

Bank Street in the Glebe Height and Character Study

Document 1 – Height and Character Study

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1.0 Background

1.1 Purpose

The Bank Street in the Glebe Height and Character Study introduces new planning policy in order to guide future development in the study area, particularly as it relates to built form character elements and maximum building heights. It is intended to clarify development permissions and improve predictability of development outcomes for residents, landowners, and development proponents.

This study provides an opportunity to manage future intensification in a way that strengthens built form character and repairs the urban fabric where it is not consistent with the mainstreet character and planning policy, as established through the Official Plan, Zoning By-law and Guidelines. It also identifies where taller buildings may be appropriate. This is particularly important for guiding the development of large under-utilized properties, such as those that are vacant, contain surface parking, or have buildings with suburban design typologies since these properties are most likely to see development applications in the coming years.

This Document 1 provides a consolidation of detailed recommendations of the Bank Street in the Glebe Height and Character Study, including some illustrations, examples and commentary that cannot be included in the more formal, legal secondary plan and zoning documents (Documents 2 & 3). As a result, Document 1 is a more comprehensive and user-friendly version of the Height and Character Study recommendations and in some cases could also provide a reference tool for those working with Documents 2 & 3.

The recommendations of this study are primarily implemented through Document 2 – Bank Street in the Glebe Secondary Plan, which is a new secondary plan that amends Volume 2A of the Official Plan. The study also introduces a small number of Zoning By-law Amendments unrelated to maximum building heights in Document 3 – Details of Recommended Zoning and its implementing by-law, as well as the mapping provided in Documents 4A, 4B and 4C. Approved Guidelines, such as the Urban Design Guidelines for High-Rise Buildings, are still applicable in addition to the new policies established through this study.

1.2 Study Area

The study area is comprised of properties along and in proximity to Bank St in the Glebe, between Highway 417 and Wilton Cres, just north of the Rideau Canal. See Schedule A for the detailed study area boundary.

1.3 Policy Context

The new Official Plan places the study area within the Inner Urban Transect (see new Official Plan Schedule B2). Bank Street is designated a Mainstreet Corridor and all other lands in the study area are designated as Neighbourhood with an Evolving

Neighbourhood Overlay. As a result, the more targeted Official plan policies applicable to the study area are found in Section 5.2 Inner Urban Transect, 6.2 Corridors, and 6.3 Neighbourhoods. Most notably, these Official Plan policies set maximum building heights at mid-rise or nine (9) storeys on the mainstreet and low-rise or four (4) storeys in neighbourhoods, unless otherwise indicated in a secondary plan, which is provided in Document 2.

Other Official Plan policies that are particularly relevant, but more broadly applicable than the designations, include those in Section 2 Strategic Directions and Section 4 City Wide Policies. In addition, the mainstreet properties along Bank St are considered a Design Priority Area and require planning applications to go before the Urban Design Review Panel.

Existing zoning for Bank St properties is predominantly TM H(15), which sets a maximum building height of 15m. This is effectively a maximum height of four storeys because of the taller floor-to-ceiling heights required at grade level for retail.

There is GM4 zoning at the north end of the study area, both east and west of Bank St, with maximum building heights in the range of four to seven stories. One exception is 460 O'Connor St, which is covered by Schedule 104 to Zoning By-law 2008-250. This Schedule establishes very specific maximum building heights in anticipation of a previously proposed building that has yet to be constructed, with a height range of 10.7m to 45.7m (approximately three to 15 residential storeys).

Residential properties on side streets generally have R3 zoning, and R1 zoning on Clemow Ave, with maximum building heights of three storeys. There are R4 residential properties on Pretoria Ave, Monk Ave, and Holmwood Ave with maximum building heights of 14.5m (four full storeys).

Existing built form character is predominantly established by a combination of the age, architecture, siting and arrangement of buildings along the mainstreet. This character is also enforced through zoning – for instance, maximum front yard setbacks that require new buildings to be located close to the sidewalk, or rear yard transitions that require mainstreet buildings to step down in height as they approach abutting residential properties. The City also regulates built form character through the implementation of the Planning Act and Heritage Act, particularly through Site Plan control and heritage conservation measures, respectively.

1.4 Implementation Strategy

Typically, secondary plan recommendations are implemented through amendments to both Official Plan policies and the Zoning By-law. While working with the local community, it became clear that one of the primary concerns is to improve predictability of future development outcomes. The typical implementation approach that includes city-initiated Zoning By-law Amendments for maximum building heights can be problematic in this regard. It results in a maximum permitted zoning envelope within which the maximum building height, massing and gross floor area (GFA) is determined.

In some cases, the maximum GFA is considered by development proponents to be as-of-right (i.e. legally permitted in zoning) regardless of other policies or guidelines that would reduce it (e.g. stepbacks), and it can be challenging for the City to enforce those policies or guidelines while keeping a building within the maximum zoning envelope. This sometimes results in requests by development proponents to compensate for any reductions to as-of-right gross floor area through additional massing outside the maximum zoning envelope, such as with additional storeys. When this happens, it works against the goal of improving predictability of development outcomes and can erode public confidence in plans that establish clear maximum building heights.

To avoid these situations, it is recommended that Zoning By-law Amendments be limited primarily to technical siting and massing considerations, and that maximum building heights and built form character considerations be addressed only through Secondary Plan policies.

In the details below, some matters not related to building heights (e.g. building stepbacks) appear in both Zoning By-law Amendments and Area-Specific Official Plan policies. This is done purposely to identify a specific value in zoning, while providing further rationale in policy so that the intent of the policy can still be applied even when zoning amendments or minor variances are sought.

Implementing maximum building heights through secondary plan policies instead of both policy and as-of-right zoning means that development applications that seek taller building heights than currently permitted in zoning (but within the limits of secondary plan policies) would still require a Zoning By-law Amendment (re-zoning) but not an Official Plan Amendment. The re-zoning process allows a fulsome review by Planning staff and provides an opportunity to implement secondary plan policies – including those that could shape and limit building massing, for example, in order to improve the protection of heritage resources. As a result, with this implementation strategy, the maximum development potential of a site is determined through the re-zoning process, which must take into consideration all applicable Official Plan and secondary plan policies, zoning, guidelines and in some cases parkland dedication.

Development applications that are requesting taller building heights than permitted in the secondary plan would require not only require a re-zoning, but also an Official Plan Amendment, which is a more rigorous process than a re-zoning. This gives additional rigour to the policy, and in practice, serves as a disincentive to landowners and developers to seek Official Plan Amendments.

2.0 Zoning Amendments

A City-initiated Zoning By-law Amendment will add a new TM subzone that applies to the study area. These zoning amendments will add clarity to building siting and building envelope considerations. Details of zoning amendments are discussed below and identified in Document 3 – Details of Recommended Zoning and in zoning maps in Document 4A, 4B and 4C.

2.1 Building Stepbacks

Building stepbacks are changes to the vertical plane of a facade that recesses the building depth as it increases in height. This is different from setbacks, which is the distance at ground level between a property line and a building footprint or façade. The Zoning By-law currently treats stepbacks as a type of setback.

Stepbacks are an important design tool to help new mid-rise buildings fit into their context. On Bank St in the Glebe, stepbacks serve primarily to reinforce the look and feel of a low-rise street wall and reduce the visual impacts of upper storeys to ensure human-scale traditional mainstreet buildings. Stepbacks are also useful to maintain urban design consistency, such as by lining up with the stepbacks or architectural features such as cornices on abutting buildings. Stepbacks can also reduce wind and shadow impacts on the street.

The existing TM zoning (Section 197 3e and g) establishes stepbacks by requiring an additional 2m front yard and corner side yard setback (i.e. in addition to the required setback at grade) above the fourth storey or 15m, whichever is lesser. Given the relatively narrow 18.5m right-of-way, the strong community desire to maintain the look and feel of a low-rise streetwall, and efforts to maintain human scale and minimize shadow impacts, it is recommended that the front yard and corner side yard stepbacks of any building fronting Bank St be increased from 2m to 3m.

It is recognized that the overhead hydro wires along east side of Bank St have additional building stepback implications for the front façade of properties on the east side of Bank St. In these cases, Hydro Ottawa requires a 5m setback generally above the second storey, which supersedes the TM zoning setbacks discussed above.

2.2 Rear Yard Setback and Stepbacks

The existing TM zoning (Section 197 3f) requires a 7.5m rear yard setback where the rear lot line of a TM zone abuts a residential zone, and 4.5m where it abuts a public laneway. As illustrated in Section 197 of the Zoning By-law, this is intended for a rear yard to rear yard condition.

There are few examples like this in the study area. Typically, the abutting residential zone is oriented perpendicular to the mainstreet properties on Bank St. As a result, the mainstreet properties usually back onto the interior side lot line of the abutting residential property.

On corner sites, new mainstreet buildings should appear to wrap around the corner, with similar fenestration and active frontages on the side street as the Bank St frontage (with exceptions for vehicular access to parking, loading, waste removal and similar functions). Part of the mainstreet building may have a reduced rear yard setback in order to give the appearance of a side yard to side yard condition between the mainstreet building and abutting residential building and provide a more consistent streetscape on the side street.

However, the rear yard setback of the mainstreet property should maintain the minimum requirement in zoning where the rear yard of a mainstreet property abuts the required rear yard of abutting residential zone. Where the rear yard of a mainstreet property abuts the side yard or front yard setback of an abutting residential property, the rear yard setback of the mainstreet property may be reduced to a minimum of 3m. See Illustration1 below.

This variable rear yard setback will not apply in the following locations:

- Mainstreet properties that are oriented parallel to an abutting residential property on the next street, such that the rear lot lines of both properties back onto each other (e.g. 174 First Ave and 127 Second Ave);
- Mainstreet properties where the rear lot line abuts the side lot line of a mixed-use or commercial property (e.g. 210 Isabella St abutting 200 Isabella St);
- Mainstreet properties (or a portion thereof) that are through-lots and extend to a parallel secondary street (e.g. 77 Monk St);
- the unaddressed parcel at the corner of Bank St and Chamberlain Ave; and
- 210 Isabella St and 575 Bank St abutting 211 Pretoria Ave and 209 Pretoria Ave.

In these cases, the rear yard setbacks can be reduced to 3m for the entire width of the rear lot line of the TM zone.

Illustration 2: Rear Yard Setbacks



The rear yard setback of the existing TM zoning also establishes the requirement for rear stepbacks, whereby a mainstreet building must step down in height as it approaches an abutting residential property, as described in Section 197 3g ii 3:

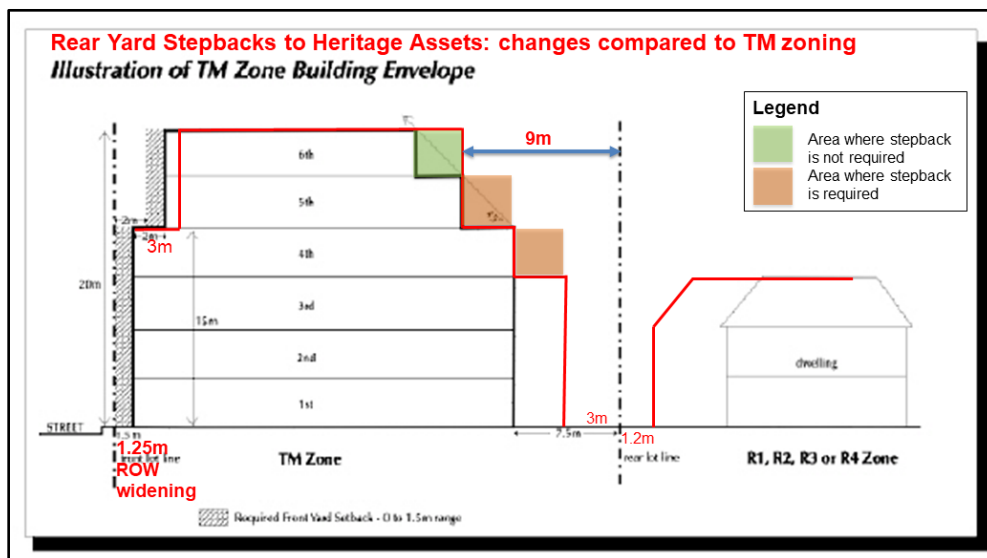
(3) no part of a building on a lot with a rear lot line abutting an R1, R2, R3 or R4 Zone may project above a 45 degree angular plane measured at a height of 15 metres from a point 7.5 metres from the rear lot line, projecting upwards towards the front lot line (By-law 2012-349).

This study introduces zoning amendments that establish exceptions to these rear yard stepbacks in order to further protect Heritage Conservation Districts. These include the southern portion of 640 Bank St, 680 Bank St, and 683 Bank St.

On these properties, the rear stepbacks must begin above the third storey, with stepbacks required above the third and fourth storeys. However, a stepback is not required on the fifth storey, such that the fifth and sixth storeys can have the same footprint. This puts the location of the rear wall of the sixth storey at approximately the same location as if the stepbacks started above the fourth storey, which is a sufficient distance from the rear property line to avoid unreasonable impacts to the abutting residential dwelling.

See Illustration 2 below, which builds on the image in Section 197 of the Zoning By-law and adds red text, coloured blocks and a legend to indicate changes that apply to these six properties compared to existing zoning.

Illustration 2: Rear Yard Stepbacks to Heritage Assets – changes compared to TM zoning



2.3 Removal of Floor Space Index

At 14 Chamberlain Ave, 178-200 Isabella St and 460 O'Connor St, zoning amendments will remove floor space index (FSI) limits on properties zoned GM. Maximum massing and gross floor area will instead be determined by Official Plan policies, secondary plan policies in Document 2 (e.g. maximum building heights and stepbacks), zoning (e.g. setbacks) and approved City guidelines.

2.4 Zoning Updates

This study presents the opportunity to refresh some outdated zoning to better reflect the latest approaches to zoning on and near mainstreets. This will add some flexibility in terms of permitted land uses and remove certain parking requirements.

The GM4 subzone applies to 14 Chamberlain Ave, 178-200 Isabella St and 460 O'Connor St. The subzone is too restrictive in terms of non-residential uses and does not allow many commercial uses that are found in the parent GM zone. Urban Exception [168], which currently applies to the majority of 14 Chamberlain, will be applied to these three properties zoned GM4 and modified to add the following non-residential uses that are currently allowed in the parent GM zone: catering establishment, convenience store, instructional facility, library, medical facility, post office, recreation and athletic facility, restaurant, retail food store, retail store, and training centre.

At 460 O'Connor St, Zoning Schedule 104 will be deleted in its entirety. This is an outdated zoning schedule that was created to guide the maximum height and massing of a specific building that was never constructed. Urban Exception [520] at the same address will also be deleted in its entirety because it contains unnecessarily specific restrictions on the type and number of medical offices. Although urban exception [520] adds specialty dental facility, this use continues to be permitted despite deleting the exception because of the addition of Urban Exception [168], which adds medical facility (among other land uses) as a permitted use.

At the south end of the study area, Urban Exception [97] will be amended, which applies to 920 Bank St, 950 Bank St and 77 Monk St. This exception includes zoning provisions that restrict the type and size of permitted commercial uses on these properties, as well as introduces minimum parking requirements. These are outdated provisions that are no longer desirable and will be removed through a Zoning By-law Amendment. Urban Exception [97] will continue to apply to these three properties, but will be pared back to only two existing provisions related to requirements for commercial access fronting Bank St and no yard setbacks along Monk St.

3.0 Official Plan Amendment: Built Form Character Policies

New or reconstructed buildings in the study area must provide a positive contribution to the character of Bank St in the Glebe as a pedestrian-oriented mainstreet with a strong heritage context. The following secondary plan policies will help guide future change in the built environment in a way that reinforces this unique character.

3.1 Bank Street Right-of-Way Protection

The previous Official Plan identified Bank St in the Glebe with a road right-of-way (ROW) protection of 23m, even though the existing ROW is generally 18.5m between Isabella St and Holmwood Ave. The ROW is wider and more variable south of Holmwood Ave, up to approximately 25m.

While road ROW protections were historically intended for road widenings to add vehicle lanes, on existing mainstreets they are now typically seen as opportunities to improve active transportation infrastructure at the time of new development applications.

The 23m reserved width compared to the current 18.5m right-of-way means the City could require new developments fronting Bank St to dedicate to the City the front portion of their property up to a depth of 2.25m (i.e. 23m minus 18.5m, divided by two for each side of the street equals 2.25m) as part of a development application.

This piecemeal approach to right-of-way expansion would not allow for a consistent linear widening to accommodate transportation improvements such as cycle tracks or transit priority lanes. As a result, these widenings are better suited for expanded sidewalks. However, 2.25m is more than necessary for pedestrian improvements and would have a significant negative impact to the development potential of many shallow properties on Bank St in the Glebe. Therefore, a ROW protection of 20.5m is recommended, resulting in a 1.25m ROW widening on each side of the street upon development applications. In some cases, such as where a new development occupies an entire block end or where needed to maintain consistency, the widening may be reduced to 1.0m on each side of the street.

The additional 1.0m – 1.25m ROW shall be hard surface space for pedestrians, designed and built to the same or better standard as the abutting sidewalk. The widened sidewalk is intended to improve accessibility and support the pedestrian-oriented character of the mainstreet. This revised ROW protection will be implemented through Official Plan Schedule C16 Road Classification and Right-of-Way Protection for properties with frontage on Bank Street between Isabella St and Holmwood Ave.

3.2 Bank St Frontage and Vehicular Access

All properties with frontage on Bank St will be oriented in a manner to have their primary façade fronting Bank St. New building facades fronting Bank St will be entirely pedestrian-oriented, with vehicular access limited to side streets, parallel secondary streets (e.g. Monk St) or lanes (e.g. between Fifth Ave and Holmwood Ave east of Bank St).

All properties on Bank St that are identified for additional height permission are either corner sites, or only receive additional height permission if consolidated with a corner site, or has frontage on a secondary street. This ensures there will be no new curb cuts (i.e. vehicle access across the sidewalk) on Bank St. Existing curb cuts on Bank St will be phased out with new development.

3.3 Corner Side Yard Setbacks

For properties fronting Bank St, the corner side yard setbacks are important spaces that contributes to the character, liveability and pedestrian experience of Bank St in the Glebe. For instance, corner side yard setbacks provide opportunities for outdoor patios, trees, gardens, public art, or bicycle parking. Future developments should attempt to maintain the full corner side yard setback in zoning (except in the case of notched corners, described below in 2.5) and incorporate some of the elements noted above that

make positive contributions to the street. Note that corner side yard setbacks shall not be used for vehicular parking.

Notwithstanding this policy direction, it is recognized that corner side yard setbacks will also be used for back of house functions like loading and access to underground parking. These functions should be located towards the rear of the building (i.e. farthest from Bank St) and at least partially screened from Bank St, either by elements in the corner side yard setback like patios or trees, or by recessing the building where there are loading or garage doors.

3.4 Heritage Conservation District Transition

At the intersection of Bank St and Clemow Ave, an additional corner side yard setback is required to improve the transition to the deep front yard setbacks fronting Clemow Ave and respect its historical significance as one of Ottawa's original parkways and status as a Heritage Conservation District. As a result, the corner side yard setback will increase as it moves towards the rear of the Bank St properties and approaches the residential properties, up to a maximum corner side yard setback of 7m at the rear portion of the Bank St properties (see example in Illustration 1 below).

This unique corner side yard setback provides a gradual transition so that a new mainstreet building will step back from Clemow Ave as it moves away from Bank St to allow for wider-angle views from Bank St to Clemow Ave. Note that various architectural solutions that maintain the principle of this Heritage Conservation District (HCD) transition may be acceptable without requiring an Official Plan Amendment. For instance, the façade fronting the corner side yard may be notched, angular or even curved.

The HCD transition applies only to future developments at 640, 680, and 683 Bank St, but not at 667 Bank since a recent development has already been approved and settled at the Local Planning Appeal Tribunal (LPAT Case #PL180055, issued August 23, 2019).

Illustration 1: Heritage Conservation District transition (note: this illustration is conceptual and for demonstration purposes only)



3.5 Notched Corners

The redevelopment of corner properties on Bank St between Glebe Ave and Holmwood Ave are strongly encouraged to include notched corners, similar to 111 Third Ave, in order to provide additional space for trees and outdoor public gathering spaces. These notched corners are intended to help to animate the street and make a positive contribution to the pedestrian-oriented character of Bank St in the Glebe.

The area of a notched corner may be exchanged for a commensurate reduction in the corner side yard setback, such that the notched corner does not result in a net loss of gross floor area. However, where there is a reduced corner side yard setback, some corner side yard setback must be maintained and this setback should increase along the rear portion of the building in order to provide a transition towards the deeper front yard setbacks of abutting residential properties. Any loading areas or garage doors should be within the deepest part of the corner side yard setback. See example in Illustration 2 below.

Illustration 2: Notched Corners (note the illustration is conceptual and for demonstration purposes only – similar solutions that meet this intent do not require an Official Plan Amendment).



3.6 Variable Rear Yard Setbacks Abutting Residential Properties

This secondary plan includes direction for zoning amendments for rear yard setbacks abutting residential properties. The following secondary plan policies are intended to reinforce the intent of those zoning details, in order to guide interpretations related to requests to amend those provisions through future development applications.

As described in 2.2, the rear yard setbacks for mainstreet properties are intended to vary depending on how they align with the abutting residential property. Where the mainstreet building abuts the required rear yard of the residential property, the full rear yard setback in zoning should generally be maintained in order to reduce privacy and shadow impacts on the residential property. Otherwise, where the mainstreet property abuts the side yard or required front yard, the minimum rear yard setback of the mainstreet property can be substantially reduced to support a consistent streetscape on the side street. This variable rear yard setback can be seen in Illustration 1 above and can also be seen in Illustration 3 above – note the conceptual building footprint at the upper-left closest to the residential property.

This variable rear yard setback will be specified through a zoning amendment, with the exception of a few cases listed in 2.2. In these cases, since there is no impact to abutting residential rear yards, the rear yard setbacks of the mainstreet properties can be reduced for the entire width of the rear lot line.

3.7 Building Stepbacks fronting Bank St and Side Streets

This study introduces a requirement for deeper building stepbacks compared to existing zoning, to be reflected in a zoning amendment for properties in the study area with frontage on Bank St. The purpose of these deeper stepbacks is to reinforce the human scale of buildings on Bank St in the Glebe and help mitigate visual, wind and shadow

impacts of new buildings taller than 4 storeys on the mainstreet. The requirement for deeper stepbacks applies to front and corner side yard stepbacks, regardless of the location of the stepback on a building (i.e. whether above the second, third or fourth storey).

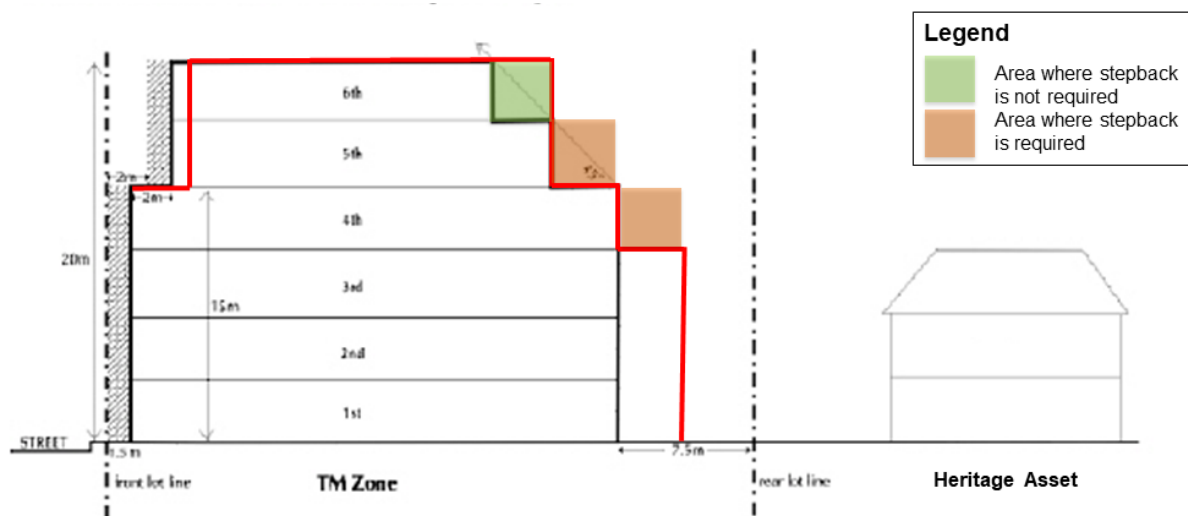
3.8 Rear Stepbacks Abutting Heritage Conservation Districts

Building stepbacks at the rear of mainstreet buildings are established in zoning to provide adequate height transition from mid-rise mainstreet buildings to abutting low-rise residential properties.

The secondary plan confirms and reinforces the importance of those stepbacks by introducing policy for more restrictive stepbacks at three Bank St properties in order to provide more sensitive building height transitions to Heritage Conservation Districts. These properties include the southern portion of 640 Bank St, 680 Bank St and 683 Bank St.

For these properties, the rear stepbacks must start above the third storey, as opposed to above the fourth storey. The rear stepbacks are required above the third and fourth storey, but are not required above the fifth storey, such that the footprint of the fifth and sixth storey can be the same. This is because the rear wall of the fifth and sixth storeys will be sufficiently far away from the residential properties so that additional stepbacks are not required. See details in Illustration 3 below (note that the illustration is conceptual and for demonstration purposes only).

Illustration 3: Rear Stepbacks Abutting Heritage Conservation Districts: changes compared to existing zoning



3.9 Materiality and Architectural Expression

The architectural style of new buildings or additions to existing buildings fronting onto Bank Street in the study area should either match, be consistent with, or be visibly

referential to, the styles of the established buildings that define the architectural character of the street. This includes facade elements, materials, patterns of fenestration and features of ornamentation.

3.10 Protecting Heritage Resources

Two properties in the study area have individual designations under Part IV of the Ontario Heritage Act: 612 Bank St (Ambassador Court) and 950 Bank St (Abbotsford House). These properties are intended to remain unchanged and therefore will not receive any additional maximum building heights.

The study area abuts two Heritage Conservation Districts designated under Part V of the Ontario Heritage Act: Clemow Estate East Heritage Conservation District and Clemow-Monkland Driveway and Linden Terrace Heritage Conservation District.

Any future development of properties in the study area on or abutting heritage resources with individual designation under Part IV of the Ontario Heritage Act or Heritage Conservation Districts designated under Part V of the Ontario Heritage Act must have regard for their identified cultural heritage values and attributes.

Development should demonstrate architectural and design sensitivity to these heritage resources.

The study area also contains numerous properties on the Heritage Register under Section 27 of the Ontario Heritage Act. These properties have been identified as having cultural heritage value or interest. There are no restrictions to the alterations of these buildings, however they do require a 60 day notification prior to demolition in order to give the City an opportunity to consider them for designation under Part IV of the Ontario Heritage Act. Any future development of properties identified on the Heritage Register must consider incorporating the existing buildings into the new development.

3.11 Retail Spaces

One of the defining characteristics of Bank St in the Glebe is the relatively narrow retail spaces that create a regular rhythm of retail storefronts. This retail cadence produces a high degree of variety that is well suited for, and best observed, while traveling at pedestrian speed.

These relatively small retail spaces in older buildings also tend to support independent businesses, which adds to the unique retail character of the Glebe. This independent character is highly valued by the local community and contributes to a unique experience that draws tourists and visitors from across the city. Together, the narrow and eclectic retail spaces are key features of the pedestrian-oriented character of the mainstreet.

Since all properties fronting Bank St in the Glebe have mainstreet zoning, all future development of these properties will require active frontages at grade. In order to ensure an appropriate fit with the retail character of Bank St in the Glebe, all new retail spaces should appear to be consistent with existing widths of retail storefronts, even if

new spaces are larger than typical retail spaces. This can be achieved through careful consideration of architectural details such as articulation of the building façade, materials, and number and location of entrances.

New corner retail spaces shall be designed to wrap around the corner by providing elements such as signage, glazing, entrances and/or patios or gathering spaces on the side of the building fronting the side streets. However, given the general lack of rear lanes, it is acknowledged that corner side yard façades will often also need to accommodate back-of-house activities like loading, deliveries and waste removal.

4.0 Official Plan Amendment: Maximum Building Heights

Maximum building heights are discussed below and identified in Document 2 – Bank Street in the Glebe Secondary Plan and Schedule A. The maximum heights are grouped into four separate character areas based on dominant lotting, existing built form and planning context: North Gateway, Core in Transition, Established Core and South Gateway.

Maximum building heights for low-rise buildings are identified in both number of storeys and metres in order to reinforce the requirements for low-rise building heights. While these are intended to align, in any case that they do not the more restrictive of the two applies.

Maximum building heights for mid-rise and high-rise buildings are identified only in number of storeys to recognize greater potential variability in floor-to-ceiling heights and architectural details (e.g. roof cornice).

4.1 North Gateway

The North Gateway is a general term describing of all properties at the north end of the study area. It does not imply that each individual property is a gateway location. The North Gateway includes the City-owned parking lot at the corner of Bank St and Chamberlain Ave, 14 Chamberlain Ave, 178-210 Isabella St, 460 O'Connor St, 177-211 Pretoria Ave, as well as 578-580 Bank St (see Schedule A inset map).

This area is highly influenced by the edge condition to the north, created by the combinations of Highway 417, on- and off-ramps to the highway, and the busy one-way arterial roads of Chamberlain Ave and Isabella St. The North Gateway also marks the entrance to the Glebe, when moving north to south, and is the part of the Glebe that is geographically closest to Centretown and the Downtown Core.

The north part of the North Gateway is predominantly characterized by low-rise buildings, surface parking lots, vacant lots, and one existing high-rise building: Killeany Place, a 13 storey 1970s high-rise office building at 460 O'Connor St. Bank St in the North Gateway contains a diversity of built forms - some that make a positive contribution to the mainstreet, such as at 210 Isabella St and 1 Rosebery Ave, and

others that are incompatible with the planned character of the mainstreet, such as single-storey buildings and surface parking lots fronting Bank St.

Gateway Locations

The North Gateway includes gateway locations at the corners of Bank St and Isabella St, and to a lesser extent, at Bank St and Chamberlain Ave. These intersections mark the north end of Bank St in the Glebe and are highly visible – not only from Highway 417, but because of the wide space in the urban fabric to the north because of a combination of Chamberlain Ave, Isabella St, and Highway 417. Future development at these gateway locations provide opportunities for wayfinding and to reinforce the heritage design aesthetic of the mainstreet.

This area provides an important opportunity for intensification and repair of the urban fabric, as well as to bring attractive design to highly visible locations. Future development in the North Gateway will also more firmly entrench the Bank St spine that is so prominent and central to all of Ottawa, including how Bank St is perceived while traveling perpendicular through its cross-section along Highway 417.

Development Vision and Planning Analysis in the North Gateway

The North Gateway provides an opportunity to bring high quality architecture and urbanism, and considerable new residential and/or employment density to many underutilized sites. New mid-rise and high-rise buildings at the very north end of the study area will introduce new residents and businesses with relatively few negative impacts on the Glebe since vehicular access would mostly be from east-west streets on Chamberlain Ave and Isabella St, and not on Bank St or local streets, and shadow impacts would be diminished because of the arterial roads and Highway 417 to the north. Given the proximity to Glebe shops and downtown and good transit service on Bank St, new residents would likely support local businesses and make many of their trips by walking, cycling or transit. As a result, the North Gateway is generally a good location for additional building height and density.

The first broad objective that informed the planning analysis in this area is the notion that maximum building heights for any high-rise buildings in the North Gateway should be noticeably lower than those on the north side of Highway 417. This height strategy should provide a visible transition in the skyline towards lower building heights moving from Centretown to the Glebe. The Centretown Community Design Plan identifies maximum building heights of 25 storeys on Catharine St.

The second broad objective is the need to determine suitable transitions between any taller buildings at the very north end of the study area and the low-rise residential properties to the south, particularly on Rosebery Ave and Pretoria Ave. The Urban Design Guidelines for High-Rise Buildings provides this guidance, particularly in Guideline 1.13 and Diagram 1-3, which recommend the application of a 45 degree angular plane from relevant property lines that represent the edge of the low-rise

residential where the transition should begin. This guideline is important to informing the maximum building height strategy for the northern-most blocks of the North Gateway. It also achieves both objectives of providing a noticeable step-down in height compared to maximum building heights in Centretown and provides an objective method to determine a suitable transition between new high-rise buildings and nearby existing low-rise residential properties.

North Gateway Policy Direction

Corner of Bank St at Chamberlain Ave

This City-owned property is currently part of the Chamberlain Ave right-of-way because it was formerly a right-turn channel between eastbound Chamberlain Ave and southbound Bank St. The property is addressed as 574 Bank St but that address currently includes part of the right-of-way. It is currently used as a public paid parking lot that contains approximately 19 spaces.

If this was an individual property, rather than part of the road right-of-way, a surface parking lot would not be permitted because of Official Plan Inner Urban transect policies and mainstreet zoning. The surface parking lot is clearly incompatible with the goals of a pedestrian-oriented mainstreet. It is particularly detrimental at such a highly visible corner property in a gateway location, where it undermines the spatial definition of the mainstreet and is a missed opportunity in terms of providing an active frontage on Bank St and space for additional retail businesses and dwelling units above it.

As a result, it is recommended that the City create a unique parcel with a Bank St address by adding new north and east property lines, generally following those in Schedule A, and initiate disposal of this new corner property. Since this will be the only City-owned property in the study area, it is recommended that the disposal process limit the sale to an affordable housing provider.

Maximum building height is nine storeys. New development must contain active frontages on both Bank St and Chamberlain Ave facades. In all development scenarios, efforts will be made to maintain the Glebe gateway signage.

14 Chamberlain Ave

The maximum building height analysis for 14 Chamberlain Ave considered the conditions on the northern-most blocks of the study area on each side of Bank St. On the north side of those blocks, both Chamberlain Ave and Isabella St are quite similar. Both are one-way arterials immediately south of Highway 417 that see heavy vehicular traffic leading to and from highway off- and on-ramps. Both are edge conditions, with a major transportation corridor to the north (Highway 417) and the Glebe community to the south. Properties on Chamberlain and Isabella in the study area are zoned GM and have similarly shallow lot depths of 30-31m, minus approximately 2m for future road modifications for a future multi-use pathway along the south side of each street.

However, what sets Chamberlain Ave and Isabella St apart is the abutting residential to the south, on Rosebery Ave and Pretoria Ave, respectively. The following key differences between Rosebery Ave and Pretoria Ave reveal a different condition on each side of Bank St that requires its own approach to building height transitions for these two northern blocks of the Glebe study area.

	Rosebery Ave	Pretoria Ave
Zoning and maximum building heights	R3 – maximum 11m	R4 – maximum 14.5m
Street network	Quiet 165m long street that dead-ends at Central Park	Busier 610m long street that connects Queen Elizabeth Driveway to Bank St
Building stock	Rosebery: classic 2.5 storey Glebe brick detached homes, generally in good condition	Pretoria: two and 2.5 storey detached homes and rowhouses in mixed condition
Land use	Entirely residential	Mix of residential and commercial
Anticipated intensification	No substantial change	Low-rise apartment buildings

On the east side of Bank St, the R4 zoning on Pretoria Ave already suggests an anticipated change to a more urban condition. Therefore, the 45 degree angular plane in Urban Design Guidelines for High-Rise Buildings (Guideline 1.13 and Diagram 1-3) should be established at the front property line on the north side of Pretoria, starting at existing maximum height in zoning of 14.5m. This results in a maximum building height of 16 storeys at the rear or south side of a new building fronting Isabella St. If the building is stepped, it could potentially reach up to 19 storeys on the front or north side of the building fronting Isabella St and stay within the 45 degree angular plane.

On the west side of Bank St, the R3 zoning and other urban characteristics noted above add up to a more sensitive condition compared to the west side of Bank St. As a result, a more cautious approach was taken to maximum building heights at 14 Chamberlain Ave backing onto Rosebery Ave. This suggests the 45 degree angular plane should be placed at the rear property line on Rosebery Ave, which would result in maximum heights in the mid-rise building range at 14 Chamberlain Ave. However, since the Urban Design Guidelines for High-Rise Buildings does not apply to mid-rise buildings, the precise location of the start of the angular plane is not relevant, which contributes to a more nuanced approach in determining maximum building heights on Chamberlain Ave compared to Isabella St.

A shadow analysis also contributed to the maximum building heights analysis at 14 Chamberlain Ave, with particular attention to late-day shadow impacts on residential properties on Rosebery Ave. This helped determine the maximum building height of six storeys with rear setbacks above the fourth storey. The rear setback is intended to achieve a similar rear transition as between a mid-rise mainstreet building and abutting residential properties.

178-210 Isabella St

Maximum building heights are determined by the 45 degree angular plane in Urban Design Guidelines for High-Rise Buildings described above, starting at the front lot line of the Pretoria Ave properties on the north side of Pretoria Ave at maximum height in existing zoning, or 14.5m. The 45 degree angular plane rises to the north from this point, resulting in a maximum building height of 16 storeys at the rear or south side of a building fronting Isabella St. The front or north side of a building may be taller provided it stays within the 45 degree angular plane, up to a maximum of 19 storeys.

Active frontages are required on Isabella St, with similar streetscape and at-grade design details as on the mainstreet (e.g. entrances, retail, floor to ceiling heights, fenestration with a high percentage of glazing, street furniture and street trees) in order to provide a continuation of the pedestrian experience between Bank St and Isabella St.

The corner of Bank St and Isabella St is a gateway location, comprised of 210 Isabella St and the northern parts of 575 Bank St and 211 Pretoria Ave (see Schedule A). Although maximum building heights are determined by the 45 degree angular plane described above, an exception for building heights up to 19 storeys at the rear or south side of the building may be considered by the City at this gateway location if the proposed building includes an appropriate amount of affordable housing, to be determined through the development review process. The front or north side of a building may be taller, up to a maximum of 22 storeys, whereby maximum heights are approximately parallel to the 45 degree angular plane described above but three storeys taller.

If an agreement on the provision of affordable housing cannot be reached, maximum building height is 16 storeys at the rear or south side of a building fronting Isabella St and up to a maximum of 19 storeys at the front or north side of a building fronting Isabella St.

177-211 Pretoria Ave

The maximum street wall height is 4 storeys and 15m in order to match the maximum building heights on the south side of Pretoria Ave, and the total maximum building height is six storeys provided it stays within the 45 degree angular plane.

If 211 Pretoria Ave is consolidated with 575 Bank St and 210 Isabella St, the northern portion of 211 Pretoria (as approximately indicated in Schedule A) receives the same maximum height permissions as the gateway location at 210 Isabella St.

If 211 Pretoria Ave is consolidated with 575 Bank St and/or 210 Isabella St, the rear yard setback and rear building stepback policies in sections 2.6 and 2.8 will apply to 211 Pretoria Ave in order to provide a suitable transition to the abutting residential property at 209 Pretoria Ave.

575 Bank St

If redeveloped on its own or consolidated with 211 Pretoria Ave, the maximum building height is six storeys. If consolidated with 210 Isabella, the northern portion (as approximately indicated in Schedule A) has the same policies as 210 Isabella St and the southern portion of 575 Bank St has a maximum building height of six storeys.

460 O'Connor St

The property located at 460 O'Connor St presently contains a 13 storey office building, a two storey office building, underground parking and surface parking on a large through-lot that occupies the block end between Isabella St, O'Connor St and Pretoria Ave. There is considerable opportunity for additional future development in the form of residential uses, non-residential uses or a mix of these uses. This could take the form of stand-alone intensification over the surface parking lot, new development to be integrated with the existing office building, or redevelopment of the entire property and the removal of one or both of the existing buildings.

Maximum building height is determined by the 45 degree angular plane described in the Urban Design Guidelines for High-Rise Buildings, starting at the front lot line of the Pretoria Ave properties on the north side of Pretoria Ave at a maximum height in existing zoning, or 14.5m. This results in a maximum building height of 16 storeys at the rear or south side of the building fronting Isabella St.

However, the size and location of this property provide opportunities upon redevelopment for a through-block active transportation connection and future public park. It also benefits from reduced shadow impacts compared to the Isabella St properties to the west because it is a through-block with no abutting residential to the rear on Pretoria Ave. As a result, maximum building height on the north side of the block fronting Isabella St (see Schedule A) is 19 storeys at the rear or south side of a building and 22 storeys at the front or north side of a building (such that maximum heights are approximately parallel to the 45 degree angular plane described above but three storeys taller), provided a future development application includes both of the following:

- 1) Parkland dedication in accordance with Official Plan policies, with a new public parkette on the south side of the block with frontage on Pretoria Ave.
- 2) A publicly-accessible through-block pathway (with preference for a City-owned multi-use pathway or otherwise a similar private pathway with public easement) is provided between the future east-west MUP on the south side of Isabella St and Pretoria Ave, connecting to the future public parkette and Pretoria Ave.

If the parkette and pathway are not provided, the maximum building height on the north side of the block fronting Isabella St is determined by the 45 degree angular plane, resulting in a maximum of 16 storeys at the rear or south side of a building and 19 storeys at the front or north side of a building.

On the south side of the block fronting Pretoria Ave, the maximum street wall height is four storeys and 15m, and a maximum building height of six storeys provided appropriate setbacks keep the building within the 45 degree angular plane.

The property at 177 Pretoria Ave may be included in a development for 460 O'Connor St. This building is listed on the Heritage Registry. As part of any development application, the heritage elements of the building will be protected as required by the City.

New development must comply with the City of Ottawa Urban Design Guidelines and other applicable policies and will be subject to the Urban Design Review Panel process. The current zoning will remain in place until a zoning by-law amendment application and site plan application, in accordance with these secondary plan policies, is approved by Council.

578 Bank St

If developed on its own without any lot consolidation, the maximum building height is four storeys and 15m but if consolidated with the abutting corner property to the north at the corner of Bank St and Chamberlain Ave and part of the same development application, the maximum building height is nine storeys.

580 Bank St

If developed on its own without any lot consolidation, the maximum building height is four storeys and 15m but if consolidated with 578 Bank St and the corner property at the corner of Bank St and Chamberlain Ave (all three properties together) and part of the same development application, the maximum building height of 580 Bank St is six storeys.

Upon redevelopment of 580 Bank St, massing relief may be required – such as a setback fronting Bank St above the third storey – in order to have regard for the identified cultural heritage value of the adjacent building at 1 Rosebery Avenue, which is listed on the Heritage Register.

4.2 Core in Transition

The Core in Transition includes properties in the study area between Pretoria Ave and First Ave (see Schedule A inset map). It is generally characterized by a contrast of two different building typologies: mixed-use mainstreet buildings with two to four storey building heights; and suburban-type single use and single storey buildings with surface parking and curb cuts with vehicle entrances that cross the sidewalk. This Core in Transition contains important heritage assets, tends to have deeper and wider lots than in the Established Core to the south, and benefits from greenspace as it is bisected by Central Park (west of Bank St) and Patterson's Creek Park (east of Bank St).

Development Vision and Planning Analysis in the Core in Transition

Suburban-style building forms will be phased out in order to achieve a more consistent mainstreet streetscape that will introduce more residents, more retail spaces, and a safer and more pleasant pedestrian environment.

Core in Transition Policy Direction

581, 593, 595, and 601 Bank St

These four properties occupy the block end on the east side of Bank St, between Pretoria Ave and Strathcona Ave. The two largest properties, 581 and 601 Bank St, are on the Heritage Register. The corner buildings at Pretoria Ave and Strathcona Ave contribute to the heritage character of the mainstreet and there is a preference is to retain these corner buildings. Maximum building height is four storeys and 15m.

1 Rosebery Ave

This corner property at Bank St and Rosebery Ave is an excellent example of a mixed-use mainstreet building that contributes to the heritage character of the mainstreet. It is on the Heritage Register and there is a strong preference to retain this building. Maximum building height is four storeys and 15m.

600 Bank St

This is one of the largest mainstreet properties in the study area. Since the existing building is on the Heritage Register, the proponents of any future development application must work with Heritage staff to consider options to maintain some of its heritage character, including the potential to retain the front and corner side façades fronting Bank St and Rosebery Ave.

Maximum building height is six storeys, with the stepback fronting Bank St located above the third storey in order to approximately align with the height of the Ambassador Courts designated heritage building at 612 Bank St.

612 Bank St

Ambassador Court is a designated heritage property under Part IV of the Ontario Heritage Act. The maximum building height remains at four storeys and 15m.

617 Bank St

This block end on the east side of Bank St between Strathcona Ave and Patterson Ave is the site of a recently constructed four storey mixed-use condominium. Maximum building height is four storeys and 15m.

640 Bank St

The entire block end on the west side of Bank St, between Powell Ave and Clemow Ave is addressed as 640 Bank St. However, a property line currently bisects it into a

northern portion, currently containing a single-storey building and part of a surface parking lot, and a more shallow southern portion containing a surface parking lot.

This property has strong redevelopment potential and provides an opportunity to repair an entire block end with built form that is appropriate for a pedestrian-oriented mainstreet. The northern portion has a greater lot depth and contains greenspace to the north and east, which minimizes shadow impacts. As a result, the northern portion shall have a maximum building height of six storeys.

The southern portion requires a more careful approach given the shallow lot depth and the fact that it abuts the Phase II Clemow Estate Heritage Conservation District. As a result, the southern portion shall have a maximum building height of four storeys and 15m.

However, 640 Bank St may be consolidated with 159 Clemow Ave as part of the same development application, provided that any future development proposal at 159 Clemow Avenue is subject to an application process under the Ontario Heritage Act, as required. It must conserve the cultural heritage value and attributes of the Clemow-Monkland Driveway and Linden Terrace Heritage Conservation District and meet the intent of the objectives, policies and guidelines of the Heritage Conservation District Plan. According to the Plan, this should involve retaining as much of the original building at 159 Clemow Avenue as possible. In this consolidated scenario, the maximum building height is six storeys, stepping down in height to a maximum of three storeys where it backs onto 161 Clemow Ave.

Since 640 Bank St abuts Phase II Clemow Estate Heritage Conservation District, any future development must be compatible with the design intentions of the Heritage Conservation District as specified in Section 3.10. The Heritage Conservation District Transition policy in Section 3.4 also apply, which requires an increasing corner side yard setback on the southern portion of 640 Bank St as the building approaches the Heritage Conservation District. Section 3.8, Rear Stepbacks Abutting Heritage Conservation Districts applies to the southern portion of 640 Bank St, meaning the stepbacks at the rear of a new building must start above the third storey, as opposed to above the fourth storey.

667 Bank St

This property was subject to a recent development application and hearing at the Local Planning Appeal Tribunal (LPAT Case #PL180055, issued August 23, 2019). Maximum building height is five storeys in accordance with this decision.

680 and 690 Bank St

These properties occupy an entire block end on the west side of Bank St, between Clemow Ave and Glebe Ave. They are underutilized sites with single-storey buildings and surface parking lots and provide another important opportunity to repair the urban fabric and add retail spaces and residential density to the mainstreet.

Given the lot depths, these properties can accommodate additional height with suitable transitions to the abutting residential to the west. Maximum building height is six storeys.

Since 680 Bank St abuts the Phase II Clemow Estate Heritage Conservation District, any future development must be compatible with the design intentions of the Heritage Conservation District as specified in Section 3.10. The Heritage Conservation District Transition policy in Section 3.4 and Building Stepbacks backing onto Heritage Assets in Section 3.8 also apply to 680 Bank St.

At 690 Bank St, notched corners (as described in section 2.4) are encouraged as part of the development of all corner properties at the corner of Bank Street and Glebe Avenue in order to provide outdoor public gathering spaces and additional space for trees.

683 Bank St

683 Bank St shares many characteristics with 690 Bank St. Maximum building height is six storeys. Since it abuts the Clemow Estate Heritage Conservation District, any future development must be compatible with the design intentions of the Heritage Conservation District as specified in Section 3.10. The Heritage Conservation District Transition policy in Section 3.4 and Building Stepbacks backing onto Heritage Assets in Section 3.8 also apply.

685 Bank St

This is a large property that contains a three storey building that makes a positive contribution to the mainstreet. However, the majority of the property is occupied by the single-storey rear portion of the building, which provides significant intensification potential. Given its status on the Heritage Register, the proponents of any future development application must work with City of Ottawa Heritage staff to consider options to maintain some of its heritage character, including the potential to retain the front and corner side façades fronting Bank St and Glebe Ave. Maximum building height is six storeys.

Notched corners, as described in section 2.4, are encouraged as part of the development of all corner properties at the corner of Bank Street and Glebe Avenue in order to provide outdoor public gathering spaces and additional space for trees.

700 Bank St

This is a large property with significant frontage on Bank St. It is a hybrid of urban and suburban typologies. While the building is sited in an urban fashion, it is a single storey commercial building with some surface parking and a curb cut on Bank St. Maximum building height is six storeys.

Notched corners, as described in section 2.4, are encouraged as part of the development of all corner properties at the corner of Bank Street and Glebe Avenue in order to provide outdoor public gathering spaces and additional space for trees.

701 Bank St and 114 Glebe Ave

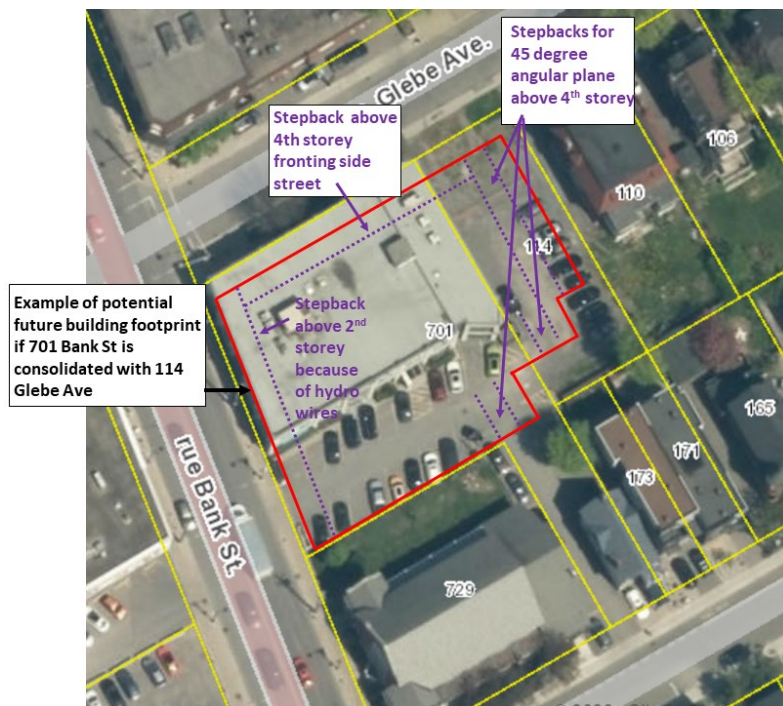
Together, these properties form one of the largest sites in the study area, with frontage on Bank St, Glebe Ave and First Ave.

Any future development will require design sensitivity to the abutting St. Giles Church, such as stepbacks fronting Bank St that align with datum lines on the church and open up south views along Bank St to the church. Maximum building height is six storeys.

Notched corners, as described in section 2.4, are encouraged as part of the development of all corner properties at the corner of Bank Street and Glebe Avenue in order to provide outdoor public gathering spaces and additional space for trees.

If 701 Bank St and 114 Glebe Ave are consolidated and included as part of the same development application, additional setbacks and stepbacks may be required in order to mitigate impacts to adjacent properties – particularly 171 and 173 First Ave. See Illustration 4 below (note this illustration is conceptual and for demonstration purposes only).

Illustration 4: Conceptual maximum building footprint and stepback locations for consolidation of 701 Bank St and 114 Glebe Ave to ensure appropriate transition to abutting residential properties.



If 114 Glebe Ave is developed on its own without consolidation with 701 Bank St, the maximum building height is four storeys and 15m. If consolidated with 701 Bank St and part of the same development application, the maximum building height of 114 Glebe Ave is six storeys.

722 Bank St

The north-west corner of Bank St and First Ave contains a 2.5 storey brick commercial building that is listed on the Heritage Register. As part of any future development, proponents must work with City of Ottawa Heritage staff to consider options to maintain architectural elements that contribute to its heritage character. Maximum building height is four storeys and 15m.

729 Bank St

The north-east corner of Bank St and First Ave is home to St Giles Church, which is a prominent landmark on the mainstreet and is listed on the Heritage Register. As part of any future development, proponents must work with City of Ottawa Heritage staff to consider options to maintain architectural elements that contribute to its heritage character. Maximum building height is four storeys and 15m.

4.3 Established Core

The Established Core of the Glebe spans from First Ave to Holmwood Ave (see Schedule A inset map). This area is characterized by two to four storey mixed-use buildings with narrow retail frontages, as well as some single-storey retail buildings. Properties tend to be shallow and back onto perpendicular residential lots.

This area contains many heritage assets and examples of early 20th century architecture, highlighted by decorative brickwork and cornices and repeated patterns of fenestration. The Established Core is highly pedestrian-oriented, with zero front yard setbacks, minimal curb cuts, and a regular rhythm of narrow retail storefronts.

The Glebe Business Improvement Area, Glebe Community Association and City of Ottawa have successfully built on these assets, with the addition of complementary streetscaping such as brick pavers, metal tree guards, seating, public art, gateway signage and murals. As a result, this Section of Bank St in the Glebe is undoubtedly one of the City's most attractive and successful mainstreets and a prized City-wide destination.

Development Vision in the Established Core

The primary vision for this area is to preserve and maintain the existing buildings. If there is any future development, it should incorporate as much of the original buildings as possible, starting with the Bank St façade. New or renovated buildings will be low-rise and be designed to fit into the established character of the street.

Established Core Policy Direction

Maximum building height in the Established Core is four storeys and 15m.

New retail spaces are required to have highly-transparent glazing that is not blocked by shelving or lifestyle posters to support the pedestrian-oriented window-shopping experience.

Notched corners, as described in 3.5 above, are encouraged as part of the development of corner properties in order to provide outdoor public gathering spaces and additional space for trees.

4.4 South Gateway

The South Gateway includes all lands in the study area south of Holmwood Ave (see Schedule A inset map). It includes existing low-rise, mid-rise and high-rise buildings, and the Abbotsford House designated heritage property. It also includes the Glebe Centre long-term care facility, which is oriented to Monk St and backs onto Bank St across from Lansdowne Park.

Development Vision in the South Gateway

The vision for the South Gateway is centred around encouraging redevelopment at 77 Monk St in order to repair previous urban design mistakes and extend the pedestrian-oriented mainstreet experience south of Holmwood Ave on the west side of Bank St. The vision also includes the ongoing protection of Abbotsford House as a designated heritage property.

South Gateway Policy Direction

920 Bank St

Maximum building height will reflect the height of the existing 12 storey building. Any redevelopment of the property would require retail at grade on the Bank St façade.

950 Bank St

Abbotsford House is a designated heritage property under Part IV of the Ontario Heritage Act. The maximum building height remains at four storeys and 15m.

77 Monk St

The property at 77 Monk Street contains the Glebe Centre long-term care facility. The northern half is a two storey suburban-style built form that does not adequately address Bank Street. The southern half is a six storey courtyard building that turns its back to the mainstreet. While both portions of the property could better contribute to the pedestrian-oriented character of Bank St in the Glebe, the northern half is particularly under-utilized from a built form perspective and provides an opportunity to repair some of the mainstreet fabric in a highly visible location across from Lansdowne Park.

Maximum building height at 77 Monk St is nine storeys and must include retail uses fronting Bank St and building massing that steps down to the north to respect the scale of Abbotsford House, as well as to the west towards the residential neighbourhood.

1014 Bank St

Maximum building height will reflect the height of the existing six storey building.