



110 & 116 York Street

Planning Rationale

Official Plan Amendment, Zoning By-law Amendment and Site Plan Control

March 24, 2025



Prepared for Claridge Homes

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1.0

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Claridge Homes (“Claridge”) to prepare this Planning Rationale and Design Brief in support of Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications to facilitate a hotel expansion on the properties municipally known as 110 and 116 York Street (the “subject site”) in the City of Ottawa.

1.1 Application History

A Zoning By-law Amendment for 110 York Street was approved on November 22, 2023, permitting a 16-storey addition to the existing Andaz Hotel at 321-325 Dalhousie Street. The extent of the Zoning By-law Amendment included the northern portion of 137 George Street property, resulting in a deliberate misalignment of the zoning line and the property line. The intent for the hotel addition was to combine the underground parking with the approved underground parking facilities for the residential building on the subject site. Prior to submitting a Site Plan Control application for the hotel addition, Claridge also purchased the adjacent property at 116 York Street, expanding its total contiguous landholdings.

Claridge has been granted approval for a Lifting of Part Lot Control Application (D07-08-23-0036), which will create multiple strata Parts to:

- / Rationalize ownership of the parcels;
- / Align land ownership and development with zoning boundaries; and
- / Create the legal basis for the registration of access easements to and through the parking garage.

A concurrent Site Plan Revision application (D07-12-24-0116) to amend the previous Site Plan Control (D07-12-12-0199) approval has been submitted to:

- / Rationalize ownership of the parcels;
- / Expand the scope of the Site Plan approval to encompass the underground portions of all four properties, in addition to the above-grade portions of the 137-141 George Street development; and
- / Reflect the revised lot lines resulting from the Lifting of Part Lot Control application, prior Zoning By-law Amendment, updated property holdings, and revised development plans.

The proposed hotel extension at 110 York Street has undergone revision from earlier plans with the acquisition of 116 York Street. The previous development proposal included:

- / 106 hotel rooms;
- / 3000-square-foot ballroom at grade;
- / Vehicular access for parking via George Street, with pedestrian access off of Dalhousie Street;
- / Loading from the existing Andaz Hotel; and
- / Functional integration of the addition and existing hotel.

1.2 Required Applications

The most recent version of the hotel expansion is a 17-storey hotel building immediately adjacent to and physically connected to the existing Andaz Hotel building, with frontage on York Street to the north.

The three (3) storey podium will include assembly areas and amenity space, including recreational amenities and eating area. The 14-storey tower above the podium will include 154 hotel rooms, with north and south facing balconies. Roof-

top mechanical equipment will be located above the 17th storey and is exempt from the maximum permitted building height.

To allow the construction of the hotel expansion and reflect some of the modest changes to the building height and form, three (3) planning applications are required and submitted: Official Plan Amendment, Zoning By-law Amendment and Site Plan Control applications.

The Official Plan Amendment (OPA) is required to permit the proposed building height of 17-storeys, one storey greater than the previous 2023 approvals for the hotel addition. Official Plan policy 6.6.1(1)(d) states that in the absence of a Secondary Plan, the permitted building height will be determined by the existing zoning in place at the time of adoption of the Official Plan.

The Zoning By-law Amendment (ZBLA) proposes to amend the existing zoning applicable to the subject site to accommodate site-specific provisions. Specially, the zoning schedule would permit a 17-storey hotel building, and revise the drive-aisle width. It should be noted that as a result of the municipal technical circulation, other zone provisions may be amended.

The Site Plan Control application and supporting studies and plans will address the functional design of the site and buildings, including such aspects as site servicing, access, architectural treatment and urban design, and landscaping.

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

1.3 Public Consultation Strategy

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

/ Pre-Application Consultation Meeting

- A Phase 1 Pre-Application Consultation Meeting was held with City Staff and the applicant team on April 15, 2024. The Feedback Form was received by the client April 19, 2024. The applicant team has maintained subsequent correspondence with City Staff leading up to application submission.

/ Notification of the Lowertown Community Association

- The Lowertown Community Association will be notified of the proposed development for the subject site following the submission of the Zoning By-law Amendment application.
- A 'heads up' notification to local registered community associations will be completed by City of Ottawa during the application process.

/ Notification of Ward Councillor, Councillor Stéphanie Plante

- The Ward Councillor was notified of the proposed development for the subject site prior to the applications being submitted.

/ Community Information Session

- If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.

- It is anticipated that the Ward Councillor would provide notice to residents via the ward website and social media.
- / Planning Committee Meeting Advertisement and Notice of the public meeting.
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for the Official Plan Amendment and Zoning By-law Amendment application at Planning and Housing Committee.
 - The Statutory public meeting will take place at the City of Ottawa Planning and Housing Committee meeting.

Subject Site and Surrounding Context

2.1 Subject Site

The subject site is comprised of two rectangular-shaped lots located in the Lowertown West neighbourhood, adjacent to the Byward Market in the City of Ottawa (Figure 1). The subject site has a total area of 1,536.6 square metres with 40.47 metres of frontage along the south edge of York Street and a depth of approximately 46 metres.

The site is currently vacant, but the 110 York Street property previously accommodated a two-storey brick building leased by two nightclubs. The 116 York Street portion of the subject site was developed with a surface parking lot. The subject site is designated under Part V of the Ontario Heritage Act as part of the ByWard Market Heritage Conservation District (HCD).



Figure 1: Subject site (current lot fabric) and surrounding context.

Figure 2 below illustrates the proposed lot line adjustment resulting from the approved Lifting of Part Lot Control application associated with the 137-141 George Street Site Plan Revision application (D07-12-24-0116). The purpose of the Site Plan Revision application is to expand the scope of the Site Plan approval to encompass the underground portions of the 137-141 George Street, 110-116 York Street, and 321, 325 Dalhousie Street properties, in addition to the above-grade portions of the 137-141 George Street development. The resulting lots expand the development area compared with the existing lot fabric, with ownership to be established at-grade and upward.

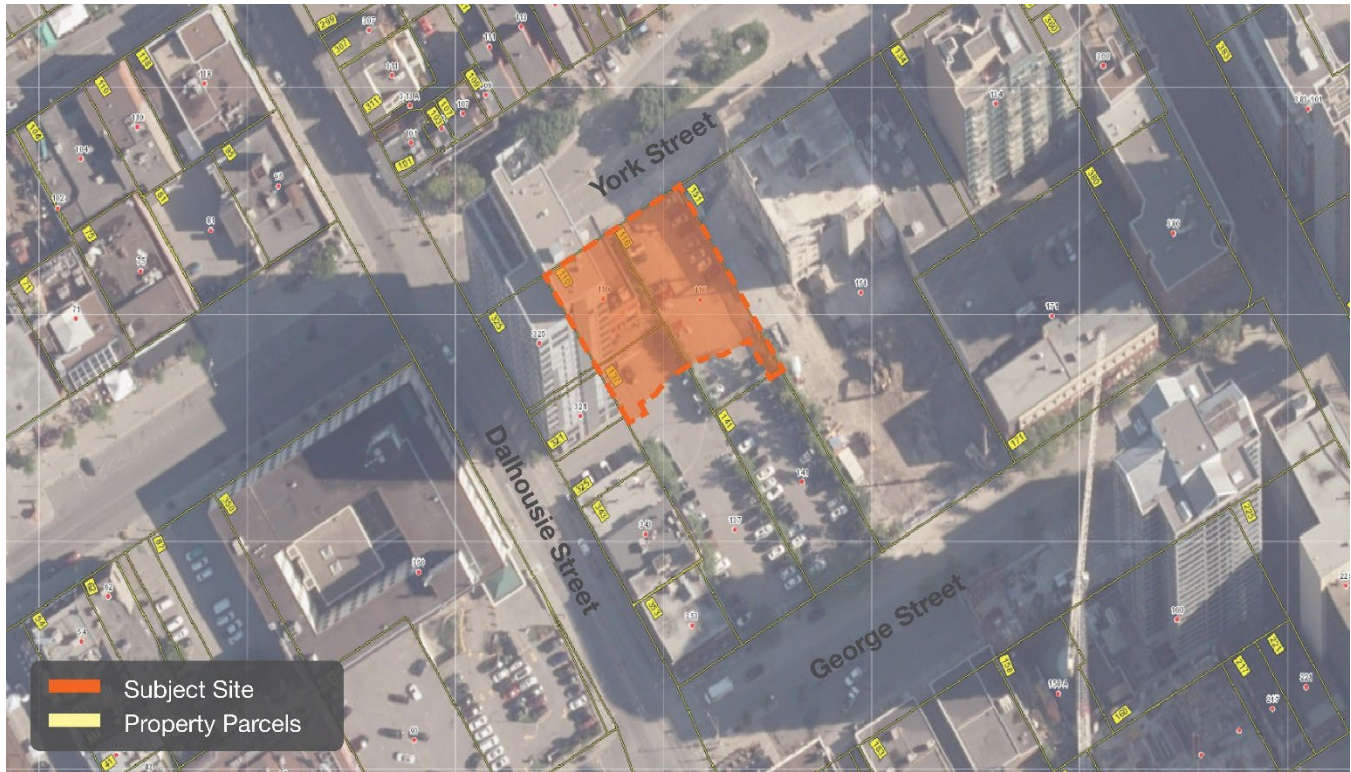


Figure 2: Ultimate condition of proposed revised lot lines resulting from the Lifting of Part Lot Control application.

2.2 Surrounding Context

The subject site and surrounding area are located on the eastern edge of the Byward Market, a popular tourist destination with restaurants, bars, shops, entertainments uses and other key landmarks. The site is also located on the western edge of what is referred to as Byward Market, and also known as Lowertown West, a predominantly residential area intertwined with commercial uses, heritage buildings and social service facilities. Dalhousie, George, and Rideau Streets serve as main commercial corridors, providing a range of pedestrian-oriented land uses.

The surrounding uses vary and consist primarily of mid- to high-rise residential buildings, low-rise commercial/retail uses, restaurants, offices, hotel and commercial surface parking lots. The land uses that surround the site include:

North: The north side of York Street consists of low-rise buildings generally containing commercial/retail uses, as well as a 10-storey apartment building to the northeast. Further north are additional residential buildings including low- and mid-rise apartment buildings, townhouses, and detached dwellings.

East: Immediately east of the subject site is a recently constructed 22-storey high-rise building, featuring articulated stepbacks from York Street, extending south to front onto George Street. The building is designed to retain the 5-storey brick façade of the former building on York Street at this location. Along George Street to the east is the Salvation Army Ottawa Booth Centre building and Options Bytown which is located at the corner of George Street and Cumberland Street.

South: South of George Street is a block bounded to the south by Rideau Street, which functions as a major transit corridor and retail node and is characterized by a range of commercial uses including restaurants, offices, and high-rise apartment buildings. The easternmost edge of this block is occupied by a 24-storey residential apartment building and

an 11-storey office building. Numerous 20th-century low-rise buildings occupy the remainder of the block occupied by both commercial, restaurant, and nightlife uses.

West: To the west of the subject site is the existing Andaz Hotel owned by Claridge Homes. Across Dalhousie Street is the four-storey Marriott Hotel, occupying the southwest corner of the intersection of York Street and Dalhousie Street. West of the Marriott Hotel is a surface parking lot and a two-storey building for broadcasting and production studio including CTV and Bell Media. West of the media building fronting onto William Street are a range of commercial uses and restaurants, which are oriented towards the Byward Market building further west.



Figure 3: Existing site condition at 110 and 116 York Street, clockwise from top left: looking east towards the site from Dalhousie Street; view of the subject site from the George Street/ William Street intersection (top right); looking north across George Street at the subject site (bottom right), and looking west from York Street/Cumberland Street to Dalhousie Street (bottom left).

2.3 Road Network

The subject site is located along York Street, a designated Local Road on Schedule C5 (*Downtown Core Road Network*) of the Ottawa Official Plan (Figure 4), which are described in Schedule C16 of the Official Plan as serving as common origin and destination points for active transportation trips.

Dalhousie Street to the west of the subject site is designated as a Collector Road, which are described in Schedule C16 as streets that connect communities and provide connections between Arterial and Local Roads. Nearby streets, including Sussex Drive to the west, Murray and St. Patrick Streets to the north, King Edward Avenue to the east and Rideau Street to the south are all designated Arterial Roads. Schedule C16 describes Arterial Roads as the major routes of the City's transportation network that generally carry large volumes of traffic over the longest distances.

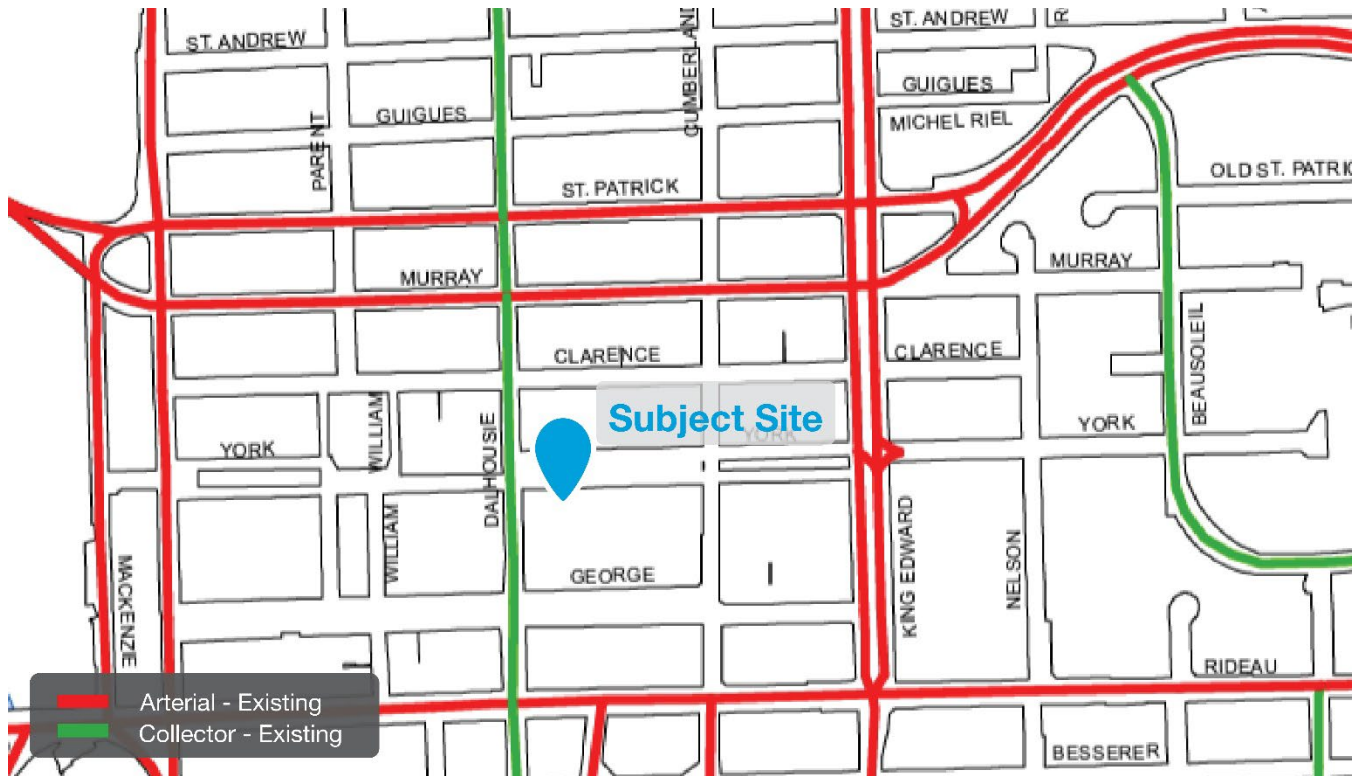


Figure 4: Schedule C5, *Downtown Core Road Network*, City of Ottawa Official Plan subject site indicated

The subject site is well-served by the existing road network due to its close proximity to multiple Arterial and Collector Roads, which provide connections to the broader local and regional urban road network of the City of Ottawa.

2.4 Transit Network

As illustrated on Schedule C1 - Protected Major Transit Station Areas (PMTSA), the subject site is located within the Downtown Protected Major Transit Station Area (Figure 5).

The subject site is well-connected to the public transit and active transportation network in Ottawa, including the O-Train, Bus Rapid Transit, cycling, and the pedestrian network, as indicated on Schedule C2 (*Transit Network*) of the Official Plan (Figure 6). The subject site is located within 350 metres of the Rideau O-Train Station. Further, the subject site is located approximately 50 metres east of Dalhousie Street, 250 metres from Rideau Street, 200 metres from Murray Street, and 300 metres from King Edward Avenue, all of which are designated Transit Priority Corridors. The subject site is similarly served by transit routes which connect the ByWard Market with Lowertown, Sandy Hill, and Downtown Core neighbourhoods.

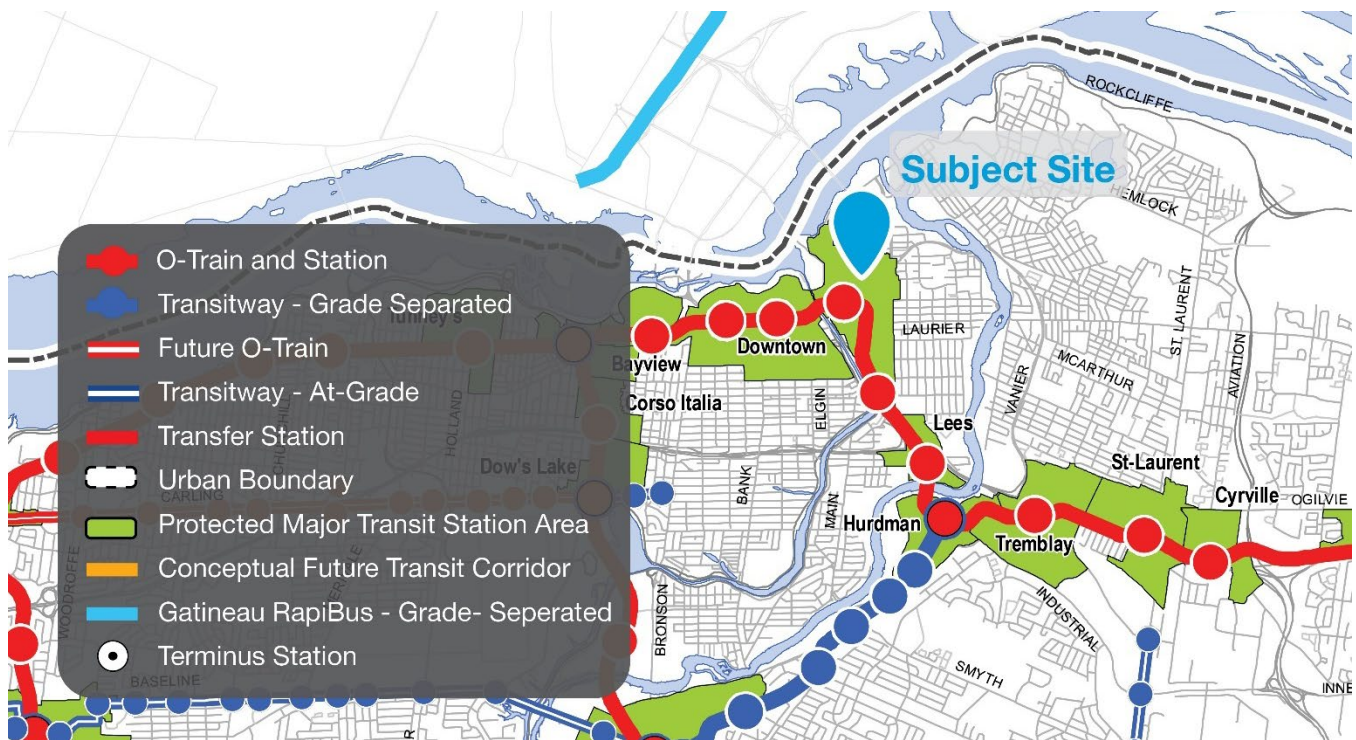


Figure 5: Schedule C1 - Protected Major Transit Station Areas (PMTSA), City of Ottawa Official Plan.

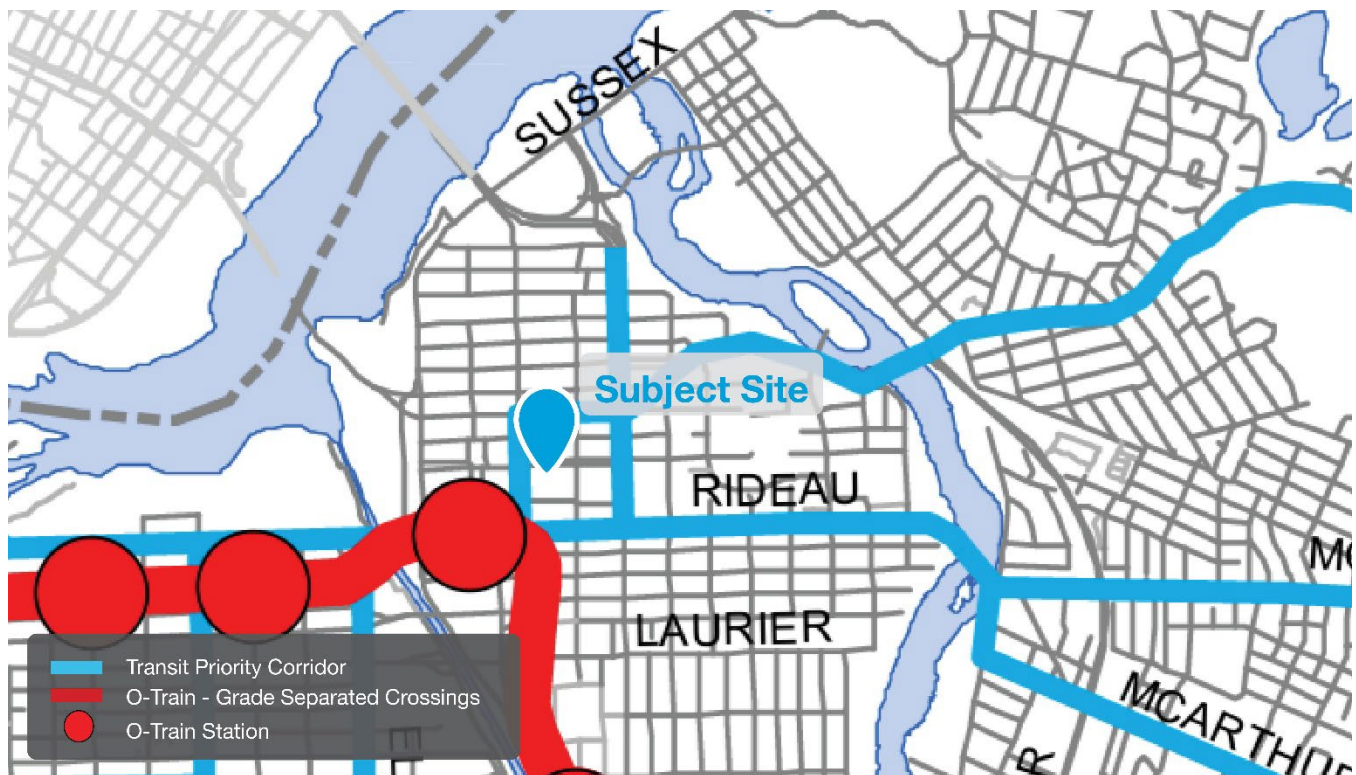


Figure 6: Schedule C2 - Transit Network, City of Ottawa Official Plan, subject site indicated.

3.0 Proposed Development

3.1 Project Overview

The proposed development is a 17-storey hotel building extension to the existing Andaz Hotel building, with frontage on York Street to the north. The first 3 storeys are dedicated to assembly areas and amenity spaces, including a breakfast area, fitness space, ballroom, pool, and saunas. The remaining 14 storeys are designed in a tower form, with the first three floors functioning as a podium. Mechanical floors are proposed on top of the 17th storey.

A total of 154 hotel rooms are proposed, with 1,570 square metres of assembly space between the ground floor and second floor. The building footprint of the first three storeys is 1,429 square metres and a gross floor area of 1,570 square metres. The tower has a proposed gross floor area of 6,034 square metres.

Building upon the concurrent planning applications, the hotel addition will be constructed atop the proposed underground parking garage. The parking garage will be under separate ownership, serving residents of the building at 141 George Street, with access easements for hotel patrons. Additionally, there are 143 parking spaces proposed in the York Street portion of the four-level underground parking garage. The parking garage allocates 134 parking spaces for use by the hotel and commercial tenants in the combined development. Vehicular access to the underground parking garage will be provided by a mid-block connection from Dalhousie Street between York Street and George Street.

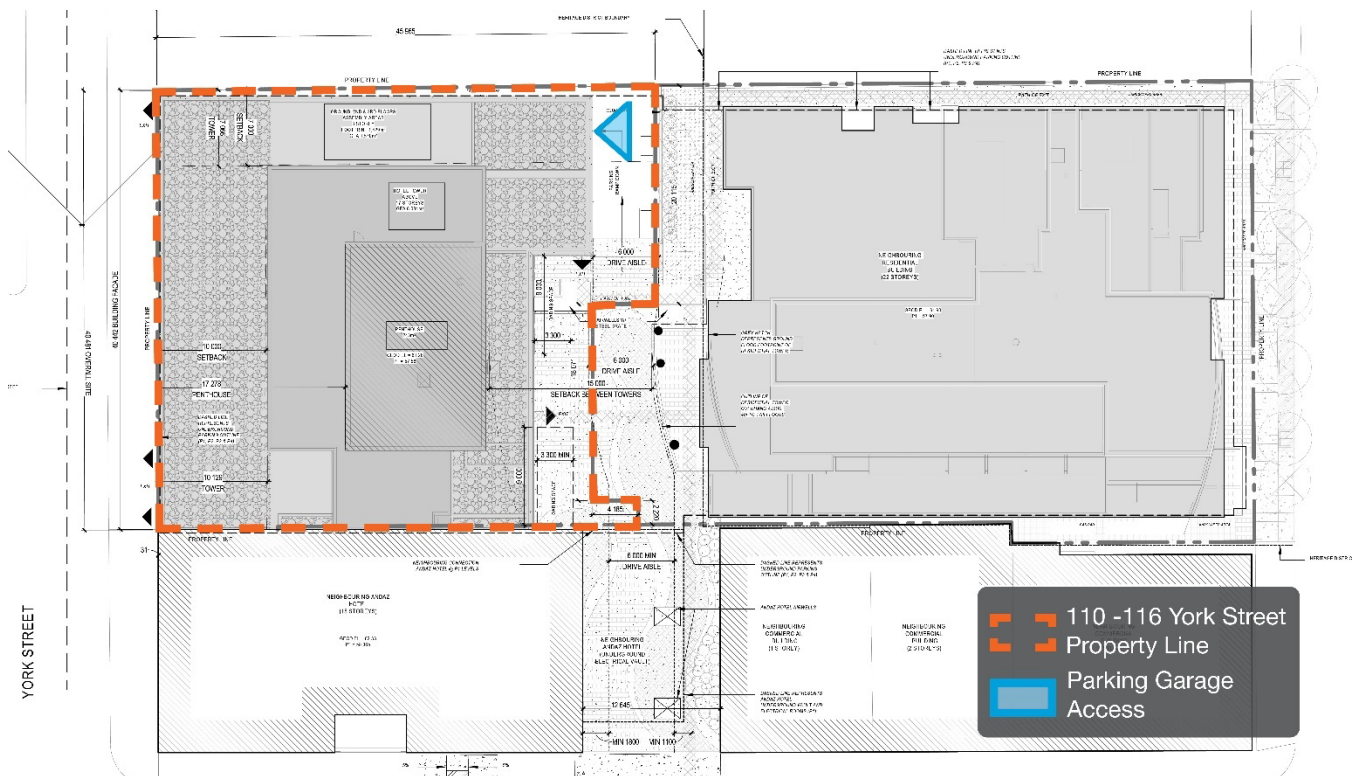


Figure 7: Site plan for the subject site.

3.2 Massing and Scale

The building height and massing of the proposed development is compatible with the existing and proposed context of the area, contributing to the high architectural quality and diversity of the ByWard Market neighbourhood. The proposed design deliberately integrates architectural features of the former building at 110 York Street, including the brick façade and the general rhythm of window bays. Similarly, the proposed 3-storey podium preserves the pedestrian scale of the streetscape, providing proportional framing of the pedestrian realm.

The slender design of the tower portion of the proposed building is designed to achieve appropriate setbacks on the north, east, and south sides to minimize shadow and visual impacts on surrounding properties. Additionally, the tower itself is scaled to match the height of the existing Andaz Hotel. In the context of its surroundings, the siting of the tower towards the interior of the lot reduces overall massing impacts from the public realm along York Street from the west and east. Four perspectives of the proposed development are shown below in Figure 8 and Figure 9 with the existing Andaz Hotel and building to the west at 151 George Street ghosted on the images.

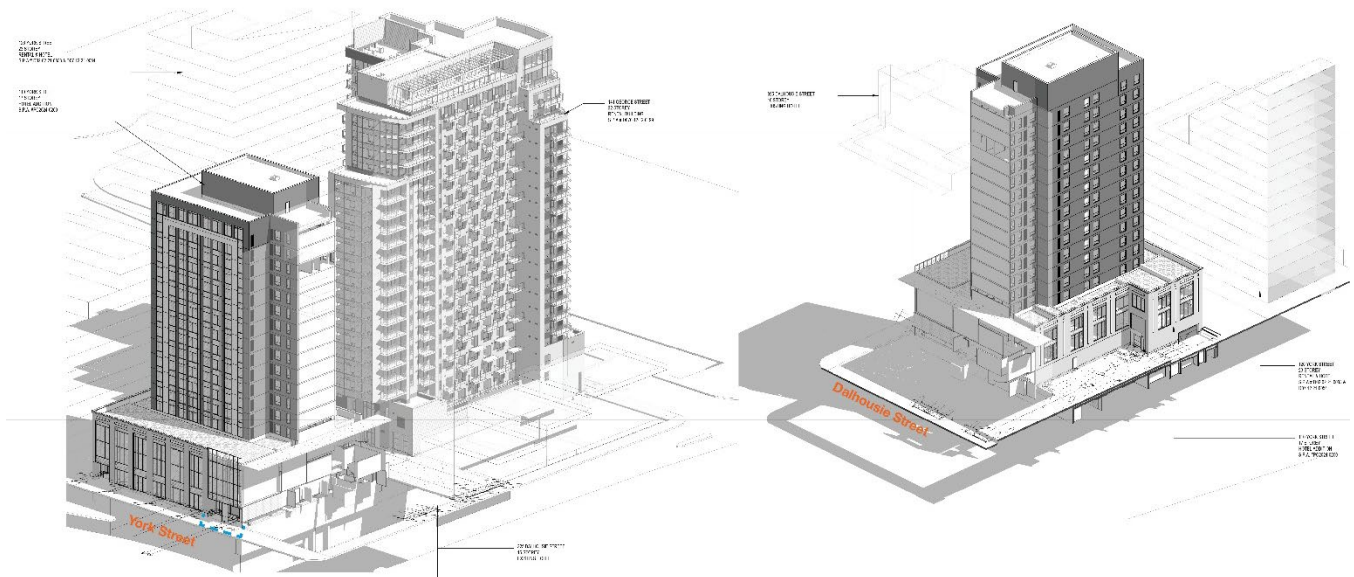


Figure 8: Perspectives of the proposed development from the northwest (left) and southwest (right). The dotted blue line highlights the main entrance of the building.

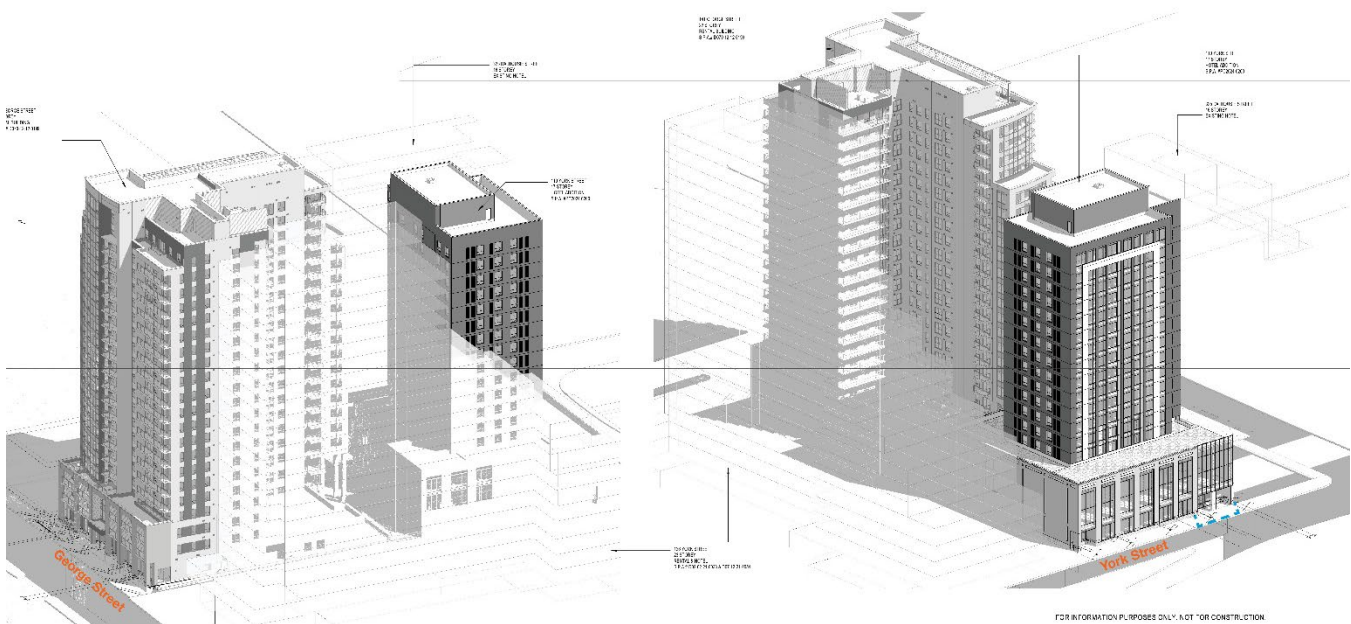


Figure 9: Perspectives of the proposed development from the southeast (left) and northeast (right). The dotted blue line highlighted the buildings main entrance.

The north elevation of the hotel, illustrated by Figure 10 and Figure 11 below, is proposed to feature the main entry to the building. The front door is on the west edge of the façade and will feature glass with a canopy overhang. Two additional secondary building exits are proposed along York Street.

The façade of the first three storeys are articulated with vertical columns of red masonry brick, interspersed between panes of glass and black mullions which speak to the material of the former building on the site and buildings on the north edge of York Street. The former building at 110 York Street was a two-storey brick building with moderate fenestration, with the two entryways of the building animating the street. A full curtain wall is proposed to highlight the entrance to the proposed development.

The upper storeys of the building (4th – 17th floors) are primarily dark masonry brick with a window wall along the York Street façade. Punch windows will be arranged on the east and south façade. The window frames will be black throughout the building. An inversed “U” shape band of aluminum paneling is proposed on the front façade, indicating the relationship with the existing Andaz Hotel.

Limestone coursing is proposed for a section of the proposed building at grade to create the appearance of a level façade, to account for the slight slope in elevation eastward along York Street.

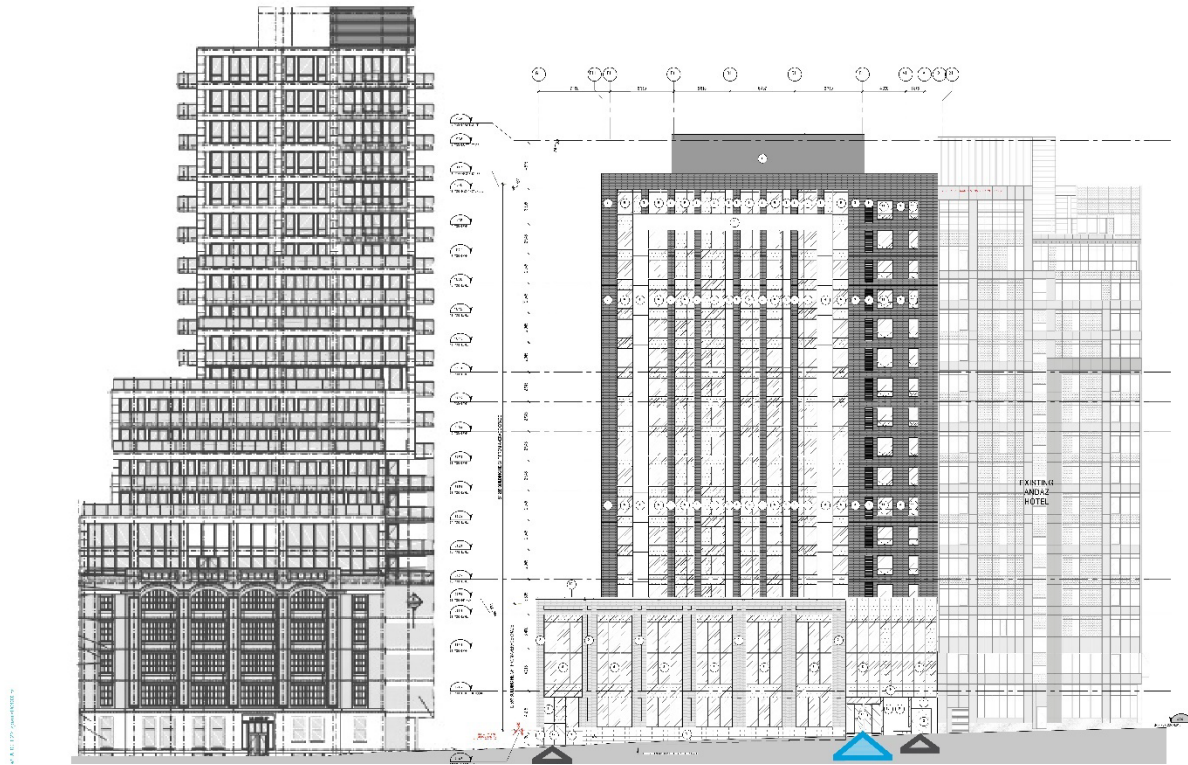


Figure 10: North elevation of the proposed development. Main entrance is identified with a blue triangle, secondary steel doors identified with dark grey triangles.



Figure 11: Rendering of the proposed extension in relation to the Andaz Hotel.



Figure 12: South elevation of the proposed development. The entrance to the underground parking garage is indicated with a blue triangle. Exit doors are identified with a grey triangle.

Figure 12 above shows the south elevation of the proposed development. The materials of the first three floors continue those used on the north elevation, with a larger volume of limestone coursing to respond to the change in elevation. The south elevation of the development is designed to facilitate vehicle entry rather than pedestrian access.

3.2.1 Setbacks and Stepbacks

The proposed development is designed in a podium-tower form, aligning with City of Ottawa policy and guideline direction for high-rise buildings. Additionally, the massing treatment ensures that a human-scale, low-rise podium frames the public realm along York Street and better responds to the heritage character of the area. The building tower is generally centred on the podium, allowing for appropriate setbacks on all sides. The west side of the podium is connected directly to the existing Andaz hotel, allowing for direct connections.

The siting of the tower achieves a 10-metre setback from the edge of the podium on the north side. The setback further accentuates the distinction between the podium and the tower, allowing the front façade to enjoy a more independent relationship with the street. Whereas a setback of between 1.5 and 3 metres is envisioned in the Urban Design Guidelines for High-Rise Buildings, exceeding the minimum is encouraged.

The siting of the proposed tower achieves a minimum separation distance of 15 metres to the proposed tower at 141 George Street to the south. The portion of the northern façade of the George Street building, from which the separation distance is measured, is comprised of a rounded overhang extending for a limited width of the tower, rendering the actual separation distance for the majority of the interface greater than 15 metres. The Urban Design Guidelines for High-Rise Buildings note that separation distances of 15 metres may be appropriate in more central areas, particularly for limited extents. Additionally, the two towers are linked by a common underground parking garage, further underscoring the intrinsic relationship between them.

The east side of the tower achieves a setback of 7 metres from the eastern property line. The 7-metre setback represents the narrowest distance at the easternmost points of the tower. The interface with the recently-constructed building at 151 George Street to the east is reasonable, totaling nearly 20 metres (19.9 metres) as a result of that building incorporating additional notched setbacks on the west side at ground level and above.

Additionally, the high-rise portion (11 storeys) of the 151 George Street building is set back 27 metres south of the property line abutting York Street, creating a cascading mid-rise built form for the northern portion of the building. Consequently, approximately half of the proposed tower at 110-116 York Street interfaces with a mid-rise built form.

Figure 13 shows Schedule 460 of Comprehensive Zoning By-law 2008-250, which applies site-specific massing requirements to the development at 151 George Street. Figure 14 illustrates the location of the proposed tower on the subject site in relation to the mid-rise and high-rise components of the building at 151 George Street.

The proposed massing of the hotel expansion and the proposed tower separations are consistent with the previously Council-approved site-specific zoning schedule. The podium design and tower placement are consistent with the design approach on the entire block, characterized by other high-rise, infill buildings and the Andaz Hotel. The placement and design of the building expansion maximizes off-sets to other existing and planned buildings, strategically orients balconies to reduce overlook inconveniences and sufficiently sets back the tower from the podium edge along York Street. The overall design is appropriate in the built-form and policy context.

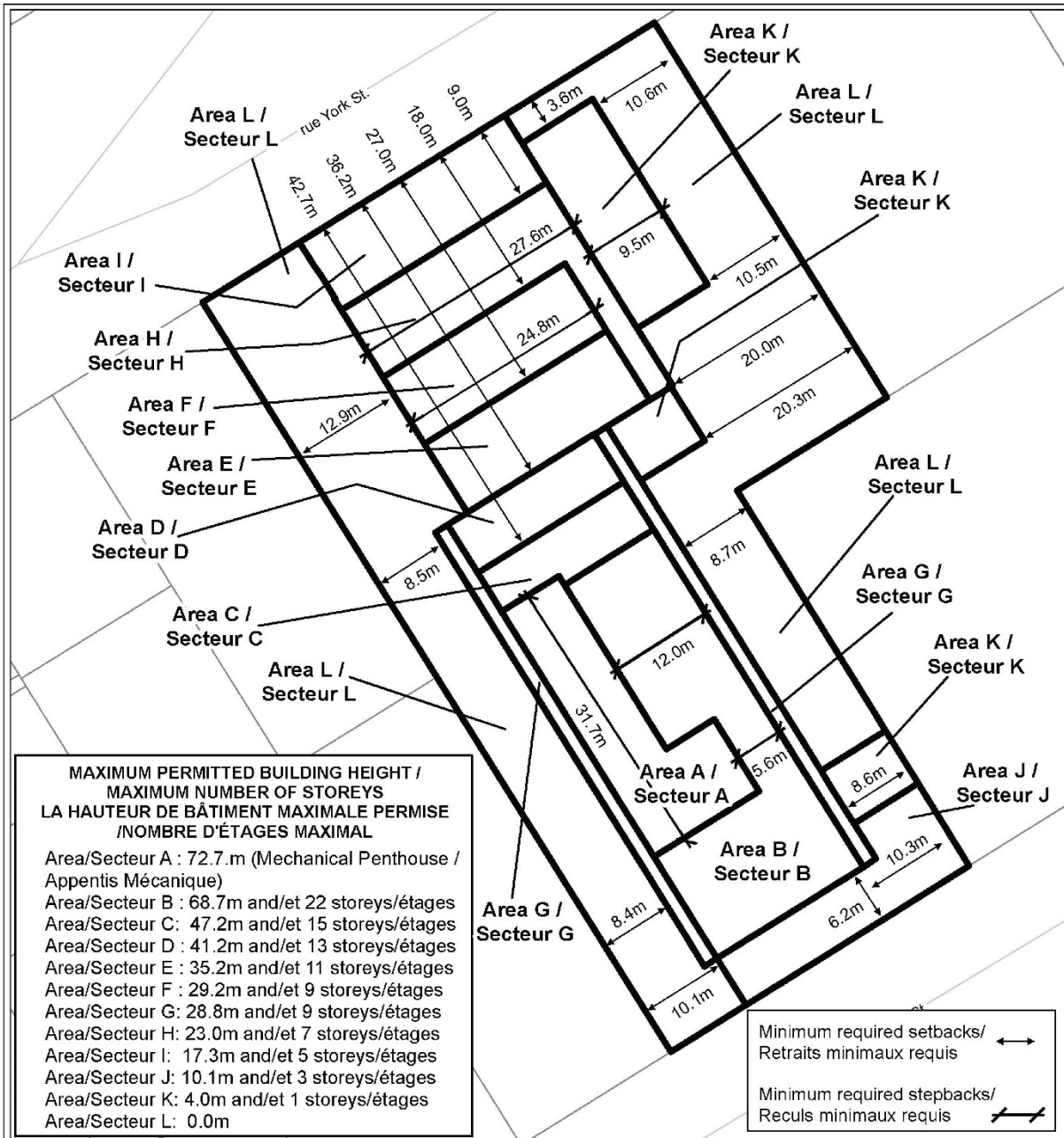


Figure 13: Schedule 460 from Comprehensive Zoning By-law 2008-250



Figure 14: Illustration of tower separation distance of the proposed development from 151 George Street development.

4.0

Policy & Regulatory Review

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) 2024 is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. The document came into effect October 20, 2024. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS 2024 aims to increase the supply and mix of housing in Ontario and to “support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity.”

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

2.3.1 General Policies for Settlement Areas

1. *Settlement areas* shall be the focus of growth and development. Within *settlement areas*, growth should be focused in, where applicable, *strategic growth areas*, including *major transit station areas*.
2. Land use patterns within *settlement areas* should be based on densities and a mix of land uses which:
 - a) Efficiently use land and resources;
 - b) Optimize existing and planned *infrastructure* and *public service facilities*;
 - c) Support *active transportation*;
 - d) Are *transit-supportive*, as appropriate; and
 - e) Are *freight-supportive*.
3. Planning authorities shall support general *intensification* and *redevelopment* to support the achievement of *complete communities*, including by planning for a range and mix of *housing options* and prioritizing planning and investment in the necessary *infrastructure* and *public service facilities*.

2.4.1 General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.
2. To support the achievement of *complete communities*, a range and mix of *housing options*, *intensification* and more mixed-use development, *strategic growth areas* should be planned:
 - a) to accommodate significant population and employment growth;
 - b) as focal areas for education, commercial, recreational, and cultural uses;
 - c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
 - d) to support *affordable*, accessible, and equitable housing.
3. Planning authorities should, among others:
 - a) Prioritize planning and investment for *infrastructure* and *public service facilities* in *strategic growth areas*;
 - c) Permit *development* and *intensification* in *strategic growth areas* to support the achievement of *complete communities* and a *compact built form*.

2.4.2 Major Transit Station Areas

2. Within *major transit station areas* on *higher order transit* corridors, planning authorities shall plan for a minimum density target of:
 - a) 200 residents and jobs combined per hectare for those that are served by subways;
 - b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or
 - c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.
3. Planning authorities are encouraged to promote *development* and *intensification* within *major transit station areas*, where appropriate, by:
 - a) planning for land uses and built form that supports the achievement of minimum density targets; and
 - b) supporting the *redevelopment* of surface parking lots within *major transit station areas*, including commuter parking lots, to be *transit-supportive* and promote *complete communities*.
6. All *major transit station areas* should be planned and designed to be *transit-supportive* and to achieve *multimodal* access to stations and connections to nearby *major trip generators* by providing, where feasible:
 - a) connections to local and regional transit services to support *transit service integration*;
 - b) *infrastructure* that accommodates a range of mobility needs and supports *active transportation*, including sidewalks, bicycle lanes, and secure bicycle parking; and
 - c) commuter pick-up/drop-off areas.

2.4.3 Frequent Transit Corridors

1. Planning authorities shall plan for *intensification* on lands that are adjacent to existing and planned *frequent transit* corridors, where appropriate.

2.8.1 Supporting a Modern Economy

1. Planning authorities shall promote economic development and competitiveness by:
 - a) Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - d) Encouraging *intensification* of employment uses and compatible, compact, mixed-use development to support the achievement of *complete communities*.

4.6 Cultural Heritage and Archaeology

1. *Protected heritage property*, which may contain *built heritage resources* or *cultural heritage landscapes*, shall be *conserved*.
2. Planning authorities shall not permit *development* and *site alteration* on *adjacent lands* to *protected heritage property* unless the *heritage attributes* of the *protected heritage property* will be *conserved*.

The proposed development is consistent with the Provincial Policy Statement (2024). The proposed development responds to policies that direct development to Strategic Growth Areas by fostering intensification and redevelopment. The subject site is within a Major Transit Station Area, contributing to the jobs-per-hectare density targets for higher order transit areas.

The development also contributes to the PPS policy of removing surface parking lots within Major Transit Station Areas. The redevelopment offers an efficient, cost-effective pattern of growth, capitalizing on the proximity to significant transit infrastructure, important amenities, and employment hubs to promote ease of walking, cycling, and transit use as an alternative to personal vehicle use.

The 157-room hotel expansion supports the economic, tourism and social function of the Ottawa Byward market, and makes a positive contribution to the District from a transit, heritage and urban design perspective.

4.2 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan was approved by the Ministry of Municipal Affairs and Housing (MMAH) on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs the manner that the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

The Official Plan provides guidance for development across the Ottawa region, highlighting specific desired features, such as 15-minute neighbourhoods, and other intensification targets aimed at improving the walkability and sustainability of existing built-up areas.

4.2.1 Urban Design

Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the Official Plan outlines the City's urban design objectives. Section 4.6.1, Design Priority Areas (DPAs) defines the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan.

The subject site is located within a Design Priority Area, as shown on Schedule C7-A, Design Priority Areas – Urban (Figure 14). The ByWard Market Special District is designated as a Tier 1 area on Table 5 of the Official Plan, linking to Ottawa's international image as the capital of Canada. This area supports high pedestrian volumes and is a popular destination for tourists and residents from across the region.

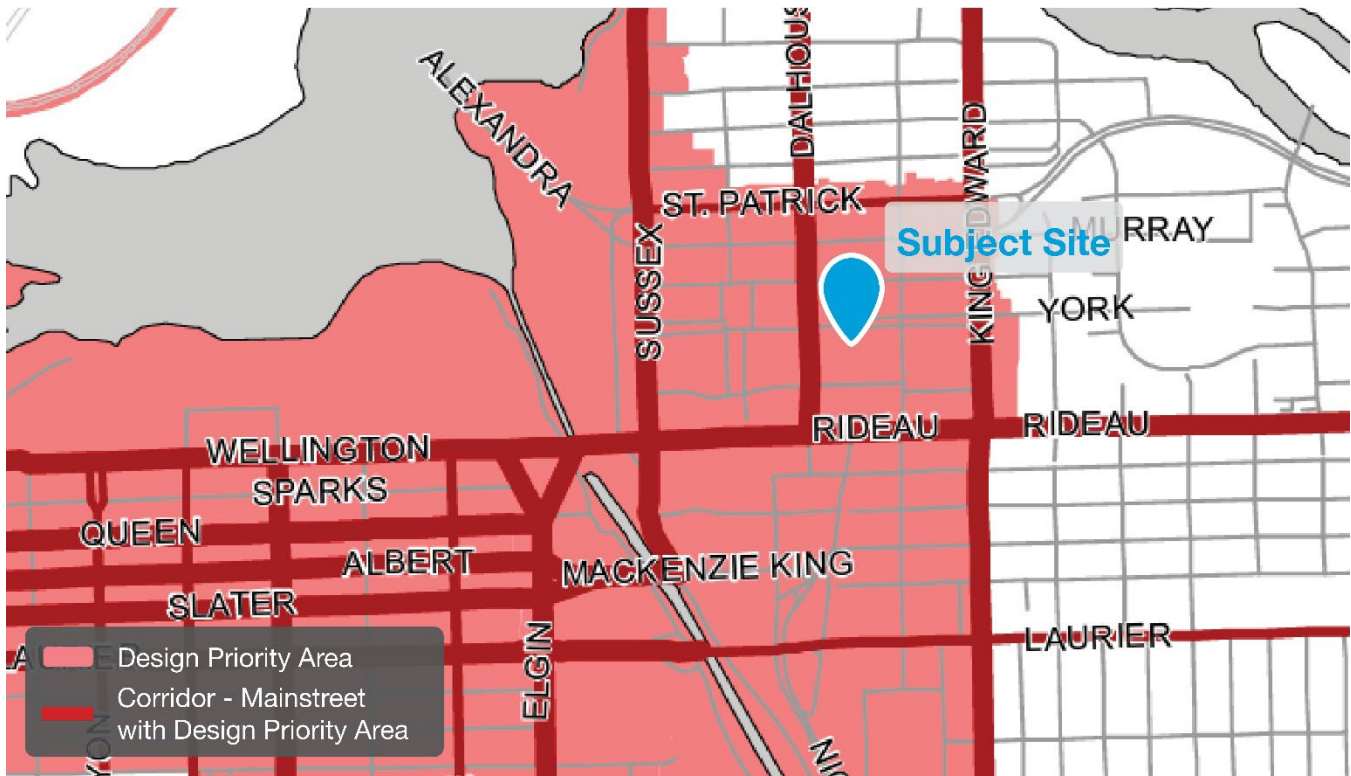


Figure 15: Schedule C7-A, Urban Design Priority Areas, City of Ottawa Official Plan.

As directed in Policy 4 of Section 4.6.1, design excellence shall be achieved in part through recognition and conservation of cultural heritage resources located throughout the City, including buildings, streetscapes and landscapes.

Policy 5 of Section 4.6.1 notes development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- / The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest (Policy 5(a));
- / Lighting that is context appropriate and in accordance with applicable standards and guidelines (Policy 5(b)); and
- / Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south-facing exposure where feasible (Policy 5(c)).

Section 4.6.6 provides guidance on sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all. Policy 1 states that, to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;
- b) Where the planned context anticipates the adjacency of buildings of different heights;
- c) Within a designation that is a target for intensification, specifically:

- i. Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
- ii. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

Policy 2 of Section 4.6.6 directs that transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing through the stepping down of buildings and setbacks from the Low-rise properties, generally guided by the application of an angular plane, as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

Policy 3 of Section 4.6.6 states that where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

Policy 8 of Section 4.6.6 prescribes high-rise buildings to be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

Policy 9 of Section 4.6.6 requires high-rise buildings to have separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

The proposed development preserves the existing York Street streetscape, improving the pedestrian realm by removing a surface parking lot and adding windows along the front and interior side walls of the building. A light or art installation will be considered for the east elevation of the building at the pedestrian level.

As directed in Policy 3 of Section 4.6.6, the proposed development provides an overall variation in height within the broader context compared to the abutting high-rise buildings to the east and south (each at 22 storeys), while mirroring the built form on the north side of York Street with a three-storey pedestrian-oriented podium.

The proposed building design includes a well-defined podium and tower, creating visual interest. A 15-metre setback is provided between the proposed tower and the residential building tower at 141 George Street to the south. The proposed tower is set back 7 metres from the east property line, achieving a separation distance of nearly 20 metres (19.9 metres) from the 126 York Street / 151 George Street development. The mechanical penthouse is set further back from the edge of the tower, reducing its visual impact. The proposed tower is set back 10 metres from the front property line, further delineating the podium and tower elements while preserving the human scale and visual comfort of the pedestrian realm.

4.2.2 Downtown Core Transect

The subject site is located within the Downtown Core Transect of the Official Plan (Figure 15), which includes a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced.

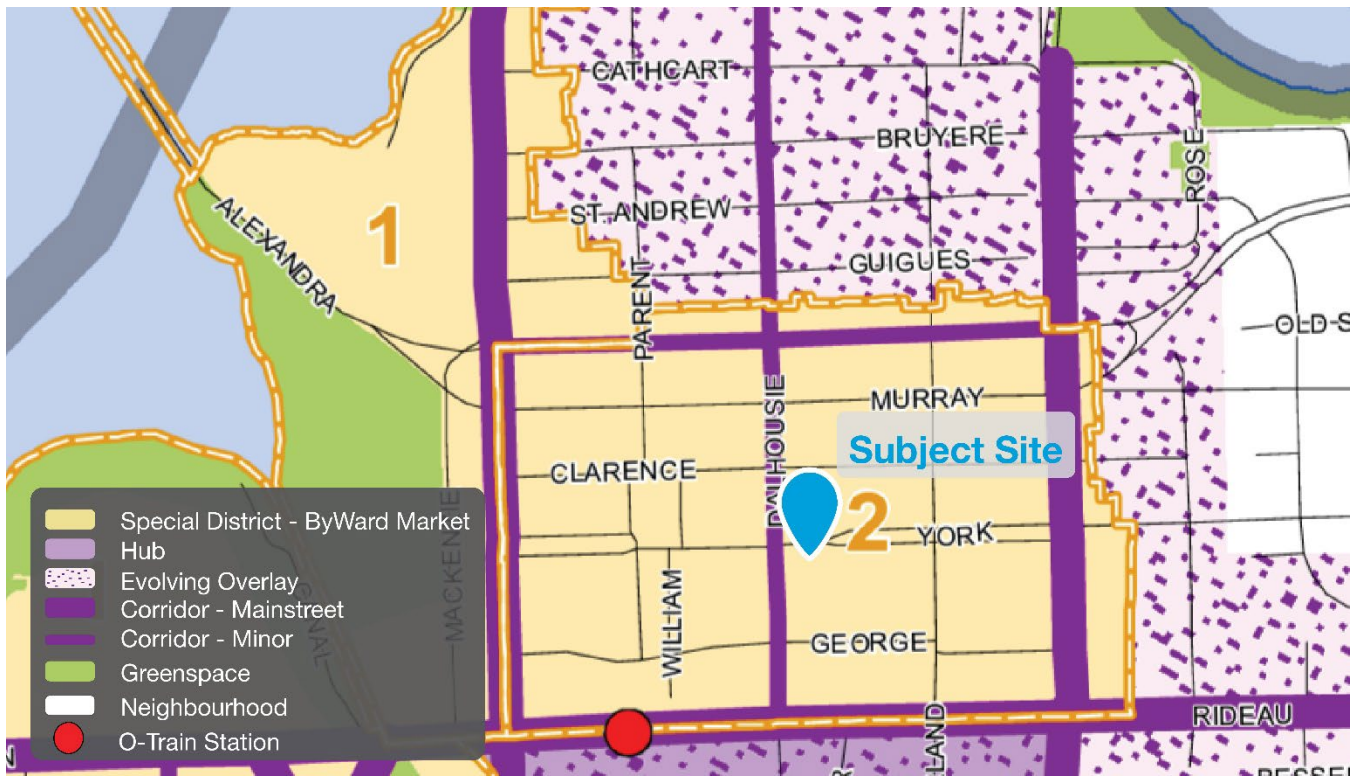


Figure 16: Schedule B2 – Downtown Core Transect, City of Ottawa Official Plan.

As identified in Policy 2 of Section 5.1.1 of the OP, the City supports the continued development of the Downtown Core as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:

- / Hubs and a dense network of Corridors provide a full range of services;
- / A high concentration of employment is maintained and increased;
- / Existing and new cultural assets are supported, including those that support music and nightlife; and
- / Residential densities are sufficient to support the full range of services.

Policy 5(a) of Section 5.1.1 notes that, in order to offset its inherently dense built environment and the high proportion of built-up and hardscaped land, particular measures to ensure climate resilience in the Downtown Core Transect should consider reducing the urban heat island effect through cool or green roofs, light-coloured reflective materials, retention of mature trees, tree planting and other urban greening.

Policy 6 of Section 5.1.1 states that the Downtown Core is planned for higher-density urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway.

Further, Policy 3 of Section 5.1.2 of the Official Plan notes motor vehicle parking permitted in the Downtown Core shall be managed as follows:

- / Motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development (Policy 3(a));
- / Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street (Policy 3(c)); and,
- / When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking (Policy 3(e)).

Schedule C16 of the Official Plan, Road Classification and Rights-of-Way Protection, does not identify a protected right-of-way width for York Street.

The proposed development will support cultural assets in the ByWard Market and Downtown Ottawa by increasing services for tourists and visitors to the city, creating jobs and contributing to economic growth. Vehicle parking is proposed to be located underground, removing a surface parking lot. The proposed development contributes to the City's Downtown Core policies and constitutes good planning.

4.2.3 Urban Designations

Protected Major Transit Station Areas

As identified on Schedule C1 of the Official Plan (Figure 5), the subject site is located within the Downtown Protected Major Transit Station Areas (PMTSA). Section 6.1.2 of the Official Plan contains policy direction for PMTSAs, and Table 3a establishes the minimum density of people and jobs per gross hectare in PMTSAs intended to increase density of development around transit.

Table 1 below presents the information from Table 3a for the subject site Hub designation, the Downtown PMTSA:

Table 1: Table 3a from Section 3. Growth Management Framework, City of Ottawa Official Plan.

Hubs, Mainstreets, and Protected Major Transit Station Area (PMTSA) Density and Large Dwelling Requirements			
<i>Designation (Hub)</i>	<i>Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare¹</i>	<i>Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare²</i>	<i>Minimum Proportion of Large-household Dwellings within Intensification</i>
Downtown	500	300	Minimum: 5 per cent Target: 10 per cent

Policy 3 states that permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding auto-oriented and warehousing uses.

Policy 4 states that the minimum building heights and lot coverage requirements within a 300-metre radius or 400 metres walking distance, whichever is greatest, of an existing rapid transit station is not less than 4 storeys.

ByWard Market Special District

Special Districts are parts of the city that are important internationally, nationally and to the metropolitan area. They define the image of the city through their cultural heritage value, architecture, public realm, their roles as tourism attractions and/or as major economic generators. They are distinct areas that transcend the role and function of Hubs, Corridors and Neighbourhoods, and warrant unique planning approaches.

The ByWard Market Special District contains the oldest public market in Canada, as well as residential, commercial and mixed-use buildings, nightlife, outdoor vendors, courtyards and quaint streetscapes. In addition to the vibrancy of the culture, entertainment and shopping attractions, this area is surrounded by residential streets lined with some of the best examples of early working-class vernacular housing in Ottawa.

Policy 6.6.1 (1)(d) establishes that the permitted building height is determined by the existing zoning at the time of the adoption of the Official Plan or as defined in a secondary plan or area-specific policy. Where a secondary plan or area-specific policy is not in place, an increase in height above existing zoning may be permitted where the increased building height remains within the same low-rise (1-4 storeys) or mid-rise (5-9 storeys) height category.

Policy 3 of Section 6.6.2.3 states that each area within the ByWard Market will express its character based on their roles and functions:

- / East of Dalhousie Street and south of St. Patrick Street, the planned function combines a higher density of development and buildings mainly focused on residential but welcoming mixed-land use with active frontages at the street level. Opportunities to extend the street animation and foot traffic-generating uses eastward to King Edward Avenue will be pursued (Policy 2(c));
- / Buildings shall be designed with appropriate height, mass and transitioning to maintain sunlight exposure and avoid overpowering and overshadowing ByWard Market Square, York Street Plaza, William and Waller pedestrian streets (Policy 2(d)); and,
- / York Street is enhanced as a distinctive street and entrance to, and promenade through, the ByWard Market, while ensuring that where it passes through Lowertown, it is oriented to the needs of the neighbourhood, such as through the provision of pedestrian amenity space (Policy 2(h)).

Per Policy 5 of Section 6.6.2.3, the conservation of cultural heritage resources will be supported through the following ways:

- / Development within the ByWard Market Heritage Conservation District will conform with the applicable Heritage Conservation District Guidelines or Plan and the policies of Subsection 4.5 of the Official Plan;
- / Development throughout the ByWard Market Special District within and outside of heritage conservation districts:
 - o will be sensitive to existing character through the use of architectural styles, expression and building materials that respect and reinforce the existing physical character, and may be the same as, and integrate with, those of the more prominent built elements of the Special District (Policy 5(e)(i)); and,
 - o Development will also have consistent front yard setbacks with the existing buildings within the associated streetscape (Policy 5(e)(ii)); and
 - o Should consider the articulation of the historic lot divisions in the façade of new buildings.

The proposed development contributes to achieving the area-wide density requirement for the Downtown PMTSA and increasing the density of development around the Rideau O-Train Station. The proposed high-rise building satisfies the requirement for a minimum building height of 2 storeys and improves the existing surface parking lot condition. The subject site use, a hotel, contributes to the long-term economic development of the area, supporting the intensification of employment and commercial services oriented towards visitors.

Located in the ByWard Market Special District, the proposed development reflects the higher-density character envisioned for the area east of Dalhousie Street and south of St. Patrick Street. The design animates the street, generating foot traffic in the eastern portion of the Market. The proposed height and massing are generally consistent with that of surrounding development to the west, south and east, while allowing for sun exposure on surrounding pedestrian environments.

The proposed front yard setback is generally consistent with neighbouring buildings, activating the public realm and enhancing the sense of street enclosure. The podium design is reminiscent of the former building on the site, with the brickwork and fenestration inspired by nearby buildings in the ByWard Market.

4.2.4 Local Plans

Section 12.3 in the Implementation section of the Official Plan includes evaluation criteria for site-specific Official Plan Amendments, which result in area-specific policies, including in cases that propose to amend maximum building height policies. Criteria include:

- a) Demonstration of conformity with applicable transect and overlay policies with respect to built form, other than building height;
- b) The proposed type, scale and phasing of development of the site in its entirety is provided;
- c) A plan for development that is consistent with all applicable urban design policies of Subsection 4.6, including provisions relating to the transition of the proposed built form on the development site to adjacent low-rise residential uses and a completed urban design brief and presentation for a focused design review;
- d) A description of how the development is supportive of and contributes to healthy and inclusive communities and walkable 15-minute neighbourhoods as per Subsection 2.2.4;
- e) A description of access points and circulation for all modes of transportation, with priority given to pedestrians, cyclists and transit over private automobiles;
- f) A housing approach that meets the intent of Subsection 4.2;
- g) A landscape concept plan that demonstrates how the existing trees may be retained and incorporated into the development and new tree planting that meets the urban forest canopy cover policies in Subsection 4.8;
- h) Identification of locations, sizes and shapes of future parks, as applicable;
- i) Demonstration that the loss of gross floor area for the non-residential land uses at grade is minimized;
- j) Where building heights higher than permitted in this Plan are proposed, demonstration that the proposed development adequately integrates in scale, size and consideration of existing or planned land uses and densities of the surrounding context;
- k) Demonstration that, where a mid- or high-rise building is proposed to be added as a permitted use, that the site is located within a 600-metre radius or 900 metres walking distance, whichever is greatest, of an existing or funded rapid transit station;
- l) Reduced private automobile ownership strategies to encourage new residents to use public transit, for example reduce parking areas, car-sharing services and transit pass subsidies;
- m) Demonstration that the development meets or exceeds the large dwelling unit requirement and provides development types which contribute to missing middle housing in accordance with Subsection 3.2; and
- n) Any other matters as deemed appropriate by the City.

This Planning Rationale satisfies the criteria for increased building height established in Policy 12.3, including by demonstrating conformity with transect and Special District policies, urban design policies, and building height policies.

4.3 ByWard Market Public Realm Plan (2021)

City Council unanimously approved the ByWard Market Public Realm Plan on January 27, 2021, which is a document to guide the evolution of the Market's public spaces and provides a framework to coordinate investment opportunities. Within the plan, the City's Design Vision includes:

- / Pedestrian-priority streets and public spaces to celebrate ByWard Market's history and set the stage for new stories;
- / The food market serving as the heart of the district, anchoring pedestrian activity on William Street and ByWard Market Square;
- / The grand boulevards of York and George Streets supporting a vibrant street life, facilitating flow through the district, and offering opportunities to linger;

- / The surrounding network of streets serving the needs of residents and visitors, striking a balance on mobility; and
- / The entire district being greened by a significant tree planting strategy.

Within the Big Moves, shown below in Figure 16, the City has designated York Street and George Street as large pedestrian promenades slated for significant greening through comprehensive tree planting.

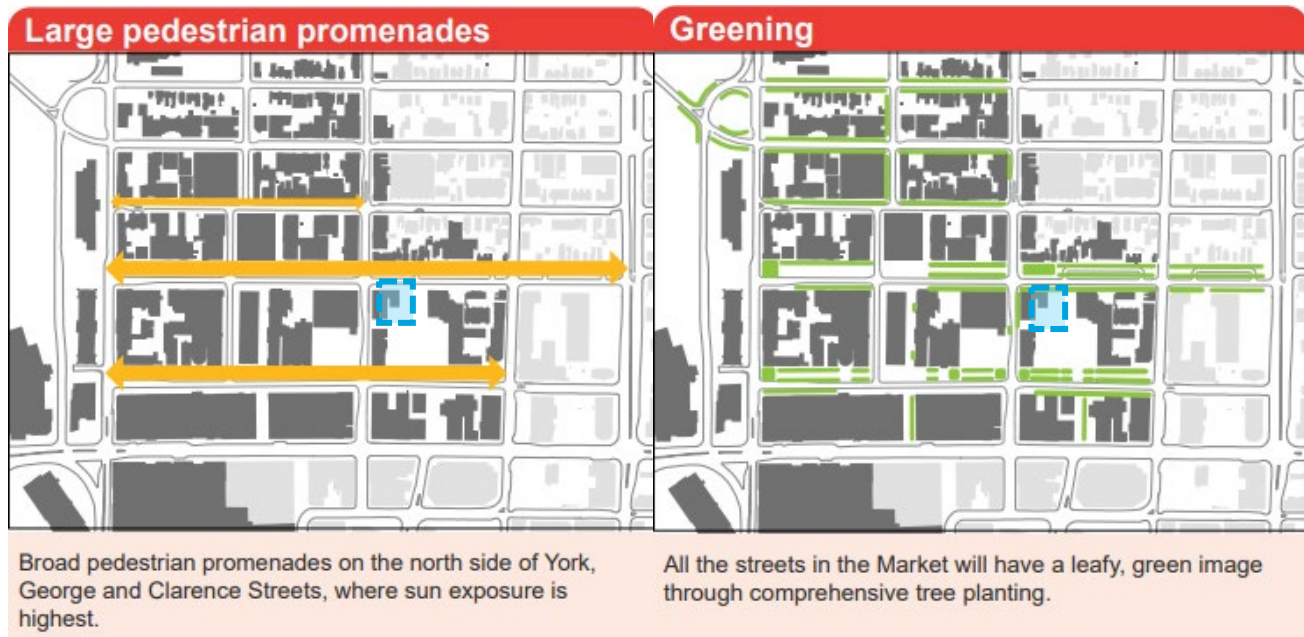


Figure 17: Excerpts from the Big Moves identified in the ByWard Market Public Realm Plan as key transformative design concepts. The subject site is identified with a blue square.

On the Character Areas map, shown below in Figure 17, York and George Streets are identified as having multiple character sub-zones given the wide pedestrian built form. The subzones will define public spaces, gateways, and promenades from Sussex Drive to King Edward Avenue. York Street, being the foremost destination in the Market, will have a unique identity, distinguished by a bold visual character, simplicity and symmetrical design elements. George Street will differ by featuring a greater diversity of interactive street furnishing, programming and amenities. The different sub-zones of George Street will cater to a range of age groups.

As shown on Figure 17, a Retail/Patio Zone is shown on York Street immediately east of Dalhousie Street, corresponding to the existing patio at Pub 101 and the complementary greenspace in the boulevard.

The ByWard Market Public Realm Plan is a collection of many diverse projects which aim to reduce vehicle use and surface parking in the market, increase greenery, improve public spaces and opportunities for programming, and improve infrastructure, among other objectives. As identified in Figure 18 below, York Street abutting the subject site is identified as a long-term project and a non-core area. Public Realm strategies which relate to the subject site include capital improvements and infrastructure renewal and are the responsibility of the City of Ottawa.

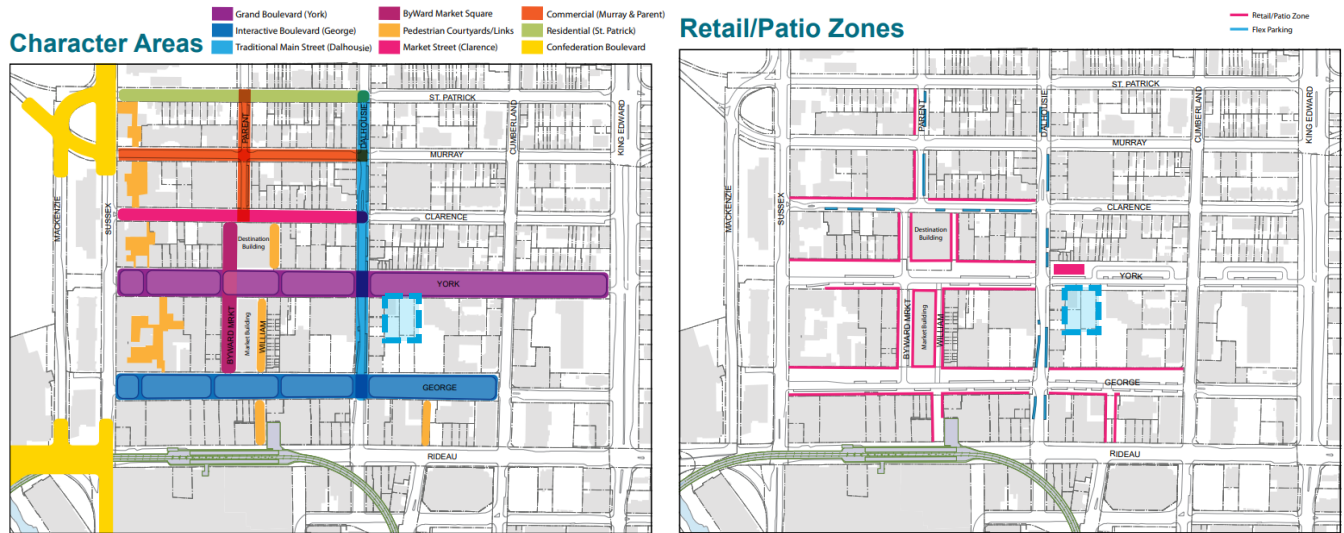


Figure 18: Character Areas map and Retail/ Patio Zones map from the ByWard Market Public Realm Plan. Subject site identified with a blue square.

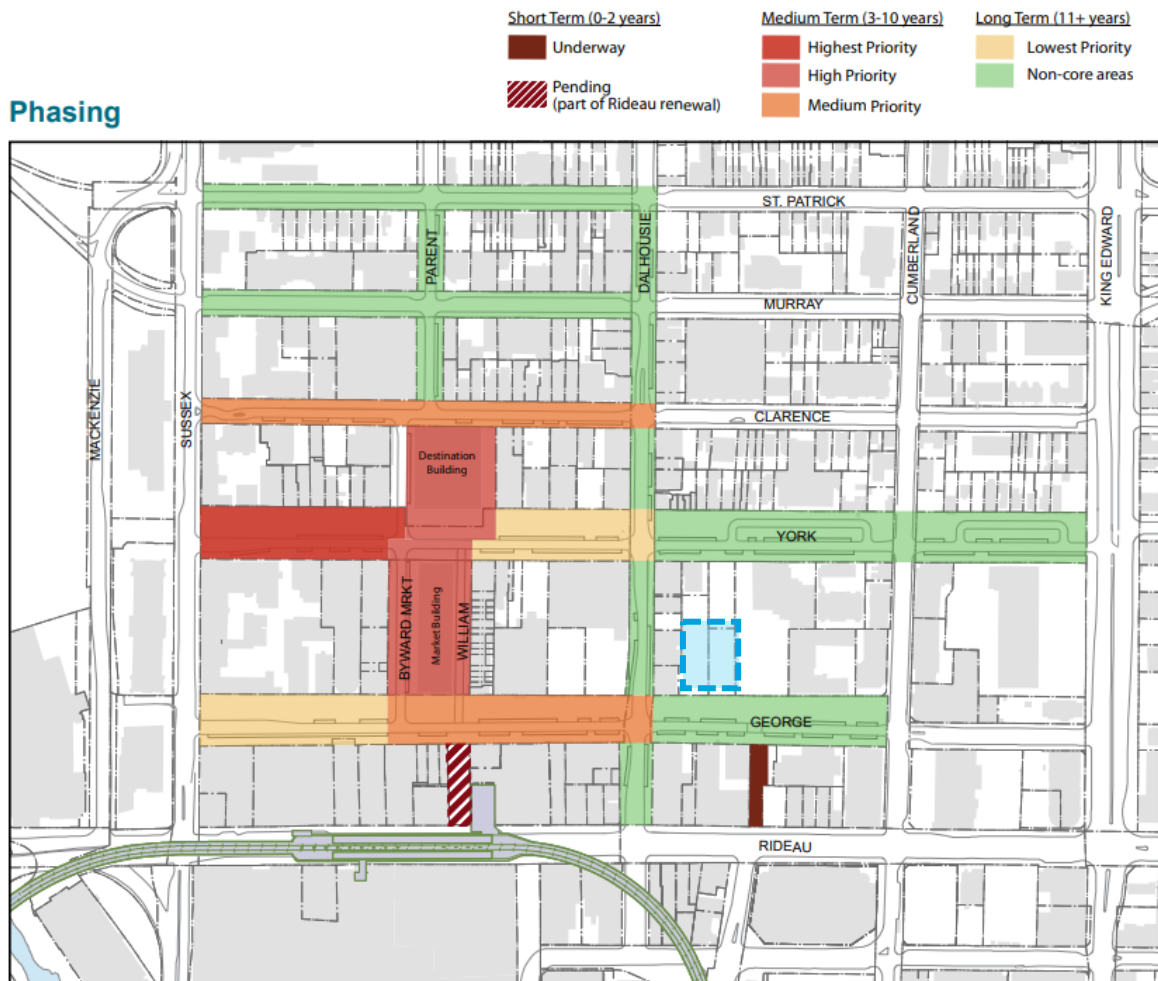


Figure 19: Phasing map from the ByWard Market Public Realm Plan. Subject site identified with a blue square.

The proposed development advances the objectives of the ByWard Market Public Realm Plan by expanding an active use at a key intersection and animating the street through generous fenestration and human-scaled lower-floors. The development replaces a surface parking lot, further fostering pedestrian movements in the public realm. Good urban design at the intersection can also encourage visitors to the hotel to further engage with the public realm, such as patronizing nearby businesses with patios.

4.4 Transit-Oriented Development Guidelines

The Transit-Oriented Development (TOD) guidelines provide guidance in achieving well-designed and successful Transit-Oriented Development. The guidelines address Land Use, Layout, Built Form, Pedestrians & Cyclists, Vehicles & Parking, and Streetscape & Environment, providing guidance for creating transit-supportive development. Applicable recommendations include:

Land Use

- / Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station (**Guideline 1**);
- / Discourage non-transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user (**Guideline 2**).

Built Form

- / Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street (**Guideline 11**);
- / Create highly visible landmarks through distinctive design features that can be easily identified and located. For example, taller buildings can create a landmark location because they stand out on the skyline (**Guideline 12**);
- / Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians (**Guideline 14**);
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing (**Guideline 15**).

Vehicles & Parking

- / Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level façades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping (**Guideline 39**).
- / Locate loading areas off the street, behind or underneath buildings. Avoid routing deliveries through parking areas and across primary pedestrian, transit and cyclist routes (**Guidelines 43**).

Streetscape & Environment

- / Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view (**Guideline 54**).

Located less than 400 metres from the Rideau O-Train Station, the proposed development is transit-supportive and eliminates surface parking at grade. The proposed building is stepped back above the 3rd storey to maintain a human scale in the pedestrian realm. The building will enhance a highly visible landmark at the eastern edge of the ByWard Market. The proposed building podium features clear windows and doors to contribute to a transparent streetscape and increased safety. The loading area is in the rear yard, screened from the street, with mechanical areas and refuse collection located within the building.

4.5 Urban Design Guidelines for High-Rise Buildings (2018)

The Guidelines for High-Rise Buildings were approved by City Council in 2018. They are general guidelines to be used during the preparation and review of development proposals including high-rise buildings. As stated on page 2 of the Guidelines, “they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site.” As the Guidelines note, the given context of a site will inform the development and each site will have its own opportunities and challenges. The proposed development responds to the following guidelines:

Context

- / A background building should:
 - a. respect and enhance the existing and planned views and vistas through the placement of the building, height transitions, setbacks and step backs, and landscaping; and
 - b. respect and enhance the overall character of the existing and planned urban fabric and the skyline by maintaining a harmonious relationship with the neighbouring buildings through means such as height transition, built form design, fenestration patterns, color, and materials without necessarily being the same (**Guideline 1.9**).
- / Include base buildings that relate directly to the height and typology of the existing or planned streetwall context (**Guideline 1.12**).
- / When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back (1,800m² for an interior lot or a through lot) (**Guideline 1.16**).
- / Respect the overall historic setting, including protecting and enhancing views of the adjacent heritage buildings through placement, scale, and design of the high-rise building (**Guideline 1.22**).
- / Respect the character of the adjacent heritage buildings by integrating high-quality, contemporary design cues, particularly at the base of the building (**Guideline 1.23**).

Built Form

- / Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that protects and/or creates views and landmarks and respects and/or enriches urban fabric and skylines (**Guideline 2.2**).
- / The maximum height of the base of a proposed high-rise building should be equal to the width of the right-of-way (ROW) to provide sufficient enclosure for the street without overwhelming the street (**Guideline 2.15**).
- / Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer-grain built form context (**Guideline 2.20**).
- / The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages (**Guideline 2.23**).

- / Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces: a tower must provide a minimum 11.5m setback from the side and/or rear property lines when abutting another high-rise building (**Guideline 2.25**)
- / Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews: a step back of 3m or greater is encouraged, and the minimum step back, including the balconies, should be 1.5m (**Guideline 2.29**).
- / Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces.
- / Articulate the tower with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity, including: orienting and shaping the tower to improve building energy performance, natural ventilation, and daylighting (**Guideline 2.32**).
- / for a background building, the top should fit into the overall character and contribute to the harmony of the city skyline (**Guideline 2.37**).

Pedestrian Realm

- / Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk (**Guideline 3.10**).
- / Locate parking underground or at the rear of the building (**Guideline 3.14**).
- / Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible (**Guideline 3.16**).

The proposed development meets several urban design guidelines for high-rise buildings. Where the proposed design deviates from key guidelines, a rationale is provided in this Planning Rationale.

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

The subject site is split-zoned, with a portion of the site zoned “Mixed-Use Downtown, Subzone 2, Exception 113, Schedule 74” (MD2[113] S74) and “Mixed-Use Downtown, Subzone 2, Exception 2919, Schedule 489” (MD2 [2919] S489). The purpose of the MD – Mixed-Use Downtown Zone is to:

- / Support the Central Area, as designated in the [former] Official Plan, as the central place in the region for employment and shopping while also allowing residential, cultural and entertainment uses;
- / Ensure that the Character Areas in the Central Area, namely the Core Area, the Parliamentary Precinct, the ByWard Market, the Rideau/Congress Centre, the Canal Area, Lowertown, Upper Town, Sandy Hill West, LeBreton Flats and the four Business Improvement Areas, Rideau, Sparks, ByWard Market and Bank Streets, continue to serve as primary business or shopping areas and maintain their distinct character;
- / Facilitate more intense, compatible and complementary development to ensure that the active, pedestrian-oriented environment at street level, particularly along Bank Street, Sparks Street and Rideau Street is sustained; and,
- / Impose development standards that will protect the visual integrity and symbolic primacy of the Parliament Buildings and be in keeping with the existing scale, character and function of the various Character Areas and

Business Improvement Areas in the Central Area while having regard to the heritage structures of the Central Area.

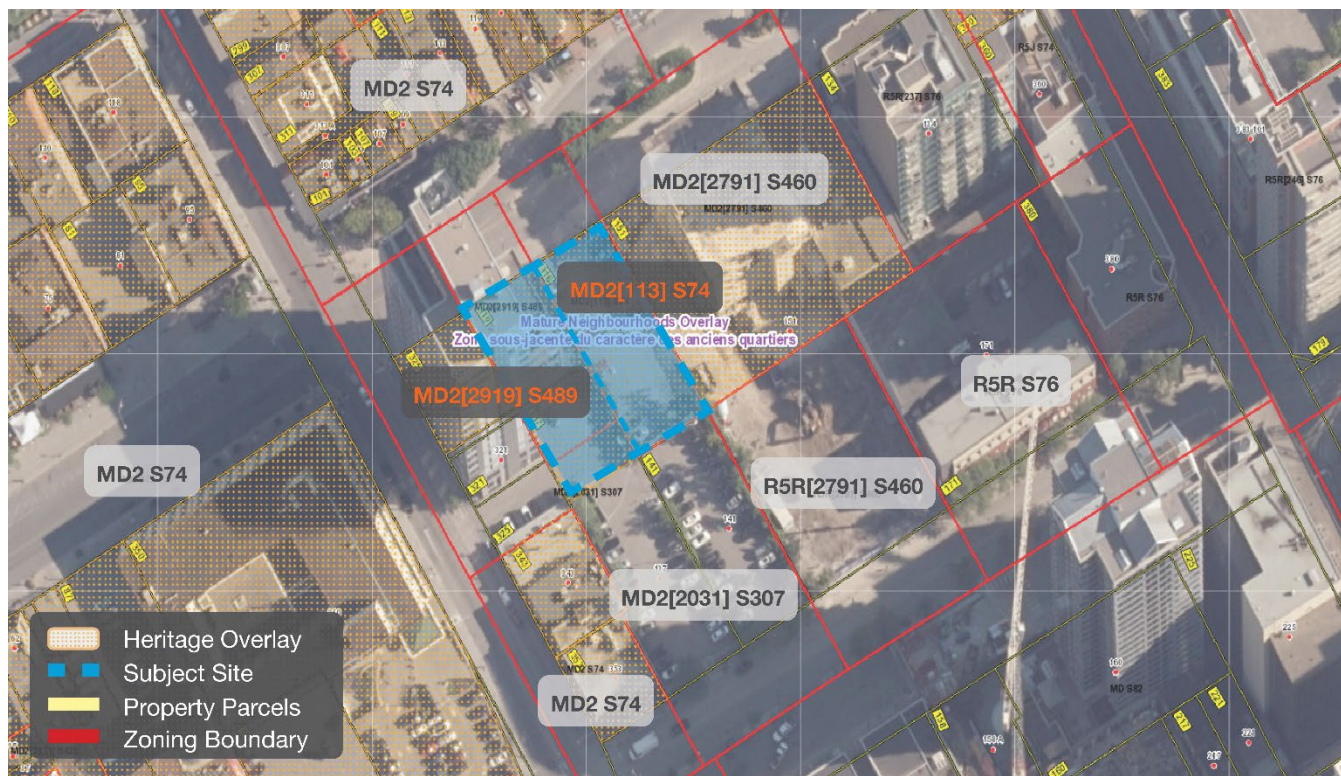


Figure 20: Zoning map of the subject site and surrounding context.

The zoning applicable to the western portion of the subject site was enacted through Zoning By-law Amendment 2023-502, as approved by Council on November 22, 2023.

Provisions for the MD2 Subzone include:

- a) 100% of that part of the ground floor fronting on a street, excluding lobby area, mechanical room and access to other floors, for a minimum depth of 3.0 metres, may only be occupied by one or more of the following uses:

/ artist studio	/ museum
/ bank	/ nightclub
/ bank machine	/ personal service business
/ bar	/ production studio
/ broadcasting studio	/ restaurant
/ convenience store	/ retail food store
/ hotel	/ retail store
/ municipal service centre	/ service and repair shop
- b) The cumulative total gross floor area of lobbies, mechanical rooms and access to other floors must not exceed 50% of the gross floor area of the ground floor of the building;
- d) the provision of Subsection 193(3)(c) does not apply and the maximum front yard and corner side yard is 1 metre.

The Mature Neighbourhoods Overlay includes zone provisions intended to ensure that new infill development complements and reinforces the established neighbourhood character as seen along each street. Pursuant to Section 140 (1), the Mature Neighbourhoods Overlay only applies to Residential Zones.

Section 60 of the Zoning By-law contains provisions for the Heritage Overlay, which applies across the subject site on the GeoOttawa zoning map. The Overlay stipulates that a building that is removed or destroyed must be rebuilt with the same character and at the same scale, massing, volume, floor area and in the same location as existed prior to its removal or destruction.

Despite the application of the Overlay, urban exception 2919 explicitly exempts 110 York Street from Section 60. The site-specific provision was incorporated through Zoning By-law Amendment 2023-502, which was accompanied by applications for Heritage Permits under the Ontario Heritage Act.

Additionally, Section 60 stipulates that, on properties shown within Area A on Schedule 1 of the Zoning By-law, the provisions of the Heritage Overlay do not apply to the use of a lot that was vacant prior to April 19, 1978 and instead, the provisions of the underlying zone apply to the use of that vacant lot.

There are two site specific exceptions and schedules which apply to the subject site. Schedule 74 establishes height limits and transition requirements on the site. Schedule 489 details the maximum permitted building height on the western portion of the subject site, delineated as Area A and B. Site specific exception [113] stipulates that parking is only required for permitted commercial uses. Exception [2919] includes a number of provisions as detailed in the zoning compliance table below.

Table 2 below evaluates the proposed development against the applicable zoning provisions, confirming that the subject site can adequately accommodate the development.

Table 2: Zoning provisions and proposed development compliance.

MD2 Provision	Required	Provided	Compliance
Minimum Lot Width Table 193	No minimum	40.47m	Y
Minimum Lot Area Table 193	No minimum	1,536.6m ²	Y
Maximum Front Yard Setback S.194(2)(d)	1 metre	0m	Y
Minimum Stepback from Front Lot Line Sch. 489	9m	10m	Y
Minimum Stepback from Rear Lot Line Sch. 489	8m	9.8m	Y
Minimum Interior Side Yard Setback Table 193	No minimum	West lot line - 0m (connected to adjacent hotel) East lot line - 0.48m	Y
Minimum Rear Yard Setback Table 193	No minimum	±5.5m	Y
Maximum Building Height Schedules 74 & 489	As per schedules:	Podium – 12.6m	N

MD2 Provision	Required	Provided	Compliance
	Sch. 489: for the first 9m from the front and rear lot lines – 12m Otherwise – 52m	Tower – 54.93m	
Permitted Projections Exception [2919]	Mechanical and service equipment penthouse, elevator or stairwell penthouse, landscaped areas, roof-top gardens and terraces, associated safety guards and access structures are permitted to project above the height limit in Schedule 489.	Permitted per exception [2919]	Y
Maximum Floor Space Index Table 193	Not applicable unless otherwise shown.	N/A	N/A
Ground Floor Frontage Exception [2919] S. 194(2)	Per Exception [2919] – For the purposes of Section 194(2)(a), a hotel lobby may be included in the calculation of ground floor frontage. Table 194A does not apply. Only provisions for York St east of Dalhousie apply to north side	100% of ground fronting York Street (excluding exits from other floors) for a minimum depth of 3m, is occupied by permitted Hotel use. Total gross area of lobbies, mechanical rooms and access to other floors does not exceed 50% of ground floor gross area.	Y
Minimum width of landscaped area Table 193	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped.	Any yard provided (rear yard) is used for required loading space, aisles, driveway. Is covered with hard landscaping	Y
Provisions for buildings 10 storeys and higher S. 77(3) Area A of Schedule 402	/ minimum lot area for a corner lot: 1150 m ² / minimum lot area for an interior lot: 1350 m ² / minimum interior side and rear yard setback for a tower: 10 m minimum separation distance between towers on the same lot: 20m	/ Lot area 1,536.6 m ² / Tower setback: o 7 m from interior lot line o 9.8 m from rear lot line Only one tower on the lot	N
Outdoor Storage S.193(5)	Not permitted	None	Y
Heritage Overlay S. 60 Exception [2919]	DOES NOT APPLY PER EXCEPTION [2919]	No existing building on 116 York St lot as of April 19, 1978. Underlying zone provisions apply.	Y

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

Table 3: Vehicle and Bicycle Parking Zoning Provisions

MD2 Provision	Required	Provided	Compliance
Vehicle Parking Area Z in Schedule 1A S. 101 Exception [113] & [2919]	<p>Per Exception [113] - Parking is required only for the permitted commercial uses</p> <p>Per Exception [2919] - Provided parking spaces, loading spaces, bicycle parking spaces and access on abutting properties may be counted towards the requirements on this lot.</p> <p>Per Section 101(2) and Schedule 1A, no parking is required</p>	<p>143 spaces</p> <p>Per recent Site Plan Revision Application (D07-12-24-0116) the underground parking garage is combined with the corresponding development at 137, 141 George Street, (includes 321, 325 Dalhousie)</p> <p>Total: 307 spaces</p> <ul style="list-style-type: none"> / 141 George: 164 spaces / 110 York: 143 spaces / Residential: 147 spaces / Visitor: 25 spaces / Hotel: 134 spaces* <p>*George St commercial/ office parking combined with hotel parking</p>	Y
Minimum Number of Loading Spaces Table 113A (d)	GFA 5000 to 9999m ² – 2 spaces	2 spaces	Y
Minimum Loading Space Dimension Exception [2919]	3.3m	3.3m	Y
Location of Parking S.193(6)	<p>All parking spaces, whether principal, accessory, required or provided must be located in a parking garage.</p> <p>DOES NOT APPLY PER EXCEPTION [2919] (110 York)</p>	All parking spaces are in the parking garage	Y
Parking Space Dimensions S. 106	<p>Minimum: 2.6m wide x 5.2m long</p> <p>Up to 40% may be reduced to 2.4m wide and 4.6m long</p>	<p>2.6m x 5.2m</p> <p>2.5m x 4.6m</p>	Y
Bicycle Parking Space Rates S. 111	Hotel: 1 per 1,000m ² of GFA 7,191m ² GFA = 8 bicycle parking spaces	9 spaces provided	Y

MD2 Provision	Required	Provided	Compliance
Bicycle Parking Space Dimensions S. 111	Horizontal: 0.6m wide x 1.8m long Vertical: 0.6m wide x 1.5m long Minimum 50% horizontal at-grade Minimum 25% interior spaces	100% interior spaces 44% vertical 56% horizontal	Y
Bicycle Parking Aisle Dimension S. 111(9)	Minimum Aisle Width: 1.5m	1.5m	Y
Minimum Loading Space Dimension [Exception 2919]	Width of a loading space: 3.3 metres	3.3m	Y
Minimum Driveway Width S. 107	6m for a double traffic lane	6m	Y
Minimum Aisle Width s. 107	6.7m for angled parking at 90 degrees	6m	N

5.0 Relief Required

5.1 Official Plan Amendment

To facilitate the proposed development, relief from the Official Plan is requested as follows:

- / Permitted building height per OP S 6.6.1.(1)d)

Whereas the Official Plan limits building heights to established heights in the Zoning By-law, relief from this policy is required to permit the additional building height proposed.

5.2 Zoning By-law Amendment

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

- / **Maximum Permitted Building Height (Schedules 74 & 489)**

The Zoning By-law Amendment application proposes to replace Schedules 74 and 489 with a new Height Schedule.

The proposed building height is generally consistent with the recently-approved provisions in the rezoning at 110 York Street. As a proposed extension to the existing Andaz Hotel, the building is designed to match the height of the existing building. Due to grade changes on the site, the increased height is required in response to Zoning By-law definitions.

The tower height is proposed to be 2.3 metres higher than is currently permitted on Schedule 489. The proposed podium height is 0.6 metres above the currently permitted podium height, but respects the setback required by Schedule 489.

- / **Minimum Aisle Width (Section 107)**

The provided aisle width in the parking garage is a minimum of 6 metres, compared to the required 6.7 metres for commercial uses. The aisle width ranges from 6.0 metres to 6.25 metres.

Per Section 107(1)c)ii), a minimum drive aisle of 6.0 metres is permitted when a parking garage is accessory to a residential use. The planned parking garage provides parking spaces for both the proposed hotel extension and for the residential building at 137-141 George Street, warranting consistency across the garage. The requested aisle width is similarly appropriate for a hotel use.

- / **Provisions for buildings 10 storeys and higher (Section 77)**

The subject site is located in Area A of Schedule 402 and is subject to the provisions for high-rise buildings in Section 77 of the Zoning By-law.

At 1,536.6 square metres, the area of the subject site exceeds the minimum requirement of 1,350 square metres for an interior lot.

Whereas interior and rear yard setbacks of 10 metres are required for a tower, relief is requested for reductions. At 9.8 metres, the rear yard setback nearly satisfies the requirement, representing a minor and imperceptible reduction.

The request for a reduction to the interior setback to 7 metres is appropriate given the surrounding context, particularly the additional setback and cascading low- and mid-rise building heights of the existing building at

151 George Street to the east. The net effect of the proposed siting of the tower is a setback of nearly 20 metres (19.9 metres).

/ **Heritage Overlay (Section 60)**

The proposed development is subject to the Heritage Overlay. Urban exception [2919] states that Section 60 does not apply to 110 York Street.

There is no existing building on the 116 York Street lot as of April 19, 1978 and therefore the underlying zone provisions apply. The Heritage Overlay is requested to be lifted from the subject site.

6.0 Supporting Studies

The following technical studies have been prepared in support of the Official Plan Amendment, Zoning By-law Amendment and Site Plan Control applications:

6.1 Phase I & Phase II-Environmental Site Assessment, dated September 4, 2024, prepared by Paterson Group;

Paterson Group was retained by Claridge Homes to conduct Phase I and Phase II Environmental Site Assessments (ESAs) for the subject site. The purpose of the Phase I ESA was to research the past and current use of the site and study area and to identify any environmental concerns with the potential to generate impacts. The purpose of the Phase II ESA was to address potentially contaminating activities (PCAs) that were identified during the Phase I ESA and considered to result in areas of potential environmental concern (APECs) on the site.

Several historical on-site and off-site PCAs were identified during the research portion of the assessment, which are considered to have resulted in APECs on the site. No PCAs were identified with the most recent uses of the site. The Phase I ESA concludes that a Phase II ESA is required.

The Phase II ESA was undertaken in conjunction with a Geotechnical Investigation and consisted of three drilling programs. Together, the field programs consisted of drilling 16 boreholes to address the APECs identified in the Phase I ESA. Twelve of the boreholes were instrumented with groundwater monitoring wells to assess the groundwater beneath the property.

Based on the findings from site testing, a remediation program is recommended in conjunction with site redevelopment to remove all impacted soil and groundwater from the property. Based on the findings of the Phase II ESA, it is expected that most of the fill will require off-site disposal at a registered landfill site. Deeper impacts within the native material are contained primarily to the southwestern corner of the site where groundwater impacts were also observed. Impacted groundwater, identified within the upper bedrock, near the soil-bedrock interface, is anticipated to require remediation through the removal of impacted soil and underlying bedrock.

6.2 Geotechnical Investigation, dated September 3, 2024 (Rev. 4), prepared by Paterson Group;

Paterson Group (Paterson) was commissioned by Claridge Homes to conduct a geotechnical investigation for the proposed high-rise buildings on the subject site. The objectives of the geotechnical investigation were to determine the subsoil and groundwater conditions at the site by means of boreholes, and to provide geotechnical recommendations pertaining to the design of the proposed development including construction considerations which may affect the design. The final report provides nine recommendations to be used by a geotechnical consultant.

6.3 Traffic Noise Assessment, dated November 7, 2024, prepared by Gradient Wind;

Gradient Wind was retained by Claridge Homes to conduct a roadway traffic noise assessment for the proposed hotel extension on the subject site. The assessment was conducted based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) and the City of Ottawa requirements; (ii) noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; and (iv) architectural drawings prepared by NEUF Architects in October 2024.

The report concludes that OBC-compliant building components will be sufficient for the development. The building will also require forced air heating and provision for central air conditioning or a similar mechanical system.

Regarding stationary noise impacts, no large equipment was observed at the surroundings of the site that may impact the proposed development. The report states that stationary noise impacts from the development onto the surroundings can be minimized by judicious placement of mechanical equipment or the incorporation of silencers and noise screens, as necessary. The report also recommends that any large pieces of HVAC equipment, which are required to be situated outdoors, be placed closer to the penthouse to avoid the line of sight with the surrounding noise-sensitive buildings.

6.4 Pedestrian Level Wind Study, dated November 5, 2024, Gradient Wind;

Gradient Wind was retained by Claridge Homes to prepare a pedestrian level wind study to satisfy the Site Plan Control application requirement for the proposed Andaz Hotel extension. The purpose of the study is to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The study involved simulation of wind speeds for selected wind directions in a three-dimensional computer model using the computational fluid dynamics technique, combined with meteorological data integration, and to assess pedestrian wind comfort and safety within and surrounding the subject site in accordance with City of Ottawa wind comfort and safety criteria. The study concludes that all grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for their intended pedestrian uses throughout the year, assuming common weather systems during which no dangerous wind conditions are expected.

6.5 Servicing and Stormwater Management Report, dated March 7, 2025, prepared by Novatech;

Novatech was retained to prepare a Servicing and Stormwater Management Report for the proposed development. The report concludes that there are adequate pressures in the existing watermain infrastructure to meet the required domestic demands for the development and adequate flow to service the proposed fire protections system.

It is similarly anticipated there is adequate capacity within the existing sanitary infrastructure to service the development. The report notes that the proposed storm sewer system will connect to the storm sewers in the York Street right-of-way.

Stormwater control is to be provided by a cisterns within the George Street development and rooftop controls for the York Street development. Continuing existing conditions, major overland flow routes have been provided to the surrounding rights-of-way.

Erosion and sediment control measures (i.e. filter fabric, catch basin inserts, silt fences, etc.) will be implemented prior to construction and are to remain in place until vegetation is established.

6.6 Transportation Impact Assessment, dated December 2024, prepared by Novatech;

A Transportation Impact Assessment was prepared by Novatech for the subject site. The report estimates that the proposed development will generate 90 person trips (including 14 vehicle trips) during AM peak hours and 110 person trips (including 16 vehicle trips) during PM peak hours.

The primary site access will be provided by the shared parking garage entrance at the 137-141 George Street development. A secondary entrance from Dalhousie Street will provide vehicle access to the loading zone and a second garage access. The proposed access to Dalhousie Street generally meets the provisions of the City of Ottawa Private Approach By-law, except for Section 25(1)(p), which requires a minimum separation distance of 3 metres from the nearest property line. Given the location of the access adjacent to the existing Andaz building and its role serving the expansion, the separation distance requirement is requested to be waived.

The proposed main entrance to the hotel extension will connect to the existing York Street sidewalk and the ByWard Market pedestrian network. A curb ramp is proposed in the existing hotel zone to improve accessibility.

The report states that the development meets all applicable required Transportation Demand Management (TDM)-supportive design and infrastructure measures established in the TDM checklist.

The results of the segment Multi-Modal Level of Service (MMLOS) review can be summarized as follows:

- / No boundary streets meet the target pedestrian level of service (PLOS);
- / All boundary streets meet the target bicycle level of service (BLOS);
- / Dalhousie Street achieves a transit level of service (TLOS) E; and
- / Dalhousie Street meets the target truck level of service (TkLOS).

The following TDM measures will be considered by the proponent:

- / Display local area maps with walking/cycling access routes and key destinations at major entrances;
- / Display relevant transit schedules and route maps at entrances; and
- / Provide on-site amenities/services to minimize mid-day or mid-commute errands.

The TIA concludes that the proposed development is recommended from a transportation perspective.

6.7 Draft Heritage Impact Assessment, March 2025, Bray Heritage;

A draft Heritage Impact Assessment was prepared by Bray Heritage in accordance with the City of Ottawa's Guidelines for the Preparation of Heritage Impact Assessments for the subject site. The report includes research into the historic evolution of the property, a review of City of Ottawa planning policies and urban design guidelines, a review of the ByWard Market Heritage Conservation District Plan (Fall 2024), as well as a review of the proposed building design. The report was also supported by a site visit.

Review of comments made on the proposed design by the City of Ottawa's Urban Design Review Panel and City heritage planning staff will follow their review.

The draft HIA report concludes that the proposed design conforms to the Provincial and municipal heritage policies and guidelines. The proposed development will remove a surface parking lot and non-heritage building, replacing them with a structure that augments the low-rise character of the Heritage Conservation District.

The report recommends that the next steps in the heritage planning process include addressing comments from the City of Ottawa's Urban Design Review Panel, the removal of the Heritage Overlay from the property to permit the proposed development, and that opportunities for interpretation of local history be pursued. The report suggests the design and placement of interpretive panels on the laneway elevation of the podium (east façade) to incorporate local history into the proposed development.

7.0 Conclusion

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

- / The proposed development is consistent with the Provincial Policy Statement (2024) by providing an efficient development and land use pattern, promoting cost-effective development patterns, and supporting multi-modal, active transportation. The proposed development contributes to the redevelopment of a surface parking lot and the concentration of employment and commercial services in a major transit area identified for intensification by the municipality.
- / The proposed development conforms to the policies within the City of Ottawa Official Plan by increasing employment density in the Downtown Protected Major Transportation Station Area, improving the pedestrian realm and contributing positively to the design of the ByWard Market Special District. Appropriate stepbacks and visual interest are proposed in the building design, and the building will contribute to the Official Plan policies of increasing density and foot traffic in the eastern portion of the Market.
- / The proposed development has regard for the ByWard Market Public Realm Plan such that the pedestrian entrance of the building is located on York Street east of Dalhousie Street, encouraging pedestrian movement east of the ByWard Market Square. Automotive uses on the property are moved underground, reducing the interaction between vehicles and pedestrians.
- / The proposed development implements several Transit Oriented Development Guidelines through supporting the use of public, active, and private transportation modes. The proposed development is stepped back above the 3rd storey to maintain a human scale and features clear windows and doors to contribute to a transparent streetscape and increased safety. The design proposes a highly visible landmark at the eastern edge of the ByWard Market identified by the pivoted section of the tower.
- / The proposed development implements several Urban Design Guidelines for High-Rise Buildings by contributing to the layered backdrop for the Parliament Buildings and national symbols through the use of varied fenestration and use of colours and material palettes that relate to surrounding buildings. The proposed building base relates directly to the existing streetwall, extending the appearance of heritage elements towards the west section of York Street with a contemporary interpretation. Vertical articulation on the base façade creates visual interest along the width of the building and extends to the interior side wall.
- / The proposed development has been designed in a manner which generally conforms to all applicable provisions of the City of Ottawa Zoning By-law. The proposed Zoning By-law Amendments are appropriate in accommodating the development and do not result in undue negative impacts on the subject site or surrounding properties.
- / The proposed development is supported by technical studies and plans submitted as part of this application.

Sincerely,



Genessa Bates, M.Pl.
Planner



Jaime Posen, RPP MCIP
Principal