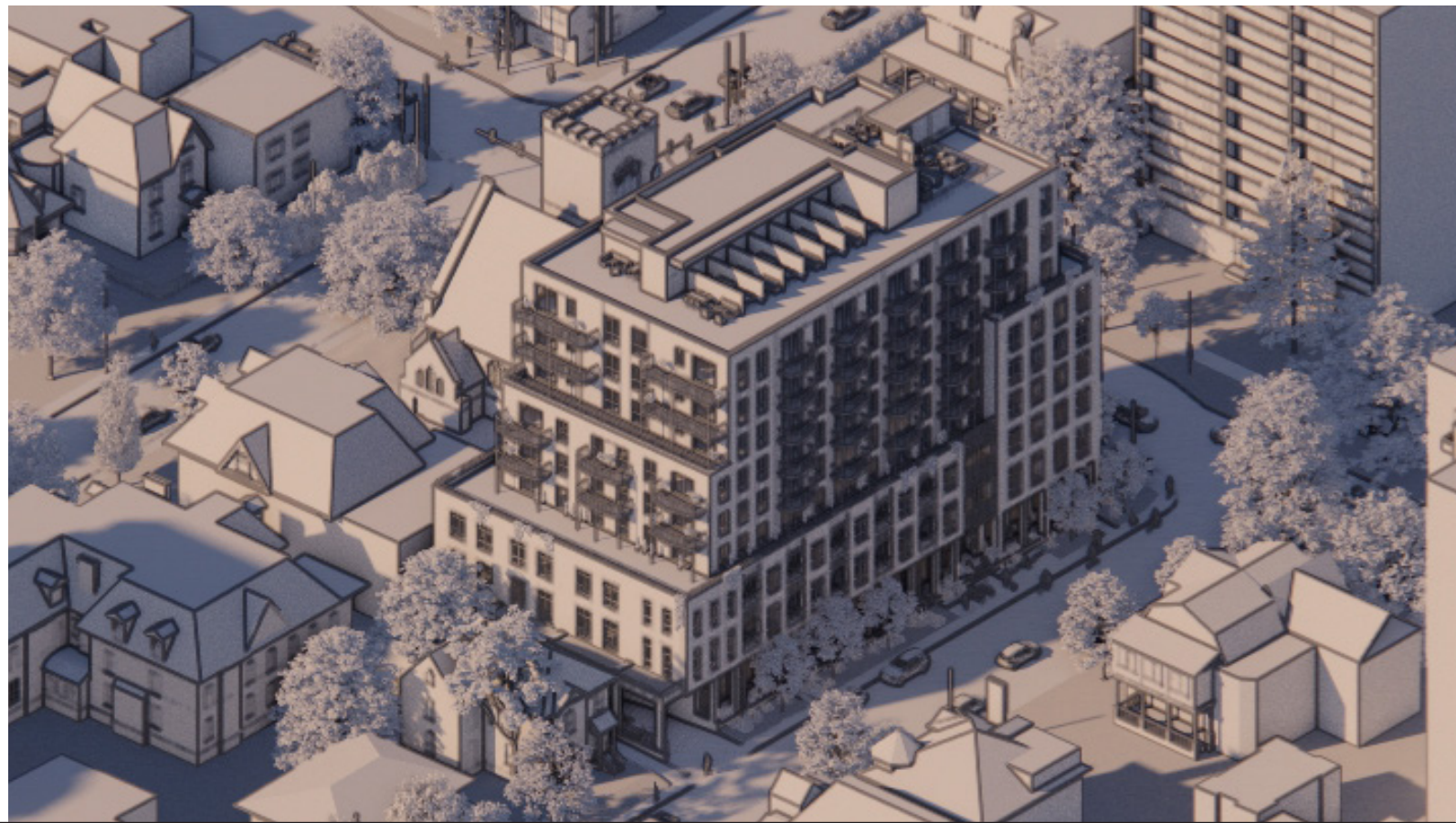
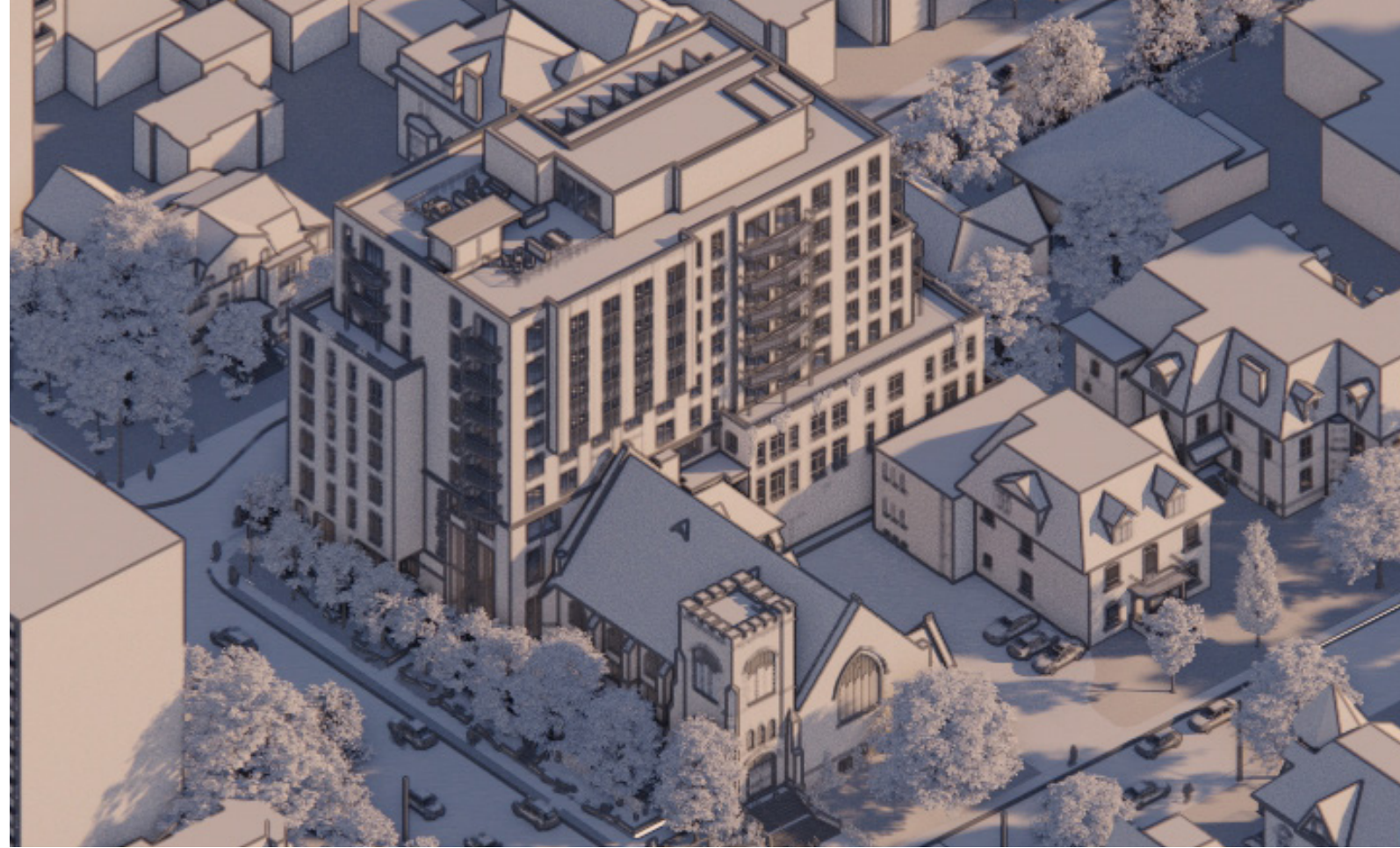


DESIGN RESEARCH

DESIGN EVOLUTION

Major changes:

- Simplification and reduction in size of balconies to simplify facade and remove competition with the heritage church building and surrounding community
- Removal of second floor condo unit on north facade adjacent to church apse to completely expose the apse to views to Laurier Ave.
- Laurier Ave. access centralized to improve visibility of apse and emphasize the entrance to the ground floor amenity space and exterior terrace
- De-emphasis of exit stair massing on North facade



AERIAL VIEWS - PRE APP CONSULTATION 23/04/03

AERIAL VIEWS - ZONING DESIGN BRIEF 24/01/24

315 + portion of 321 Chapel St., OTTAWA



AERIAL VIEWS - SPC 24/09/27

315 + portion of 321 Chapel St., OTTAWA



STREET VIEWS - PRE APP CONSULTATION 23/04/03

315 + portion of 321 Chapel St., OTTAWA

STREET VIEWS - ZONING DESIGN BRIEF 24/01/24

FOTENN windmill linebox
STUDIO



STREET VIEWS - SPC 24/09/27

315 + portion of 321 Chapel St., OTTAWA



STREET VIEWS - PRE APP CONSULTATION 23/04/03
315 + portion of 321 Chapel St., OTTAWA

STREET VIEWS - ZONING DESIGN BRIEF 24/01/24
FOTENN windmill linebox
STUDIO



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FOTENN windmill linebox
STUDIO



STREET VIEWS - ZONING DESIGN BRIEF 24/01/24

315 + portion of 321 Chapel St., OTTAWA

APPENDIX

- SITE PLAN
- LANDSCAPE PLANS (GROUND AND ROOF)
- ELEVATIONS
- FLOOR PLANS

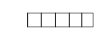
PROPOSED LARGE DECIDUOUS TREE



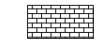
PROPOSED SOD



PROPOSED CONCRETE RETAINING WALL



PROPOSED 1.5m WIDE WALKWAY



PROPOSED PAVERS TYPE 1



