

# FOTENN

## 151 CHAPEL STREET





Prepared for:



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Fotenn Planning + Design has been retained by Trinity Development Group (Trinity) to assess the appropriateness of the proposed revisions to the development of their property, known municipally as 151 Chapel Street (the subject property), located at the northeast corner of the intersection of Rideau Street and Chapel Street, with additional frontage onto Beausoleil Drive in the Lowertown community of the City of Ottawa.

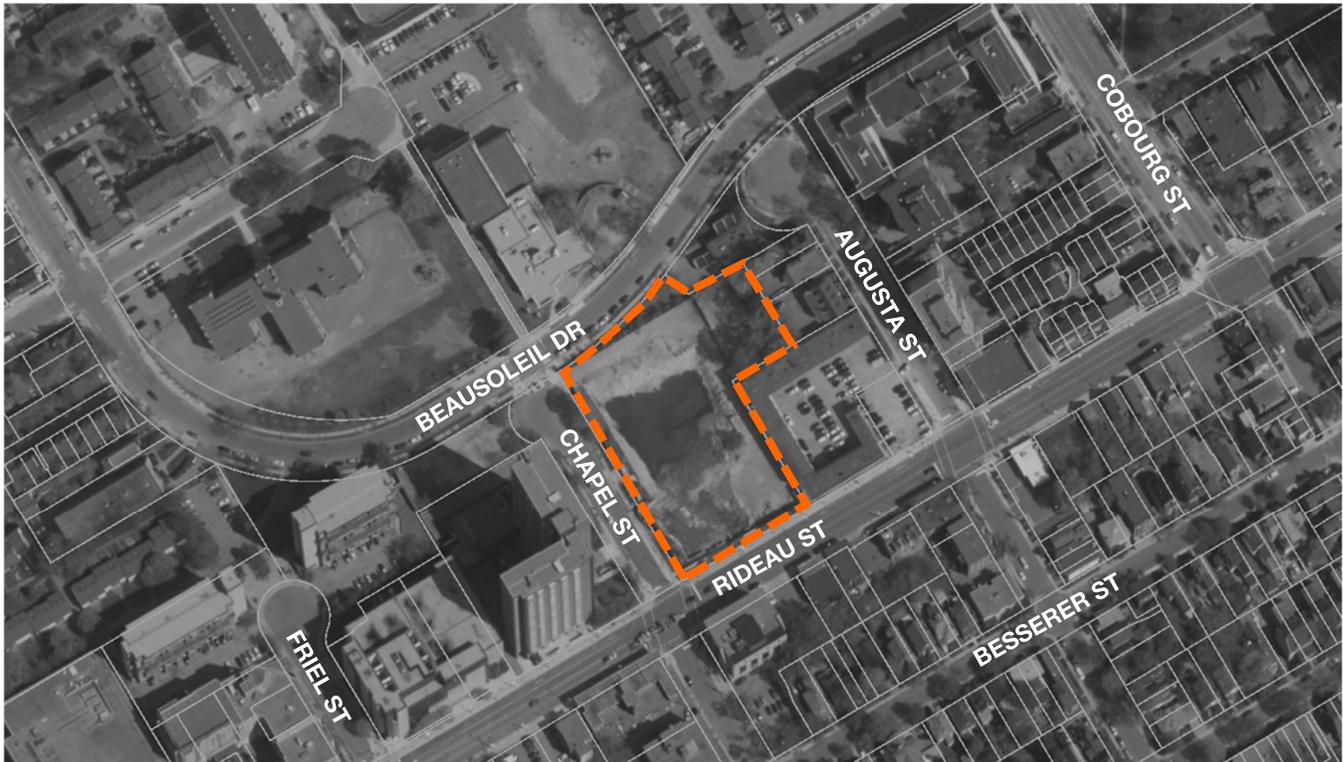


Figure 1: Site Context

## 1.1 Application History

Applications for Official Plan Amendment (File No. D01-01-14-0020) and Zoning By-law Amendment (File No. D02-02-14-0107) on the subject property were submitted by Trinity in 2014, with a subsequent Site Plan Control (D07-12-15-0087) application submitted in 2015. The applications proposed the redevelopment of the subject lands with a two-storey retail podium that extended across the entire property with 32 and 27 storey residential towers above. The applications were being reviewed concurrent to a revision by the City of the Uptown Rideau Street Community Design Plan and Secondary Plan. Trinity was an active participant in that planning process and the revised Secondary Plan was adopted as Official Plan Amendment No. 166 by City Council in December 2015.

Trinity had appealed the applications to the Ontario Municipal Board in April 2015 despite continuing to work with the City and community to find a design and development that addressed concerns. Prior to the OMB hearing in March 2016, Trinity and the City had resolved all outstanding issues, ultimately resulting in a mixed-use redevelopment of the lands that included a two-storey retail podium, internal loading spaces, and two (2) 25 storey residential towers above. Consistent with the new policies of the Uptown Rideau Street Secondary Plan, the development included a 200 square metre privately-owned public space at the corner of Rideau and Chapel Streets, and a new public 400 square metre public park at the corner of Chapel Street and Beausoleil Drive.

The OMB's order was issued April 26, 2016 and approved the Official Plan and Zoning By-law Amendments and approved the agreed upon conditions for Site Plan Control.

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The approved Zoning By-law Amendment resulted in the creation of a site-specific exception and schedule. The zoning of the subject property was amended from “Traditional Mainstreet, Subzone 6, Maximum Floor Space Index 3.5, Maximum Height 19 metres (TM6, F(3.5) H(19))” to “Traditional Mainstreet, Exception 2339, Maximum Floor Space Index 6.0, subject to Schedule 354 ( TM[2339] F(6.0) (S354))”. The proposed public park was rezoned to “Parks and Open Space Zone (O1)”. Exception 2339, together with the site-specific schedule contained provisions and performance standards to regulate building height, setbacks, and floor plates.

The development approved at the OMB included two (2) 25-storey residential towers with a total of 586 residential units. A two (2) storey podium accommodated 6,825 square metres of commercial/retail space along Rideau and Chapel Streets and internalized all service and loading functions for the building.

The south tower included a nine (9) storey podium with step-backs at the third and sixth storeys while the north tower had an eight (8) storey podium with step back at the third and sixth storeys with a five (5) storey shared podium spanning the site. The two towers were designed with a separation of 26.8 metres. The underground parking garage including 507 vehicular parking spaces and 321 bicycle parking spaces.

## **1.2 Purpose of Applications**

Trinity now wishes to proceed with the redevelopment of the subject property with a development concept that, although revised from the original 2016 approvals, is generally consistent with the previous massing and density proposed for the site.

### **1.2.1 Minor Zoning By-law Amendment**

The revisions to the proposed development necessitate changes to the previously approved site-specific exception and schedule. To accommodate the revisions, the Zoning By-law Amendment application proposes to replace the schedule and to revise the language of the exception.

### **1.2.2 Site Plan Control Revision**

A Site Plan Control Revision application will provide the detail of the revised design, including both phases of the revised development.

# 2.0 SITE CONTEXT AND SURROUNDING AREA

The subject property is located at the northeast corner of the intersection of Rideau Street and Chapel Street, extending the length of the block between Rideau Street and Beausoleil Drive. The “L” shaped property is unique within the Rideau Street corridor for its large size (7,569 square metres) and as a through lot with multiple road frontages (Figure 1).

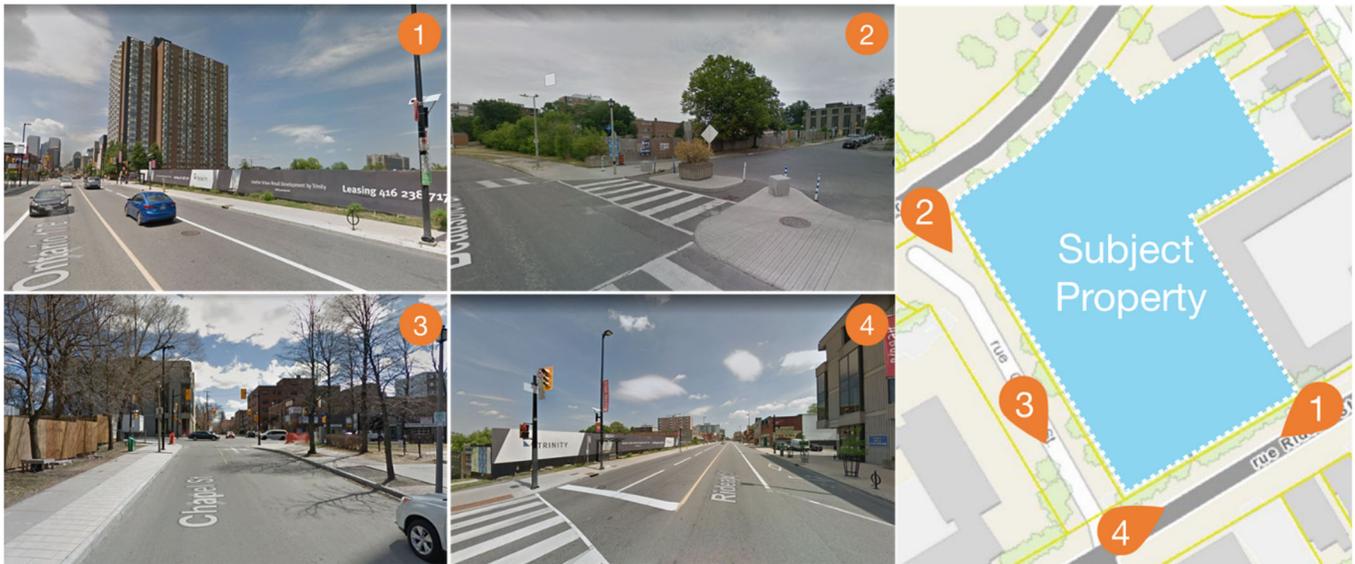


Figure 2: Site Context

The subject property has approximately 60.5 metres of frontage along Rideau Street, approximately 100 metres of frontage on Chapel Street, and approximately 60 metres of frontage on Beausoleil Drive to the north. Rideau Street is an important east-west arterial roadway and Traditional Mainstreet within the downtown core connecting Wellington Street in the west and Montreal Road in the east. Chapel Street is a local community street that has a signalized full movement intersection at Rideau Street and is closed to vehicles at Beausoleil Drive. Finally, Beausoleil Drive is a 20 metre wide collector roadway that accommodates a mix of low and mid-rise residential buildings.

The subject property has a significant grade change, falling from the high-point at Rideau Street in the south to the low point at Beausoleil Drive in the north.

The property is currently vacant but was previously occupied by the Jewish Community Centre, active until 1998 when a new replacement community centre was constructed in the west end of Ottawa.

## 2.1 Surrounding Area

As mentioned above, the site is located on Rideau Street within the City of Ottawa’s downtown core. Rideau Street is the dividing line between the Sandy Hill neighbourhood to the south and the Lowertown neighbourhood to the north. Rideau Street is also the southern edge of the ByWard Market district to the west – a major tourist draw and destination within the city.

The surrounding area is a wide-ranging mix of uses and built forms, with an overarching context best classified as a mixed-use area in close proximity to downtown Ottawa with an array of local and regional amenities, transit infrastructure, parks, and large employment hubs.

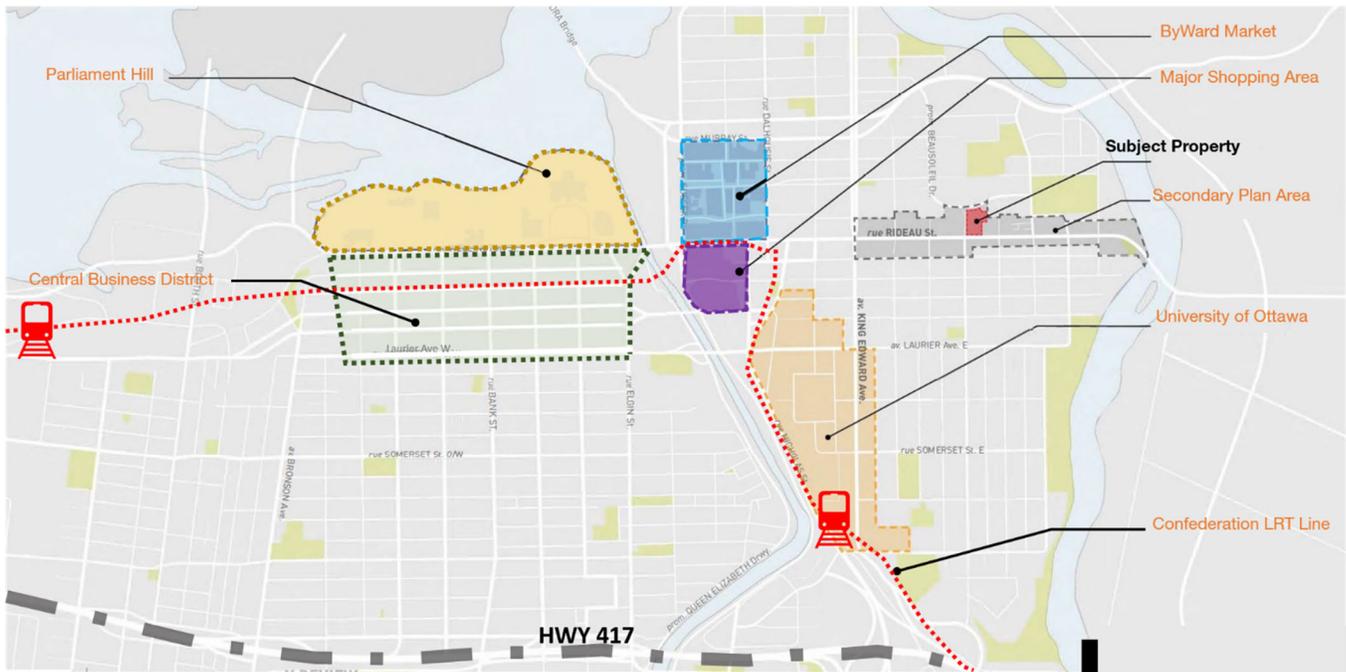


Figure 3: Regional Context Map

Surrounding land uses are described as follows:

**NORTH:** Directly north of the subject property, are two elementary schools – York Street Public School and École Catholique Élémentaire Saint-Anne – with École Secondaire Publique De La Salle located further north. In the community north of the subject property are multiple City parks and recreational facilities including MacDonald Gardens Park, Jules Morin Park, and the Lowertown Community Centre and Pool; all important community assets. The community is characterized by a range of multi-family residential options including townhouses, low-rise, and high-rise apartment buildings. The Rideau River frames the community to the north and east of the subject property.

**EAST:** Directly east of the subject property is a two-storey hotel (Econodge). Augusta Avenue, which is located one block east of Chapel Street, is also a dead-end street and features a mix of low-rise residential (townhouses, duplex) and low and mid-rise (9-storey) apartment buildings. Further east on Rideau Street are one and two storey retail buildings with residential and/or office uses above, extending east to Besserer Park and the Rideau River.

**SOUTH:** Directly south, across Rideau Street, is a four-storey office building and a mix of one (1) and two (2) storey retail buildings fronting onto Rideau Street. Further south is the Sandy Hill neighbourhood which includes a mix of low- and mid-rise residential apartment buildings amongst detached dwellings. Still further south is Strathcona Park, the Sandy Hill Community Centre, and the campus of the University of Ottawa.

**WEST:** West of Chapel Street, at the northwest corner of the Rideau and Chapel Streets intersection, is a 22 storey, high-rise apartment building known municipally as 160 Chapel Street. West of that is a Bell Canada infrastructure building, an eight (8) storey apartment building, and two (2) ten (10) storey residential apartment buildings. Also west of the subject property are key community services and amenities including the Rideau Branch of the Ottawa Public Library (a designated heritage structure) and the Loblaws and Metro retail food

stores. On the south side of Rideau Street are a variety of two and three-storey residential buildings with retail at-grade.

### 2.1.1 Road Network

The subject property fronts onto Rideau Street – an arterial road identified on Schedule F of the City of Ottawa Official Plan. This four-lane roadway carries significant traffic, including buses in priority lanes during the peak periods. Rideau Street connects Wellington Street in the west and Montreal Road in the east and acts as an important commercial corridor for the surrounding community. Arterial roadways are intended to act as critical transportation corridors to facilitate the movement people and goods throughout the entire City of Ottawa. These roadways can accommodate higher volumes and traffic while providing flexibility for the City to also incorporate improved pedestrian, cyclist, and transit infrastructure as well.

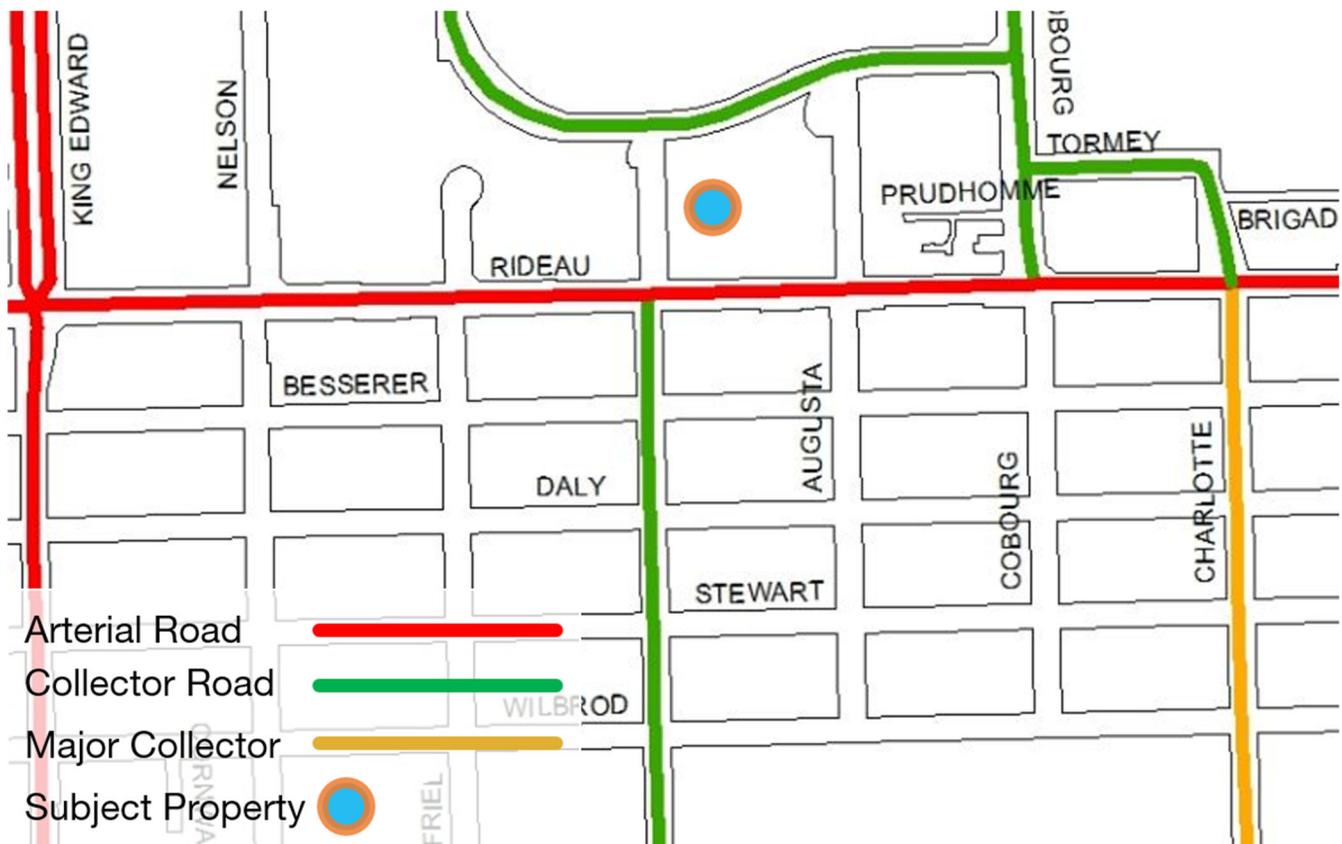


Figure 4: Urban Road Network - Official Plan

### 2.1.2 Transit and Cycling Network

Schedule D of the Official Plan identifies Rideau Street as a Transit Priority Corridor. This designation facilitates the implementation of transit priority measures such as dedicated transit lanes supported by transit signal priority. Transit Priority Corridor's are identified within the Official Plan as ideal candidates to accommodate increased density at transit supportive levels. Along Rideau Street, transit priority measures include peak period bus lanes adjacent to the subject property.

The previously completed Rideau Street renewal project widened sidewalks and created a more comfortable pedestrian environment through landscaping and street furniture. An improved sidewalk and streetscape helped to provide incentives for various transportation options and provide connections to key destinations, amenities,

and transit services. Cycle “sharrows” are provided along Rideau Street adjacent to the subject property, providing connections to the east and west. No dedicated cycling facilities presently exist on Chapel Street or Beausoleil Drive.

The subject property is approximately 1 kilometre from the new Rideau LRT Station which is part of the Confederation Line providing east-west access to the greater rapid transit system and to key destinations and employment hubs.

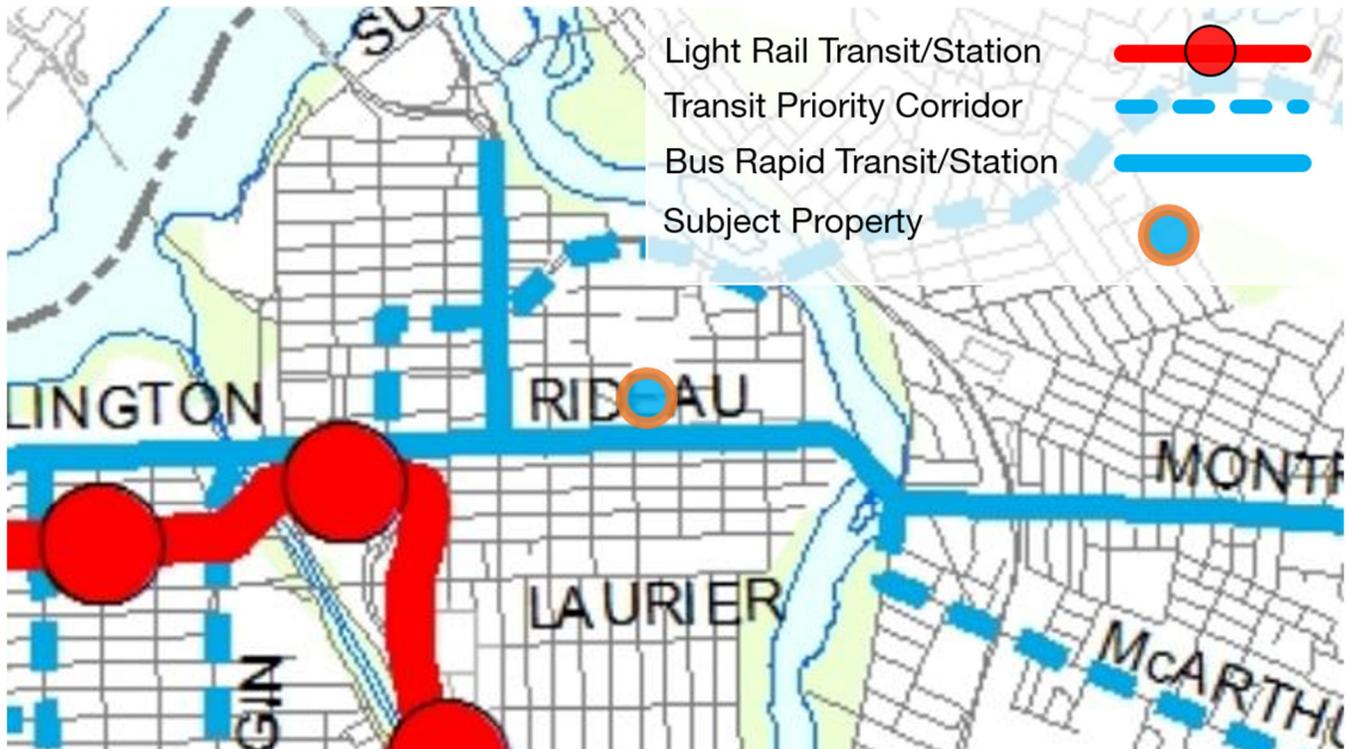


Figure 5: Rapid Transit Network - Official Plan

# 3.0 PROPOSED DEVELOPMENT

As described in Section 1.0 of this report, the proposed development is a revision of the previously approved development for the subject property. The primary differences between the 2016 approved plans and the current proposal are summarized as follows:

- / The proposed development has been split into two (2) phases, and two (2) separate structures above ground whereas the 2016 proposal had the two (2) towers on a shared podium;
- / The proposed podium along Rideau Street is 9 storeys with a step back after the 2nd storey. The previous design had an additional step back after the 6th storey but also featured much higher retail floors. As a result, the proposed step back in the proposed development occurs at approximately 30 metres, consistent with the 2016 approvals;
- / The proposed podium along Chapel Street is 9 storeys, setback above the 2nd storey by approximately 17 metres;
- / The previous garage access from Chapel has been revised to an external driveway providing access into the site. A 23-space surface parking area has been added internal to the site. Access to the parking garage and all loading and service occurs from within this internal parking area. The 2016 approval had all loading and parking interior to the building with parking garage access from Chapel Street and loading and service access from both Chapel Street and Beausoleil Drive;
- / The large retail units along Rideau Street have been revised to be smaller retail spaces fronting onto the street. These may be occupied by a single tenant or could be divided into smaller units. Retail has been retained along Chapel only adjacent to the POPS space and the intersection of Rideau and Chapel. The previous design had only two tenant spaces on the ground floor: one large space fronting onto Rideau Street and one unit fronting Chapel Street;
- / The proposed Chapel Street frontage has residential units abutting the street with private terraces above the grade of the sidewalk. The 2016 approval had a retail unit and parking garage access along this frontage;
- / The proposed development includes 855 square metres of retail space within Phase 1. The 2016 approval included 6,825 square metres of retail on two (2) floors;
- / The proposed number of residential units in the proposed development is 633 (315 in Phase 1 and 318 in Phase 2). The 2016 approvals included a total of 586 units;
- / The proposed development includes 477 parking spaces in Phases 1 and 2, including 23 spaces at-grade interior to the site and the balance in the underground parking garage. The previously approved plans included 507 parking spaces within an underground parking garage;
- / The proposed development provides 330 bicycle parking spaces with 10 at-grade spaces and the balance for residents within the parking garage. The 2016 approved plans included 321 bike parking spaces with 27 outdoor spaces and the balance within the parking garage.

The proposed development has been broken into two (2) phases. While distinct above-ground, there is the opportunity for the two phases to connect within the underground parking garage.

Phase 1 consists of a 25-storey mixed-use building with a total gross floor area (GFA) of 24,961 square metres (268,679 square feet) located along the Rideau Street frontage at the south edge of the subject property. Phase 1 includes 315 residential units, 855 square metres (9,203 square feet) of retail space, 279 parking spaces, and 2,173 square metres of amenity space, 1,257 square metres of which is communal. Phase 1 also includes 166 bicycle parking spaces with the majority (160 spaces) located in the underground parking garage and the balance located at-grade.

Phase 2 consists of a second 25-storey plus mezzanine residential building with a total GFA of 20,421 square metres (219,806 square feet) located along the Beausoleil Drive frontage at the north end of the subject property. Phase 2 will include an additional 318 residential units, 198 parking spaces, and 2,437 square metres of amenity space including 1,291 square metres of communal amenity area. Phase 2 also includes an additional 164 bicycle parking spaces with 160 provided in the underground parking garage.



Figure 6: Perspective View of Proposed Development (Looking Southeast)

The two (2) high-rise buildings on the site have been situated to provide approximately 34 metres of separation between them, ensuring no privacy or microclimate impacts on the adjacent spaces. Both buildings are situated atop nine (9) storey podiums that frame the street edge at an appropriate scale.

Along Rideau Street, Phase 1 includes a two (2) storey retail podium along the sidewalk, with the nine (9) storey podium setback approximately 2 metres. The height of the nine (9) storey podium is consistent with the 2016 approved six (6) segment of the podium at approximately 30 metres. Ultimately the podium along Rideau Street has been reduced in height from approximately 35 metres to approximately 30 metres. The ground floor of the podium features retail uses with direct access to the sidewalk and clear glazing that will animate the pedestrian realm.

The design and scale of the retail spaces ensures flexibility as they can accommodate opportunities for community-servicing retail together with smaller, mainstreet oriented retail uses or be consolidated for a larger retailer. This will contribute to making Rideau Street and the surrounding area a more complete Mainstreet and coincides with the City's efforts and investments for the renewal of Rideau Street.

Along Chapel Street, the two (2) podium wraps the corner but rises above the sloping sidewalk. The taller nine (9) storey podium is set back approximately 17 metres from the property line, and approximately 7 metres from the west façade of the high-rise building.

On Beausoleil Drive, the Phase 2 building also features a two (2) storey podium abutting the street and a nine (9) store podium on the east side of the residential tower. The nine (9) store building is setback approximately 8.4 metres from the north property line, and approximately 10 metres from the east property line. The two (2) storey podium along the street features ground-oriented residential units with raised terraces and entries directly from the street where possible. The easterly units are accessed from inside, but still provide the outdoor terraces. The

Phase 2 building is setback 7 metres from the east property line and 13 metres from the neighbouring Econolodge hotel.

The Phase 1 tower has a total height of approximately 76 metres, measured from the grade of Rideau Street. The Phase 2 tower also has a total height of approximately 76 metres measured from the grade of Beausoleil Drive. Both towers are 25 storeys plus a mezzanine.

Vehicle access for both phases of the development is located mid-block along Chapel Street. An internal parking area with 23 spaces provides retail and visitor parking that is screened from the streets on all sides. Access to the underground parking garage is from within this parking area. All loading and servicing for the retail and residential uses occurs within the internal courtyard, screened from view of the surrounding pedestrian realm.

A pedestrian connection is provided along the east façade of the Phase 1 building to provide access from Rideau Street to the internal courtyard and surface parking area, located approximately one (1) storey below the grade of Rideau Street. Pedestrian access to the Phase 1 residential building is provided through a split lobby with access at-grade to Rideau Street and to the internal courtyard. This will facilitate drop-offs, deliveries, and pick-ups to residents.

An Interim Site Plan is provided to show the interim condition of the Phase 2 lands following the construction of Phase 1. A temporary parking area with landscape screening is proposed for the Phase 2 lands. The additional surface parking area will support the Phase 1 development until such time as Phase 2 proceeds.

Consistent with the 2016 approvals and the Uptown Rideau Secondary Plan, a 200 square metre privately-owned public space (POPS) is proposed at the corner of Rideau and Chapel Streets in the southwest corner of the subject property. The POPS space is landscaped with hardscape to provide opportunities for outdoor commercial patios and promote a positive interface between the public and private realm.

A 400 square metre public park is also proposed for the northwest corner of the subject property, consistent again with the 2016 approved development. This public park space was rezoned through the previous applications and will be conveyed to the City as public land through the current Site Plan Control application.

Chapel Street, although retaining a role for vehicle and truck access, will also benefit from enhanced pedestrian facilities and the POPS, enhanced landscaping, and retail uses visible at the corner. An improved Chapel Street streetscape will promote pedestrian connections to the neighbourhood to the north and encourage active modes of transportation (cycling, walking, etc.).

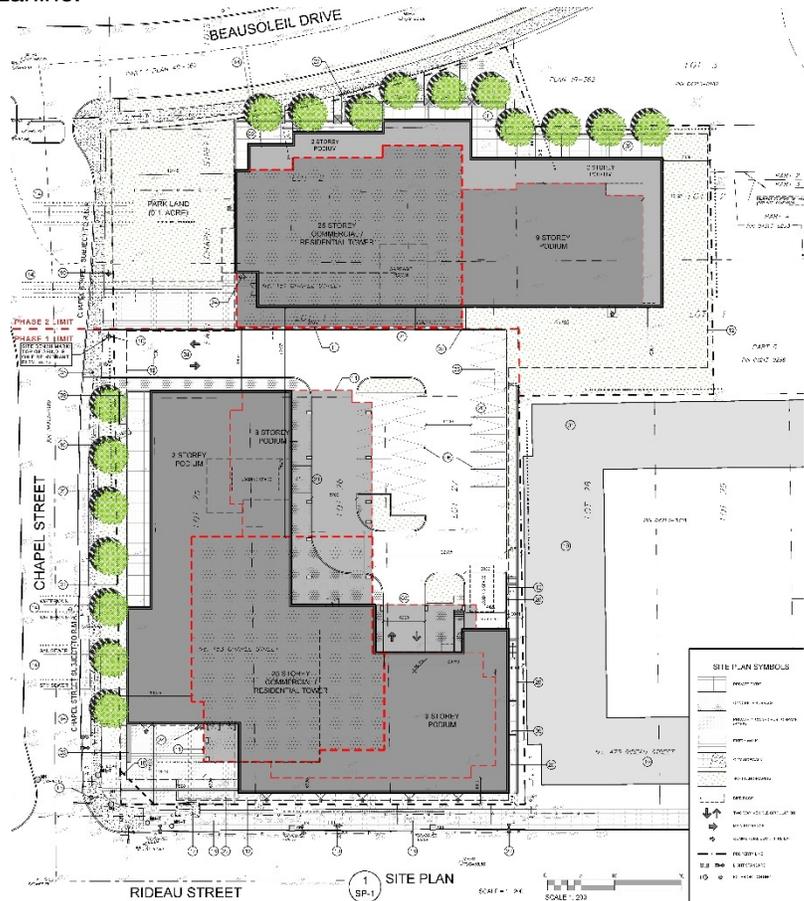


Figure 7: Proposed Site Plan

# 4.0 DESIGN STATEMENT

The following design statement has been provided by RLA Architecture Inc.:

The development has been designed to break down the mass to a smaller scale, through the articulation of a two-tier podium and a slender tower. For phase 1, the building is broken down with a one (1) storey (two storey height) commercial ground floor along Rideau Street, a nine (9) storey podium that extends to the north and east, and the 25-storey residential tower. The 25-storey tower is placed at the southwest corner of the site, consistent with the 2016 approvals. The nine (9) storey podium along Rideau Street reflects the planned function of the street.

Within Phase 2, the intention is to create an intimate residential streetscape and friendly relationship with the residential community to the north. A two (2) storey podium along Beausoleil Drive features ground-oriented residential units with direct access from the street and raised outdoor terraces. The taller nine (9) storey podium is set back from the street and provides over 10 metres of separation from the low-rise residential along Augusta Street to the east.

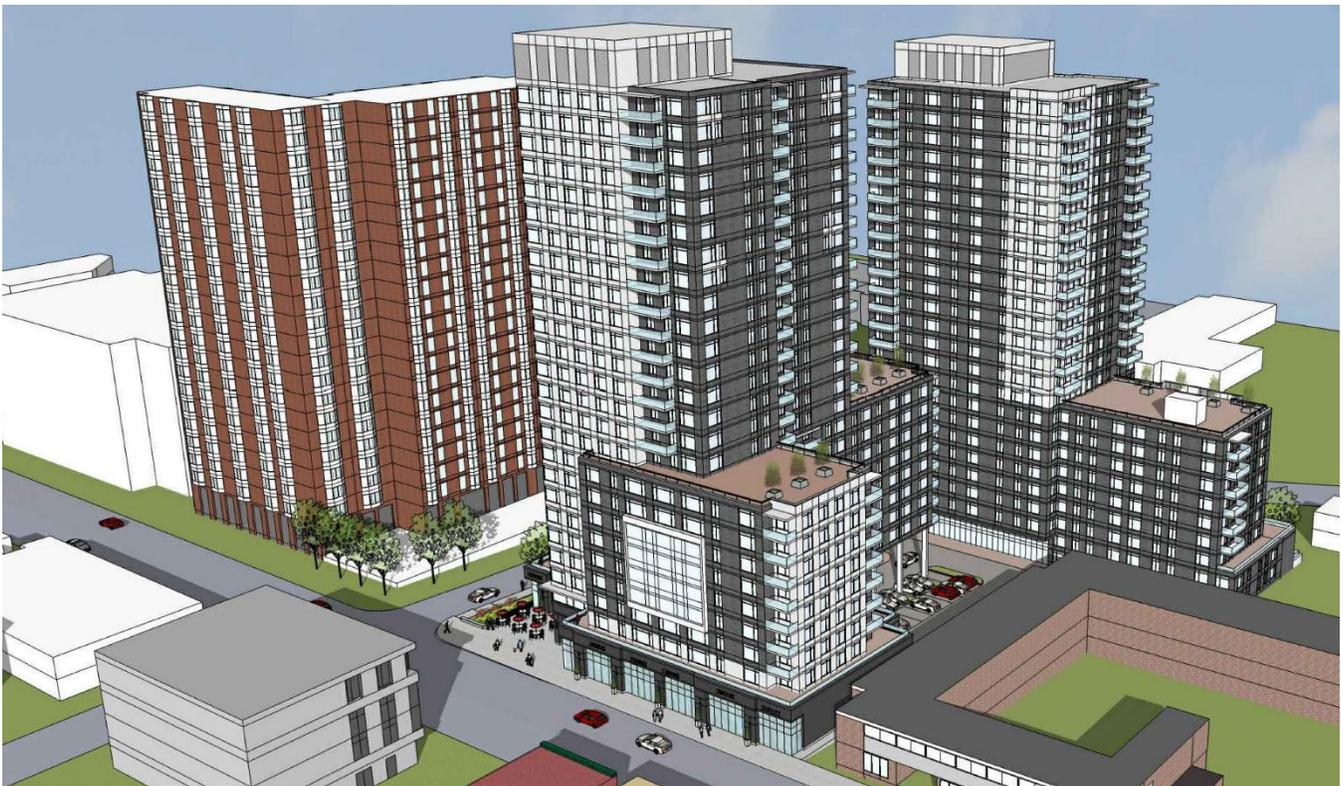


Figure 8: Perspective View of Proposed Development (Looking Northwest)

Given the site's context of primarily brick buildings, brick has been chosen for the exterior cladding of the proposed building. Through the careful arrangement of the various masonry colors - black bricks and white architectural concrete blocks - the mass of the two (2) 25-storey residential towers are further broken down. The slender white towers are located at the southwest corner in Phase 1 and the northwest corner in Phase 2. The towers not only emphasize on the main building entrance and the two public realm components on the site - the corner POPS at Rideau and Chapel and the public park at Chapel and Beausoleil - but also speak to the high-rise residential context in the surrounding area.

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Different fenestration patterns on the black and white volumes creates interest at the higher levels. The expression of verticality of the towers rise above the uppermost residential floors, forming the top of the building while concealing the mechanical and functional elements of the building. It is an economical approach combined with contemporary sensibility.

The one (1) storey commercial podium along Rideau Street, clad with black architectural concrete blocks, with generous windows, ensures a pedestrian-oriented scale, defines the street edge, and helps the new development fit into the existing low and mid-rise commercial buildings nearby. The nine (9) storey residential podium facing Rideau Street is further set back to provide a comfortable pedestrian experience on the street. A square element with white metal frame on the podium will break down the volume and draw attention to the lower levels.

Amenity spaces required for the residential buildings, are located on the second floor facing both Rideau Street and Chapel Street. The generous windows for the amenity spaces and roof deck on the commercial podium promote the interaction between the vibrant inside activities and the street level. These indoor and outdoor amenity spaces will also help to animate the POPS area.

Outdoor parking, the entrance to the underground parking garage, and loading/service areas have been arranged on the site such that they are internal and screened from the public streets. These areas will also be shared between the two phases of the development. This arrangement will ensure a safe and pleasant pedestrian path around the site.

The development incorporates sustainable design elements including stormwater management on the site, large green roof spaces, and the use of the sustainable cladding materials.

In the interim on Phase 2, a temporary parking area with landscaping to screen the site edges is proposed. Access to the interim parking area will also be provided from Chapel Street.

## POLICY AND REGULATORY FRAMEWORK

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### 5.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since April 30, 2014, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment.

Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable and safe communities are sustained, including:

- / Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodating an appropriate range and mix of residential, employment, institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; and
- / Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- / Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

Policy 1.1.3.1 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- / Densities and a mix of land uses which:
  - Efficiently use land and resources;
  - Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;
  - Minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - Support active transportation;
  - Are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.1.3.6 requires that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.3 requires that planning authorities provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents, in part by permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents, as well as all forms of residential intensification and redevelopment. Additionally, the policy requires directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.

Policy 1.6.7.2 of the PPS requires that efficient use of existing and planned infrastructure shall be made. Policy 1.6.7.4 further specifies that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.8.1 of the PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:

- / Promote compact form and a structure of nodes and corridors;
- / Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
- / Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

**The proposed development is consistent with the policies of the 2014 Provincial Policy Statement. The redevelopment of the subject property in an efficient, cost-effective manner will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit. The subject property is adjacent to an identified transit priority corridor and in proximity to the City's future light rail transit system. The proposed development will also contribute to the range of housing options within the City's core area with additional rental units.**

## 5.2 City of Ottawa Official Plan

The City of Ottawa Official Plan is composed of eight (8) sections, each addressing a different aspect of the planned function of the City as a whole, with Section 2 providing Strategic Directions for growth and development within the City. The City is anticipated to grow by approximately 143,000 homes by 2031. The City intends to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment and that are easily accessible by transit while also promoting and encouraging walking and cycling.

The Official Plan recognizes that concentrating growth to specific areas is required to support a high-quality transit service and to make better use of existing roads and other municipal infrastructure. Intensification at higher densities in nodes around transit terminals and along corridors served by transit is recognized as the most affordable form of development.

The Official Plan addresses the pressures of growth by establishing a set of strategic objectives. Two overarching Official Plan objectives which are applicable to the proposed development are:

### 1. Managing Growth

- / The City will manage growth by directing it to the urban area where municipal services already exist or where they can be provided efficiently.
- / Growth in the existing designated urban areas will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
- / The Central Area, Traditional and Arterial Mainstreets, Mixed Use Centres, and Town Centres will be compact, liveable, and pedestrian-oriented with a vibrant mix of residential uses, and social, cultural and economic activity.
- / Infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

## 2. Building Liveable Communities

- / Attention to urban design will help create attractive communities where buildings, open space and transportation work well together.
- / Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.
- / The City will pursue a more affordable pattern of growth that allows for more efficient use of municipal infrastructure and reduces the need to build and maintain new infrastructure throughout its life-cycle.

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) and 2.5 (Building Liveable Communities) as discussed below.

### 5.2.1 Managing Growth

Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Growth will be distributed throughout the urban area to strengthen liveable communities through intensification and infill, and new development on vacant land in designated growth areas.

In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. Transit service is to be accessible by other active modes of transportation (i.e. walking and cycling) and densities will be highest adjacent to transit stations. A mix of uses in close proximity to transit routes and stations will also ensure that residents can meet many of their daily needs within the community or nearby.

Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure.

Policy 1 of Section 2.2.2 defines residential intensification as the "intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses."

**The proposed development will develop an under-utilized lot within a previously developed area and therefore represents residential intensification as defined in policy 1 of Section 2.2.2 of the City of Ottawa Official Plan.**

Policy 4 of Section 2.2.2 identifies target areas for intensification throughout the City including the Central Area, Mixed-Use Centres, Mainstreets, Town Centres, and Transit-Oriented Development Areas as defined by the Official Plan. Policy 11 states that intensification may occur in a range of heights and that denser, and often taller, development should be located in areas that support the rapid transit and transit priority networks. Building heights and densities may be established through the Official Plan or through a Secondary Plan and are to be implemented through zoning.

The distribution of appropriate height will be determined by the location in a target area for intensification or by proximity to transit and the design and compatibility of the development with the surrounding existing context and planned function.

**The subject property is located on a Traditional Mainstreet (Rideau Street) and is within a target area for intensification. The proposed building heights are generally consistent with the heights established through the Uptown Rideau Secondary Plan and the approved 2016 zoning for the subject property.**

### 5.2.1 Land Use Designation

The subject property is designated Traditional Mainstreet on Schedule B (Urban Policy Plan) of the Ottawa Official Plan. The Traditional Mainstreet designation seeks to encourage mixed-use and compact and pedestrian oriented development patterns. The policies of the designation encourage more compact forms of development, a lively mix of uses, and a pedestrian-friendly environment.

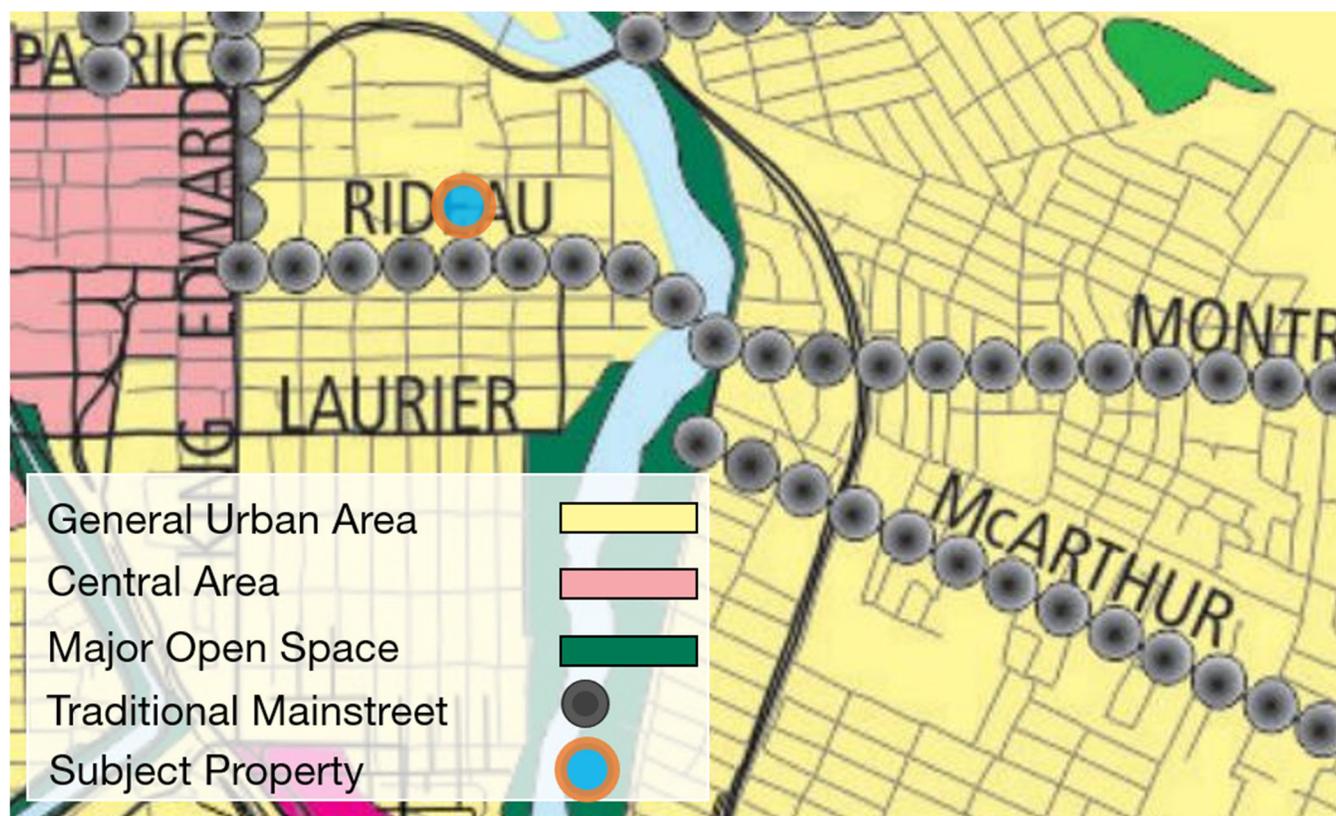


Figure 9: Land Use Designation - Official Plan.

Policy 5 of Section 3.6.3 states that a broad range of uses are permitted on Traditional Mainstreets, including retail and service commercial uses, residential, and institutional uses. Policy 10 of Section 3.6.3 encourages redevelopment and infill along Traditional Mainstreets in order to optimize the use of the land, in a building form that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

**The proposed retail and residential uses are permitted uses within the Traditional Mainstreet designation. Further, the proposed development redevelops and intensifies and under-utilized property along the Rideau Street mainstreet with a built form that will enclose and define the three street edges. The**

**ground-floor retail uses fronting onto Rideau Street will have direct pedestrian access from the sidewalk, as will the main entry to the residential building.**

The Official Plan generally supports mid-rise (defined as five (5) to nine (9) storeys) building heights on Traditional Mainstreets but notes that Secondary Plans may identify circumstances where different buildings heights may be permitted. Building heights greater than nine (9) storeys are only permitted through a Secondary Plan on Traditional Mainstreets.

The proposed building heights are consistent with the Uptown Rideau Secondary Plan which specifies high-rise buildings on strategic properties along the corridor.

### **5.2.2 Urban Design and Compatibility**

Section 2.5.1 of the Official Plan sets out design and compatibility objectives, principles, and policies applicable to intensification and infill development within the urban area. The Official Plan defines compatible development as “development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties”.

The City guides the built environment using design objectives within Section 2.5.1 that are broadly stated and are intended to be applied to all land use designations. Design principles provide further detail on how each of the objectives may be achieved.

<p><b>To enhance the sense of community by creating and maintaining places with their own distinct identity</b></p>	<p>The proposed development will redevelop and intensify an underutilized site that is located in close proximity to key community amenities, employment opportunities, along a Transit Priority corridor and in proximity to current and future transit infrastructure, thereby advancing the objectives of the Traditional Mainstreet designation and implementing the city’s vision for intensification as a means of managing growth.</p> <p>The proposed high-rise buildings are consistent with the vision for the Rideau Street corridor which recognized the unique nature of the subject property with respect to both size and depth.</p> <p>The proposed development will animate the three (3) street frontages with retail units along Rideau Street and ground-oriented residential units on both Chapel and Beausoleil.</p>
<p><b>To define quality public and private spaces through development</b></p>	<p>The proposed development will define the street edges and enclose the street with animated ground-floor retail and ground-oriented residential units to contribute to the creation of a quality public realm. Landscaping along the street edges and within the site will also contribute to the private realm interior to the site.</p> <p>The proposed public park space at Chapel Street and Beausoleil Drive together with the POPS at the corner of Chapel Street and Rideau Street provide additional public spaces for social activities, animating the street, and providing</p>

	<p>an interface between the proposed development and the surrounding area.</p>
<p><b>To create places that are safe, accessible and are easy to get to, and move through</b></p>	<p>The proposed development and the overall concept for the lands recognizes the importance of the subject property in creating a vibrant and safe atmosphere along this portion of Rideau Street. The towers and podiums have been designed with setbacks and step backs that will appropriately frame the street edge at an appropriate scale.</p> <p>The internal courtyard space will be screened from the public streets, but incorporates appropriate site lighting and “eyes on the street” to ensure a safe environment that is easy to move through.</p>
<p><b>To ensure that new development respects the character of existing areas</b></p>	<p>The building massing of the proposed development pays careful attention to the existing character of the area. The proposed development incorporates building setbacks and stepbacks along the street edges to maintain a pedestrian-scale along the street. The high-rise buildings are set back from the street edges and provide sufficient separation to ensure sunlight can pass between the buildings. The lower podiums transition from the lower built-forms to the north and recognize the planned function for Rideau Street.</p>
<p><b>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice</b></p>	<p>The proposed development represents the evolution of the subject property from a low-rise institutional building to a more intensive built form. The development recognizes the planned function of Rideau Street as a mid-rise Mainstreet and positions towers so as to not preclude the development of adjacent properties in the future.</p> <p>The proposed development contributes to the variety of housing choices that are available on the northeast end of the downtown core, allowing for the accommodation of a broader range of incomes and lifestyles, contributing to the creation of a vibrant and liveable community.</p>

**Overall, the proposed conforms to the broad design objectives of Section 2.5.1 as it respects the character of the existing area, while enhancing the pedestrian realm along the abutting streets.**

### 5.2.3 Design Priority Areas

Policy 5 of Section 2.5.1 identifies Traditional Mainstreets as “Design Priority Areas” within the City of Ottawa. All projects within these areas are reviewed for their contribution to an enhance pedestrian environment and their respect to the distinct character and unique opportunities of the area. Projects are also required to undergo a review with the Urban Design Review Panel (UDRP).

**The proposal utilizes a range of design approaches and treatments such as, wider sidewalks, shade trees, coordinated furnishings and utilities, enhanced pedestrian access to transit, decorative lighting, enhanced pedestrian surfaces/connections, natural amenity spaces, high-quality and interesting architectural and façade treatments, seasonal and native plantings, distinct signage, and high-profile**

**entrance features to foster design excellence and generate a high-quality building that promotes and facilitates an improved street interface, public realm, and pedestrian experience.**

**The proposed development will be subject to a formal review with the UDRP as part of the application review process.**

#### **5.2.4 Compatibility**

To achieve compatibility of scale and use requires a careful design response that appropriately addresses impact generated by infill or intensification. The policies of Section 4.11 are intended to set the stage for requiring both high-quality urban design in all parts of the City and design excellence in design priority areas.

Policy 2 of Section 4.11 establishes compatibility criteria that the City will use to evaluate the compatibility of development applications. These criteria are discussed below:

<b>Traffic</b>	The subject property abuts Rideau Street, a designated arterial road intended to carry high volumes of traffic over long distances. The vehicular access to the site is provided from Chapel Street, a dead-end street with a full-movement intersection at Rideau Street. An addendum to the original Transportation Impact Assessment (TIA) has been prepared to revise the report and conclusions to account for the proposed changes to the development since 2016 and the changes to the context. The addendum report concludes that sufficient roadway capacity is available on abutting arterial, collector and local roadways to service the proposed development.
<b>Vehicular Access</b>	Vehicular access for the development is proposed mid-block via Chapel Street with access to the underground parking garage provided from within the internal courtyard. The proposed access will not have any undue adverse impacts on the adjacent properties.
<b>Parking Requirements</b>	<p>The proposed development includes a total of 477 parking spaces, including 23 surface parking spaces within the internal courtyard and the balance of the spaces provided within the underground parking garage. The garage for Phase 1 will include 256 vehicular parking spaces while the garage extension for Phase 2 would provide an additional 198 spaces. The proposed parking rates comply with the applicable Zoning By-law requirements.</p> <p>A total of 330 bicycle parking spaces have been provided, including 10 spaces at-grade. Phase 1 will provide 166 spaces and Phase 2 will add an additional 164 spaces. The proposed number of spaces exceeds the number of spaces required by the Zoning By-law.</p>
<b>Outdoor Amenity Space</b>	Given the nature of the surrounding properties, there is limited impact on adjacent outdoor amenity areas surrounding the subject property. Three (3) properties located east of the subject property front onto Augusta Avenue do have amenity areas that abut the proposed development. The proposed development responds to this context with a seven (7) metre setback from the shared easterly property line, stepping back above the second and ninth storeys. As a result, the proposed development will not have any undue adverse impact on the adjacent outdoor amenity area.

<b>Loading Areas, Service Areas, Outdoor Storage</b>	The loading and service areas for the buildings are proposed from within the internal courtyard, out of view from the public street and from adjacent properties.
<b>Lighting</b>	Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no significant impacts on adjacent properties.
<b>Noise and Air Quality</b>	No significant impacts related to noise or air quality are expected as a result of the proposed development. Recommendations for noise mitigation measures will be implemented through this site plan control approval and the building permit process, as appropriate.
<b>Sunlight</b>	A Sun Shadow Study was prepared and demonstrates the shadow impacts resulting from the proposed development. The impacts on adjacent properties are considered appropriate and are minor in nature. Shadow impacts move quickly around the proposed building to limit impacts to adjacent properties.
<b>Microclimate</b>	A Wind Assessment was prepared in support of the proposed development applications. The assessment was intended to evaluate the wind impacts both on the street, and on the rooftop terraces. The assessment found that there were no unacceptable adverse impacts on pedestrians along either of the three (3) streets, and made recommendations for mitigation on the rooftop terrace in order to preserve comfort for users of that space. The building is not anticipated to create any significant microclimate impacts on surrounding properties.
<b>Supporting Neighbourhood Services</b>	The proposed development is located in proximity to several neighbourhood amenities including schools and parks, existing and proposed bike paths and lanes along and parallel to Rideau Street and the path system along the Ottawa River provide cycling options for access into the downtown core.

**The proposed development conforms to the compatibility criteria set out in Section 4.11 of the Official Plan as described above.**

### **5.3 Uptown Rideau Street Secondary Plan (and Community Design Plan)**

The Uptown Rideau Secondary Plan provides a vision for the area and establishes policy direction pertaining to land use, built form, and improvements to the public realm to facilitate growth throughout the area. The Secondary Plan was revised through a community review process in 2015 and adopted by Council in 2016. Trinity was part of the review process as they had active applications with the City at the time. The 2016 approvals conformed to the vision for the subject property as described by the Secondary Plan.

#### **5.3.1 Land Use Designation**

The Secondary Plan designates Rideau Street as a Traditional Mainstreet and states that uses permitted by the Official Plan for Traditional Mainstreets are permitted on properties designated Traditional Mainstreet in this Plan.

**The proposed development complies with the intent of the Traditional Mainstreet Designation of the Secondary Plan.**

### 5.3.2 Heights and Density

The Secondary Plan identifies the baseline building height along Rideau Street generally as 6 and 9 storeys as shown on Schedule B of the Secondary Plan. The subject property has been identified a nine (9) storey baseline height.

The Secondary Plan also specifies a maximum floor space index (FSI) for the Rideau Street corridor – 3.5 for a six (6) storey building and 5.0 for a nine (9) storey building. The Secondary Plan supports a greater FSI for two sites identified on Schedule B, including the subject property. The size, shape, and location these sites allow them to absorb more density while meeting the built form and public realm design objectives of the Secondary Plan. All required parking, loading, and service areas must be accommodated within the building envelope and vehicular circulation for the development should be internal to the site and must be managed to minimize the impacts on the adjacent properties and municipal right of way.

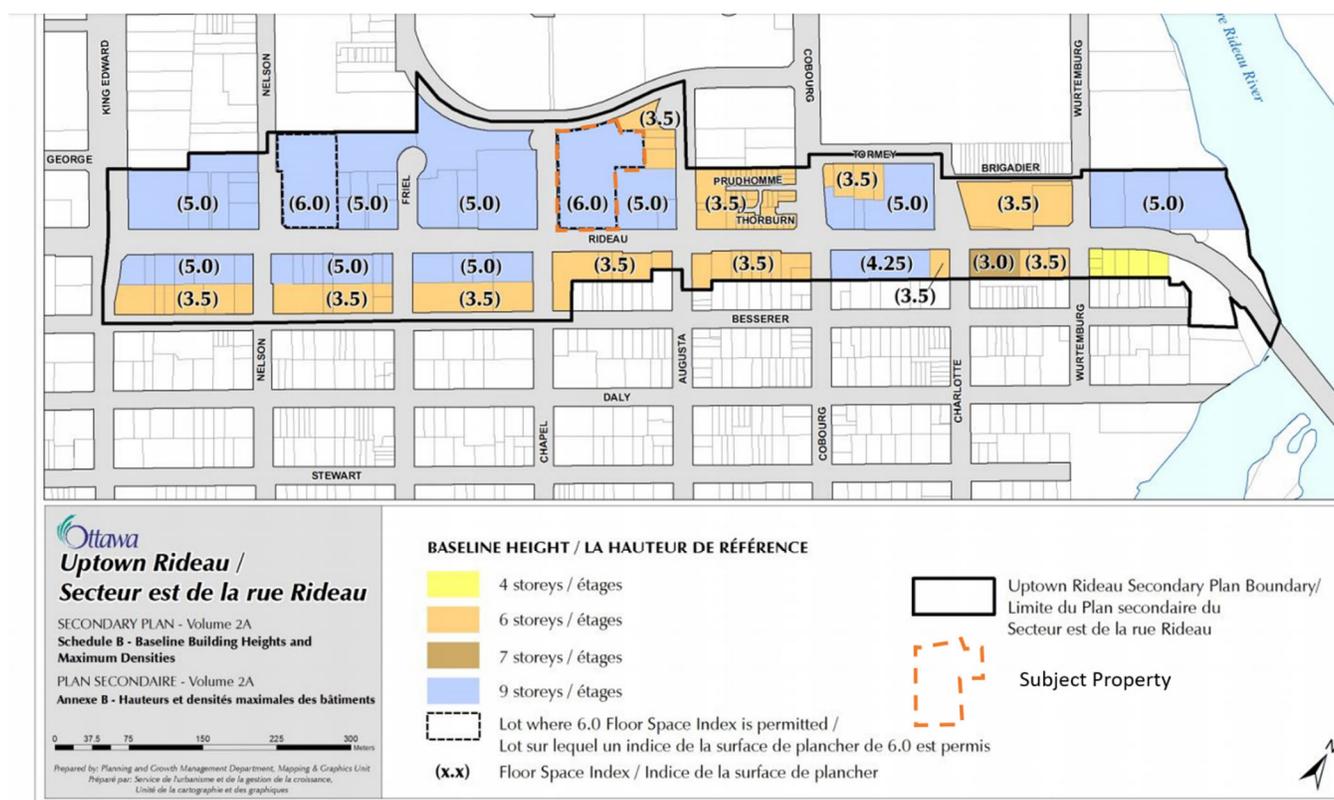


Figure 10: Uptown Rideau Secondary Plan, Schedule B – Baseline Building Heights and Maximum Densities

Section 5.3 of the Secondary Plan contains policies specific to permitting density redistribution on specific properties within the Uptown Rideau corridor. These criteria are reviewed and discussed below:

<b>The lot is a minimum of 2000m<sup>2</sup> in size</b>	The lot size is 7,569 square metres.
<b>The lot must abut at least two public realms (with the exception of a POPS as per policy 5.3.1.e)</b>	The lot abuts three (3) public streets (Rideau Street, Chapel Street, and Beausoleil Drive).

<b>The proposed development does not exceed the maximum FSI established by this Plan as detailed in Schedule B</b>	The proposal achieves a an FSI of 6.0 which is compliant with the criteria established in Schedule B of the Secondary Plan.
<b>The proposed development does not exceed the maximum height allowance established by this Plan as detailed in Schedule C</b>	The proposed buildings are 25 storeys plus a mezzanine and conform to the maximum building heights approved through the 2016 Zoning By-law Amendment.
<b>The proposed development provides a minimum 200m<sup>2</sup> privately-owned publicly accessible space (POPS) that meets the design guidelines found in Section 6.2 of this Plan</b>	The proposal includes a 200 square metre POPS at the corner of Rideau and Chapel. The POPS location and design will ensure it can function as an informal gathering place, and a focal point for the proposed development and for those using the Rideau/Chapel corner.
<b>The proposed development achieves the built form principles found in Section 5.4 of this Plan</b>	As discussed in greater detail below the current proposal achieves the objectives and the built form principles found in Section 5.4 of the Secondary Plan.

**The subject property adheres to the provisions set-out above in regards to size, design criteria, public street frontage and site layout and was therefore approved for increased density as part of the previous zoning by-law amendment and associated Zoning Exception and Schedule.**

### 5.3.3 Built Form Principles

Section 5.4 of the Secondary Plan states that the built form design in the area should follow the guidelines found in the Uptown Rideau Street CDP and other applicable policies and guidelines. Derived from the CDP built form guidelines, the key principles address the most significant aspects in built form design in the area.

**The proposed development advances several of the key principles of the built form policies in Section 5.4. Specifically:**

- / **The proposed development creates a positive ground floor experience by animating the street edges with retail uses and ground-oriented residential units. These spaces contain a high volume of glazing along the street edge and direct access to the sidewalk along Rideau Street and Beausoleil Drive.**
- / **The proposed high-rise buildings are well-proportioned and integrated within their surroundings using the podium and tower design approach. The podiums create a continuous street wall consistent with the planned function for Rideau Street.**
- / **The podium has a height of nine (9) storeys, consistent with the previous 2016 approvals and providing an appropriate scale for the streetscape.**
- / **The towers are setback from the property lines and do not preclude adjacent properties from intensifying with other high-rise buildings in the future.**
- / **The podium features generous setbacks to the east except along Rideau Street where a mid-block pedestrian connection is provided into the site, but the street wall is generally consistent.**

### 5.3.4 Public Parks

The Secondary Plan requires that development on a lot that is 4,000 square metres or greater a public park be provided to the City of Ottawa equivalent to 10% of the lot area. The Secondary Plan also includes other requirements with regards to the dimension and size of spaces.

**The proposed development anticipates a public park consistent with the 2016 approvals in the northwest corner of the site. The park has an area of 406 square metres, consistent with the previous approvals.**

The Secondary Plan contains the following design requirements for POPS:

- / A minimum area of 200 square metres;
- / Contiguous and fully open to the street on at least one side;
- / Should be open to the sky;
- / Regular shape with a length to width ratio of no more than 2:1; and,
- / Shall be a welcoming place for the public and design and constructed to follow the criteria found in the CDP.

**To enable the increased height and density on the subject property, the proposal includes a 200 square metre POPS at the corner of Rideau and Chapel. The POPS location and design will ensure it can function as an informal gathering place, and a focal point for the proposed development and for those using the Rideau/Chapel corner.**

#### **5.4 Urban Design Guidelines for Traditional Mainstreets**

The Urban Design Guidelines for Traditional Mainstreets are a Council-approved set of guidelines intended to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Traditional Mainstreets.

The proposed development meets applicable design guidelines including:

- / Promoting development that will enhance and reinforce the recognized or planned scale and character of the street.
- / Achieving high-quality built form and strengthens building continuity along Traditional Mainstreets.
- / Aligning the building with the average setback of the adjacent buildings in order to create a visually continuous streetscape.
- / Using periodic variations to add interest to the streetscape.
- / Designing with rich architectural detailing and respects the rhythm of existing mainstreet.
- / Using large clear windows to maintain a pedestrian-focused public realm.
- / Providing landscaping to improve the pedestrian experience and provide privacy to ground floor residential tenants.
- / Providing pedestrian weather protection.

**The proposed development achieves the objectives of the design guidelines for Traditional Mainstreets by fostering compatible development that locates building frontage along the Traditional Mainstreet, provides streetscape elements such as trees and benches, and will contribute to the planned character of the streets and achieve high-quality built form with a sense of identity and human scale. This proposal will also facilitate a transition to more intensive and animated form of development.**

#### **5.5 Urban Design Guidelines for High-rise Buildings**

In 2018, the City amended the Urban Design Guidelines for High-Rise Buildings in order to reflect the High-Rise building policies within the Official Plan. The guidelines have been reviewed in the context of the proposed development. Relevant guidelines are listed below:

##### **Context**

- / No views or vistas are affected by this proposal. The proposal is not located within a view plane of any national symbols.

- / The guidelines require distinguishing between landmark and background buildings. These buildings can be considered a landmark building given their prominence and profile for adding to the skyline in the immediate area.
- / A transition to lower-profile development is facilitated through the use of stepbacks, materiality, and articulation cuts.
- / The lot is above the recommended minimum lot area of for a through lot.

### Built Form

- / The proposed buildings have been designed with a distinctive base, middle, and top.
- / The proposed buildings can be considered as point-towers, which is appropriate given the lot orientation and planned context.
- / The base of the proposed buildings is appropriately expressed given the width of the abutting ROWs.
- / The ground floor of the base has been designed to be animated and transparent.
- / The middle section will minimize shadow and wind impacts while creating an appropriate fenestration pattern.
- / The top section will integrate mechanical elements into the roof of the building.

### Pedestrian Realm

- / Main pedestrian entrances are linked with a seamless connection to the sidewalk.
- / Glazing is provided at the pedestrian level
- / Parking is located underground and accessed away from the primary pedestrian realm
- / Loading, servicing, and utilities are screened from view

**The proposed development meets the requirements set out in the Urban Design Guidelines for High-Rise Buildings.**

## 5.6 City of Ottawa Comprehensive Zoning By-law

The subject property was rezoned in 2016 to its current zoning: “Traditional Mainstreet, Exception 2339, Maximum Floor Space Index of 6.0, Schedule 354 (TM[2339] F(6.0) S354)” and “Parks and Open Space (O1)”.



Figure 11: City of Ottawa Zoning Map

The TM zone is intended to accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, and to foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile.

Exception 2339 is a site-specific exception established through the previous development approvals. All zoning and setback information was placed on a schedule to facilitate the development specifically as proposed at the time. Schedule 354 was adopted to provide this direction.

### 5.6.1 Proposed Minor Zoning By-law Amendment

The proposed Minor Zoning By-law Amendment application seeks to revise and replace Schedule 354 with a new schedule that reflects the changes to the proposed development. The changes are relatively minor and include revising the building heights in specific areas on the site, and removing the maximum number of storeys, instead using the number of metres to regulate the building heights.

Exception 2339 is also proposed to be revised to reflect the proposed development. The table below summarizes the changes proposed (changes are highlighted in shaded cells):

Existing Provision	Proposed Provision
The required building heights and setbacks in the present TM zone do not apply.	The required building heights and setbacks in the present TM zone do not apply.
Maximum permitted building heights, maximum number of storeys, and minimum setbacks are as per Schedule 354.	Maximum permitted building heights and minimum setbacks are as per Schedule 354.
Within Area B on Schedule 354 and above the eighth storey, the maximum permitted floor plate size is 925 square metres.	Within Area B on Schedule 354 and above the ninth storey, the maximum permitted floor plate size is 925 square metres.
Within Area E on Schedule 354 and above the eighth storey, the maximum permitted floor plate size is 925 square metres.	Within Area E on Schedule 354 and above the ninth storey, the maximum permitted floor plate size is 925 square metres.
Despite Area H on Schedule 354, Section 65 still applies to permit projections into the area. A vent, garage exhaust, knee-wall and foundation are permitted projections and shall not be no higher than 1.0 metre. A vent, garage exhaust, knee-wall and foundation along with other permitted projections may project no closer than 0.2 metres to a lot line.	Despite Area H on Schedule 354, Section 65 still applies to permit projections into the area. A vent, garage exhaust, knee-wall and foundation are permitted projections and shall not be no higher than 1.0 metre. A vent, garage exhaust, knee-wall and foundation along with other permitted projections may project no closer than 0.2 metres to a lot line.
Despite Area I on Schedule 354, a vent or garage exhaust is permitted to a maximum size of 2 square metres.	Despite Area I on Schedule 354, a vent or garage exhaust is permitted to a maximum size of 2 square metres.
Despite maximum permitted heights and storeys on Schedule 354, balconies, canopies, awnings, wind screens, ornamental elements and mechanical and service equipment penthouse, elevator or stairway penthouses, landscaped areas, roof-top gardens and terraces and associated safety guards and access	Despite maximum permitted heights and storeys on Schedule 354, balconies, canopies, awnings, wind screens, ornamental elements and mechanical and service equipment penthouse, elevator or stairway penthouses, landscaped areas, roof-top gardens and terraces and associated safety guards and access

Existing Provision	Proposed Provision
structures may project above height limits in Schedule 354.	structures may project above height limits in Schedule 354.
Utility installation is not permitted on the ground floor.	Utility installation is not permitted on the ground floor.
<p>Section 197(1)(b) does not apply and the following are the only permitted uses in the first 6 metres of the building depth at the ground floor that abuts Beausoleil Drive:</p> <ul style="list-style-type: none"> <li>/ apartment dwelling, low rise</li> <li>/ apartment dwelling, mid-high rise</li> <li>/ artist studio</li> <li>/ bed and breakfast</li> <li>/ dwelling unit</li> <li>/ retirement home</li> <li>/ stacking dwelling</li> <li>/ amenity area</li> <li>/ rooming house</li> </ul>	<p>Section 197(1)(b) does not apply and the following are the only permitted uses in the first 6 metres of the building depth at the ground floor that abuts Beausoleil Drive:</p> <ul style="list-style-type: none"> <li>/ apartment dwelling, low rise</li> <li>/ apartment dwelling, mid-high rise</li> <li>/ artist studio</li> <li>/ bed and breakfast</li> <li>/ dwelling unit</li> <li>/ retirement home</li> <li>/ stacking dwelling</li> <li>/ amenity area</li> <li>/ rooming house</li> </ul>
<p>Where the gross floor area of a building, or a group of buildings designed as one development, exceeds 2,000 square metres, a minimum of 50 per cent of the gross floor area over 2,000 square metres must be used for one or more of the following uses:</p> <ul style="list-style-type: none"> <li>/ dwelling unit</li> <li>/ group home</li> <li>/ retirement home</li> <li>/ rooming house</li> <li>/ stacked dwelling</li> </ul>	<p>Where the gross floor area of a building, or a group of buildings designed as one development, exceeds 2,000 square metres, a minimum of 50 per cent of the gross floor area over 2,000 square metres must be used for one or more of the following uses:</p> <ul style="list-style-type: none"> <li>/ dwelling unit</li> <li>/ group home</li> <li>/ retirement home</li> <li>/ rooming house</li> </ul> <p>stacked dwelling</p>
A parking lot and parking spaces must be located at least 4.5 metres from a property line abutting Beausoleil Drive.	A parking lot and parking spaces must be located at least 3.0 metres from a property line abutting Beausoleil Drive.
Required visitor parking spaces shall be provided at a rate of 0.1 per dwelling unit to a maximum of 30 spaces required.	Required visitor parking spaces shall be provided at a rate of 0.1 per dwelling unit to a maximum of 30 spaces required.
Despite Schedule 354, no portion of the first and second storey of the building, with the exception of supporting columns, may be closer to the southernmost lot line than 11.8 metres for a minimum of 17 metres from the western most lot line.	Despite Schedule 354, no portion of the first and second storey of the building, with the exception of supporting columns, may be closer to the southernmost lot line than 11.8 metres for a minimum of 17 metres from the western most lot line.
Despite Schedule 354, no portion of the first and second storey the building, with the exception of supporting columns, may be closer to the northern most lot line than 22 metres for a minimum of 21.5 metres from the western most lot line.	(Removed)

Existing Provision	Proposed Provision
<p>Pursuant to Section 37 of the Planning Act, the height and density of development permitted in this by-law are permitted subject to compliance with all of the conditions set out in this by-law including the provision by the owner of the lot of the facilities, services and matters set out in Section 11 of Part 19 hereof, to the City at the owner's sole expense and in accordance with and subject to the agreement referred to in the provision immediately below.</p> <ul style="list-style-type: none"> <li>/ Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of the Planning Act, securing the provision of the facilities, services or matters set out in Section 11 of Part 19 hereof, the lands are subject to the provisions of this By-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the provisions of this by-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities.</li> <li>/ Wherever in this by-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the Planning Act, then once such agreement has been executed and registered, such conditional provisions shall continue.</li> </ul>	<p>Pursuant to Section 37 of the Planning Act, the height and density of development permitted in this by-law are permitted subject to compliance with all of the conditions set out in this by-law including the provision by the owner of the lot of the facilities, services and matters set out in Section 11 of Part 19 hereof, to the City at the owner's sole expense and in accordance with and subject to the agreement referred to in the provision immediately below.</p> <ul style="list-style-type: none"> <li>/ Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of the Planning Act, securing the provision of the facilities, services or matters set out in Section 11 of Part 19 hereof, the lands are subject to the provisions of this By-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the provisions of this by-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities.</li> <li>/ Wherever in this by-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the Planning Act, then once such agreement has been executed and registered, such conditional provisions shall continue.</li> </ul>
(New)	The lands zoned TM[2339] F(6.0) S354 are considered one lot for zoning purposes.

The proposed revision to Schedule 354 is attached as an appendix to this report. The schedule makes modifications to the extents of the zoning areas and permitted heights within each.

The proposed development is compared to the applicable zone provisions in the table below:

Zoning Mechanism	Required	Proposed
Minimum Lot Area	No minimum	✓
Minimum Lot Width	No minimum	✓
Setbacks	All as per Schedule 354	
Minimum Percentage of Building Facade on the	50%	Greater than 50% ✓

Zoning Mechanism	Required	Proposed
<b>Mainstreet Comprised of Windows and Entrances</b>		
<b>Active Frontage</b>	The façade facing the main street must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor	The ground floor along Rideau Street contains the main entrance to the building and individual entrances to the ground level retail space. ✓
<b>Minimum Building Height</b>	6.7 metres for a distance of 20 metres from the front lot line.	✓
<b>Maximum Building Height</b>	94 metres	76 metres ✓
<b>Maximum Floor Space Index</b>	6.0	6.0 ✓
<b>Minimum Amenity Area</b>	6m <sup>2</sup> /unit / 50% Communal Phase 1 (315 units) = 1,890m <sup>2</sup> Phase 2 (318 units) = 1,908m <sup>2</sup>	Phase 1 = 2,173m <sup>2</sup> (1,257m <sup>2</sup> com) Phase 2 = 2,437m <sup>2</sup> (1,291m <sup>2</sup> com) ✓
<b>Minimum Bicycle Parking Spaces</b>	Residential: 0.5/dwelling unit = 320 Retail: 1/250m <sup>2</sup> = 3 Total: 323	330 ✓
<b>Minimum Vehicular Parking Requirement</b>	Residential: No requirement for the first 12 units 0.5/unit = 305 spaces Residential Visitor: 0.1/unit; Maximum 30 = 30 spaces Retail: 500m <sup>2</sup> or less: None required	Phase 1: Residential: 240 spaces Visitor: 30 spaces Retail: 9 spaces Interim: 62 spaces Phase 2: Residential: 168 spaces Visitor: 30 spaces Retail: 0 spaces Interim: Removed ✓
<b>Minimum Required Loading Spaces</b>	In the TM Zone, a vehicle loading space is only required for uses that have a gross floor area of 1,000m <sup>2</sup> or more	1 ✓

## 6.0 CONCLUSIONS

It is our professional planning opinion that the proposed Minor Zoning By-law Amendment and Site Plan Control Revision application represents good planning as follows:

- / The development proposal is consistent with the Provincial Policy Statement utilizing existing infrastructure and public services within a settlement area and in proximity to transit;
- / The proposed development conforms to the Official Plan policies for Traditional Mainstreets, particularly with respect to intensification in a compact form and defines the street edge and supports transit;
- / The proposed development complies with the City's urban design and compatibility criteria established in Section 2.5.1 and 4.11 of the Official Plan;
- / The proposed development conforms to the Uptown Rideau Secondary Plan regarding density transfers, public realm, and built form;
- / The proposed development complies with the City's Urban Design Guidelines for Development Along Traditional Mainstreets and for High-Rise Buildings; and
- / The proposed development is consistent with the Zoning By-law.



Tim Beed  
Planner



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Senior Planner

# APPENDIX A PROPOSED SCHEDULE 354

