

**Subject: Zoning By-Law Amendment – 233 Argyle Avenue and 330 McLeod Street**

**File Number: ACS2023-PRE-PS-0032**

**Report to Planning and Housing Committee on 21 June 2023  
and Council 28 June 2023**

**Submitted on June 9, 2023 by Derrick Moodie, Director, Planning Services,  
Planning, Real Estate and Economic Development**

**Contact Person: Eric Forhan, Development Review Planner, Development Review  
Central**

**613-580-2424, ext.21891; eric.forhan@ottawa.ca**

**Ward: Somerset (14)**

**Objet : Modification du Règlement de zonage – 233, avenue Argyle et 330,  
rue McLeod**

**Dossier : ACS2023-PRE-PS-0032**

**Rapport au Comité de la planification et du logement**

**le 21 juin 2023**

**et au Conseil le 28 juin 2023**

**Soumis le 9 juin 2023 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale de la planification, des biens immobiliers et du développement  
économique**

**Personne ressource : Eric Forhan, urbaniste II, Examen des demandes  
d'aménagement centrale**

**613-580-2424, poste.21891; eric.forhan@ottawa.ca**

**Quartier : Somerset (14)**

## REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 233 Argyle Avenue, as shown in Document 1, to permit a three-storey residential addition to an existing office (heritage) building, with site-specific zoning provisions, as detailed in Document 2.
2. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 330 McLeod Street, as shown in Document 1, to permit a four-storey addition to an existing rooming house, with site-specific zoning provisions, as detailed in Document 2.
3. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of June 28, 2023 subject to submissions received between the publication of this report and the time of Council's decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d'approuver une modification du Règlement de zonage (no 2008-250) visant le 233, avenue Argyle, un bien-fonds illustré dans le document 1, afin de permettre la construction d'un rajout résidentiel de trois étages à un immeuble de bureaux (patrimonial) existant, un projet assujetti à des dispositions de zonage propres à l'emplacement, comme l'expose en détail le document 2.
2. Que le Comité de la planification et du logement recommande au Conseil d'approuver une modification du Règlement de zonage 2008-250 visant le 330, rue McLeod, un bien-fonds illustré dans le document 1, afin de permettre la construction d'un rajout de quatre étages à une maison de chambres existante, un projet assujetti à des dispositions de zonage propres à l'emplacement, comme l'expose en détail le document 2.
3. Que le Comité de la planification et du logement donne son approbation afin que la section du présent rapport consacrée aux détails de la consultation

**soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux “exigences d’explication” aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 28 juin 2023 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.**

## **EXECUTIVE SUMMARY**

### **Staff Recommendation**

Planning Staff recommend approval of the Zoning By-Law Amendment for 233 Argyle Avenue and 330 McLeod Street to permit a residential addition to an existing office (heritage building) at 233 Argyle Avenue and an addition to an existing rooming house at 330 McLeod Street, subject to site-specific zoning exceptions as detailed in Document 2.

This application for Zoning By-Law Amendment covers 233 Argyle Avenue and 330 McLeod Street as contiguous lands under common ownership but provides separate zoning details which would apply uniquely to each address. Applications for Site Plan Control have been submitted for each property, respectively.

The Zoning By-Law Amendment proposes to rezone 233 Argyle Avenue, from “Residential Fourth Density, Subzone UD, Urban Exception 479 [R4UD(479)]” to “Residential Fourth Density, Subzone UD, Urban Exception XXX1 [R4UD(XXX1)]”, and 330 McLeod Street, from “Residential Fourth Density, Subzone UD, Urban Exception 479 [R4UD(479)]” to “Residential Fourth Density, Subzone UD, Urban Exception XXX2 [R4UD(XXX2)]”, to introduce new site-specific provisions for each site that addresses the existing buildings and proposed additions.

The following site-specific zoning exceptions are being requested through the proposed Zoning By-Law Amendment:

#### **233 Argyle Avenue:**

- A minimum lot width (existing) of 10.1 metres, whereas a minimum lot width of 15m is required.

- A minimum rear yard setback of 7.0 metres and a minimum rear yard area of 11 per cent of the lot area, whereas a minimum rear yard setback of 15.7 metres and a minimum rear yard area of 25 per cent of the lot area are required.
- For the existing building, minimum interior side yard setbacks of 0.3 metres from the east side lot line and 0.06 metres from the west side lot line, whereas a minimum interior side yard setback of 1.5 metres is required.
- For the proposed residential addition, minimum interior side yard setbacks of 1.8 metres from the east side lot line and 0.7 metres from the west side lot line, whereas a minimum interior side yard setback of 1.5 metres is required.
- Zero vehicle parking spaces, whereas four vehicle parking spaces are required based on the number of proposed residential units and the existing office use.
- Increase to 26 bicycle parking spaces, whereas 8 bicycle parking spaces are required.
- No two-bedroom dwelling units are provided, whereas three two-bedroom dwelling units are required.

#### 330 McLeod Street:

- A maximum building height of 15.5 metres, whereas a maximum building height of 14.5 metres is required.
- A minimum rear yard setback of 5.1 metres and a minimum rear yard area of 9 per cent of the lot area, whereas a minimum rear yard setback of 15.7 metres and a minimum rear yard area of 25 per cent of the lot area are required.
- For the existing building, minimum interior side yard setbacks of 3.5 metres from the east side lot line and 1.3 metres from the west side lot line, whereas a minimum interior side yard setback of 1.5 metres is required.
- For the proposed rooming house addition, minimum interior side yard setbacks of 1.5 metres from the east side lot line and 4.2 metres from the west side lot line, whereas a minimum interior side yard setback of 1.5 metres is required.
- Zero vehicle parking spaces, whereas 16 vehicle parking spaces are required.
- Increase to 40 bicycle parking spaces, whereas 20 bicycle parking spaces are required.

- A communal amenity area on the rooftop, whereas a communal amenity is only permitted at-grade and in the rear yard.

Planning Staff support the requested site-specific zoning exceptions, as detailed in this report and Document 2.

### **Applicable Policies and Guidelines:**

The following policies and design guidelines support this application:

- Official Plan:

The strategic policies of Section 2 that support intensification within the built-up urban area to support the evolution towards 15-minute neighbourhoods.

The growth management framework of Section 3 and the city-wide housing and urban design policies of Section 4 which encourage more affordable housing types such as rooming houses, as well as “missing middle housing” options through a low-rise built-form that is context sensitive, dense, well-designed and integrates architecturally to complement the surrounding context.

The policies of the Downtown Core Transect Policy Area that prioritizes urban mixed-use developments and sustainable transportation orientation, such as reduced car dependency in favour of cycling and transit use.

The policies of the Neighbourhood designation (Evolving Overlay) that permit a variety of low-rise built forms and housing options.

- Central and East Downtown Core Secondary Plan:

The policies of the Secondary Plan permit low-rise built forms in this area and encourage developments to improve the public realm, reduce car dependency and respect the heritage context.

- The Centretown Community Design Plan

Planning Staff have reviewed these guidelines for consistency. The proposals are consistent.

- The City of Ottawa’s Urban Design Guidelines for Low-Rise Infill Housing:

Planning Staff have reviewed these guidelines for consistency. The proposals are consistent.

- The Provincial Policy Statement (PPS) 2020:

Planning Staff have reviewed this proposal with the Provincial Policy Statement (PPS) 2020. The proposal is consistent with PPS 2020.

Therefore, Planning Staff find the proposed Zoning By-Law Amendment to be consistent with the applicable policies and guidelines.

### **Other Matters:**

#### Heritage

233 Argyle Avenue and 330 McLeod Street are situated within the Centretown Heritage Conservation District and are therefore designated under Part V on the *Ontario Heritage Act (OHA)*. Heritage applications for both properties are being recommended for approval to the Built Heritage Committee and will be presented and heard at the same Planning and Housing Committee meeting.

#### Urban Design Review Panel

The property is within a Design Priority Area and the Zoning By-law Amendment application and concurrent Site Plan Control applications were presented to the Urban Design Review Panel (UDRP). The applicant presented their first proposal to the UDRP at an informal meeting on April 9<sup>th</sup>, 2021 and later at a formal meeting on December 5<sup>th</sup>, 2021. The recommendations from the formal UDRP meeting are provided in Document 4 and were successful in aiding in the implementation of several positive design changes as noted in this report.

#### Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Comments were received from approximately 25 residents within the community and the Centretown Community Association. Comments raised by the public regarding privacy, lack of vehicle parking, views and compatibility (separation and setbacks) informed the revised site and building design, such as increased buildings setbacks to provide greater separation from abutting lots, additional bicycle parking spaces and a more compatible rooftop amenity area. Document 3 provides Staff's responses to comments received.

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

### **Site location**

233 Argyle Avenue and 330 McLeod Street

### **Owner**

Smart Living on McLeod Street Inc. (Smart Living Properties)

### **Applicant**

Fotenn Planning & Design (c/o Lisa Dalla Rosa)

### **Architect**

Woodman Architect & Associates Ltd.

### **Description of site and surroundings**

233 Argyle Avenue and 330 McLeod Street, the subject lands, are in Centretown. The properties are abutting sites found on the same block and under the same ownership. The subject lands are bounded by McLeod Street (north), O'Connor Street (east), Argyle Avenue (south) and Bank Street (west).

233 Argyle Avenue is located on the south side of block. The property has a frontage of approximately 10 metres along Argyle Avenue, with a lot depth of approximately 52 metres and a total lot area of approximately 530 square metres.

330 McLeod Street abuts 233 Argyle Avenue to north. The property has a frontage of approximately 21 metres along McLeod Street, with a lot depth of approximately 53 metres and a total lot area of approximately 1,050 square metres.

233 Argyle Avenue is currently occupied by a three-storey heritage building (office), while 330 McLeod Street is currently occupied by a four-storey, 48-unit rooming house. Both sites have surface parking found at the rear of each site and there is an existing easement that provides access to this area via an existing driveway at 229 Argyle Avenue, which abut the subject lands to the east.

The surrounding area is characterized by a broad mix of uses and building typologies including low-, mid- and high-rise residential and mixed-use buildings, commercial

buildings and institutional uses. Rear yard infill development is common to this area and within this city block. The surrounding neighbourhood is vibrant in terms of entertainment, arts and culture and recreation. Major cultural and institutional facilities, such as the Museum of Nature, parks and Bank Street corridor are all within a one block radius of the subject lands. The subject lands are close to bus transit, cycling infrastructure along O'Connor Street and the Gladstone Avenue and Bank Street transit priority corridors.

The proposed development at 233 Argyle Avenue is a three-storey residential addition to an existing heritage building (office), consisting of 14 bachelor units and approximately 26 bicycle parking spaces. The proposal aims to maintain both the existing heritage building (office) and replace the surface parking in the rear yard with the proposed residential addition, trees, landscaping, and a rear yard amenity area. Entrances to the existing office and the residential addition will remain separate, and direct access to the internalized waste storage room will be provided from the proposed walkway, which is consistent with existing access easement.

The proposed development at 330 McLeod Street is a four- storey addition to an existing 48-unit rooming house. The proposed development offers 30 additional rooming units, approximately 46 bicycle parking spaces and a roof-top amenity area. The proposed development replaces surface parking in the rear yard with the proposed rooming house addition, landscaping and at-grade amenity area, to be shared with 233 Argyle Avenue.

Each site will provide the required amenity spaces for each respective use. However, to allow for a shared amenity space across the two properties, a joint use and maintenance agreement will be confirmed through the corresponding Site Plan Control applications. The existing trees in the front yards of both sites will be retained and accompanied by new tree plantings. Neither development provides on-site vehicular parking and the existing easement providing access to the subject is proposed to remain in place.

The existing rooming house at 330 McLeod Street was issued a new license in May 2023 for the operation of a rooming house, which is required to be renewed annually. Once the additional rooming units are added, a renewed license will be required in order to continue this use and accommodate the additional rooming units. The licensing process requires compliance with the requirements of zoning, building code, public health, fire code and property standards, along with commercial general liability insurance. The owner must ensure regular inspections and maintenance on the



property in accordance with the annual license. The Owner is fully aware of this process.

### **Summary of requested Zoning By-law amendment proposal**

This application for Zoning By-Law Amendment covers 233 Argyle Avenue and 330 McLeod Street as contiguous lands under common ownership but provides separate zoning details which apply uniquely to each address. The Zoning By-Law Amendment proposes to maintain the Residential Fourth Density, Subzone UD (R4UD) zoning for both sites while introducing new site-specific provisions for each site that addresses the existing buildings and proposed additions.

233 Argyle Avenue – The applicant is seeking relief from the requirements of Zoning By-Law 2008-250 to address existing and proposed site conditions through the following site-specific zoning provisions:

- A minimum lot width (existing) of 10.1 metres, whereas a minimum lot width of 15 metres is required.
- A minimum rear yard setback of 7.0 metres and a minimum rear yard area of 11 per cent of the lot area, whereas a minimum rear yard setback of 15.7 metres and a minimum rear yard area of 25 per cent of the lot area are required.
- For the existing building, minimum interior side yard setbacks of 0.3 metres from the east side lot line and 0.06 metres from the west side lot line, whereas a minimum interior side yard setback of 1.5 metres is required.
- For the proposed residential addition, minimum interior side yard setbacks of 1.8m from the east side lot line and 0.7 metres from the west side lot line, whereas a minimum interior side yard setback of 1.5 metres is required.
- Zero vehicle parking spaces, whereas four vehicle parking spaces are required based on the number of proposed residential units and the existing office use.
- Increase to 26 bicycle parking spaces, whereas 8 bicycle parking spaces are required.
- No two-bedroom dwelling units, whereas three two-bedroom dwelling units are required.

330 McLeod Street – The applicant is seeking relief from Zoning By-Law 2008-250 to address existing and proposed site conditions through the following site-specific zoning provisions:

- A maximum building height of 15.5 metres, whereas a maximum building height of 14.5 metres is required.
- A minimum rear yard setback of 5.1 metres and a minimum rear yard area of 9 per cent of the lot area, whereas a minimum rear yard setback of 15.7 metres and a minimum rear yard area of 25 per cent of the lot area are required.
- For the existing building, minimum interior side yard setbacks of 3.5 metres from the east side lot line and 1.3 metres from the west side lot line, whereas a minimum interior side yard setback of 1.5 metres is required.
- For the proposed rooming house addition, minimum interior side yard setbacks of 1.5 metres from the east side lot line and 4.2 metres from the west side lot line, whereas a minimum interior side yard setback of 1.5 metres is required.
- Zero vehicle parking spaces, whereas 16 vehicle parking spaces are required.
- Increase to 40 bicycle parking spaces, whereas 20 bicycle parking spaces are required.
- A communal amenity area on the rooftop, whereas a communal amenity is only permitted at-grade and in the rear yard.

The zoning details are found in Document 2.

## **DISCUSSION**

### **Public consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Comments were received from approximately 25 residents within the community and the Centretown Community Association.

Comments expressing opposition identified the following as the primary concerns:

- trees and environment,

- parking,
- noise and construction,
- safety and access,
- compatibility concerns and privacy and views resulting from height and setbacks,
- other planning and developer-related items

Comments expressing support welcomed the added housing, affordability and the developer's willingness to make changes to address community comments/concerns.

For this proposal's consultation details, see Document 3 of this report.

### **Official Plan**

The City of Ottawa's Official Plan was approved by the Minister of Municipal Affairs and Housing (Ontario) on November 4<sup>th</sup>, 2022 and is now in full force and effect. Section 2 of the Official Plan provides the strategic direction for the City through a range of broad policies that support intensification, including gentle intensification, and diversifying housing options throughout the City, including directing residential growth within the built-up urban area to support the evolution towards 15-minute neighbourhoods.

Section 3 of the Official Plan provides the growth management framework for the City and Section 4 of the Official Plan provides city-wide housing and urban design policies; both of which include policies that encourage rooming houses and other low-rise built forms, including "missing middle housing" options, which are dense, context-sensitive and respond well to existing neighbourhood character and function through complementary architecture and sustainable site design.

Section 5 of the Official Plan provides policies for the City's six concentric policy areas called transects. Schedule 'A' of the Official Plan shows the subject lands within the Downtown Core Transect Policy Area. This transect policy area is considered the historical, geographic, physical cultural, symbolic and employment hub of the National Capital Region, as well as a mature built environment whose urban characteristics of high density, mixed-use and sustainable transportation orientation are to be maintained and enhanced.

Section 6 of the Official Plan provides the urban designations with specific policy direction for permitted land uses. Schedule 'B1' of the Official Plan designates the

subject lands as “Neighbourhood” with an Evolving Overlay. Low-rise building heights of generally 3 to 4-storeys are permitted in the neighbourhood designation.

### **Other applicable policies and guidelines**

The subject lands are subject to the Central and East Downtown Core Secondary plan. Together, Schedule ‘A’ and Annex 1 of the Secondary Plan shows the subject lands within the “Centretown Central Character Area”. Schedule ‘B’ designates the subject lands as “Local Mixed-Use” and Schedule ‘C’ prescribes a maximum building height of nine-storeys. The Centretown Community Design Plan and the City’s Urban Design Guidelines for Low-Rise Infill Housing are both relevant to the proposal.

### **Heritage**

233 Argyle Avenue and 330 McLeod Street are situated within the Centretown Heritage Conservation District and are therefore designated under Part V on the *Ontario Heritage Act (OHA)*. Heritage applications for both properties are being recommended for approval to the Built Heritage Committee and will be presented and heard at the same Planning and Housing Committee meeting.

### **Urban Design Review Panel**

The property is within a Design Priority Area and the Zoning By-law Amendment application and concurrent Site Plan Control applications were presented to the Urban Design Review Panel (UDRP). The applicant presented their first proposal to the UDRP at an informal meeting on April 9<sup>th</sup>, 2021 and later at a formal meeting on December 5<sup>th</sup>, 2021. The recommendations from the formal UDRP meeting are provided in Document 4 and were successful in aiding in the implementation of the following:

- Increased rear yard and side yard setbacks to improve the relationship between both sites and to mitigate compatibility concerns with abutting sites.
- Improvements to on-site circulation and the introduction of safety measures (e.g. lighting along pathway).
- Improvements to the building additions that allow for greater exposure to natural light and minimize unnecessary building projections to maximize outdoor areas.
- Improvements to the rooftop terrace to mitigate overlook and visible impact.
- Changes to building materials and colour that complement the heritage building.

The proponent was unable to accommodate two-storey units as recommended by the UDRP. Staff are satisfied with one-storey units in this site context.

## **Planning rationale**

### Official Plan

The subject lands are found within the Downtown Core Transect Policy Area and are designated Neighbourhood. The Downtown Core Transect Policy area prioritizes sustainable transportation modes and encourages an urban pattern of built-form, site-design and a mix of uses. The proposed development represents an urban pattern of infill development that is consistent with the development patterns and character of the surrounding area; provides a mix of residential and office uses; and prioritizes the use of sustainable transportation (cycling). Through the proposed Zoning By-Law Amendment, the proposal reduces dependency on vehicular use and provides bicycle parking spaces in an amount that exceeds the minimum requirements of the Zoning By-Law.

The Downtown Core Transect Policy Area provides direction to lands designated Neighbourhoods. The Neighbourhoods designation permits a mix of building forms, densities and housing options through primarily low-rise development. The Neighbourhood designation in the Downtown Core Transect Policy Area encourages higher-density, low-rise residential development up to four-storeys in order to further support the strategic direction, growth management framework and city-wide policies of the Official Plan, including intensification within the built-up urban area, the provision of a range of housing options and the development of 15-minute neighbourhoods.

The policies of Sections 4.2.1(2) and 5.1.5 of the Official Plan support the production of a variety of housing types in the Neighbourhood designation with a focus on “missing middle housing” in appropriate locations in order to support the evolution of healthy walkable 15-minute neighbourhoods. The proposed residential addition at 233 Argyle Avenue fits within the definition of missing middle housing in the context of the Neighbourhood designation policies, as it is considered a low-rise, multi-residential development of between three and sixteen units. The proposed development is also considered mixed-use.

The proposed addition at 330 McLeod Street proposes to add 30 rooming units to the existing 48-unit rooming house. Section 4.2.3 of the Official Plan encourages rooming houses as a more affordable housing option to address the needs of those households with the lowest 40 per cent of income levels, as well as other vulnerable groups. The

proposed rooming house addition at 330 McLeod Street is therefore supportive of the City's policies to encourage more affordable housing options.

Both developments are dense, context-sensitive and transit-supportive. The proposed developments prioritize and balance the Official Plan's strategic and city-wide policies for urban intensification and sustainability through the replacement of surface parking areas with landscaped amenity areas and a variety of housing options. The proposed developments also respond to the heritage context through a complementary building and site design which includes soft landscaping and at-grade entrances; therefore, aligning with the urban design direction for low-rise buildings.

The proposed developments are consistent with the policies of the Official Plan.

### Secondary Plan

The subject property is further designated Local Mixed-Use within the Central Character Area of the Central and East Downtown Core Secondary Plan. The Local Mixed-Use designation is primarily intended for local commercial and residential uses and the maximum building height for the subject property is nine-storeys. Both proposed developments are considered low-rise and are permitted. The proposed developments adhere to the general built-form policies of Section 3, as well as the policies of Section 4 which guide development on lands designated Local Mixed Use in the Centretown Central Character Area. In particular, the proposed developments maintain and enhance the existing public realm along both McLeod Street and Argyle Avenue with additional trees; provide ample bicycle parking; reduce on-site vehicular parking and car dependency; and retain an existing heritage building.

The proposed developments are consistent with the policies of the Secondary Plan.

### Urban Design Guidelines

The Centretown Community Design Plan and the City of Ottawa's Urban Design Guidelines for Low-Rise Infill Housing were both reviewed for consistency. The proposed developments are consistent with these guidelines.

### Recommended Zoning Details

The proposed Zoning details supported by Staff are explained below:

1. 233 Argyle Avenue:

Minimum Lot Width (Existing): The proposed lot width is 10.1 metres, whereas the Zoning By-Law requires a minimum lot width of 15 metres. The proposal seeks to formally recognize the existing non-complying lot width. This zoning request is only technical in nature and is therefore considered appropriate.

Minimum Rear Yard Setback and Rear Yard Area (Residential Addition): The proposed rear yard setback for the residential addition is 7.0 metres, whereas the Zoning By-Law requires a minimum rear yard setback of 15.7 metres. The proposal also seeks to reduce the required rear yard area, from 25 per cent to 11 per cent of the lot area. The rear yard of 233 Argyle Avenue will abut the rear yard of 330 McLeod Street, both under common ownership. Staff are satisfied with compatibility due to the abutting nature and common ownership of these properties. The rear yard will consist of an appropriately sized amenity area and will be adequately landscaped with trees and other landscaping materials. Furthermore, rear yard infill development is common to the surrounding area, including abutting and nearby properties which reside within the same city block. The requested minimum rear yard setback is appropriate for the subject lands based on the contiguous land ownership, the proposal's amenity and landscaping approach and the nearby development patterns. The redevelopment of the site also removes rear yard surface parking areas to the benefit of soft landscaping and amenity areas. The requests are considered appropriate.

Minimum Interior Side Yard Setbacks (Existing): For the existing building, the proposed interior side yard setbacks are 0.3 metres from the east side lot line and 0.06 metres from the west side lot line, whereas the Zoning By-Law requires a minimum interior side yard setback of 1.5 metres. The proposal seeks to formally recognize the non-complying side yard setbacks of the existing building. This zoning request is only technical in nature and is therefore considered appropriate.

Minimum Interior Side Yard Setbacks (Residential Addition): For the proposed residential addition, the proposed interior side yard setbacks are 1.8 metres from the east side lot line and 0.7 metres from the west side lot line, whereas the Zoning By-Law requires a minimum interior side yard setback of 1.5 metres. The proposed setback from the west side lot line provides an interior side yard setback that is consistent with the setback of the existing heritage building. The development proposal maintains a low-rise built-form and provides no projecting windows or balconies along the western façade of the building. Should the abutting lot to the west be redeveloped in the future, there would be minimal compatibility (e.g. sunlight) concerns related to the proposed development due to an internal hallway proposed at the west end of the building. This floorplan/ layout will ensure that dwelling units mostly face the rear and east side yards.

This orientation will further ensure optimal sunlight exposure for these dwelling units if the abutting lot to the west is redeveloped. The rezoning request further proposes to increase the requirement for interior side yard setback from the east side lot line to compensate for the reduction on the west side of the building and to provide ample room for pedestrian movement and access through the site. The requests are considered appropriate.

Minimum Vehicle Parking Spaces and Bicycle Parking Spaces: The proposed vehicle parking total is zero parking spaces, whereas the Zoning By-Law requires four parking spaces based on the number of proposed residential units and the existing office use. The reduction in vehicle parking is appropriate based on the urban context and location within an established 15-minute neighbourhood. O'Connor and Bank streets are within a close walking distance and score high as it pertains to pedestrian safety and enjoyability. The subject lands also reside within a city block that consists of properties that score a 9 (the top score) as it pertains to service and amenity access. In support of the vehicle parking reduction and the concerns raised by the public on this issue, the applicant has agreed through this Zoning By-Law Amendment to increase the requirement to 26 bicycle parking spaces, whereas currently 8 bicycle parking spaces are required. This increase has been added as a required zoning provision, thereby increasing the minimum bicycle parking rate for a dwelling unit from 0.5 to 1.75 spaces per unit. The request is considered appropriate.

Number of Two-Bedroom Units: No 2-bedroom units are provided, whereas the Zoning By-Law requires three 2-bedroom units. The proposed development provides an alternative type of housing. Within the Neighborhood Designation, Section 5.1.5 of the Official Plan allows for a wide variety of housing types with a focus on missing-middle housing, including housing types not currently contemplated by the Official Plan. In Staff's opinion, this type of housing supports a wide variety of housing types and provides missing middle housing with 14 dwelling units. This form of missing middle housing is encouraged to achieve the City's intensification targets for its neighbourhoods. Overall, the reduction in two-bedroom units, from 3 to 0, would have a minimal impact on the City's ability to increase the supply of more family-oriented housing, which normally includes 2 or more bedrooms. The request is considered appropriate.

## 2. 330 McLeod Street:

Maximum Permitted Building Height: The proposed building height is 15.5 metres, whereas the Zoning By-Law requires a maximum building height of 14.5 metres. The



proposed rooming house addition is consistent with the height of the existing rooming house. The request to increase the height by 1m is considered marginal, especially within the context of the abutting mid-rise developments. The proposed development is considered low-rise and is permitted. The request is considered appropriate.

Minimum Rear Yard Setback and Rear Yard Area (Residential Addition): The proposed rear yard setback is 5.1 metres, whereas the Zoning By-Law requires a minimum rear yard setback of 15.7 metres. The proposal also seeks to reduce the required rear yard area, from 25 per cent to 9 per cent of the lot area. The proposed rear yard setback is consistent with the rear yard setback of the townhouse development on the abutting lot to the east. For similar reasons as provided above for 233 Argyle Avenue, the proposed rear yard setback and rear yard area are considered appropriate.

Minimum Interior Side Yard Setbacks (Existing): For the existing building, the proposed interior side yard setbacks are 3.5 metres from the east side lot line and 1.3 metres from the west side lot line, whereas the Zoning By-Law requires a minimum interior side yard setback of 1.5 metres. The proposal seeks to increase the setback from the east side lot line and formally recognize the non-complying setback from the west side lot line of the existing building. The increased east interior side yard setback will ensure that no part of the existing building will be extended any further east. This will further ensure access to the site and compatibility with the adjacent residential uses to the east are maintained. The zoning request to reduce the west interior side yard setback is only technical in nature and is therefore considered appropriate.

Minimum Interior Side Yard Setbacks (Rooming House Addition): For the proposed rooming house addition, the proposed interior side yard setbacks are 1.5 metres from the east side lot line and 4.2 metres from the west side lot line, whereas the Zoning By-Law only requires a minimum interior side yard setback of 1.5 metres. The proposal meets or exceeds the minimum requirement for interior side yard setback. Staff have recommended an increased setback from the west side lot line to address concerns raised by nearby residents regarding separation from existing residential uses. The proposed interior side yard setback from the east side lot line meets the zoning requirement. These site-specific zoning provisions will ensure that the building footprint is limited, and the rear and side yards are prioritized for landscaping. The request is therefore considered appropriate.

Location of Amenity Area: The proposed development offers a variety of communal amenity areas in different locations, whereas the Zoning By-Law requires that all communal amenity areas be located at-grade and in the rear yard. The proposed

amenity areas are compatible with the surrounding urban context and will maximize the area of the site for greening, including the rooftop and the rear yard. The proposed rooftop amenity area remains subject to the provisions of the Zoning By-Law which prescribe the perimeters of rooftop terraces. The amount of and variety of communal amenity areas proposed are welcomed and the request is considered appropriate.

Minimum Vehicle Parking Spaces and Bicycle Parking Spaces: The proposed vehicle parking total is zero parking spaces, whereas the Zoning By-Law requires 16 parking spaces. To compensate for the vehicle parking reduction and the concerns raised by the public on this issue, the applicant is proposing approximately 46 bicycle parking spaces, whereas currently 20 bicycle parking spaces are required. This Zoning By-Law Amendment proposes to increase the minimum bicycle parking rate from 0.25 to 0.5 spaces per rooming unit. For similar reasons as provided above for 233 Argyle Avenue, the request to reduce the vehicle parking to zero is considered appropriate.

Public Feedback:

Comments were raised by the public regarding privacy, lack of vehicle parking, views and compatibility (separation and setbacks) informed the revised site and building design, such as increased building setbacks to provide greater separation from abutting lots, additional bicycle parking spaces and a more compatible rooftop amenity area. The design has evolved positively in response to those concerns raised by Staff and the community.

**Provincial Policy Statement**

Staff have reviewed this proposal with the Provincial Policy Statement (PPS) 2020. The proposal is consistent with PPS 2020.

**RURAL IMPLICATIONS**

There are no rural implications associated with this report.

**COMMENTS BY THE WARD COUNCILLOR(S)**

Councillor Ariel Troster is aware of the application related to this report.

**ADVISORY COMMITTEE(S) COMMENTS**

N/A

**LEGAL IMPLICATIONS**

There are no legal implications associated with implementing the report recommendations.

**RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with this report.

**ASSET MANAGEMENT IMPLICATIONS**

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

**FINANCIAL IMPLICATIONS**

There are no direct financial implications. In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within the Planning Services operating budget.

**ACCESSIBILITY IMPACTS**

The proposed development will be required to meet the accessibility criteria contained within the Ontario Building Code. Staff have no concerns about accessibility.

**APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-21-0133) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications numerous revisions made in response to public and staff comments.

**SUPPORTING DOCUMENTATION**

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Urban Design Review Panel (UDRP) Recommendations

Document 5 Site Plans

Document 6 Building Elevations and Renderings

**CONCLUSION**

The Planning, Real Estate and Economic Development Department supports the application and proposed Zoning By-law Amendment for 330 McLeod Street and 233 Argyle Avenue. The proposed developments are appropriate for the subject lands and respond well to the local context, where rear-yard infill development is a prevalent form of development in this context. The application is consistent with PPS 2020; is consistent with the Official Plan policies as well as the policies of the Central and East Downtown Core Secondary Plan; and respects the applicable design guidelines.

The amendment represents good planning and, for the reasons stated above, Staff recommend approval of the Zoning By-law amendment.

**DISPOSITION**

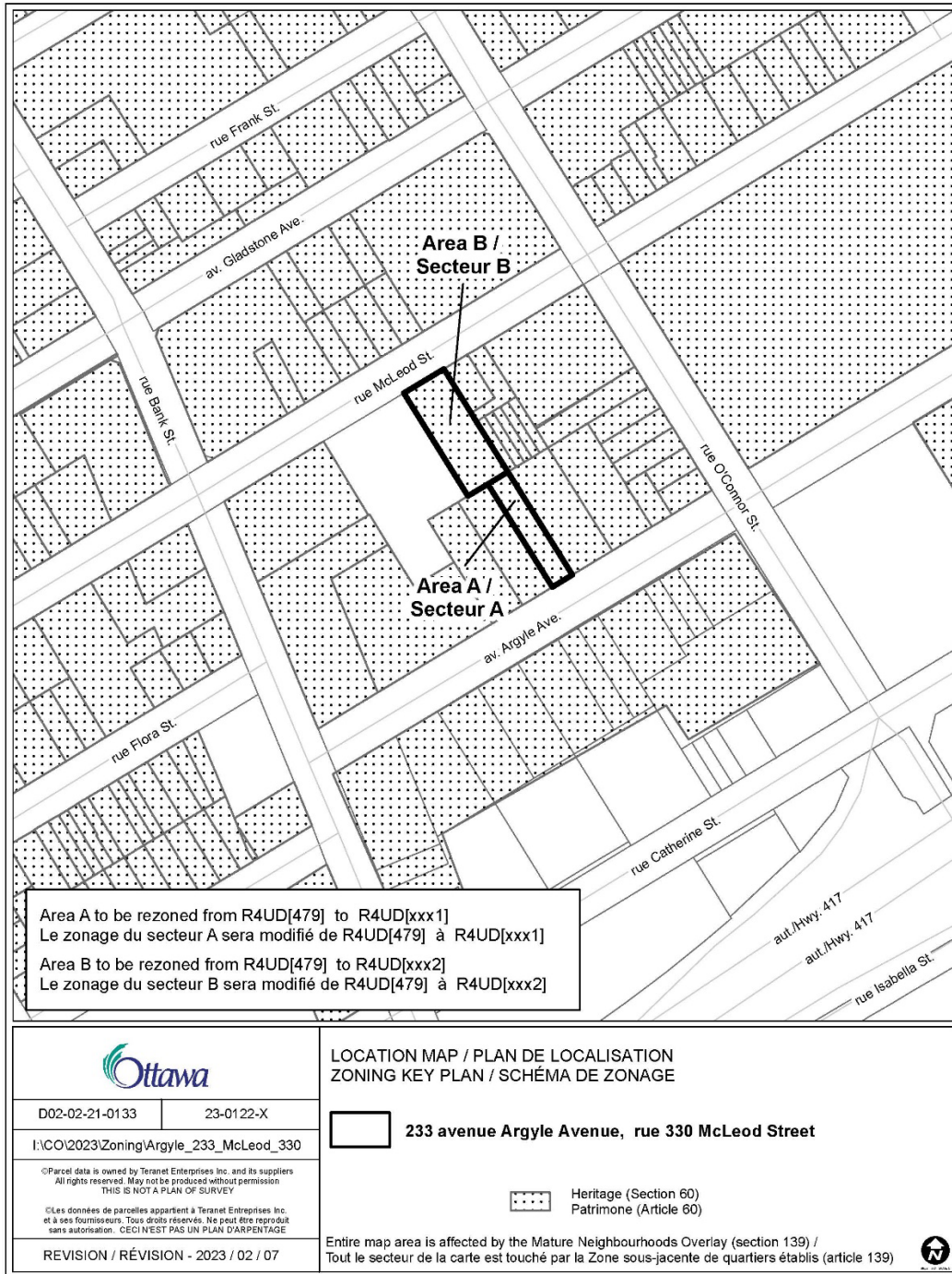
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long-Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Zoning Key Map



For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.com)

This map identifies the location of the subject lands, between McLeod Street to the north and Argyle Avenue to the south.

## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 233 Argyle Avenue and 330 McLeod Street:

1. Rezone lands as shown in Document 1.
2. Amend Section 239 – Urban Exception, by adding a new exception [xxx1], concerning 233 Argyle Avenue, with provisions similar in effect to the following:
  - a. In Column II, add the text, “R4UD[xxx1]”;
  - b. In Column V, add provisions similar in effect to the following:
    - Minimum lot width: 10.1 metres
    - Minimum rear yard setback: 7.0 metres
    - Despite Section 144(3)(a), the rear yard must comprise at least 11 per cent of the lot area.
    - For any part of the building within the first 22.22 metres of the front lot line, the minimum interior side yard setback is:
      1. 0.3 metres from the east side lot line.
      2. 0.06 metres from the west side lot line.
    - For any part of the building beyond the first 22.22 metres of the front lot line, the minimum interior side yard setback is:
      1. 1.8 metres from the east side lot line.
      2. 0.7 metres from the west side lot line.
    - Section 161(16)(b) does not apply.
    - Minimum bicycle parking rate: 1.75 spaces per dwelling unit.
    - Minimum residential parking rate: no minimum.
    - Minimum visitor parking rate: no minimum.
    - Minimum parking rate for an office use existing as per the date of the passing of this by-law: no minimum.

3. Amend Section 239 – Urban Exception, by adding a new exception [xxx2], concerning 330 McLeod Street, with provisions similar in effect to the following:
  - a. In Column II, add the text, “R4UD[xxx2]”;
  - b. In Column V, add provisions similar in effect to the following:
    - Maximum building height: 15.5 metres
    - Minimum rear yard setback: 5.1 metres
    - Despite Section 144(3)(a), the rear yard must comprise at least 9 per cent of the lot area.
    - For any part of the building within the first 35.21 metres of the front lot line, the minimum interior side yard setback is:
      1. 3.5 metres from the east side lot line.
      2. 1.3 metres from the west side lot line.
    - For any part of the building beyond the first 35.21 metres of the front lot line, the minimum interior side yard setback is:
      1. 1.5 metres from the east side lot line.
      2. 4.2 metres from the west side lot line.
    - Despite Section 137, Table 137(1), a community amenity area does not need to be located at grade and in the rear yard and a rooftop communal amenity area is permitted.
    - Minimum parking rate for a rooming house: no minimum.
    - Minimum bicycle parking rate: 0.50 spaces per rooming unit.

## **Document 3 – Public Consultation Details**

### Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Comments were received from approximately 25 residents and the Centretown Community Association (CCA). Public Comments and Responses are organized by theme below. Most of the public comments received were in response to the original circulation and several revisions have since been made to address these comments to Staff's satisfaction.

### **Comments Theme 1: Trees and Environment**

#### Comments:

- General concerns with tree removal.
- The beautiful trees that are a welcome addition to downtown living will have to be removed for this development.
- While the zoning amendment request package mentions tree replacement, it would be a shame to cut down the tall, mature trees on the property line between 330 McLeod and 233 Argyle. Especially considering that with the new additions, less light will reach that area.
- My primary concern for the expansion of 330 McLeod is the beautiful, mature tree that thrives in the back space of the building. I am concerned that this addition would require the death and removal of this large, old, and majestic tree which would be a disturbing act. In addition, there are not many mature, heritage trees downtown and we must preserve and nurture the ones present instead of haphazardly expand buildings.

#### Response:

Staff have reviewed both the Tree Conservation Report (TCR) and the Landscape Plan and are satisfied with the proposed tree planting, retention plans and landscaping scheme:



- The proposed development at 233 Argyle Avenue will result in the removal of one (1) existing tree, the retention of one (1) existing tree and the addition of four (4) new deciduous trees, one in the front yard and three in the rear yard. The proposal provides more trees than previously existed on-site.
- The proposed development at 330 McLeod Street will result in the removal of three trees, the retention of one existing tree and the addition of one tree in the front yard. The proposal also adds new landscaped areas where surface parking previously existed.
- Overall, there will be one more tree added to the site following the development at 233 Argyle Avenue and 330 McLeod Street. Additionally, surface parking in the rear yards of both properties will be entirely replaced with tree plantings and landscaping.
- Staff have reviewed and confirmed that the proposed areas are suitable for tree planting. There will be sufficient sun exposure to accommodate tree growth in the proposed areas. The proposed rooming house addition at 330 McLeod Street will not have any impact on sun exposure for trees planted in the communal rear yard amenity area and the impacts from the 233 Argyle Avenue will be minimal in comparison to any shadowing impacts caused by existing nearby developments. Sun exposure along both street frontages will be unaltered, given that the additions are proposed in the rear yards of both sites.

## **Comments Theme 2: Parking and Traffic**

### Comments:

- General concerns with loss of parking, no on-site vehicle parking and neighbourhood traffic.
- 330 McLeod doesn't attempt to solve issues with parking as they're adding resident capacity while removing existing parking.
- There's not a lot of street parking currently and this development will exacerbate the problem for condos and other residential units on this street.
- With the proposed increased density, it should be noted, that even with present capacity and available parking spaces attributed to 330 McLeod, the small lot is typically filled to capacity. As such, even the addition of a few vehicles (e.g.,

fewer than ten one might presume) one would be hard pressed to find ongoing street parking within the immediate vicinity of McLeod or Argyle Streets.

- We would expect an increased number of deliveries, contractors providing services (e.g. utilities, maintenance, cleaning, etc.) to be associated with residents occupying units in these new developments, which will increase congestion along McLeod Street on the block between O'Connor and Bank Street where residential homes are located.
- With the number of new units being proposed we foresee major congestion and parking issues should there not be adequate parking spaces allocated for these new developments.
- People looking to station their vehicles may potentially resort to parking illegally on McLeod Street (or in residential driveways).
- At 330 McLeod Street, the six-car lot is typically full at the current occupancy rate, indicating a need for parking spaces.
- Eliminating all available parking will increase demand for street parking which is already limited availability due to current residential density as well as various services and businesses density.
- The properties should be adding electric vehicle charging outlets for tenants/resident access instead of eliminating all surface parking. Why are some parking, such as car-share or EV charging stations not considered/ proposed?
- McLeod is a single-lane one-way street with parking on one side, this street is always filled with park cars. Additional traffic will be created.

Response:

- The reduction of vehicular parking to zero vehicular parking spaces is appropriate for the subject lands based on context, which includes:
  - location within Centretown (15-minute neighbourhood, urban mixed-use area);
  - the walkability of the surrounding neighbourhood; and
  - proximity to transit priority corridors, car share facilities, bus transit, and cycling infrastructure.

- The City's Official Plan prioritizes alternative modes of transportation and calls for the reduction of, or elimination of parking in favour of sustainable transportation options, intensification (housing) and environmental objectives. The proposed additions replace surface parking with new housing, as well as trees and landscaped areas. We also understand from the Developer that they focus their housing product within 15-minute communities and encourages public transit use and active transportation for daily trips. As discussed, the 15-minute neighbourhood ratings/ scores for this area supports a parking reduction.
- To prioritize alternative transportation modes and mitigate some of the public concerns raised, Staff are recommending through the proposed rezoning a significant increase to the requirement for bicycle parking, beyond the standard requirement for rooming units in a rooming house and dwelling units in a low-rise residential building. The applicant/ owner is currently proposing approximately 72 bicycle parking spaces and will be required to construct at least 1.75 bicycle parking spaces per dwelling unit and at least 0.50 bicycle parking spaces per rooming unit.
- All deliveries and short-term parking in support of said deliveries will continue to occur as they currently do for both sites.
- As no parking is provided, car-share and EV charging stations are not proposed.
- The applicant was screened out from having to undertake a Transportation Impact Assessment (TIA). The city has reviewed the applicant's submission materials, including a TDM-Supportive Development Design and Infrastructure Checklist, and conclude that there are no adverse transportation impacts resulting from the proposed development. The proposal incorporates TDM measures.
- As a condition to the approval of the Site Plan Control application, the applicant and owner will be required to register a notice on title that informs future tenants and property owners that no on-site parking will be provided and that there is no guarantee that off-site parking facilities are available. We understand from the Owner that they will make tenants aware that parking is not available and off-site parking is not guaranteed, prior to the signing of a lease. We further understand that current tenants with leases for existing parking spaces will be given ample notice that these parking spaces will be removed because of the proposed development and alternative arrangements will be made to accommodate this.

### Comments Theme 3: Noise and Construction

#### Comments:

- Using the rooftop for outdoor gatherings and amenities will add to noise pollution in the neighbourhood.
- The AC system on the roof of 330 Mcleod generates a lot of noises when it runs. If an addition is attached to this existing building and uses the same AC system, it will produce more noise for a longer time.
- The years of construction will also have a negative effect to residents. Construction noise would affect a great many residents.
- I am concerned with the potential construction, as nearby units close to the site will be at risk of being impacted by dust and debris.
- The construction of the proposed extension would have undue consequences to plants, animals, and quality of life of nearby residents.
- Excavations and/or the use of heavy vibrating equipment near existing structure will contribute to the distribution during construction and ongoing matter of additional noise and potential structural damage. Thus, will also change our work routine as further to government requests due to pandemic we are working from home.
- The noise during construction, the dust and dirt as well as the obstruction of natural light are going to have a huge negative impact on my mental health and well-being. negatively affecting quality of life of many other residence in the 340 McLeod building to improve quality of life of others is not the way to do this.

#### Response:

- The rooftop terrace will be subject to the requirements of Section 55, Table 55(8) of the Zoning By-Law 2008-250, which prescribes setbacks and maximum areas for roof-top terraces to create compatible urban development in a low-rise setting and reduce overlook and privacy concerns. These requirements may also help to mitigate noise incompatibility issues to an extent.
- We understand from the applicant that on-site property management will control access to and monitor the roof-top amenity space, to mitigate potential noise

impacts at sensitive hours. There will be hours of operation for the rooftop amenity area and locking systems for controlled access.

- The AC system is an existing system at 330 McLeod Street. Noise from the AC system was not identified as an issue by Staff through our review.
- The developer will be responsible for the preparation of the site and monitoring the construction of the site in accordance with all applicable City's by-laws. At the time of building permit review at Building Code Services, the developer will be required to submit shoring details and obtain the required construction permits. The Owner will be required to obtain permission from the neighbouring property owners if any portion of the shoring is located on the neighbouring property.
- Construction disruptions are temporary and will occur primarily in the rear of the existing buildings, limiting the impacts along the public realm.
- There have been no environmental (noise) concerns identified by Staff as it relates to the proposed development and construction.

#### **Comments Theme 4: Safety and Access**

- Fence should be provided as security is a concern
- The development is in the middle of the east-west block and is described as "through the block," it will decrease accessibility for emergency response in the immediate neighbourhood.
- The proposed development breaks building code standards, as well as zoning, and violates by-laws already set by Ottawa city, thus introducing risk to public health, safety, and general welfare as it relates to the construction and occupancy of buildings and model building codes which are meant to protect residents from tragedy caused by fire and structural collapse
- Such a structure in a non-owner-occupied building may lead to increased security risks, fire potential etc.
- Concerned that the proposed development will result in decreased accessibility for many emergency services, including emergency response (e.g., fire, police, paramedics, etc)
- With the new additions, emergency vehicles would have much more difficulty in reaching the rear and side lots of the building.

- Even as revised/proposed, the mid-block, north-south 'through the block' full-thickness adjoining development will result in substantial decreased accessibility for many necessities, including emergency response (e.g., fire, police, paramedics, etc) in the immediate neighbourhood.

Response:

- Fencing will be provided, and lighting is provided along pathways to improve site security/ safety.
- An existing easement provides access to both properties from an abutting lot to the east.
- At Staff's request, a pedestrian walkway between 1.5m and 1.8m has been provided to meet accessibility standards. Through this rezoning, the width of the pedestrian walkway will be secured with minimum interior side yard setbacks from the east side lot line that meet/ exceed current by-law requirements.
- Both properties are currently occupied and in operation. The Owner has renewed their license to operate the Rooming House at 330 McLeod Street and complies with the City's by-laws, including zoning, building code, public health, fire code and property standards, along with commercial general liability insurance.
- Building Code Services reviewed this rezoning application as it relates to fire services, and because of their comments, the applicant has revised their site plan to be in conformity with the requirements of the Ontario Building Code, as it relates to fire hydrant/fire department connection locations.

#### **Comments Theme 5: Privacy and Views resulting from Height and Setbacks**

- General concerns with height and setbacks (separation/ spacing).
- The building height requested by 330 McLeod Street zoning and 233 Argyle proposals exceeds the maximum building height permit. The building, if approved, will increase its shadow casting, substantially decrease the view and natural light of 326e McLeod and other 326 McLeod properties. On top of it will be an erosion of privacy of 326 McLeod residents while outdoors
- There will be an erosion of privacy on outdoor spaces of resident-owned private properties.
- Concerns raised with the proposed roof-top patio/ terrace.

- The developments will completely block natural light and views for nearby terraces and properties.
- The constructed buildings would block light for a lot of residents in 340 McLeod.
- Planning committee is encouraged to visit the site for actual visualization. Currently 330 McLeod Street parking is wall-to-wall to 326 properties, removing parking and having a building in the parking lot area near the 326e McLeod property lines are incompatible with design requirements, and introduce High Risk of retaining soil and 326 McLeod building itself.
- There is concern that the 330 McLeod extension will not provide enough space between the proposed building and the balconies of the neighbouring building.
- The Interior Yard setback for 330 McLeod Street zoning proposes to decrease by law distance, which will increase the risk of McLeod 326e property safety and privacy and introduces public health and safety risk.
- Elimination of amenity space at grade violates already existing Bylaws and introduces new risk to 326e and 330 McLeod health and safety and neighborhood well-being.

Response:

- Both building additions do not exceed four-storeys, based on the Zoning By-Law's definition for storeys, and are considered low-rise uses permitted in the R4UD Zone. The request to increase the maximum building height for 330 McLeod Street is consistent with the height of the existing rooming house building.
- Fencing and privacy screens are proposed along the lot lines to limit privacy concerns. Proposed trees in the rear yard of 233 Argyle Avenue will also help to provide more privacy and screening.
- The rooftop terrace will be subject to the requirements of Section 55, Table 55(8) of the Zoning By-Law 2008-250, which prescribes setbacks and maximum areas for roof-top terraces to create compatible urban development and reduce overlook and privacy concerns. It is common for low-rise housing forms within this urban context to have roof-top terraces. In the Neighbourhood designation, Section 6.3.2 of the Official Plan states that amenity areas for low-rise residential development may be limited to balconies, terraces and/or rooftops in order to

achieve the growth management density targets of the Plan. The proposed developments strike a balance by providing a mix of rooftop and at-grade amenity space.

- Regarding potential light blockage for some residents at 340 McLeod Street, the distance between the shared property line and the proposed addition is 4.2 metres. Through this rezoning, Staff are increasing the minimum required interior side yard setback from the west side lot line for the Rooming House Addition from 1.5 to 4.2 metres, to ensure greater separation and compatibility. The setbacks of the existing rooming house will be unchanged but will be formalized through the proposed rezoning.
- Regarding compatibility with 326 McLeod Street, the proposed rooming house addition at 330 McLeod Street will not exceed the rear yard setback of the abutting Townhouses at 326 McLeod Street. Both 326 McLeod Street and the proposed building additions are examples of rear yard infilling which are common to this city block and appropriate in this development context. The area abutting these lots will also be landscaped and planted with trees.
- Except for the minimum required interior side yard setback from the west side lot line for the proposed residential addition at 233 Argyle Avenue, the proposed Zoning By-Law Amendment aims to require minimum interior side yard setbacks for the building additions from both side lot lines that exceed the current requirements of Zoning By-Law 2008-250. For the most part, the reduced interior side yard setbacks are proposed to address the existing conditions of the site.
- The proposed Zoning By-Law Amendment does not propose to eliminate at-grade amenity space. An at-grade amenity space will be provided in the rear yards of both developments and will be communal and shared. Joint-use and maintenance agreements for the communal/ shared amenity space will be confirmed through the corresponding Site Plan Control applications.

### **Comments Theme 6: Other Planning Items**

Comments:

- Concerns with the elimination of amenity space at-grade.
- The proposed developments should be evaluated as a single development; a non-merger of the lots could create a situation in the future where ownership of the two buildings becomes fractured resulting a lack of amenity space on the



proposed developments. If the City is to consider an approval with the “shared amenity space”, it is then incumbent on the City to ensure this condition is maintained in perpetuity with a merger of the lots.

- There are two other ongoing applications for an OP Amendment and Zoning By-law Amendment related to File No(s): D01-01-21-0014 and D02-02-21-0084. These applications also look to increase housing density considerably along McLeod Street, please ensure that the City of Ottawa is considering all these files together to prevent potential long-term consequences to residents.
- The current buildings are currently storing all their garbage in the parking lot out back. Increasing the number of units will lead to all that garbage being put out in front of the building.
- Too many easements are requested without benefit for the existing neighbourhood
- 2-bedroom units would better serve the community
- Heritage Building: I am concerned about the quality of the construction (re: addition), which would reduce the character of the building.
- There are already enough apartment buildings in neighborhood. We do not want/need this extra building which will cause so much more problems.

Response:

- This rezoning application does not seek to eliminate at-grade amenity space, but to permit a roof-top amenity space. At-grade communal amenity areas are proposed for both properties.
- The proposed developments are treated as one for rezoning but will have unique site-specific zoning exceptions that apply to each address. Details and requirements of a joint-use and maintenance agreement for the at-grade rear amenity areas will be confirmed through the corresponding Site Plan Control applications.
- The proposed developments are reviewed in the context of nearby developments. Neighbourhood designations in the Downtown Core Transect are appropriate for intensification at this scale. Rear yard infill development is

common to this area of the City and within the city block upon which the subject lands reside.

- 330 McLeod Street will require private waste management services, while 233 Argyle Avenue will meet the requirements for City waste management services.
- The subject lands currently have an access via easement from 229 Argyle Avenue. This easement is proposed to remain in place and any further required easements will be confirmed through the corresponding Site Plan Control applications.
- The proposed developments provide units that are appropriate for this context and will add to and diversify the City's housing stock. The rooming-house model is based on principles of shared living space and common areas where tenants of individual rooms have access to common amenities and facilities; two-bedroom rooming units are less common.
- The proposed development at 233 Argyle Avenue has been designed thoughtfully to complement the existing heritage building, following feedback from Staff and the UDRP. The proposed residential addition will not negatively impact the view of the heritage building from the public realm and will be mostly hidden from public review. Heritage Staff are recommending approval of the heritage applications to the Built Heritage Committee and the Planning and Housing Committee.
- The subject lands are within an area where compatible residential intensification is encouraged and new forms of housing are encouraged to increase the housing supply.

### **Comments Theme 7: Supportive Comments**

Comments:

- It does appear that the Developer has taken many of the suggestions into consideration for the revised proposal. It is nice to see a process with Community input in action.
- Great initiative to add much needed residential units to the area.
- This type of infill development in the Centertown neighbourhood could become a good precedent for intensification at the right scale, if done appropriately.

## **Comment Theme 8: Centretown Community Organization Comments and Responses**

### Comments:

- The Centretown Community Association (CCA) is pleased this project will add housing that is more affordable than most being built in Ottawa's core
- This project could provide more affordable housing units below market rents, through accessing government programs
- There needs to be wheelchair accessible units. Accessible housing is very hard to find for those on limited incomes.
- This project can help address the City of Ottawa's climate emergency. The drawings show vegetation on the roofs. Are green roofs, covered in vegetation, possible? At the very least, can the roof covering be white, reflective materials?
- We are pleased the mature tree on the property line between the two sites will be retained. In the rear amenity space, there is space for additional sizeable trees to build Ottawa's tree canopy.

### Response:

- We understand from the applicant/ owner that the development model is based on providing an alternative, more affordable rental option. Rooming units are more affordable housing options, given that common areas such as kitchens, and living rooms are shared with other rooming tenants. They are further encouraged by Section 4 of the Official Plan.
- The applicant has put forth a design that addresses Staff's concerns as they relate to accessibility (e.g. pathway). Any additional accessibility requirements will be reviewed at the time of building permit in accordance with Building Code requirements.
- Sodded areas are proposed on the roof-top, next to the amenity area. The applicant is proposing a greened/ landscaped rooftop.
- The proposed developments will result in more tree planting overall, including three trees in the rear yard of 233 Argyle Avenue.

## Document 4 – Urban Design Review Panel (UDRP) Recommendations from the formal meeting on December 5<sup>th</sup>, 2021

### Summary:

1. The Panel appreciates the aspirations and changes made, including the increased fenestration on 233 Argyle, and notes the additions do not overpower the existing heritage buildings.
2. The Panel thanked the proponent for providing the context block and replicability study. But the Panel remains concerned with unit livability present at 233 Argyle.'

### Site Circulation, Safety

3. The Panel appreciates the replicability study but concerns regarding the rear yard setback and reduced side yard setback remain, due to its effect on reducing the site's ability to be porous and provide safe access.
4. The Panel suggests implementing a direct pathway to maintain the porosity of both sites. Crime prevention through environmental design principles should be considered to ensure the safety of the residents.

### Rear Yard and Landscape

5. The Panel believes the rear yard condition should be carefully thought through. The proponent should implement design strategies to minimize safety concerns and not impact the adjacent uses; consideration should be given to lighting, landscape treatment, privacy, access, and maintenance during winter.
6. The proposed trees could provide shade and privacy, and the use of gates at each property could provide safe access to the shared rear yard.
7. The courtyards on Lowertown are great examples of design elements that contribute to creating a shared space for the neighbourhood.

### 233 Argyle Addition

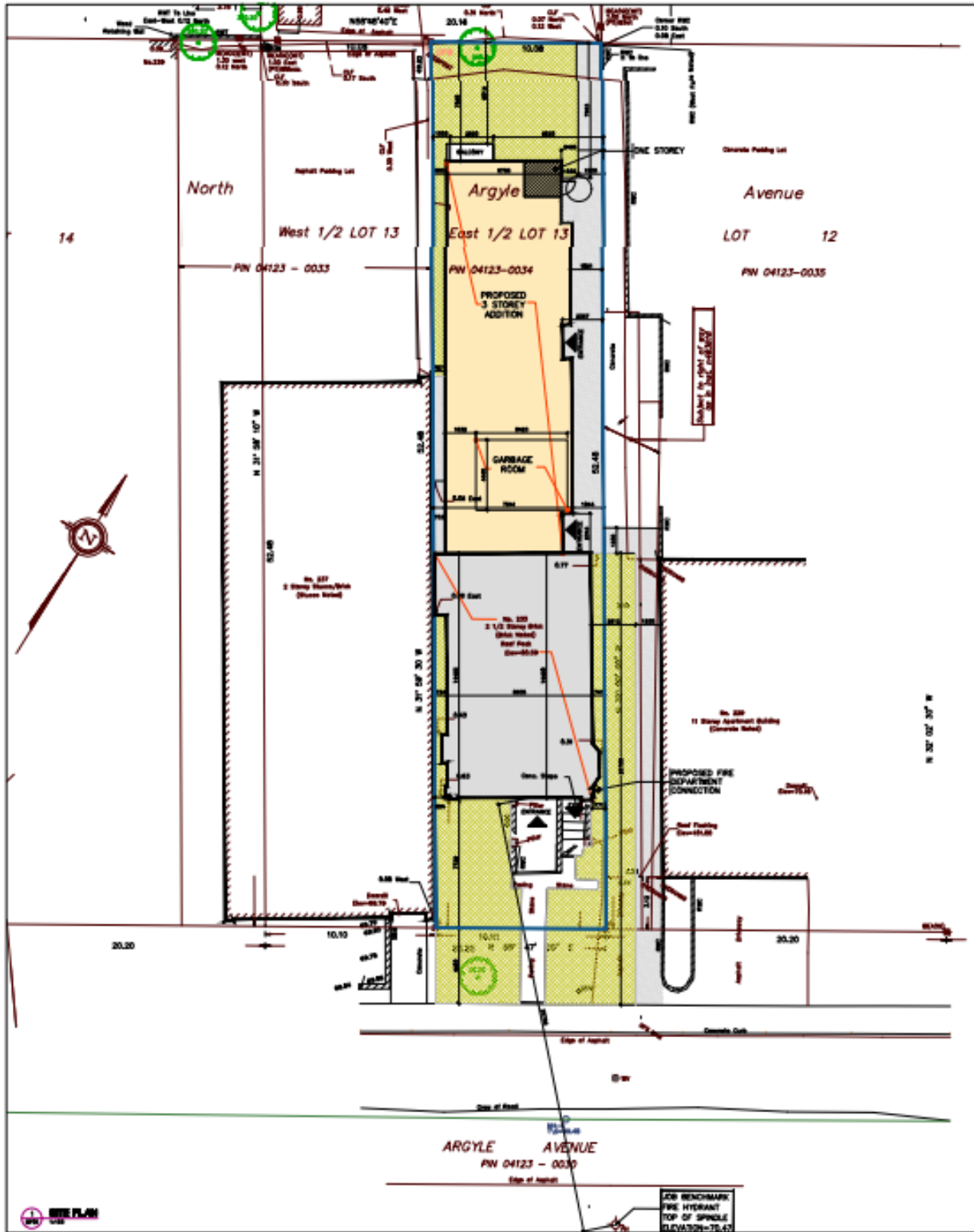
8. The Panel appreciates the architectural treatment of the addition, particularly the use of brick at the base and considers the patterning of the Juliette balconies thoughtful.
9. It was suggested to use clear glass on the balconies to introduce more natural light.

10. The Panel considers that the projected stairs do not improve the rear yard condition, and there are safety concerns due to the stairs being exterior to the building. Enclosing the stairs could provide an opportunity for safe amenity spaces.
11. The Panel recommends increasing the articulations on the east façade to allow more natural light to enter the units. The façade should be set back and considering adding windows facing north to increase the quality of life and provide privacy to the adjacent lot.
12. The proponent should consider two-storey suites to increase the number of bedrooms and use a single loaded corridor to provide various unit sizes.

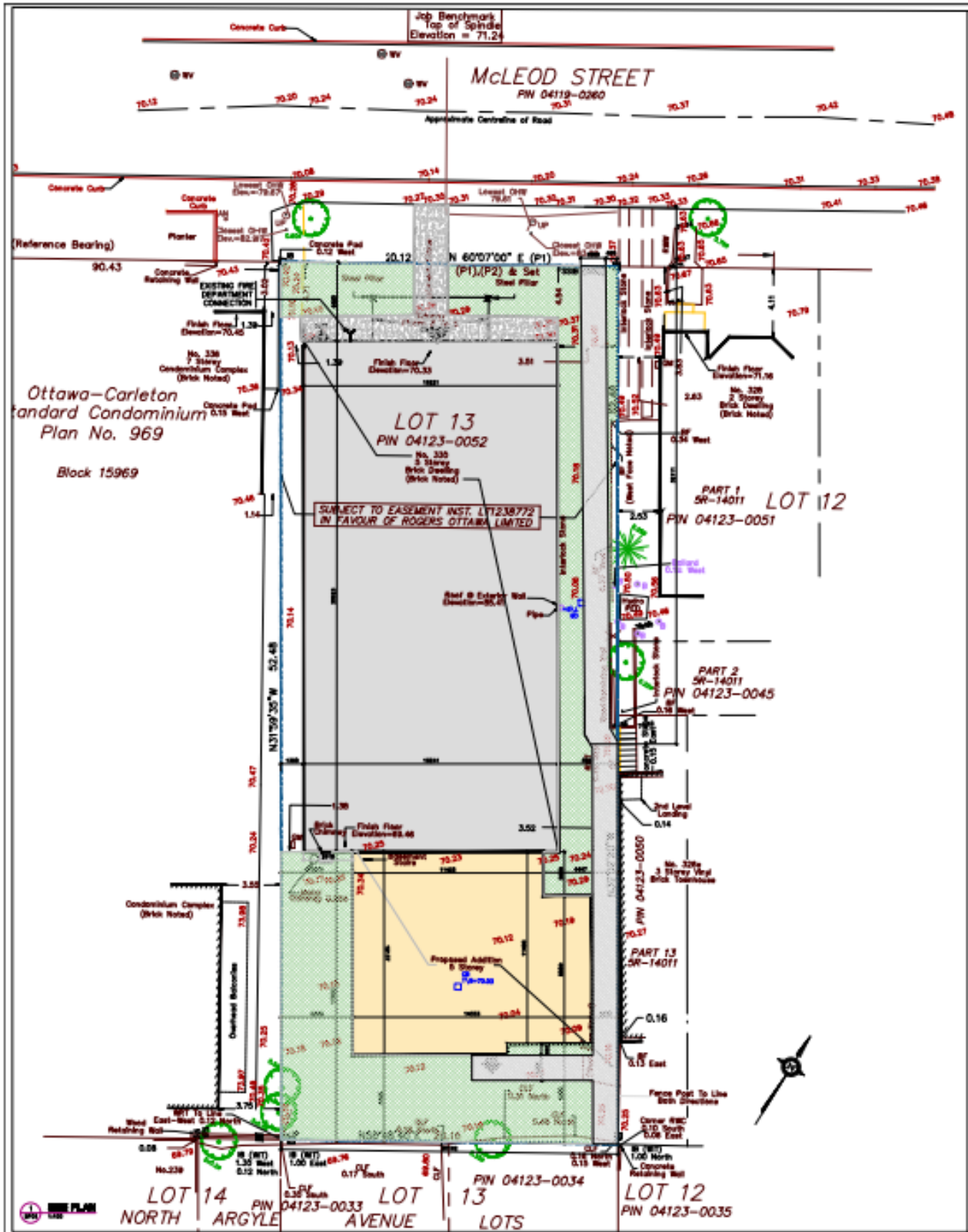
### 330 McLeod Street Addition

13. The Panel recommends pulling back the railing on the rooftop to minimize its visibility at the ground level and impact on the building's façade.
14. The proponent should consider adding vegetation to make the rooftop amenity area more comfortable and to ensure the screen elements provide enough protection from a safety perspective
15. The Panel appreciates the splash of colour on the addition but recommends toning it down and contrasting the colours with the existing materials, to respond to the character of the heritage district.
16. The Panel cautions that the success of the metal cladding will depend on how it ages.
17. There was a suggestion to introduce two-storey units with access to the rear yard to increase unit variety.

Document 5 – Site Plans

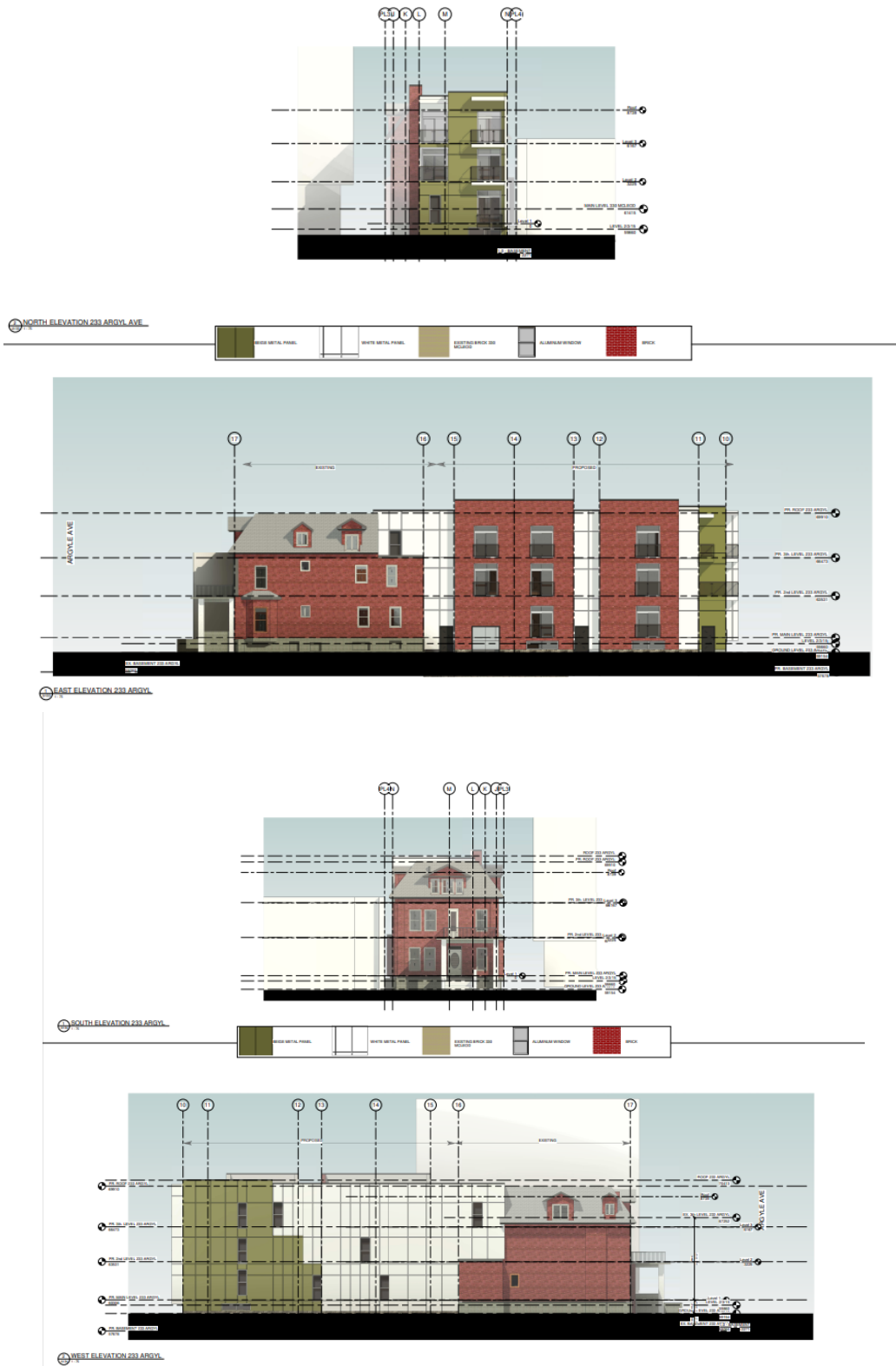


233 Argyle Avenue – Site Plan (SP01), prepared by Woodman Architect & Associates Ltd. and dated December 19<sup>th</sup>, 2022



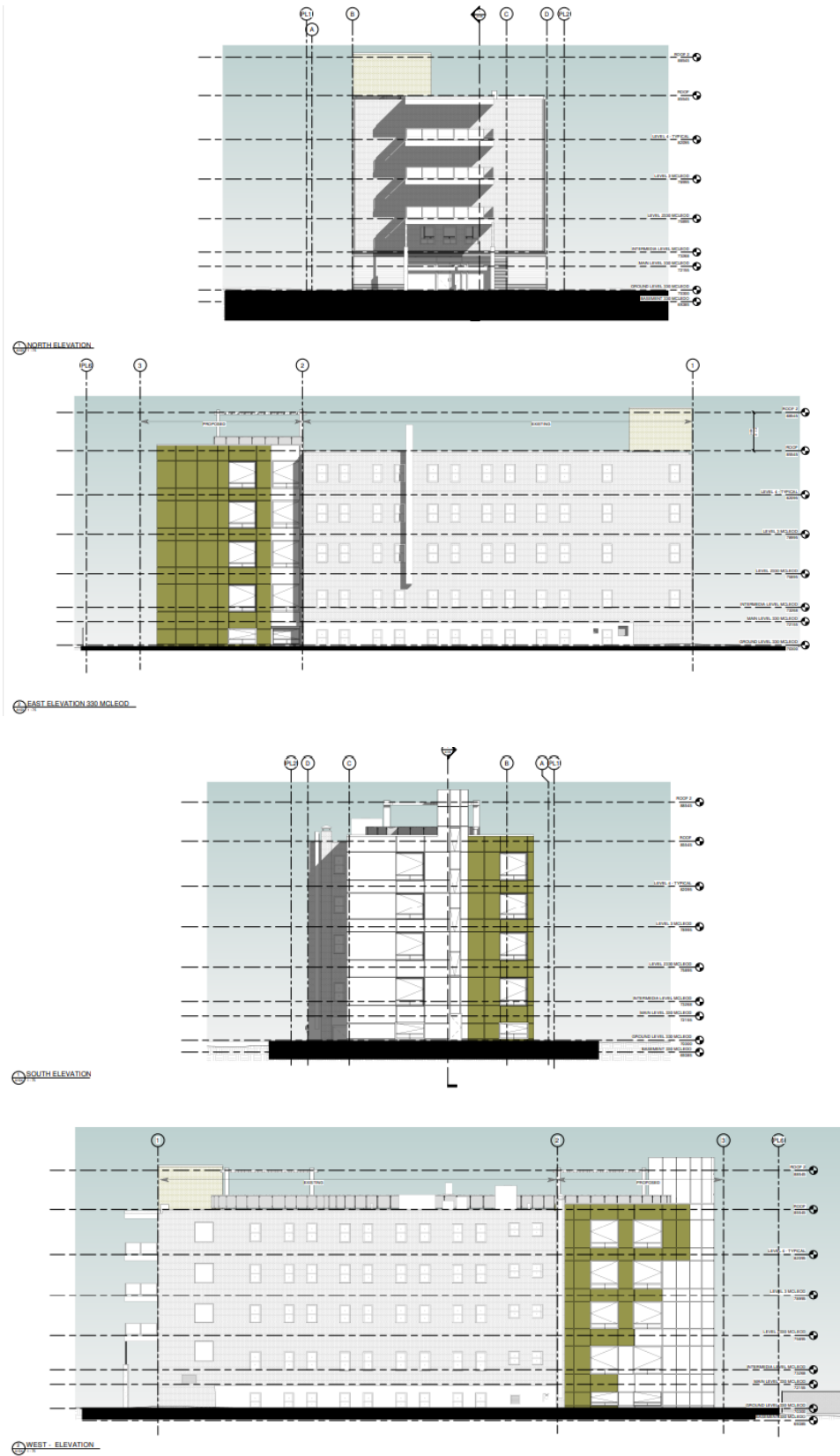
330 McLeod Street – Site Plan (SP01), prepared by Woodman Architect & Associates Ltd. and dated June 17<sup>th</sup>, 2022

# Document 6 – Building Elevations and Renderings



233 Argyle Avenue – Elevations (A103, A104), prepared by Woodman Architect & Associates Ltd.

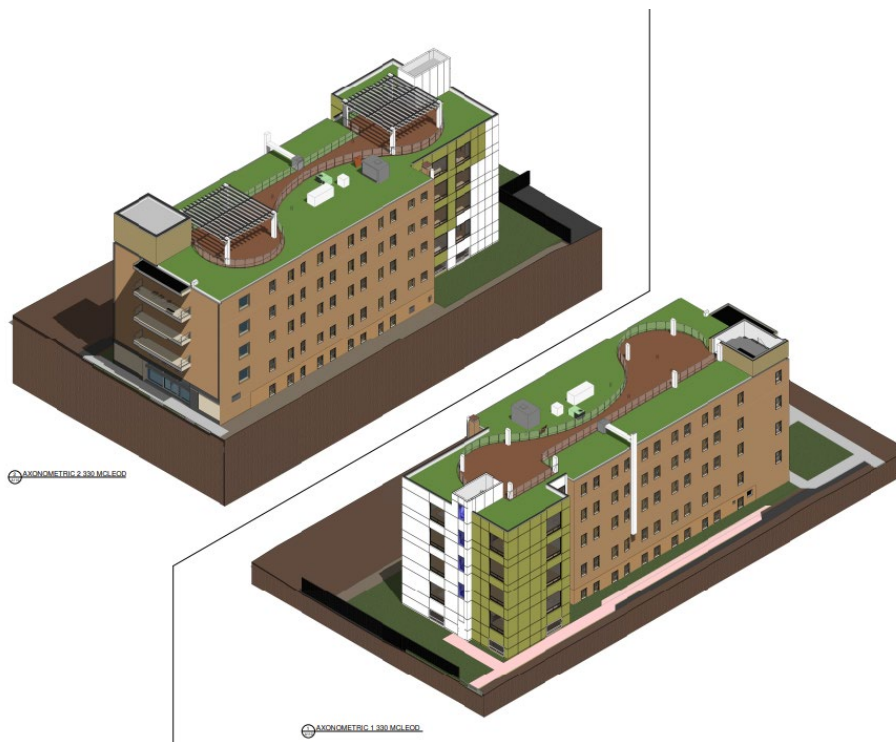




330 McLeod Street – Elevations (A133, A134), prepared by Woodman Architect & Associates Ltd.



233 Argyle Avenue – Renderings (A135), prepared by Woodman Architect & Associates Ltd.



330 McLeod Street– Renderings (A110), prepared by Woodman Architect & Associates Ltd.